Sapwi Trails Community Park
Initial Study/Proposed Mitigated Negative Declaration
City of Thousand Oaks, Ventura County, California

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Report Date: September 19, 2014

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SECTION 1: INTRODUCTION

1.1 - Purpose

This Initial Study has been prepared in accordance with California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 2100, et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Section 1500 et seq.). An Initial Study (IS) is prepared by a Lead Agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]), and thus to determine the appropriate level of environmental documentation needed for a project.

Pursuant to CEQA Guidelines Section 15367, the Conejo Recreation and Park District (CRPD) is the Lead Agency for the project and has primary responsibility for approval or denial decisions. In this instance, the Lead Agency has made a determination that the proposed Sapwi Trails Community Park project (project) will not have a significant effect on the environment, and therefore, does not require subsequent preparation of an Environmental Impact Report (EIR).

As discussed in Section 2, Environmental Checklist and Environmental Evaluation, of this IS, the project could result in certain potentially significant environmental impacts. However, these impacts will be reduced to a less than significant level with the incorporation of mitigation measures identified within this IS.

1.2 - Project Location

The project will be located within an approximately 145-acre project site (although the project, as further detailed below, will not encompass the entirety of the site) in the northeastern portion of the City of Thousand Oaks, Ventura County, California in what is generally considered the "Lang Ranch" area of the City (Exhibit 1). The project site is generally bound by East Avenida De Los Arboles to the north, "The Knolls" apartment community to the northeast, Westlake Boulevard to the east and southeast, a single-family residential neighborhood to the south, open space to the south and southwest, Erbes Road to the west, and another single-family residential community to the northwest (Exhibit 2). The project site's location corresponds to Township 2 North, Range 19 West (SBBM), Sections 35 and 36 of the Thousand Oaks, California, Quadrangle 7.5 Minute Series Topographical Map published by the U.S. Geological Survey.

1.3 - Project Description

Project Background

Planning for a community park on the Sapwi Trails Community Park site dates back to 1963. The site was designated as Community Parkland in the 1975 CRPD Master Plan, which was updated in 1992 and most recently updated in 2011. The CRPD Master Plan establishes and implements CRPD objectives, goals, and standards for park and recreational facilities, including acquisition, location, and development. According to the CRPD Master Plan, Community Parks are defined as:

> Community Parks generally serve residents who live one and one half miles to two miles from the park. These parks are active, drive-to facilities, and like playfields, are designed for day and night-lighted athletic uses. Site amenities include, but are not limited to, baseball and soccer fields, tennis courts, basketball and volleyball courts, major picnic facilities, parking, and a community center building. The center and the additional recreational programming associated with it is the distinguishing feature between a community park and playfield. Community Parks are typically 20 to 50 acres in size and generally serve a population up to 40,000; however, community parks may be less than 20 acres or exceed 50 acres in size. Community parks are designed to serve the broader recreation needs of several neighborhoods and adequately satisfy acreage requirements of all three park types—a community park, playfield, and neighborhood park facility.

Although planning activities for a previously proposed community park on the project site (Lang Ranch Community Park) started in 2003, that project was abandoned in January 2012. An open community-based planning and input effort resulted in the currently proposed project, which is thoroughly described below.

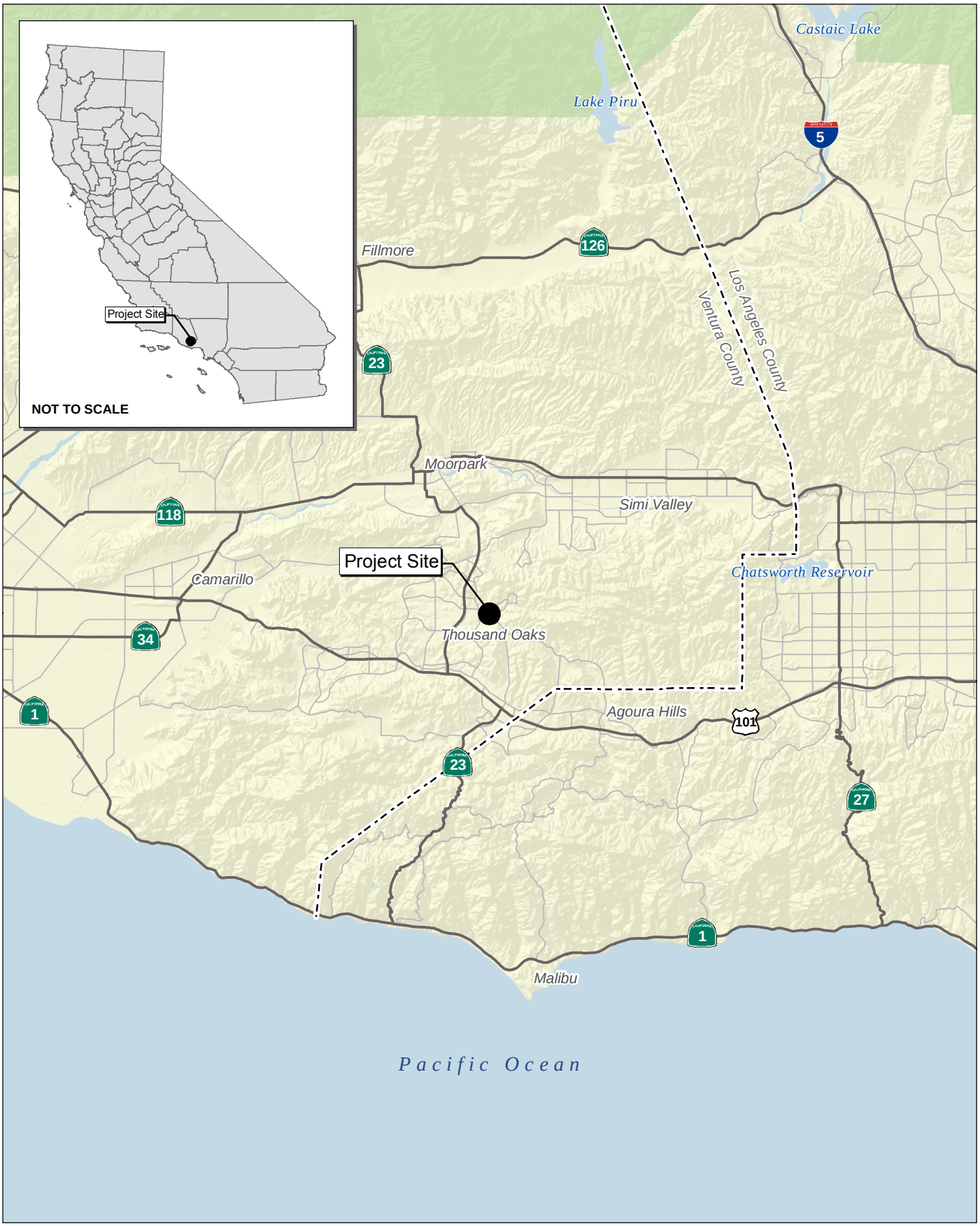
Project Summary

CRPD proposes to develop a Community Park on the approximately 145-acre project site (Exhibit 3), consisting of roughly 17 improved acres of various recreational amenities and special facilities which would support a number of passive and semi-passive recreational activities such as hiking, biking, disc golf, and non-motorized model glider flying. The CRPD Master Plan defines special facilities as:

> Special Facilities include unique recreational areas, recreational amenities, activity areas and uses such as, but not limited to: museums, libraries, teen centers, senior centers, golf courses, dog parks, skate-parks, equestrian/hiking trails, equestrian centers, bicycle trails, aquatic centers, exhibition grounds, community auditoriums, community and botanic gardens, cultural centers, and other unique or special facilities which may be included as part of any park within the District.

Larger, more active permitted recreational events will occasionally occur on the project site as well, including high school cross-county meets. These larger events are considered temporary and intermittent in nature, encompassing one day or less and occurring no more than 12 times per year. All permitted events will be reviewed, conditioned, and permitted individually, on a case-by-case basis.

The project will be comprised of open space, interconnecting multi-use trails, and several distinctive activity areas containing several recreational amenities, as well as ancillary facilities such as parking lots and restrooms. The following provides a summary description of primary project features.



Source: Census 2000 Data, The CaSIL, FCS GIS 2014.

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Exhibit 1
Regional Location Map

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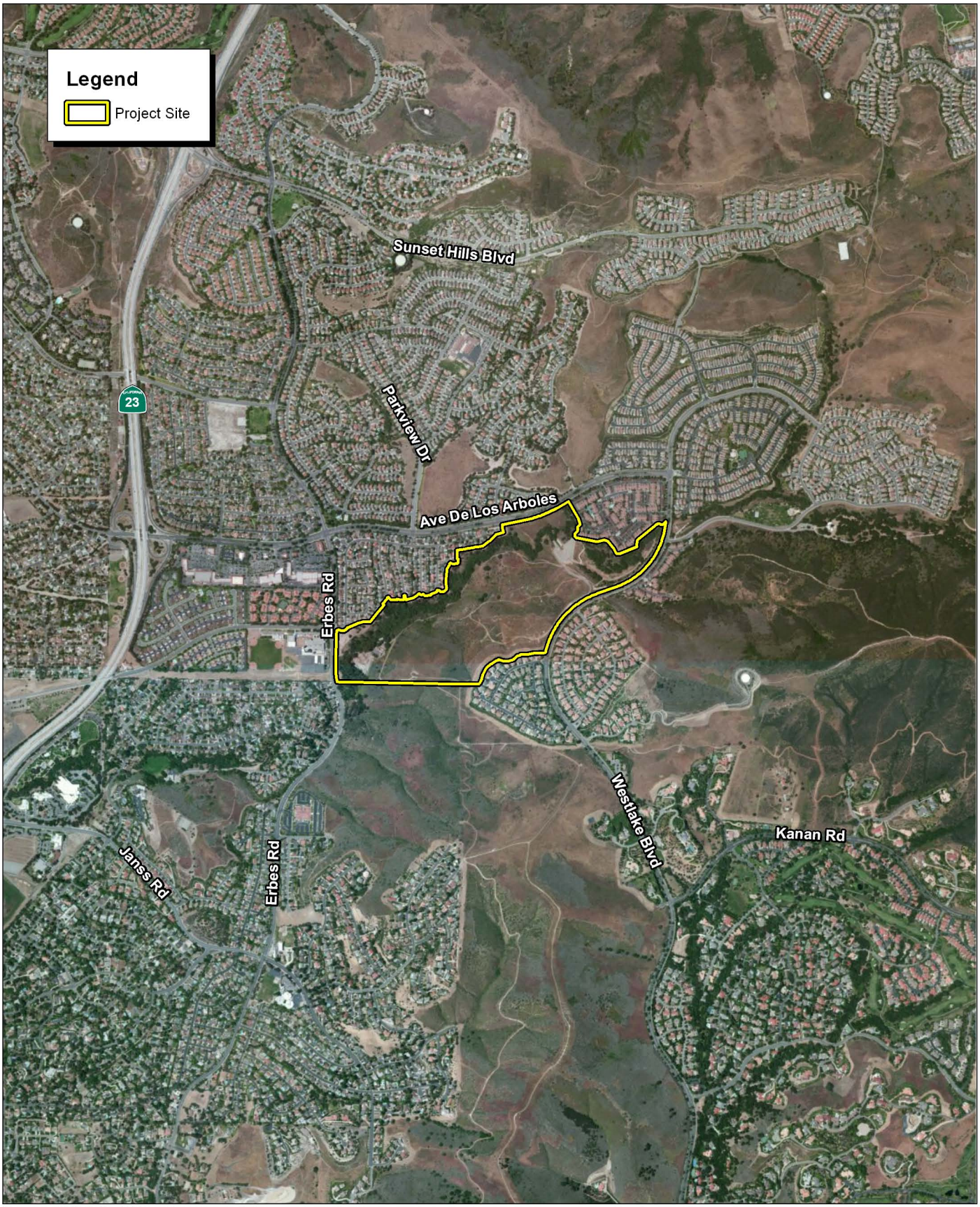

Source: ESRI Aerial Imagery.

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2,000 1,000 0 2,000
Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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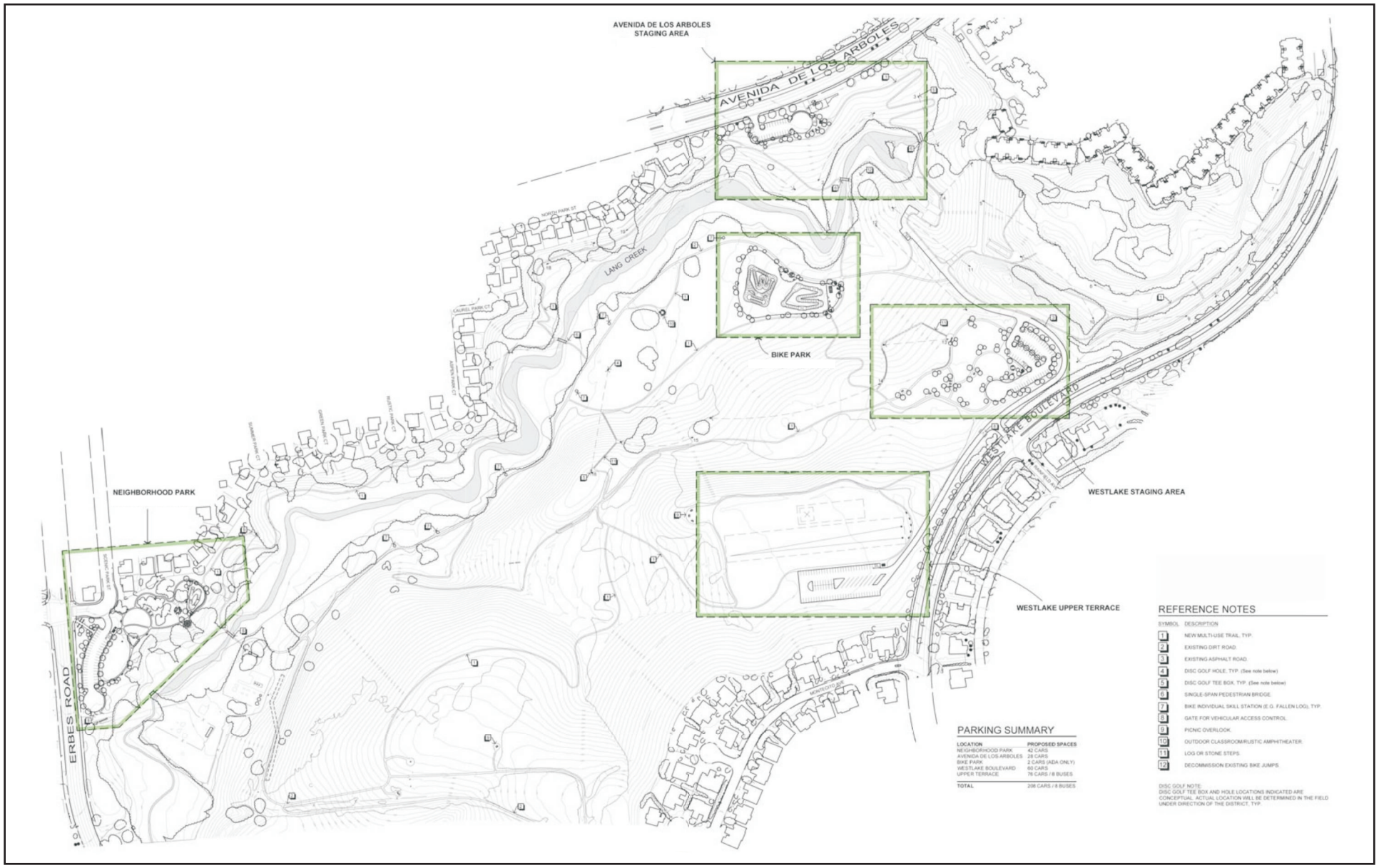

Source: rrm design group, March 2014.

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Exhibit 3
Site Plan

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Neighborhood Park

The Neighborhood Park will be located along the project site's western boundary, just east of Erbes Road (Exhibit 4). This area will serve park users accessing the project from the west via Erbes Road and Scenicpark Street. Monument signage will be placed at the southeast corner of Erbes Road and Scenicpark Street to welcome park visitors. A number of amenities and facilities will be provided at the Neighborhood Park, including an approximately 42-space pervious parking lot, prefabricated restroom, landscaping, picnic areas, and youth play areas. These features will be interconnected via an accessible pervious walkway. A number of mature oak trees currently located within the Neighborhood Park site will be protected in place as part of the project. These mature trees will be incorporated into the overall design of this area, providing both shade for park users and aesthetic character on the project site. A new driveway off Scenicpark Street will connect to the parking lot and provide vehicle access to the Neighborhood Park and the project site's western portion.

Avenida De Los Arboles Staging Area

Avenida De Los Arboles Staging Area will be located along the project site's northern boundary, immediately south of Avenida De Los Arboles (Exhibit 5). This area will serve park users accessing the project from the north via Avenida De Los Arboles. Several features will be provided at Avenida De Los Arboles Staging Area, such as a roughly 28-space pervious parking lot, prefabricated restroom, and picnic areas. It is also envisioned this area will be the starting point of the disc golf course. This area will connect with the remainder of the project via a multi-use trail, which will be part of the larger onsite unpaved multi-use trail network detailed below. A new driveway off Avenida De Los Arboles will connect to the parking lot and, because of the existing median within Avenida De Los Arboles, will provide right-in/right-out vehicle access only. Additionally, because of potential topographical constraints, retaining walls may be constructed around portions of the parking lot.

Westlake Boulevard Staging Area

Westlake Boulevard Staging Area will be located on the project site's southeastern portion, northwest of Westlake Boulevard (Exhibit 6). This area will serve park users accessing the project from both the east and south via Westlake Boulevard. A variety of amenities and facilities will be provided at Westlake Boulevard Staging Area, including an approximately 60-space pervious parking lot, prefabricated restroom, landscaping, and picnic areas. These features will be interconnected via an accessible pervious walkway. The existing driveway off Westlake Boulevard, directly across from Rainfield Avenue, will connect to the parking lot and provide vehicle access to Westlake Boulevard Staging Area and will be a full access driveway. This driveway will provide access to the eastern and southern portions of the project site.

Westlake Upper Terrace

Westlake Upper Terrace will also be located on the project site's southeastern portion, just south of Westlake Boulevard Staging Area (Exhibit 7). Although included as part of the overall project site's pedestrian and bicycle circulation system, this area will serve as a permitted use venue. This area will primarily support permitted and conditioned uses such as organized, non-motorized model glider events, as well as occasionally provide overflow and bus parking for larger single-day events

such as high school cross-country meets. Vehicle access will be limited and controlled via a locked gated located along the driveway approach.

Features provided at the Westlake Upper Terrace will include a large, flat open area suitable for glider launching, a glider landing area potentially surfaced with synthetic turf, prefabricated restroom, picnic areas, and gravel parking lot capable of holding roughly 76 passenger vehicles and 8 school buses. It is also envisioned this area will be the primary staging area for cross-country meets and will utilize the wide, flat glider launch area for races' start/finish line. This area will connect with the remainder of the project via the onsite unpaved multi-use trail network. The existing driveway off Westlake Boulevard, as described above, will connect to the parking lot and provide vehicle access to the Westlake Upper Terrace and the project site's eastern and southern portions.

Bike Park

The Bike Park will be located on the project site's north-central portion, on the southern side of Lang Creek (Exhibit 8). A number of amenities and facilities will be provided at the Bike Park, including bicycle terrain and obstacle features, viewing areas, and a bicycle repair station. The Bike Park will be designed at a conceptual level with accompanying construction design guidelines, with the intent local volunteer user groups will construct the Bike Park within the designated area (as delineated by split-rail fencing) under CRPD's guidance of and within parameters set forth in construction design guidelines. Prior to any construction activities at the Bike Park, CRPD will adopt specific design guidelines to govern development of Bike Park features ensuring all Bike Park components adhere to District standards. It is envisioned the Bike Park will be developed in stages over a period of time.

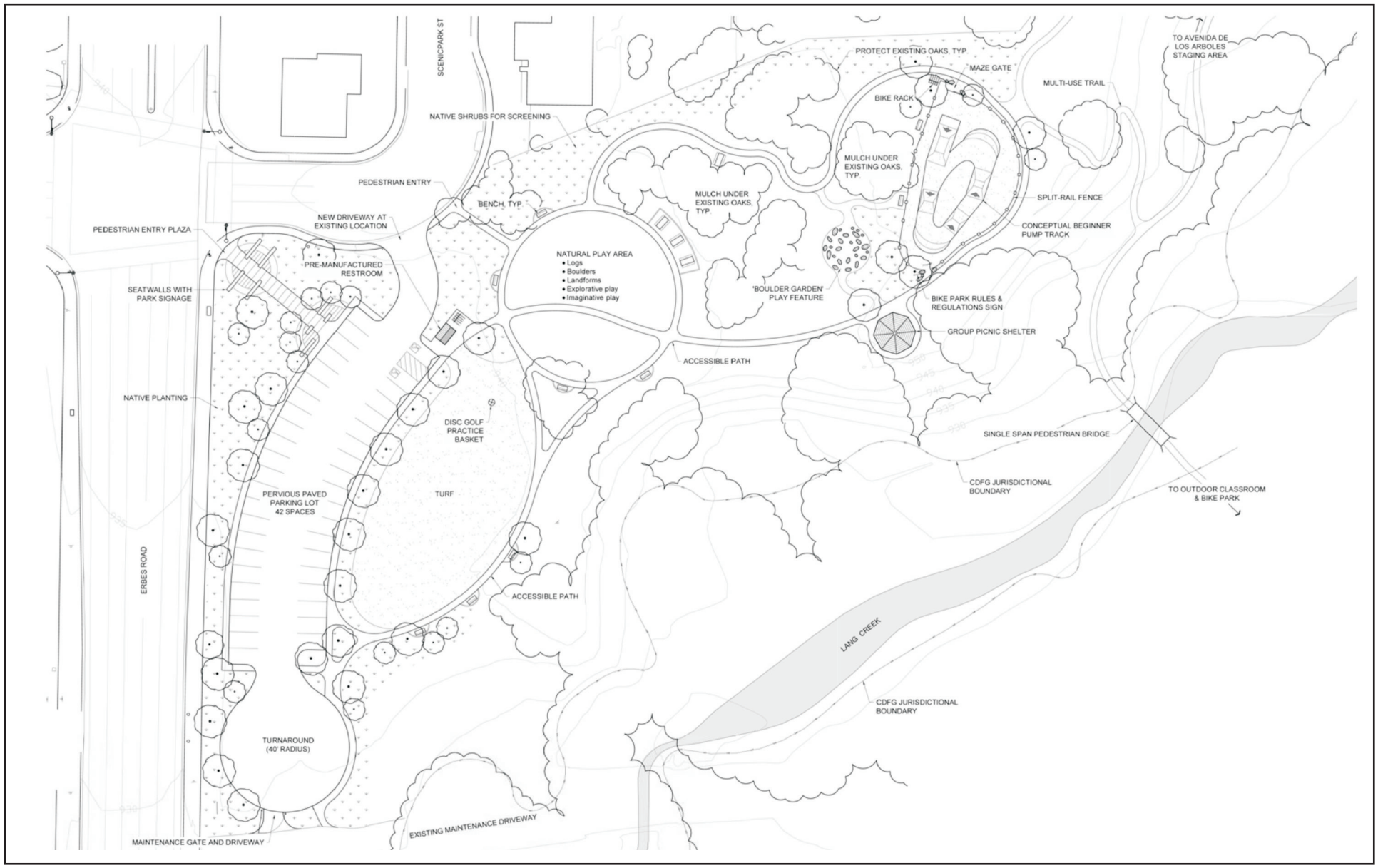
Additionally, there will be a series of standalone bike skills stations to be constructed at intervals along the existing road west of the Bike Park. These skills stations will be constructed adjacent to the existing path on pervious surfacing. Further, although a parking lot will not be provided at the Bike Park, two ADA accessible parking spaces will be located directly adjacent to the area to provide access for all park visitors.

Outdoor Classroom

An Outdoor Classroom, located in the north-central portion of the project site, adjacent to the Bike Park, will provide a venue for outdoor education programming. The improvements will include an informal amphitheater, or "council-ring," consisting of informal seating utilizing logs and boulders, and a series of educational exhibits and signage to highlight a variety of site-related topics such as biology, geography, and cultural history.

Future Potential Staging Area/Scenic Vista

A future potential staging area and scenic vista has been identified along the project site's southern boundary. Construction of this area is dependent on CRPD's ability to obtain a right-of-way easement from the property owner located immediately south of the project site. If constructed, this staging area and scenic vista will serve park users accessing the project from the south.



Source: rrm design group, March 2014.

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Exhibit 4
Neighborhood Park

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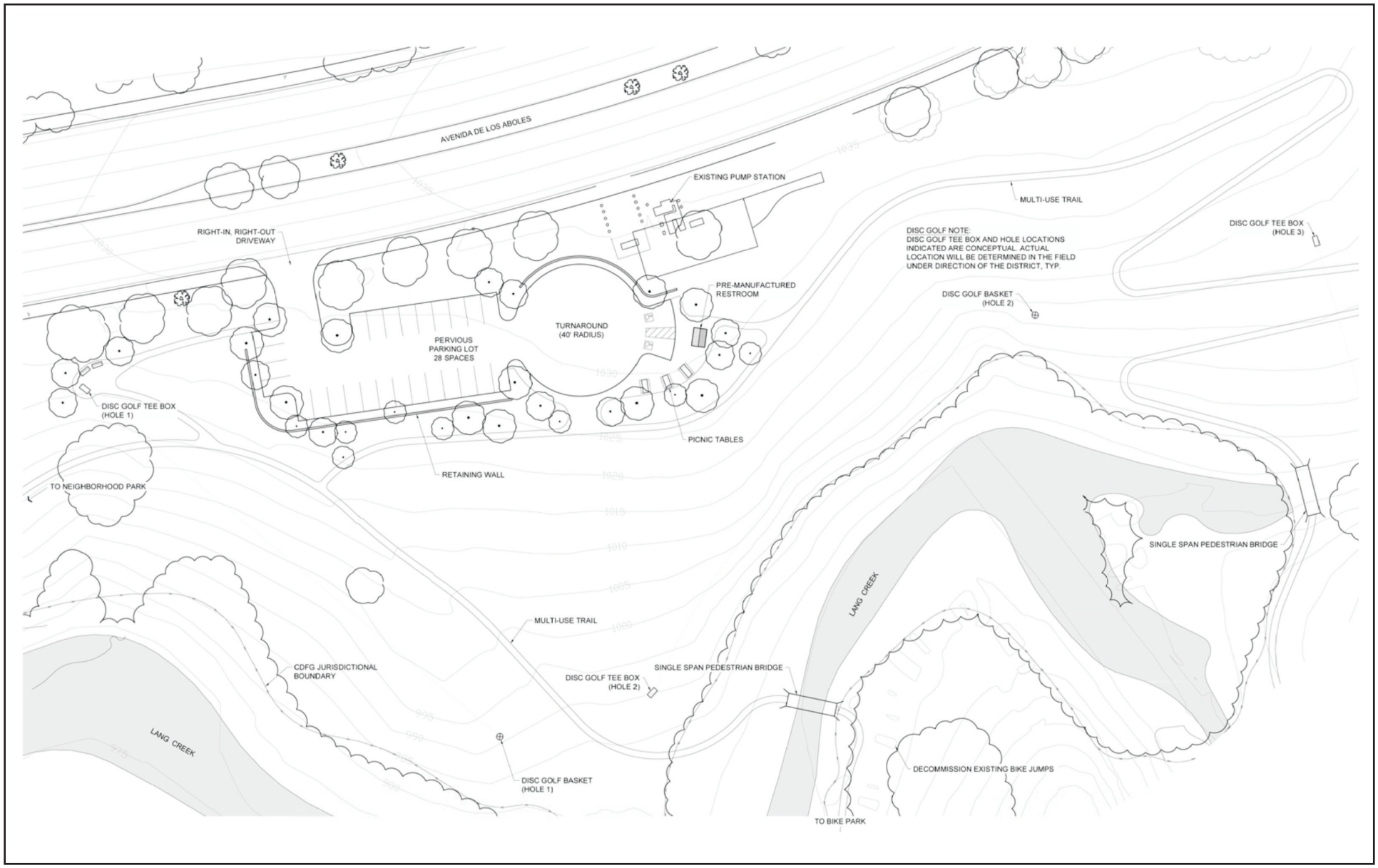

Source: rrm design group, March 2014.

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Exhibit 5
Avenida de los Arboles Staging Area

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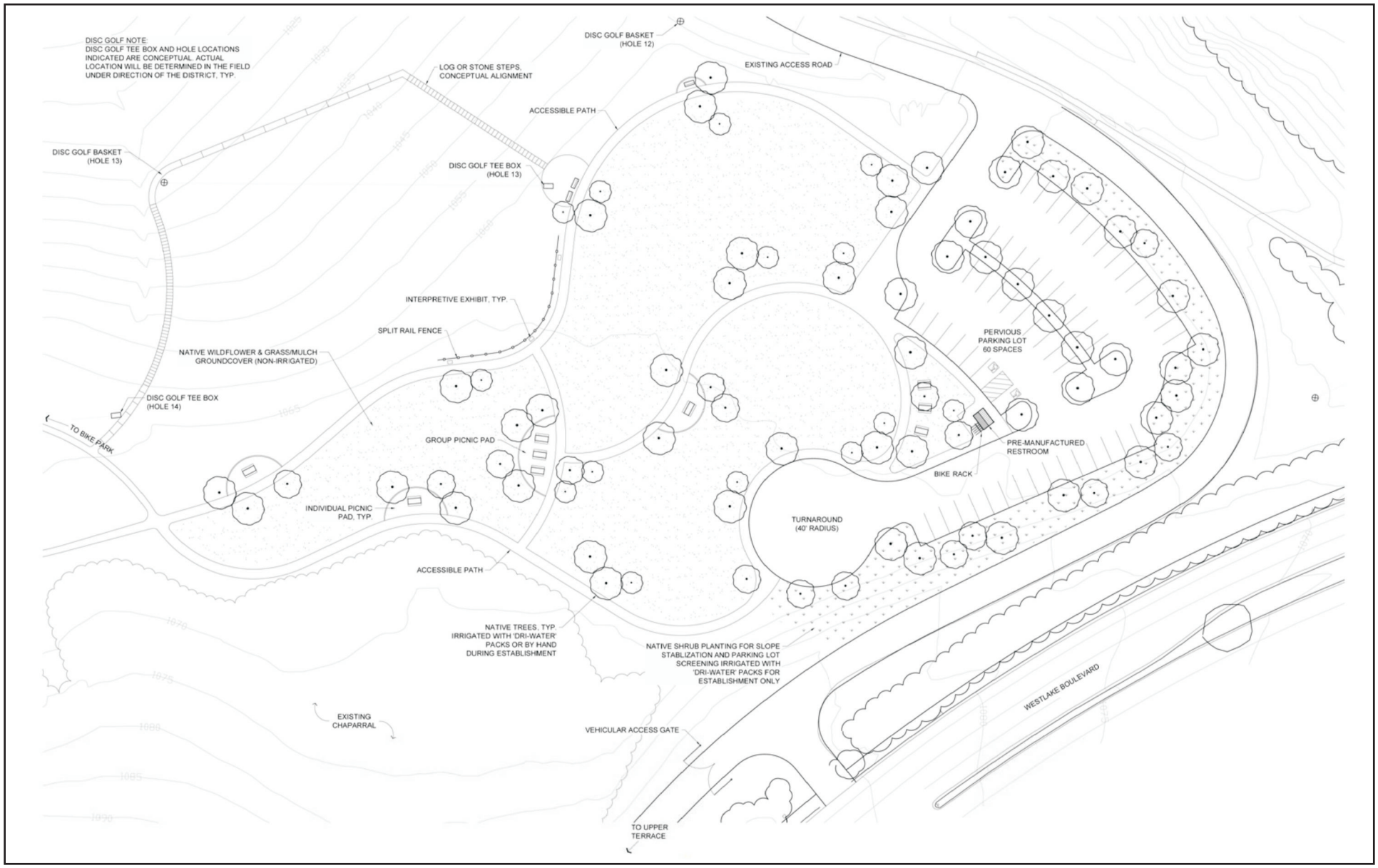

Source: rrm design group, March 2014.

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Exhibit 6
Westlake Boulevard Staging Area

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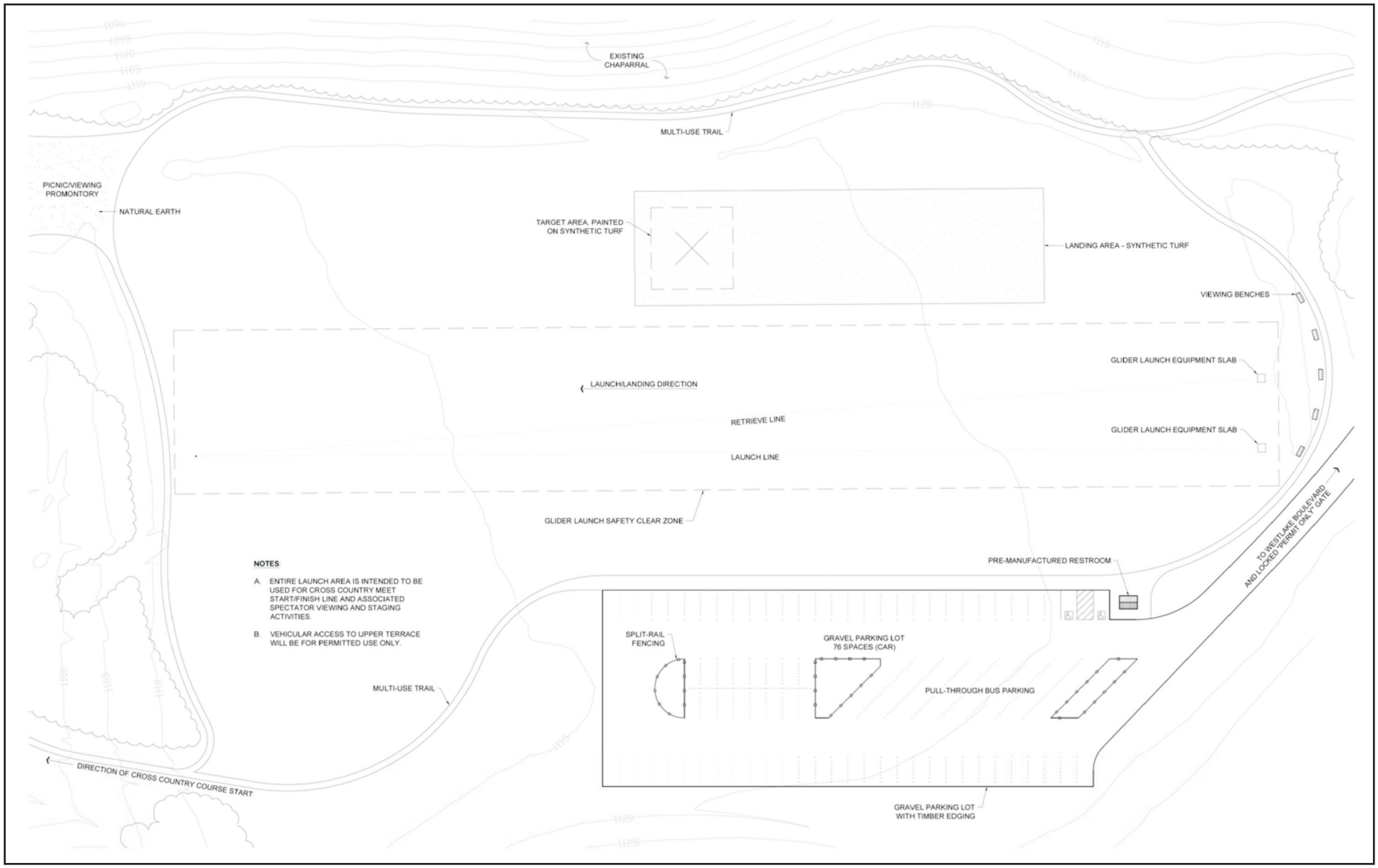

Source: rrm design group, March 2014.

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Exhibit 7
Upper Westlake Terrace

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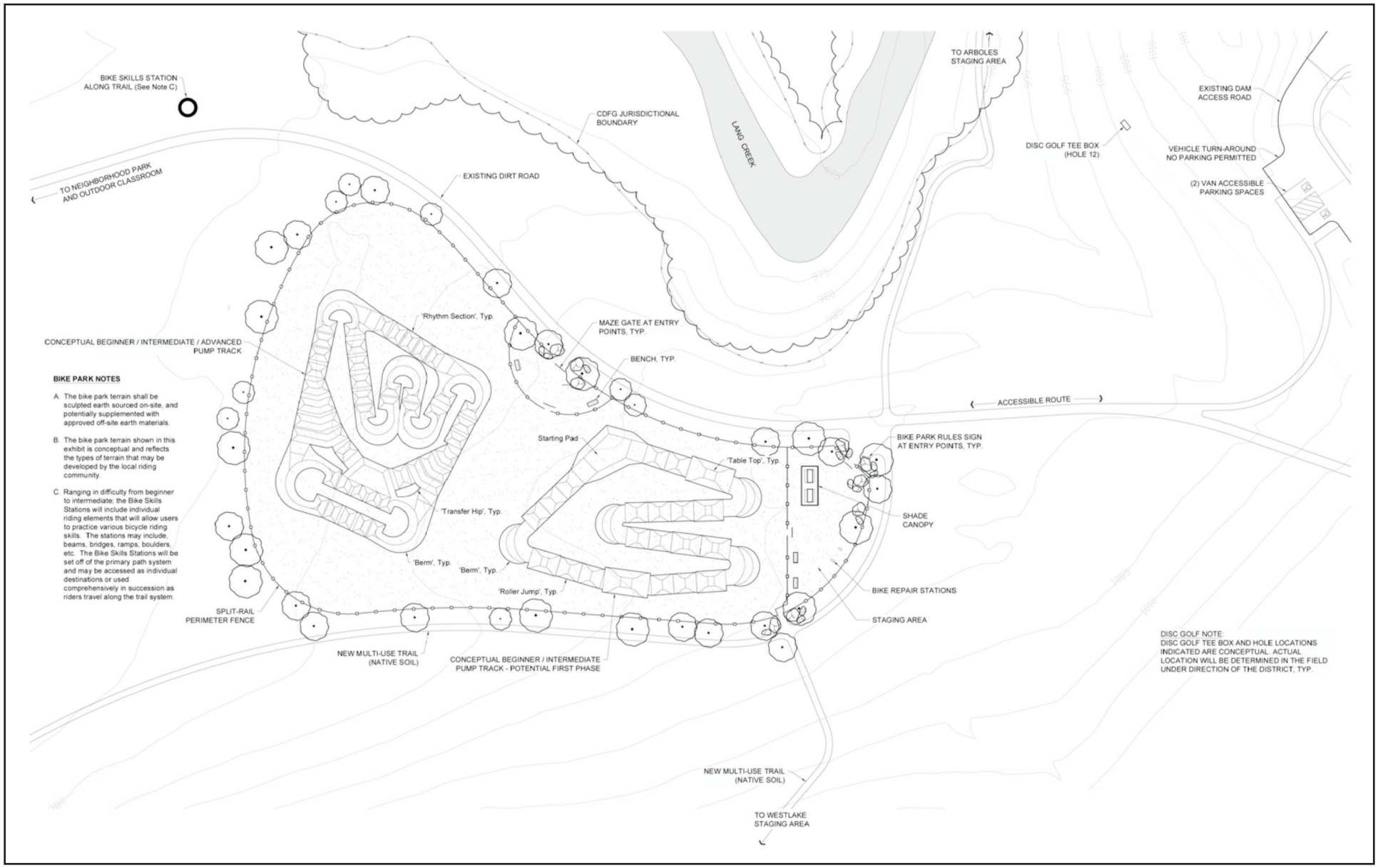

Source: rrm design group, March 2014.

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Exhibit 8
Bike Park

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Multi-Use Trail

A multi-use trail network will traverse most of the project site, connecting each project feature detailed above. The trail will support a variety of activities, including hiking, biking, disc golf, and, on occasion, organized cross-country meets. Within the footprint of the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Westlake Upper Terrace, a combination of pervious paved and unpaved accessible walkways will be provided to connect various amenities within each of these activity areas. Outside the confines of these areas, the multi-use trail will consist of an unpaved, natural surface (e.g., compacted earth, decomposed granite, etc.) trail capable of supporting a number of different user groups. Trailhead signage will be provided at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Westlake Upper Terrace. In general, the multi-purpose trail will be approximately 3 to 12 feet wide and constructed at a grade allowing a variety of park users to traverse the trail; however, actual width and grade will vary depending on topographical constraints. The trail will cross Lang Creek at four different locations. To allow for maintenance and emergency vehicles to cross the creek, these crossing will consist of roughly 10-feet wide bridges. An existing crossing currently used by CRPD to access a maintenance yard could potentially be utilized by park users as well.

Disc Golf Course

The project includes a 19-hole disc golf course, consisting of 19 paved pervious tee boxes, or starting points, which will typically be separated by a few hundred feet from each hole, or end point. A "hole" will generally consist of a pole-mounted basket which a disc golf player targets while standing at the tee box. Alternative holes will possibly be available to disc golf players according to skill levels. The disc golf course will generally be constructed parallel or adjacent to the multi-use trail network wherever feasible, allowing players to access holes while sharing the trail with other park users. Switchbacks or steps will likely be required at some holes to aid player access to these holes. As detailed above, it is envisioned Avenida De Los Arboles Staging Area will serve as the disc golf course starting point. Locations of all 19 disc golf course holes are shown on Exhibit 3.

Ancillary Features

The project will also include ancillary features such as security lighting, stormwater drainage, parking lots, and restroom facilities.

Lighting

Security lighting will be required and provided at the restrooms facilities.

Stormwater Drainage

Stormwater generated on the project site will be contained and collected using low impact development (LID) techniques. LID is an approach to land development working with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and re-creating natural landscape features to reduce impervious surfaces, creating functional and appealing site drainage which treats stormwater as a resource rather than a waste product. LID practices such as bioswales or similar features will be used throughout the project site to complement the existing natural pervious drainage areas.

Landscaping

Where feasible, the project will make use of existing trees, shrubs, and groundcover. Limited additional landscape areas consisting of native species will be planted within the Neighborhood Park. In addition, a small amount of turf grass will be planted at the Neighborhood Park in the vicinity of a practice disc golf hole, and mulch will be laid under the existing trees. Because of existing geological conditions in the project area, neither Westlake Boulevard Staging Area nor Westlake Upper Terrace will include new landscape areas requiring irrigation. However, Westlake Upper Terrace will include a larger patch of synthetic turf.

Parking

Parking lots will be provided at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, Westlake Upper Terrace, and Bike Park. Design specifics of each parking area are discussed above for each individual activity area.

Restroom Facilities

Prefabricated restroom facilities will be provided at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Upper Westlake Terrace. These facilities will connect to the existing municipal water delivery and wastewater conveyance infrastructure currently serving the project area.

Westlake Boulevard Frontage Improvements

Based in part on the recommendations of the City of Thousand Oaks, the project will also include improvements designed to facilitate bicycle and pedestrian circulation for park visitors choosing to travel by bicycle of foot. These improvements include, but are not limited to, frontage improvements adjacent to the western side of Westlake Boulevard. Any improvements will be designed and constructed in accordance with all applicable standards set forth by the City.

Project Construction

Due primarily to availability of funding, it is currently unknown when construction of the project will commence. CRPD has expressed a desire to start construction on or around 2015, continuing intermittently with a goal of completion in 2020. Construction of components requiring only volunteer labor will commence immediately, with additional construction occurring as funding allows.

To the extent feasible, CRPD intends to preserve the project site's existing natural topography. Many activity areas discussed above, including the Neighborhood Park, Westlake Boulevard Staging Area, and Westlake Upper Terrace, already contain relatively flat terrain and appear to have been previously cleared or graded. Thus, these areas will not require extensive site preparation activities. Other project features, including the Bike Park, Multi-Use Trail, and Disc Golf Course, have been designed to conform to the existing variable topography and will be primarily constructed using small construction equipment and hand tools. As a result, construction of these features will involve only nominal earthwork activities. Avenida De Los Arboles Staging Area will likely require the most movement of soil, and because of potential topographical constraints, retaining walls may be constructed around portions of the parking lot.

While final earthwork quantities will not be known until final development plans are prepared, it is anticipated that because the majority of the project will conform to the existing topography, site preparation and other similar earthwork activities will be minimal. Fill will likely be required at Avenida De Los Arboles Staging Area and potentially Bike Park, although these amounts are expected to be 100 cubic yards (cy) or less. Nonetheless, all earthwork activities will be required to comply with grading provisions established by Title 7, Chapter 3 of Thousand Oaks Municipal Code.

Lang Creek Improvements

In addition to the recreation features discussed above, the project will also include restoration efforts within and adjacent to Lang Creek. These efforts may include removal of trash, debris, and non-native plant species from the creek. Any restoration efforts will be coordinated with the appropriate regulatory agencies.

1.4 - Intended Uses of this Document

The IS/MND prepared for the project will be used by CRPD and other Responsible Agencies as supporting environmental documentation for any potential discretionary or ministerial approvals, including, but not limited to, grading and development permits; National Pollution Discharge Elimination System (NPDES) permits; Section 401, 404, and 1600 permits; and right-of-way and easements. As defined by CEQA Guidelines Section 15381, Responsible Agencies for the project may include, but not limited to, the City of Thousand Oaks, Los Angeles Regional Water Quality Control Board (RWQCB), Ventura County Air Pollution Control District (VCAPCD), Ventura County Watershed Protection District (VCWPD) (formerly Ventura County Flood Control District), California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corp of Engineers (USACE), and Ventura County Transportation Commission (VCTC).

1.5 - Environmental Setting

The project site currently primarily consists of unimproved land. Lang Creek, a perennial stream course, traverses the northern portion of the site in a northeast-southwest direction, generally paralleling the northern project site boundary. The eastern portion of the project site contains a VCWPD detention basin and debris dam. Together with Lang Creek, this basin and dam drain higher elevations to the north and east.

Although presently unimproved, the project site is currently used by local residents for a variety of recreational activities, including hiking and biking. A series of existing maintenance roads and trails crisscross the project site and are utilized by local hikers and bikers, as well as CRPD and VCWPD personnel. Vehicular site access is currently provided by two separate driveways: one located along Westlake Boulevard; and one located along Erbes Road, which presently provides access to a CRPD maintenance facility.

Variable topography is found throughout the project site, with higher elevation generally located along the northern and southern portions of the site and gentle to moderate sloping hillsides convening at Lang Creek. Flat areas occurring on the project site are generally limited to the Neighborhood Park, Westlake Boulevard Staging Area, and Westlake Upper Terrace, as detailed

above. Overall, the project site drains from northeast to southwest, with onsite elevations ranging from 935 feet above mean sea level (amsl) to 1135 feet amsl.

The City of Thousand Oaks General Plan's Land Use Map has designated the project site as Existing Parks/Golf Courses/Open Space. As part of the greater Lang Ranch area (Specific Plan No. 3), the project site is zoned Residential Planned Development (R-P-D); however, the Specific Plan also established individual zoning designations within the Lang Ranch area. As such, the individual zoning designation for the project site is Community Park.

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

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

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

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in 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 "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure 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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: September 18, 2014 Signed: _____

As previously addressed, pursuant to CEQA Guidelines Section 15367, CRPD is the Lead Agency for the project and has primary responsibility for approval or denial decisions. However, based on the project site's location within the corporate boundary of the City of Thousand Oaks, and because of the likelihood that the City will be a Responsible Agency under CEQA Guidelines Section 15381, CRPD will use the City's CEQA Environmental Checklist when evaluating potential environmental impacts and determining significance of any such potential impacts.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have an adverse effect on a scenic vista, scenic highway or prominent ridgeline?	☐	☐	☒	☐
b) Have a demonstrable negative effect on the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
c) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The General Plan Open Space Element identifies numerous open space areas within the City of Thousand Oaks considered essential to preserve spaciousness and attractiveness of the City. These areas include Lang Ranch, North Ranch, Oakbrook, and Woodridge Open Space areas.

Additionally, the General Plan Scenic Highway Element's Exhibit 2 identifies roadways within the City which are part of the City's Scenic Highway System, and provides motorists with "diverse and representative examples of both the urban and natural environment to be found within any local jurisdiction." Several of these roadways are located adjacent to the project site, including Westlake Boulevard, East Avenida De Los Arboles, and Erbes Road. However, according to Caltrans' California Scenic Highway Mapping System, the only roadway in Ventura County that is currently an Official Designated State Scenic Highway is State Route 33 (SR-33), located between SR-150 and the Santa Barbara County line.

Because of its relatively lower elevation compared to surrounding areas, the project site will be visible from numerous vantage points. However, most of the project site will remain in its natural condition following project completion, and thus, the site's existing open and natural character will remain. Additionally, project improvements will be one story or less in height, and variable natural topography, existing mature trees, and vegetation will screen these improvements from most vantage points. Therefore, impacts associated scenic vistas, scenic highways, prominent ridgelines, and other scenic resources will be less than significant.

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

Less Than Significant Impact. As discussed above, most of the project site will remain unaltered following project completion, and thus, the existing open and natural character of the site will remain. Additionally, project improvements will be one story or less in height, and variable natural topography, existing mature trees, and vegetation will screen these improvements from most vantage points.

As required by the City of Thousand Oaks, the project has been designed to comply with the standards contained in the City's Zoning Code (Municipal Code Title 9, Chapter 4), ensuring that the project will be visually consistent with the surrounding aesthetic environment. CRPD has reviewed design plans to ensure the project will complement existing land uses in the project area and be consistent with Zoning Code design standards. Therefore, impacts associated with existing visual character or quality will be less than significant.

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

Less Than Significant Impact With Mitigation. Security lighting will be required and provided at the restrooms facilities. Aside from these lights, no other permanent lighting, including tall, pole-mounted lighting (i.e., sports field lighting), will be used on the project site.

Exterior lighting fixtures affixed to restroom facilities are required to comply with the City's Municipal Code Section 4110.2, which, among other things, establishes minimum foot-candle illumination strengths depending on the particular use (e.g., doorway, stairway). Additionally, to prevent light trespass onto adjacent properties, all exterior lighting will be shielded and oriented to direct lighting towards the ground, as required by Mitigation Measure AES-1. With implementation of Mitigation Measure AES-1, impacts associated with light and glare would be less than significant.

MM AES-1 All exterior lighting shall be shielded and oriented in a manner as to direct lighting towards the ground and away from adjacent properties.

MM AES-2 Park visitors shall not be permitted to temporarily or permanently introduce outside lighting onto the park site, including flood lights and other mounted lighting, lanterns, and string lights. Signs shall be posted at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, Westlake Upper Terrace, all picnic areas, and all other locations where groups may congregate, to remind park visitors that the use of outside lighting is not permitted within the park. When permitting larger events such as high school cross-country meets or similar events requiring a discretionary permit, CRPD shall prohibit use of outside lighting. An exception shall be made for small handheld light devices such as flashlights, headlamps, and small lanterns used for walking, jogging, running, and hiking during permitted hours of operation.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Air Quality				
a) Exceed any local, state or federal air quality emission threshold or standard?	☐	☒	☐	☐
b) Conflict with the recommendations of Assembly Bill AB 32 in achieving a statewide reduction in greenhouse emissions, or be a significant emission source of $C0_2$ exceeding 3,000 metric tons $C0_2$ equivalent per year?	☐	☐	☒	☐
c) Expose sensitive receptors to potentially unhealthful pollutant concentrations?	☐	☒	☐	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

In part, the following analysis is based on CalEEMod Air Quality/Greenhouse Gas Emissions analysis prepared by FirstCarbon Solutions (FCS) and included as Appendix A.

Would the project:

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

Less Than Significant Impact With Mitigation. This impact analysis addresses the following air quality impact criteria:

1. Air Quality Management Plan (AQPM) Consistency. The project is located in Ventura County, which is part of the South Central Coast Air Basin (Air Basin) and under the jurisdiction of the VCAPCD. The Air Basin is in non-attainment for both federal and state standards for ozone. The Air Basin is in non-attainment for the state standards for PM_{10} and $PM_{2.5}$. The primary objective of the AQMP is to attain the federal and state standards for ozone. Inconsistency with the AQMP is considered a significant cumulative adverse air quality impact.
2. Localized criteria pollutant impacts, also known as "hotspots." Hotspots can be generated by project construction or operation. Pollutants of concern for hotspot generation are fugitive dust and operational carbon monoxide (CO).
3. Regional criteria pollutant impacts. The non-attainment regional pollutants of concern are ozone, PM_{10}, and $PM_{2.5}$. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, reactive organic compounds (ROG) and oxides of nitrogen (NO_x), react in the atmosphere in the presence of

sunlight to form ozone. Therefore, the VCAPCD does not have a recommended ozone threshold, but has regional thresholds of significance for ROC and NO_x.

Air Quality Management Plan (AQMP) Consistency

The applicable AQMP for the project is the 2007 Air Quality Management Plan, adopted by the VCAPCD on May 13, 2008. The VCAPCD's 2003 Air Quality Assessment Guidelines discuss how a project can be found consistent with the applicable AQMP. The Guidelines state that project consistency with the AQMP can be determined by comparing the actual population growth in the county with the project growth rates used in the AQMP.

The project is located in the City of Thousand Oaks, which is a "Non-Growth Area" as defined by the Guidelines. There are four steps to determining consistency with the AQMP for a project located in Non-Growth Areas:

1. Determine if the project conforms to the applicable General Plan.
2. Determine the current estimated population of the aggregated Non-Growth Areas.
3. Compare the current estimated population of the aggregated Non-Growth Areas with the aggregated Non-Growth Area population target for the next year. If the current estimated population of the aggregated Non-Growth Areas is below its next year's population target, and the project conforms to the applicable General Plan designation, the project is determined to be consistent with the AQMP.
4. If the current estimated population of the aggregated Non-Growth Areas exceed its next year's population target, the project should be found to be inconsistent with the AMQP. Inconsistency with the AQMP is considered a significant cumulative adverse air quality impact.

The City of Thousand Oaks General Plan's Land Use Map has designated the project site as Existing Parks/Golf Courses/Open Space. As addressed further in Impact 9a), the project is consistent with the General Plan and the project site's land use designation. According to correspondence with the VCAPCD, the current estimated population of the aggregated Non-Growth Areas is 99,055 people, which is below the 2015 population forecast of 99,410 people. Since the project conforms to the General Plan and the Non-Growth Area is currently below next year's population target, the project is consistent with the 2007 AQMP.

Localized Criteria Pollutant Impacts

Localized impacts would be exceedances of State or federal standards for PM_{10} or CO. Particulate matter emissions (PM_{10}) are of concern during project construction because of the potential to emit fugitive dust during earthwork activities. CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion. Each of these concerns is discussed separately below.

Construction Localized Dust Emissions

Earthwork activities would generate short-term emissions of fugitive dust resulting in locally elevated levels of PM_{10} and $PM_{2.5}$. The VCAPCD does not have a significance threshold for fugitive dust (PM_{10} or $PM_{2.5}$). Instead, the VCAPCD recommends "minimizing fugitive dust emissions, especially during grading and excavation operations, rather than quantifying fugitive dust emissions." Thus, consistent with VCAPCD's 2003 Air Quality Assessment Guidelines, Mitigation Measure AIR-1 would be required to address fugitive dust impacts during project construction.

Operational CO Hotspot

CO "hotspot" thresholds ensure that emissions of CO associated with project traffic in combination with CO emissions from existing and forecasted regional traffic do not exceed State or federal standards for CO at any traffic intersection impacted by the project. Project concentrations may be considered significant if a CO hotspot intersection analysis determines that project CO concentrations cause a localized violation of the State CO 1-hour standard of 20 parts per million (ppm), State CO 8-hour standard of 9 ppm, federal CO 1-hour standard of 35 ppm, or federal CO 8-hour standard of 9 ppm.

This analysis follows guidelines recommended by the CO Protocol (University of California, Davis 1997) and the VCAQMD. According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. In addition, intersections that operate under LOS D conditions in areas that experience meteorological conditions favorable to CO accumulation require a detailed analysis. The VCAQMD recommends that a local CO hotspot analysis be conducted if the intersection meets one of the following criteria: (1) the intersection is at LOS D or worse and the project increases the volume to capacity ratio by 2 percent, or (2) the project decreases LOS at an intersection from C to D.

As further addressed in Impact 14a) and within the Traffic Impact Analysis (TIA) (Appendix F), with incorporation of mitigation, the project would not affect the LOS at any existing study area intersection to the extent that a detailed CO hotspot analysis is required.

Regional Criteria Pollutant Impacts

The non-attainment pollutants of concern for this impact is ozone. The VCAPCD's Guidelines specify thresholds of significance for the ozone precursors ROC and NO_x. The VCAPCD has determined that an exceedance of the thresholds provided in Table 1 would have significant adverse impacts on the air quality in the Air Basin. Thus, projects within the Air Basin with construction or operational emissions in excess of any of the thresholds shown in Table 1 would individually and cumulatively jeopardize attainment of the federal 1-hour ozone standard and have a significant adverse impact on the air quality in Ventura County.

Table 1: VCAPCD ROC and NO_x Thresholds

Pollutant	Construction-Related*	Operational-Related*
Reactive organic compounds (ROC)	25 lbs per day	25 lbs per day
Nitrogen oxides (NO_x)	25 lbs per day	25 lbs per day

Note:
Thresholds are for projects in the "remainder of Ventura County." The Ojai Planning Area has separate, more stringent thresholds. However, the project is not located in the Ojai Planning Area.
Source: VCAPCD 2003

Construction Regional Emissions

Construction emissions were calculated using CalEEMod version 2013.2.2. CalEEMod output is provided included as Appendix A.

There will be no demolition activities on the project site. Additionally, CRPD intends to preserve the project site's existing natural topography, meaning extensive site preparation is not required and grading and other earth work will be minimal. Furthermore, it is assumed that the use of asphalt or asphaltic concrete paving equipment will not be required, as the pervious paving that will be installed in parking lots will not use traditional paving equipment. The project's restrooms facilities are prefabricated, and thus, will not require onsite application of architectural coatings.

Due primarily to availability of funding, it is currently unknown when construction of the project will commence. CRPD has expressed a desire to start construction in or around 2015, with an anticipated duration of approximately 3 years. However, because the exact construction schedule has yet to be determined, and in order to provide a conservative analysis, it is assumed that the project would be completed within 16 months.

The project's estimated construction emissions are provided in Table 2. As shown in Table 2, the site preparation stage will exceed the VCAPCD's significance thresholds for NO_x. The remaining construction stages will not exceed the VCAPCD's thresholds of significance for ROC or NO_x. As such, the project will have a potentially significant impact related to construction emissions during the site preparation stage if NO_x emissions are not mitigated.

Table 2: Unmitigated Construction Air Pollutant Emissions

Construction Phase	Maximum Daily Emissions (pounds per day)	
	ROC	NO_X
Site Preparation	3.30	35.68
Grading	2.03	21.28
Building Construction 2015	2.38	20.45
Building Construction 2016	2.21	19.24

Table 2 (cont.): Unmitigated Construction Air Pollutant Emissions

Construction Phase	Maximum Daily Emissions (pounds per day)	
	ROC	NO_X
Maximum Daily Emissions	*3.31*	*35.68*
Significance Threshold	25	25
Significant Impact?	No	Yes

Note:
The maximum daily emissions refer to the maximum emissions that would occur in one day. Because the proposed project's construction phases are not expected to overlap, the maximum daily emissions value refers to the highest estimated value among the different stages.
Source of emissions: CalEEMod Version 2013.2.2 (Appendix A)
Source of thresholds: VCAPCD 2003

Mitigation Measure AIR-2 would be required to address NO_x emissions during the site preparation stage of project construction. Because the exact construction schedule has yet to be determined, Mitigation Measure AIR-2 provides two different options, both of which would reduce NO_x emissions below the VCAPCD threshold of significance.

Mitigated construction emissions for each mitigation option are provided in Table 3. As shown in Table 3, each mitigation option would reduce NO_x emission to less than the VCAPCD's threshold of significance. Additionally, implementation of the standard construction measures listed in Mitigation Measure AIR-2 will ensure that fugitive dust impacts from project construction are adequately reduced.

Table 3: Mitigated Construction Emissions

Construction Phase	Mitigation Option 1 Max lbs/day		Mitigation Option 2 Max lbs/day	
	ROC	NO_X	ROC	NO_X
Site Preparation	2.06	22.30	1.25	23.73
Grading	2.03	21.28	2.03	21.28
Building Construction 2015	2.38	20.45	2.38	20.45
Building Construction 2016	2.21	19.24	2.21	19.24
Maximum Daily Emissions	*2.38*	*22.30*	*2.38*	*23.73*
Significance Threshold	25	25	25	25
Significant Impact?	No	No	No	No

Notes:
The maximum daily emissions refer to the maximum emissions that would occur in one day. Because the proposed project's construction phases are not expected to overlap, the maximum daily emissions value refers to the highest estimated value among the different phases.
Source of emissions: CalEEMod Version 2013.2.2 (Appendix A)
Source of thresholds: VCAPCD 2003

Operational Regional Emissions

Operational emissions were calculated using CalEEMod version 2013.2.2. CalEEMod output is provided included as Appendix A.

The TIA prepared for the project found the project's daily trip rate to be 1,490 trips per day, which translates to a trip generation of 99.8 daily trips per acre. It should be noted that the projected trip generation for the project is the anticipated maximum, and that a typical day will be a small fraction of this expected maximum. The anticipated maximum represents full use of the project, which could only happen during larger, more active permitted recreational events (e.g., high school cross-country meets) that will occasionally occur on the project site. As such, the projected trip generation is used to analyze potential project impacts, and represents a conservative, "worst-case" traffic condition.

The project's estimated operational emissions during the winter season are provided in Table 4. Because of atmospheric conditions, emissions during the winter months are exacerbated when compared to summer emissions. As shown in Table 4, the operational emissions will not exceed the VCAPCD's operational thresholds for any criteria pollutant. These same thresholds are also considered cumulative thresholds of significance.

Table 4: Daily Operational Emissions (Winter)

Source	Project Emissions (lbs/day)	
	ROC	NO_X
Area	0.02	0.00
Energy	0.00	0.00
Mobile	5.20	10.87
Total Daily Project Emissions	*5.21*	*10.87*
Significance Threshold	25	25
Significant Impact?	No	No
Source of emissions: CalEEMod Version 2013.2.2 (Appendix A) Source of thresholds: VCAPCD 2003		

MM AIR 2-1 The following Fugitive Dust measures, as recommended by VCAPCD, shall be implemented during project construction:

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimized fugitive dust during grading activities.
3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:

a) All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114.
b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.

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

MM AIR 2-2 During the site preparation stage of project construction, the construction contractor shall limit construction activities according to one of the two following options:

Option 1) The number of construction equipment used during the site preparation stage shall be limited to a maximum of 3,520 horsepower hours per day. *This activity cap is equal to 2 tractor/loader/backhoes and 2 rubber tired dozers operating at 5 hours each per day.*

Option 2) The number of construction equipment used during the site preparation stage shall be limited to a maximum of 11,264 horsepower hours per day. For the option, all internal-combustion equipment shall be powered by EPA-certified Tier 3 (or better) engines.
This activity cap is equal to 4 tractor/loader/backhoes and 4 rubber tired dozers operating at 8 hours each per day.

b) Conflict with the recommendations of Assembly Bill AB 32 in achieving a statewide reduction in greenhouse emissions, or be a significant emission source of $C0_2$ exceeding 3,000 metric tons $C0_2$ equivalent per year?

Less Than Significant Impact. According to the VCAPCD, at the November 8, 2011 Board meeting, VCAPCD staff submitted a report to the board entitled "Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County." This report concluded that unless directed otherwise, VCAPCD staff will continue to evaluate and develop suitable interim greenhouse gas threshold options for Ventura County with preference for greenhouse gas threshold consistency with the South Coast Air Quality Management District (SCAQMD) and the Southern California Associated of Governments (SCAG) region. In addition to the thresholds established by the SCAQMD, this impact analysis also addresses the project's potential to conflict with the recommendations of Assembly Bill (AB) 32 in achieving a statewide reduction in greenhouse gas emissions. Specifically, the project's consistency with the California Air Resources Board's (ARB) adopted Scoping Plan is assessed.

Greenhouse Gas Emissions

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 $MTCO_2e$ per year
  - Based on land use type: residential: 3,500 $MTCO_2e$ per year; commercial: 1,400 $MTCO_2e$ per year; or mixed use: 3,000 $MTCO_2e$ per year
- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans;
  - Option 3: 2035 target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD discusses its draft thresholds in the following excerpt (SCAQMD 2008b):

> The overarching policy objective with regard to establishing a GHG [greenhouse gas] significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimately contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. It is anticipated that achieving the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing global climate.
>
> As described below, staff's recommended interim GHG significance threshold proposal uses a tiered approach to determining significance. Tier 3, which is expected to be the primary tier by which the AQMD will determine significance for projects where it is the lead agency, uses the Executive Order S-3-05 goal as the basis for deriving the screening level. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact.
>
> Therefore, the policy objective of staff's recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 $MMTCO_2e/yr$). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

In summary, the SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, and thus, potentially stabilizing global climate.

For the project, the 3,000 $MTCO_2e$ per year for all land use types threshold is used as the significance threshold to determine project impacts, as is consistent with the SCAQMD's draft thresholds, and thus, subsequently consistent with VCAPCD recommendations.

Project Impact

The project's greenhouse gas (GHG) emissions will include emissions from direct and indirect sources. The project will result in direct and indirect emissions of CO2, N2O, and CH4. Direct project GHG emissions include emissions from construction activities and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG emissions are based on energy emissions from natural gas usage and automobile emissions. CalEEMod 2013.2.2 was used to estimate the project's greenhouse gas emissions. The City Park Land Use was used in CalEEMod and modeled with an estimated 14.93 acres that the project will improve. Additionally, the three restroom facilities to be included on the project site were estimated to be approximately 200 square feet each. The emissions estimates use the daily trip data from the TIA prepared for the project. The TIA found the project's daily trip rate to be 1,490 trips per day, which translates to a trip generation of 99.8 daily trips per acre.

Table 5 provides the estimated CO2, N2O, and CH4 emissions from both project construction (amortized over 30 years) and operation. As shown in Table 5, the project's estimated GHG emissions are less than the threshold of significance of 3,000 MTCO2e per year.

Table 5: Estimated Greenhouse Gas Emissions

Source	Emissions (Metric Tons per year)			Total $MTCO_2e$
	CO_2	CH_4	N_2O	
Construction (total of 302.54 MT/year which would be amortized over 30 years)	—	—	—	**10.08**
Area	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00
Mobile	831.76	0.031	0.00	832.41
Waste	0.26	0.02	0.00	0.58
Water	45.43	0.00	0.00	45.62
Total	—	—	—	**888.69**
GHG Threshold ($MTCO_2e$)	—	—	—	**3,000**
Significant Impact?	—	—	—	No

Source: CalEEMod 2013.2.2
Source of thresholds: SCAQMD 2008.

ARB's Scoping Plan Consistency

ARB's adopted AB 32 Scoping Plan (Scoping Plan) states, "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 GHG emissions reduction goal represents

the level scientists believe is necessary to reach levels that would stabilize climate." The year 2020 GHG emission reduction goal of AB 32 corresponds with the mid-term target established by Executive Order S-3-05, which aims to reduce California's fair-share contribution of GHGs in 2050 to levels that would stabilize the climate.

Project construction is estimated to generate greenhouse gases. However, AB 32 requires that greenhouse gas emissions generated in California in year 2020 be equal to or less than California's statewide inventory from 1990. Construction emissions would occur before the year 2020, so the project's construction would not contribute to year 2020 emissions. Therefore, construction emissions would not conflict with the Scoping Plan.

The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As provided in Table 6, the project is either consistent with the strategies, or the strategies are not applicable to the project. Thus, the project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a statewide reduction in greenhouse emissions.

Table 6: Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not applicable.** Although the cap-and-trade system has begun, the project is not one targeted by the cap-and-trade system regulations and therefore this measure does not apply to the project.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Not applicable.** This is a measure for the state to increase the energy efficiency standards for new buildings. The proposed structures on the project site are prefabricated public restrooms which will not include a heating and cooling system. Therefore, this measure is not applicable to the project's buildings.

Table 6 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. Southern California Edison is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to various regulations.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure goes into effect, the standard would be applicable to the fuel used by vehicles that would access the project site.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The project is not related to developing greenhouse gas emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not applicable.** When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Not applicable.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The three buildings on the project site would be approximately 200 square feet each and could not support solar roofs. The Proposed Project would not preclude the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. The standards phase-in over model years 2014 through 2018 are applicable to the vehicles that access the project site.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct greenhouse gas emissions at major industrial facilities emitting more than 500,000 $MTCO_2e$ per year. The project is not an industrial land use.

Table 6 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. The Proposed Project would not preclude the implementation of this strategy.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The project would comply with the California Energy Code, and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Not applicable.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators). The project would not include refrigeration or air conditioning equipment.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent.** Similar to other existing Conejo Recreation and Park District park and recreational facilities in the project area, solid waste and recycling services would be provided on the project site.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Consistent.** There are a number of mature oak trees currently located within the project site and will be protected in place as part of the project. In addition, the project will also include restoration efforts which may include removal of non-native plant species. Any restoration efforts will be coordinated with the appropriate regulatory agencies.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The project would comply with 1) the California Energy Code, 2) all applicable provisions by established Title 10, Article 11 the Thousand Oaks Municipal Code, which sets forth mandatory water conservation standards, 3) the California Updated Model Landscape Ordinance and Section 9-4.904(v) of the City's Municipal Code, which establishes drought-tolerant plant standards. With adherence to these regulations, the project will consume energy and water in an efficient manner.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The project site is not designated or in use for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure occur onsite or are proposed to be implemented by the project.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.	

c) Expose sensitive receptors to potentially unhealthful pollutant concentrations?

Less Than Significant Impact With Mitigation. This impact analysis addresses whether the project would expose sensitive receptors to substantial pollutant concentrations of CO, naturally occurring asbestos, or other toxic air contaminants of concern (including diesel particulate matter [DPM]).

Two scenarios have the potential for exposing sensitive receptors to toxic air contaminants. The first is when a project includes a new or modified source of toxic air contaminants and would be located near an existing or proposed sensitive receptor. The second scenario involves a residential or other sensitive receptor locating near an existing or planned source of toxic air contaminants. The VCAPCD defines a sensitive receptor as, "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and daycare centers."

The project itself is considered a sensitive receptor land use. Additionally, existing residences are located adjacent to the project site. The closest sensitive receptors to the project site are single-family residences located approximately 10 feet to the north. Thus, this impact analysis evaluates potential exposure of onsite sensitive receptors from substantial air pollution from adjacent land uses, and potential exposure of off-site sensitive receptors from development of the project.

All Sensitive Receptors

CO Hotspot

As addressed in Impact 2a), with incorporation of mitigation, the project would not exceed the VCAPCD screening criteria that would trigger a detailed CO hotspot analysis. Levels of traffic congestion required to generate substantial CO concentrations were not predicted at intersections impacted by the project. Motor vehicles going to and from the project during operations would not result in an exceedance of the CO ambient air quality standards.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain naturally occurring asbestos could release asbestos in to the air and pose a health hazard. A review of the map containing areas more likely to have rock formations containing naturally occurring asbestos in California indicates that there are no areas likely containing naturally occurring asbestos in the immediate project area. Thus, it can be reasonably concluded that the project would not expose sensitive receptors to naturally occurring asbestos during project construction.

Onsite Sensitive Receptors

The project involves development of a community park, which would attract new sensitive receptors to the project site that may be impacted by nearby sources of pollutants.

TACs

Toxic Air Contaminants (TACs), also known as hazardous air pollutants (HAPs), are a group of pollutants of concern. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually

present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no threshold level below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the State and federal governments have set ambient air quality standards.

According to the VCAPCD's Guidelines, proposed new land uses that will be located within a one-quarter mile of an existing source of TACs should be evaluated for the potential to be impact by those TACs. The majority of the surrounding land uses to the proposed project are residential neighborhoods. There is a shopping center located 0.17 miles northwest of the project site; however, no TAC sources exist at this shopping center.

In addition, the ARB Air Quality and Land Use Handbook contains recommendations that will "help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution," including recommendations for distances between sensitive receptors and certain land uses. These recommendations are assessed as follows.

- Heavily traveled roads. ARB recommends avoiding new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Epidemiological studies indicate that the distance from the roadway and truck traffic densities were key factors in the correlation of health effects, particularly in children. According to the California Environmental Health Tracking Program, the project is adjacent to Avenida De Los Arboles, Erbes Road, and Westlake Boulevard. These roadways are estimated to currently support 22,600, 14,600, and 11,500 vehicles per day, respectively.
- Distribution centers. ARB also recommends avoiding new sensitive land uses within 1,000 feet of a distribution center. The closest existing or proposed distribution center to the project is located more than 1,000 feet from the project.
- Fueling stations. ARB recommends avoiding new sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities. The nearest gas station is approximately 1.27 miles away from the project site.
- Dry cleaning operations. ARB recommends avoiding new sensitive land uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, ARB recommends a buffer of 500 feet. For operations with three or more machines, ARB recommends consultation with the local air district. The nearest dry cleaning operation is approximately 0.21 miles away from the project site.

Offsite Sensitive Receptors

The project involves development of a community park adjacent to residential land uses. As such, the potential exposure to off-site receptors from implementation of the project is evaluated.

Fugitive Dust

As addressed in Impact 2a), earthwork activities would generate short-term emissions of fugitive dust resulting in locally elevated levels of PM_{10} and $PM_{2.5}$. The VCAPCD does not have a significance threshold for fugitive dust (PM_{10} or $PM_{2.5}$). Instead, the VCAPCD recommends "minimizing fugitive dust emissions, especially during grading and excavation operations, rather than quantifying fugitive dust emissions." Thus, consistent with VCAPCD's 2003 Air Quality Assessment Guidelines, Mitigation Measure AIR-1 would be required to address fugitive dust impacts during project construction.

TACs

The use of construction equipment on the project site would generate DPM, identified as a carcinogen by ARB. The State of California has determined that DPM from diesel-fueled engines poses a chronic health risk with chronic (long-term) inhalation exposure. The California Office of Environmental Health Hazard Assessment (OEHHA) recommends using a 70-year exposure duration for determining residential cancer risks. Specifically, current methodological protocols required by ARB when studying the health risk posed by DPM assume the following: (1) 24-hour constant exposure; (2) 350 days a year; (3) for a continuous period lasting 70 years.

Because of the project size and limited use of diesel-fueled construction equipment, the project construction would not pose a significant toxic risk to nearby residents. In addition, common sources of TACs include high traffic freeways, distribution centers, large gas dispensing facilities, and dry cleaners. The project operation would not include those uses, and thus, would not emit TACs. As such, a detailed Health Risk Assessment is not necessary.

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

Less Than Significant Impact. Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, and schools, typically warrant the closest scrutiny. However, consideration could also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas. Therefore, this impact analysis is not limited to odor impacts on just sensitive receptors.

Two circumstances have the potential to cause odor impacts:

1) A source of odor is proposed to be located near existing or planned receptors, or
2) A receptor land use is proposed near an existing or planned source of odor.

The VCAPCD's Air Quality Assessment Guidelines provides suggested screening distances for a variety of odor-generating land uses and operations. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source are not likely to result in a significant impact. These screening distances by type of odor generator are provided in Table 7.

Table 7: Screening Levels for Potential Odor Sources

Odor Generator	Distance
Wastewater Treatment Plant	2 miles
Sanitary Landfill	1 mile
Solid Waste Transfer Station	1 mile
Compositing Facility	1 mile
Asphalt Batch Plants	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Fiberglass Manufacturing	1 mile
Food Processing Facility	1 mile
Coffee Roaster	1 mile
Commercial Charbroiling	1 mile
Feed Lots/Dairies	1 mile
Petroleum Refineries	2 miles
Chemical Manufacturing	1 mile
Green Waste and Recycling Operations	2 miles
Waste Pumping Facilities	1 mile
Mushroom Farms	2 miles
Petroleum Extraction, Processing, Storage, and Non-retail Marketing Facilities	1 mile
Rendering Plants	1 mile
Metal Smelting Plants	1 miles
Source: VCAPCD 2003.	

The project involves the development of a community park. The closest sensitive receptors to the project site are single-family residences located approximately 10 feet to the north. Community Parks are not specifically identified on Table 7 as a potential odor source. However, several restroom facilities will be installed on the project site. These restroom facilities will be enclosed and will connect to the municipal sewer system. As such, these restroom facilities are not expected to produce odors affecting either onsite park visitors or off-site residents. Additionally, the project site is not located near an existing or planned source of odor.

The VCAPCD does not have a recommended odor threshold for construction activities. Diesel exhaust and VOCs would be emitted during construction of the project, which are objectionable to some; however, such odorous emissions would disperse rapidly from the project site, and thus, are not expected to reach an objectionable level at nearby residences. Therefore, impacts associated with objectionable odors will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Biological Resources *Would the project:*				
a) Have an adverse effect on any plant or animal species listed by the California Department of Fish and Game or U.S. Fish and Wildlife Service as a sensitive, special status species or rare and/or endangered?	☐	☒	☐	☐
b) Have a substantial adverse effect on any jurisdictional riparian or wetland vegetation?	☐	☒	☐	☐
c) Substantially interfere with, or create a barrier to the movement of wildlife?	☐	☐	☒	☐
d) Conflict with any General Plan Policies or City Ordinances intended to protect native oak or landmark trees?	☐	☐	☒	☐

Environmental Evaluation

In part, the following analysis is based on the April 2014 Biological Resources Study prepared by FCS and included as Appendix B.

Would the project:

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

Less Than Significant Impact With Mitigation. With Mitigation Measures BIO-1 through BIO-4, impacts associated with sensitive, special status, rare and/or endangered species will be less than significant, as addressed below.

Sensitive Plant Communities

Plant communities are considered sensitive biological resources, based on federal, state, or local laws regulating their development, limited distributions, and habitat requirements of sensitive plants or wildlife species that occur within them. Three sensitive plant communities listed by the California Natural Diversity Database (CNDDB) are recorded as occurring within 5 miles of the project site: Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, and Valley Oak Woodland. However, these three sensitive plant communities do not occur on the project site, and thus, will not be affected by the project. Although the project site does contain southern cottonwood-willow riparian forest and coast live oak woodland, these plant communities are relatively common in Southern California and are not considered sensitive.

Additionally, native plant communities such as grasslands, California sage scrub, and riparian/coast live oak woodland are listed in Thousand Oaks General Plan Conservation Element and occur on the project site. While it is recommended these native plant communities be protected where feasible, they are not afforded additional protection or require compensatory mitigation for impacts. The project will maintain a vast majority of existing native habitat on the project site and will not remove a substantial amount of native habitat. Therefore, impacts associated with sensitive plant communities will be less than significant.

Sensitive Plant Species

Braunton's Milk Vetch

Eleven sensitive plant species have been previously recorded within Thousand Oaks, California USGS 7.5-minute topographic quadrangle map. One sensitive plant species has a moderate to high potential to occur on the project site and was identified as present on the project site—Braunton's milk vetch. This species had been previously identified on the project site in 2006 and spring 2013. No other sensitive plant species have a moderate or high potential to occur on the project site.

Braunton's milk vetch, a federally threatened and California Native Plant Society (CNPS) List 1B.1 species, is currently present on the project site in two separate locations, one in the northern portion of the site north of Lang Creek, and one in the southern portion of the site (Exhibit 9). These locations were documented in the Botanical Survey Report Lang Ranch Community Park by biologist Carl Wishner in June 2013, following several focused botanical surveys on the project site in spring 2013. Mr. Wishner also documented results of previous surveys for this species on the site in 2006 by EDAW, 2008 by CRPD, and 2012 by Envicom Corporation. The specimen in the northern location was observed by Mr. Wishner in spring 2013 and again by FCS in fall 2013. The specimen in the southern location has not been observed since 2006 and 2008, although this species may lay dormant for several years before an established seed bank propagates during ideal conditions of rain and disturbance. Therefore, potential presence of the southern specimen cannot be entirely ruled out and should also be considered present onsite.

Focused surveys are typically recommended for sensitive plant species which are federally or state-listed as endangered or threatened and have moderate to high potential to occur on the project site. The site contains two known locations of Braunton's milk vetch. Thus, the project site is currently considered occupied by Braunton's milk vetch, a federally endangered species. No additional focused surveys are recommended to determine additional locations of this species since biologist Carl Wishner conducted a focused survey on the project site in spring 2013. Any project impacts to a federally endangered species will require Section 7 consultation through the USFWS.

However, to avoid any such impacts requiring Section 7 consultation, the Biological Resources Study prepared for the project makes recommendations to ensure potential Braunton's milk vetch effects are adequately addressed. Recommendations made in the study will be implemented by CRPD through Mitigation Measures BIO-1 through BIO-4. Therefore, with Mitigation Measures BIO-1 through BIO-4, impacts associated with Braunton's milk vetch will be less than significant.

MM BIO-1 During project construction, temporary fencing shall be manually installed around the last known locations of the two Braunton's milk vetch specimens to ensure a

suitable buffer (25 feet or more) is provided around each plant. To ensure temporary fencing is placed in correct locations and construction activities will not affect plants, installation shall be conducted under direct supervision of a qualified biologist familiar with the species and project site.

MM BIO-2 Prior to finalizing project plans, a suitable permanent buffer (approximately 25 feet or more) shall be placed around the last known locations of the two Braunton's milk vetch specimens to ensure no take occurs. In areas where project activities will occur close to these locations, the buffer shall be supplemented by a physical barrier (T-Post and wire) to delineate sensitive area around plants for protection from project activities. Weed abatement activities using hand tools only shall occur within these buffer areas a minimum of four (4) times per year to prevent weeds from establishing and overtaking the adjacent habitat.

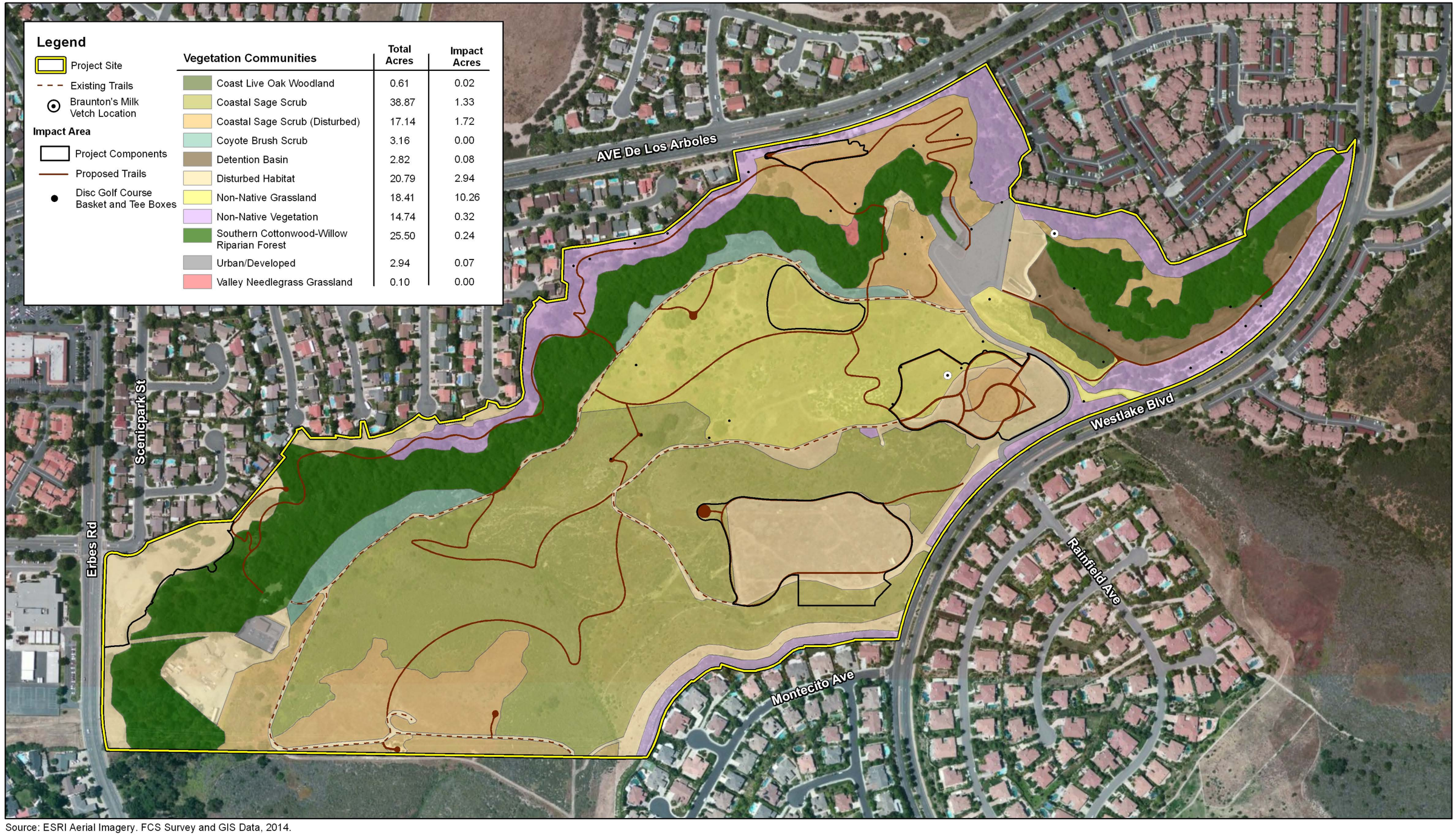
MM BIO-3 During either project construction or operation, if any evidence of new Braunton's milk vetch specimen(s) is found on the project site, either within or outside the permanent buffer areas addressed in Mitigation Measure BIO-2, all activity in the immediate vicinity of the plant(s) shall immediately cease, temporary fencing shall be manually installed around the location(s) of the plant(s), and a qualified biologist familiar with the species and project site shall be immediately contacted. The biologist shall visit the location(s) of the potential new Braunton's milk vetch specimen(s), and if determined to be that species, shall make recommendations to preserve the plants, consistent with the most current applicable regulatory agency guidance. Activity shall be permitted to resume in the vicinity of the new Braunton's milk vetch specimen(s) only after the these recommendations have been adequately implemented to the satisfaction of the biologist.

MM BIO-4 All onsite construction and maintenance workers shall be provided with information materials prepared by a qualified biologist familiar with the species and project site that includes example photographs of Braunton's milk vetch specimens, habitat and physical characteristics of the plant, and other relevant information that would help identify potential new Braunton's milk vetch specimens on the project site.

Sensitive Wildlife Species

Coastal California Gnatcatcher, Least Bell's Vireo, and Southwestern Willow Flycatcher

The project site contains moderate to high quality habitat for three federal and state listed species: coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. Previous protocol surveys conducted for these species in 2013 resulted in positive findings of willow flycatcher. Two individual migrant flycatchers were observed in the riparian habitat onsite, but were determined not to be residents and were not positively identified as southwestern willow flycatcher subspecies. Although the gnatcatcher and vireo were not previously observed in 2013, moderate-quality habitat for both species still exists onsite and the potential future presence of these species cannot be ruled out.



Source: ESRI Aerial Imagery. FCS Survey and GIS Data, 2014.

FirstCarbon SOLUTIONS

360 180 0 360 Feet

Exhibit 9
Biological Resources Map

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Thus, to ensure areas on the project site planned for construction activities are absent of nesting coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher, the Biological Resources Study prepared for the project makes recommendations to ensure potential special status bird effects are adequately addressed.

Recommendations made in the study will be implemented by CRPD through Mitigation Measure BIO-5. Therefore, with Mitigation Measure BIO-5, impacts associated with coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher will be less than significant.

Focused protocol surveys are generally considered valid for a one-year period, and typically, if a CEQA document is submitted and approved within one year of the previous focused surveys which resulted in negative findings, then no additional focused surveys are required. It is assumed that this IS/MND will be submitted to the CRPD Board of Directors for consideration and subsequent approval within a year of completion of the 2013 focused surveys. As a result, as long as this IS/MND is approved by the CRPD Board of Directors during 2014, the 2013 focused surveys for coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher will adequately address focused protocol requirements and no additional focused surveys are required. Nonetheless, regardless of this CEQA document's approval date, the presence/absence of each species must be determined prior to project construction. Should construction activities occur during the breeding season for these species, then pre-construction clearance surveys will be required, as addressed in Mitigation Measure BIO-5.

MM BIO-5 Removal of any trees or any other potential nesting habitat shall occur outside avian nesting season, which generally extends from February through August. If trees must be removed or construction activities must occur during the nesting season, a qualified biologist shall conduct a pre-construction sensitive species avian and nesting bird survey to identify any active nesting activity. This pre-construction survey shall encompass, at a minimum, coastal California gnatcatcher, least Bell's vireo, southwestern willow flycatcher, and Southern California rufous-crowned sparrow, as well as any other species afforded protection under the Migratory Bird Treaty Act (MBTA). If active nests are observed, a suitable buffer shall be established around the nest, generally 250 feet for passerines and 500 feet for raptors. A biologist shall be present onsite during applicable construction activities to ensure nest failure does not occur. Construction activities may only be conducted within the buffer area at the biologist's discretion; otherwise, all activities within the buffer area shall be postponed until nestlings have fledged. The biologist shall incorporate their observations and findings of the pre-construction survey, which shall be submitted to Conejo Recreation and Park District and placed on file.

Western Pond Turtle and Southern California Rufous-Crowned Sparrow

The project site provides moderately suitable habitat for one California Species of Special Concern, western pond turtle, and one CDFW Watch List species, Southern California rufous-crowned sparrow. Impacts to a single species listed as a California Species of Special Concern or lower are not considered significant unless the proposed action would result in the removal of a species population or loss of significant habitat. As currently designed, the project could potentially impact both western pond

turtle during pedestrian bridges construction and Southern California rufous-crowned sparrow during multi-use trails installation. Thus, to ensure areas on the project site planned for construction activities are absent of western pond turtle and Southern California rufous-crowned sparrow, the Biological Resources Study prepared for the project makes recommendations to ensure potential special status species effects are adequately addressed. Study recommendations will be implemented by CRPD through Mitigation Measures BIO-5 and BIO-6 (Mitigation Measure BIO-5 will reduce potential impacts to Southern California rufous-crowned sparrow, while Mitigation Measure BIO-6 will minimize possible impacts to western pond turtle). Therefore, with Mitigation Measures BIO-6, impacts associated with coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher will be less than significant.

MM BIO-6 A qualified biologist shall conduct a pre-construction western pond turtle survey to identify any turtle activity within or adjacent to areas on the project site planned for construction activities. If turtle activity is observed, additional avoidance and minimization measures shall be recommended by the biologist based on guidance established by California Department of Fish and Wildlife (CDFW). The biologist shall incorporate their pre-construction survey observations and findings, which shall be submitted to Conejo Recreation and Park District and placed on file. If deemed appropriate by both the biologist and CDFW, the western pond turtle survey can be conducted concurrently with a pre-construction sensitive species avian and nesting bird survey required by Mitigation Measure BIO-3.

Nesting Birds

The project site contains suitable nesting habitat for several tree, shrub, and ground-nesting avian species. As a result, for the project to be compliant with the Migratory Bird Treaty Act (MBTA) and Californian Fish and Game (CFG) Code 3500, removal of any trees or any other potential nesting habitat should be conducted outside avian nesting season. If suitable nesting habitat must be removed or construction activities must occur adjacent to active nests during nesting season, then pre-construction clearance surveys will be required, as addressed in Mitigation Measure BIO-5. Therefore, with Mitigation Measure BIO-5, impacts associated with nesting birds and any other species afforded protection under the MBTA will be less than significant.

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

Less Than Significant Impact With Mitigation. The project site was previously evaluated for potential jurisdictional waters and wetlands through a jurisdictional delineation conducted and prepared by EDAW in 2006, and updated by Envicom Corporation in August 2012. The 2012 jurisdictional update conducted to determine the extent of CDFW jurisdiction which may have changed since 2006 due to an updated definition of jurisdictional limits. Potential USACE and RWQCB jurisdictional limits were not assessed and updated in 2012.

Based on results of FCS's field visits, and review of the 2012 jurisdictional update, the project site contains two potentially jurisdictional features: Lang Creek and a small tributary to Lang Creek located near the downstream onsite portion of the creek. These two drainage features are potentially under the jurisdiction of USACE, CDFW, and Los Angeles RWQCB. As currently designed,

the project will include four pedestrian bridges over Lang Creek, as well as new multi-use trails in the small tributary's immediate vicinity, which may cross the tributary near the downstream end. These potential project impacts will require agency permitting for effects to jurisdictional features and associated riparian habitat. An updated formal jurisdictional delineation of waters of the U.S. and the State will be required by regulatory agencies prior to requesting permit authorization, as addressed in Mitigation Measure BIO-7. Therefore, with Mitigation Measure BIO-7, impacts associated with jurisdictional riparian or wetland vegetation will be less than significant.

MM BIO-7 Prior to construction activities, an updated formal jurisdictional delineation of waters of the U.S. and the State shall be conducted to determine current jurisdictional limits of Lang Creek and its tributaries within the project site. Following completion of formal jurisdiction delineation, Conejo Recreation and Park District shall engage the U.S. Army Corp of Engineers, California Department of Fish and Wildlife, and Los Angeles Regional Water Quality Control Board and prepare applicable permit packages (i.e., CWA Section 401/404 permits and/or CFG Section 1600 consultation) to address any potential project impacts to waters of the U.S. and the State and determine further mitigation measures to reduce any possible effects on Lang Creek, its tributaries, and surrounding riparian areas.

MM BIO-8 Consistent with Article II, Section 236(f) of the CRPDF Ordinance Manual, signs shall be posted at the Bike Park, skill stations, and other appropriate locations to remind bike riders to remain on trails and within designated biking areas.

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

Less Than Significant Impact. The project site currently consists primarily of unimproved, natural land and does not contain substantial physical linear barriers to impede movement (e.g., long segments of chain link fence). The project site provides connectivity to Oakbrook Regional Park and, subsequently, Cheeseboro/Palo Comado Canyons and Upper Las Virgenes Canyon Open Space Preserve to the east, although Westlake Boulevard acts as a physical buffer between the site and these areas. Nonetheless, the project site could potentially facilitate movement of wildlife species. However, the project site will not include any physical linear improvements which hinder wildlife movement throughout the project site, particularly the movement of large mammals such as coyote or deer. Therefore, impacts associated with wildlife movement will be less than significant.

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

Less Than Significant Impact. According to the Thousand Oaks Municipal Code, an oak tree is defined as "Any oak tree of the Genus *Quercus* including, but not limited to, Valley Oak (*Quercus lobata*), California Live Oak (*Quercus agrifolia*) and Scrub Oak (*Quercus berberidifolia*), regardless of size."

Additionally, the City's Municipal Code defines a Landmark tree as:

> A tree that because of its size, age, or unique and irreplaceable values to the community needs to be preserved and safeguarded as symbolic of the City's

> heritage, beauty and image. Landmark trees shall include specimens of the following species which have reached the designated maturity: *Platanus racemosa*, (California Sycamore) which exceed twelve (12") inches in diameter when measured at a point four and one-half (4 1/2') feet above the natural grade at the base of the tree; *Umbellularia californica*, (California Bay Laurel) which exceed eight (8") inches in diameter when measured at a point four and one-half (4 1/2') feet above the natural grade at the base of the tree; *Juglans californica*, (California Black Walnut) which exceed eight (8") inches in diameter when measured at a point four and one-half (4 1/2') feet above the natural grade at the base of the tree; *Heteromeles* (Photinia) *arbutafolia*, (California Holly) or (Toyon) which exceeds eight (8") inches in diameter when measured at a point four and one-half (4 1/2') feet above the natural grade at the base of the tree. Trees with multiple trunks shall be deemed to have reached maturity if the sum of the diameters of the multiple trunks exceeds the required diameter plus two (2") inches of a single trunked tree. Landmark trees shall also include all designated historic trees. Likewise, landmark trees shall also include any tree(s), of any type, designated as landmark trees by the Planning Commission or City Council during review of any land use entitlement request and which trees are required to be preserved as a condition of that City approved entitlement, land division, or tract map.

Within the City of Thousand Oaks, both Oaks and Landmark trees are afforded protection under Municipal Code Title 5, Chapters 14 and 24. Municipal Code Sections 5-14.03 and 5-24.03 state:

> Any entity who owns or controls a property to be maintained as permanent open space or for recreational purposes shall maintain all Oak and Landmark located thereon in a state of good health pursuant to the applicable provisions of the Municipal Code and the Oak Tree or Landmark Tree Preservation and Protection Guidelines.

Additionally, Municipal Code Sections 5-14.04 and 5-24.04 assert that no entity shall cut, remove, encroach into the protected zone, or relocate any Oak tree on any public or private property within the City unless a valid oak tree permit has been issued by the City pursuant to the provisions of the Municipal Code and Oak Tree or Landmark Tree Preservation and Protection Guidelines. Per Municipal Code Section 4-14.02(r), protected zone is defined as:

> A specifically defined area totally encompassing an oak tree within which work activities are strictly controlled. When depicted on a map, the outermost edge of the protected zone will appear as an irregular shaped circle that follow the contour of the dripline of the tree. Using the dripline as a point of reference, the protected zone shall commence at a point five (5') feet outside of the dripline and extend inward to the trunk of the tree. In no case shall the protected zone be less than fifteen (15') feet from the trunk of an oak tree.

While both Oak and Landmark trees are located on the project site, the project does not include removal of any Oak or Landmark trees. However, some Oak or Landmark trees may require trimming during either construction (e.g., to allow for installation of the pedestrian bridges over Lang Creek) or operation (e.g., to ensure branches do not impede use of multi-use trails). If trimming is required to any Oak or Landmark tree, CRPD will be required to obtain an Oak or Landmark tree permit from the City, as outlined in Municipal Code Sections 5-14.04 and 5-24.04. Therefore, impacts associated with any City policies or ordinances intended to protect native Oak or Landmark trees will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Cultural Resources *Would the project:*				
a) Cause the loss or adversely affect a significant historical resource?	☐	☐	☐	☒
b) Result in the loss, partial destruction or secondary impacts to a significant archaeological resource?	☐	☒	☐	☐
c) Directly or indirectly cause the loss of a unique paleontological resource?	☐	☒	☐	☐
d) Disturb or displace any human remains, including those interred outside formal cemeteries by Native Americans?	☐	☐	☒	☐

Environmental Evaluation

In part, the following analysis is based on the December 2006 Archaeological Resources Assessment and Phase II Testing Program report prepared by Edaw, Inc. and included as Appendix C.

Would the project:

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

No Impact. The General Plan Conservation Element's Figure 3 identifies locally, state, and/or federally designated historical landmarks, structures, and sites in the City. Neither the project site nor the immediate project area contain any historical resources. The closest designated historical resource to the project site is Oakbrook Regional Park Archaeological Area/Chumash Interpretive Center, located approximately 0.5 mile to the north and designated as a Ventura County Landmark #90 in 1983. Because of the distance between the project site and this designated historical resource, the project will not have any significant effect upon it. Therefore, no impacts associated with historical-aged resources will occur.

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

Less Than Significant Impact With Mitigation. During preparation of the 2006 Archaeological Resources Assessment and Phase II Testing Program report, archaeological testing of two isolate locations found during field surveys proved negative for significant cultural materials. However, less than five percent of the project site had been previously surveyed and dense vegetation limited visibility on approximately seventy-five percent of the site during the prior field survey. Additionally, numerous archaeological sites have been previously recorded within a 0.5 mile of the project site,

and an abundance of sites have been previously recorded in the broader Simi Hills area. As a result, there is a high probability that additional archaeological material is located on the project site (either on the surface and/or subsurface). The presence of Lang Creek on the project site also heightens the likelihood that archaeological materials may be encountered during earthwork and other construction activities.

Based on recommendations in the Archaeological Resources Assessment and Phase II Testing Program report, Mitigation Measures CR-1a and CR-1b require completion of a follow-up archaeological/paleontological survey once grubbing and clearing of brush from the surface has been completed. With Mitigation Measures CR-1a and CR-1b, impacts associated with archaeological resources will be less than significant.

MM CR-1a Prior to any earthwork activities, a follow-up archaeological/ paleontological survey shall be conducted once grubbing and clearing of brush from the surface has been completed. In the event archaeological or paleontological resources are encountered during grubbing and clearing activities, work in the immediate vicinity of the find shall be suspended until the discovery is assessed by a qualified archaeologist/paleontologist and a correct course of treatment is determined, as outlined in Mitigation Measures CR-1b. Because more extensive earthwork activities may occur at the Avenida De Los Arboles Staging Area, subsurface earthwork activities associated with construction of the Avenida De Los Arboles Staging Area shall be monitored by a qualified archaeologist/paleontologist. Should the archaeologist/paleontological monitor confirm the presence of significant or potentially significant resources during subsurface earthwork activities, the monitor shall suspend work in the immediate vicinity of the find until a correct course of treatment is determined, as outlined in Mitigation Measure CR-1b.

MM CR-1b In the event any previously undiscovered archaeological or paleontological resources are found either during or following grubbing and clearing of brush from the surface, the resource(s) shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist/paleontologist. Potentially significant cultural resources consist of, but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist/paleontologist shall prepare and implement a research design and archaeological data recovery plan capturing those data categories for which the site is significant. The archaeologist/paleontologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for permanent curation of recovered resources. The report shall be submitted to CRPD, City of Thousand Oaks, South Central Coastal Information Center, and State Historic Preservation Office (SHPO), if required.

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

Less Than Significant Impact With Mitigation. As discussed above, no significant cultural resources were identified on the project site during filed surveys and subsequent testing. However, the General Plan Conservation Element states that many significant paleontological resources are preserved in fossil-bearing rocks within open space areas in Thousand Oaks. As a result, there is at least a moderate, and potentially high, probability that fossils or other paleontological material are located on the project site (either on the surface and subsurface). Thus, based on recommendations in the Archaeological Resources Assessment and Phase II Testing Program report, Mitigation Measure CR-1a and CR-1b requires completion of a follow-up archaeological/paleontological survey once grubbing and clearing of brush from the surface has been completed. With Mitigation Measures CR-1a and CR-1b, impacts associated with paleontological resources will be less than significant.

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

Less Than Significant Impact. There are no existing or known formal cemeteries on or adjacent to the project site. As a result, project implementation is not anticipated to impact human remains associated with either formal or informal cemeteries. Notwithstanding, in the event any human remains or related resources are discovered, such resources will be treated in accordance with all applicable federal, state, and local regulations and guidelines for disclosure, recovery, relocation, and preservation, including State Health and Safety Code Section 7050.57.98, which states no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Under these provisions, the County Coroner must be notified of the find immediately. If remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With landowner permission or his/her authorized representative, the MLD may inspect the discovery location. The MLD shall complete the inspection within 48 hours of notification by NAHC. Therefore, with compliance with mandatory requirements of State Health and Safety Code Section 7050.57.98, impacts associated with human remains will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, due to strong seismic ground shaking or rupture of a known earthquake fault?	☐	☐	☒	☐
b) Be exposed to, or adversely affected by seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
c) Expose people or structures, either directly or indirectly, to landslides or other types of geotechnical hazards?	☐	☒	☐	☐

Environmental Evaluation

In part, the following analysis is based on both the January 2007 Geology and Soils Technical Background Report prepared by Wilson Geosciences, Inc., and the January 2012 Geotechnical Investigation Results Report prepared by LGC Valley, Inc., both of which are included as Appendix D. It is important to note that both of these reports were prepared for a previously proposed community park on the project site. A new, more passive and less intensive park project is now being proposed on the project site. While information regarding existing geotechnical conditions is still applicable to the project site, not all project-specific recommendations made in these reports are still applicable.

Would the project:

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

Less Than Significant Impact. No known active or potentially active faults are located on or adjacent to the project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest active or potentially active fault to the project site is the Simi-Santa Rosa fault, which is located approximately 4 miles north. Therefore, no impacts associated with fault rupture will occur.

The project does not include any residential or habitable structures. However, similar to all other development projects in the City of Thousand Oaks and greater Southern California region, the project site will be susceptible to strong seismic ground shaking during earthquakes. Thus, the project will be designed and constructed to comply with all applicable seismic requirements established by current California Building Standards Code, as well as those provisions set forth by Thousand Oaks Municipal Code. Seismic design standards established by both the state and City address structural integrity during a seismic event, and compliance with all applicable state and local

requirements will reduce potential of substantial adverse impacts resulting from an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant.

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

Less Than Significant Impact. The northern portion of the project site is identified by the State of California Seismic Hazard Zone map as susceptible to liquefaction (CDMG 2000). Additionally, previously reported groundwater depth underlying the project site were as shallow as approximately 7 feet below ground surface within the alluvium adjacent to Lang Creek. The unconsolidated sandy nature of alluvial soils within Lang Creek, combined with potentially high groundwater table, and possibility for substantial seismic ground shaking, justify the high liquefaction potential within the project site. Further, Lang Creek provides a "free face" toward which lateral spread landslides, originating in the adjacent liquefiable alluvium, could move.

To determine the potential for liquefaction and lateral spreading on the project site, a geotechnical investigation was conducted onsite in 2012 by LGC Valley (Appendix D), during which a liquefaction evaluation was performed at the toe of the ancient landslide mass found onsite. The liquefaction assessment used information collected from borings and laboratory testing. Based on the findings of this testing and analysis, the potential for liquefaction was determined to be low. As such, the potential for liquefaction induced lateral spreading is similarly low.

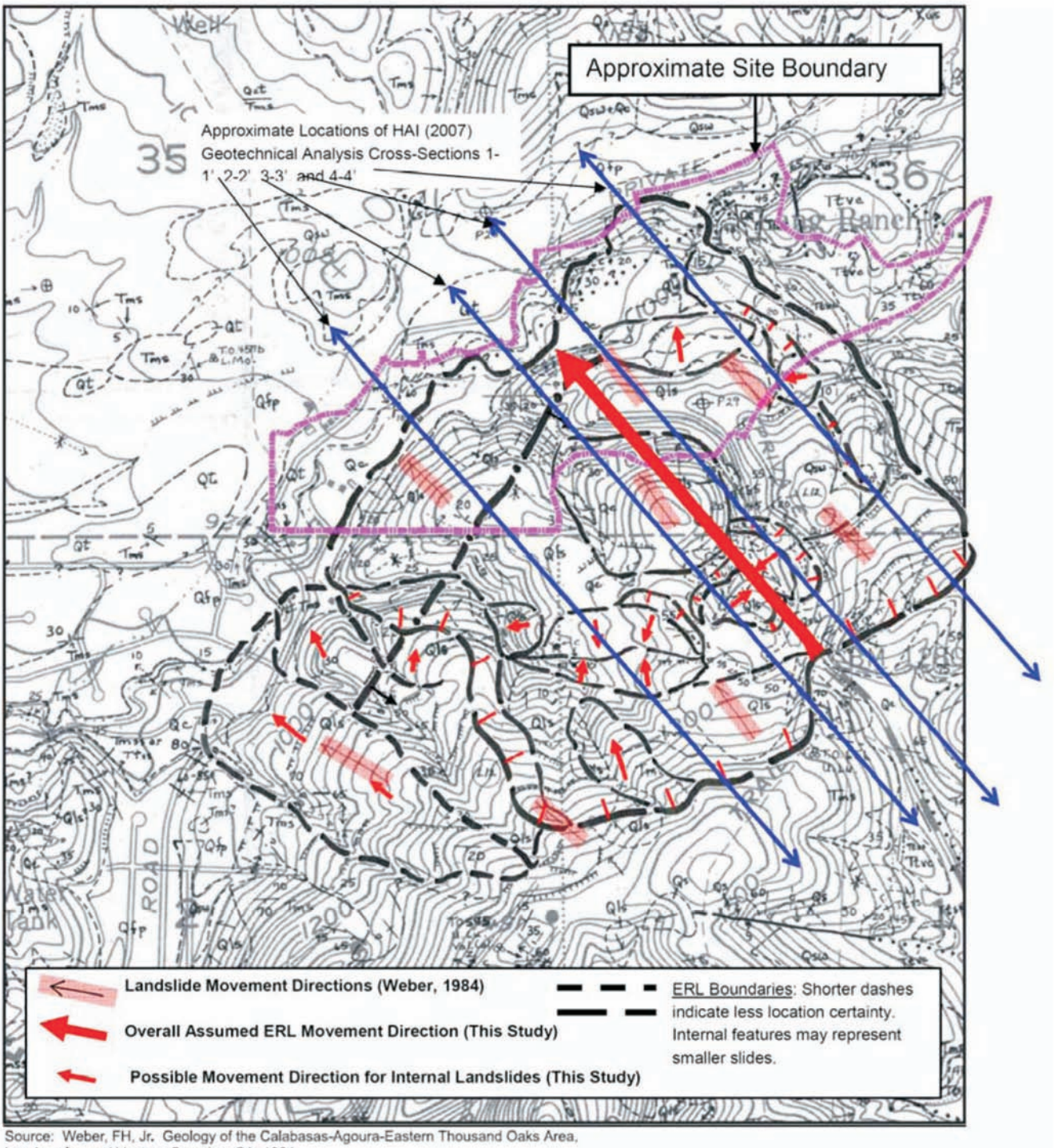
As addressed in Impact 5a), the project will be designed and constructed to comply with all applicable seismic requirements established by current California Building Standards Code, as well as those provisions set forth by Thousand Oaks Municipal Code. Seismic design standards established by both the State and City address structural integrity during a seismic event, and compliance with all applicable state and local requirements will reduce potential of substantial adverse impacts resulting from an earthquake, including liquefaction and lateral spreading. Therefore, impacts associated with liquefaction and lateral spreading will be less than significant.

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

Less Than Significant Impact With Mitigation. With incorporation of Mitigation Measure GEO-1, impacts associated with landslide and unstable slopes, collapse and subsidence, and expansive soil will be less than significant, as addressed below.

Unstable Slopes

Past landslides have occurred in the immediate project area. Maps by various experts show different conditions within the project site. While some experts show landslide deposits within only portions of the project site; Weber shows the entire site underlain by an ancient landslide (the Erbes Road Landslide [ERL]) and the ancient landslide is used by California Division of Mines and Geology in their hazards map for the Thousand Oaks quadrangle. Landslide deposits and their interpreted boundaries are shown in Exhibit 10, is based on the original Weber interpretation. This interpretation is the most conservative with respect to project feasibility and has been accepted basis for past reports involving project site and surrounding area stability.



Source: Weber, FH, Jr. Geology of the Calabasas-Agoura-Eastern Thousand Oaks Area, Los Angeles and Ventura Counties, CA, 1984.

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Exhibit 10
Landslide Boundaries and Characteristics

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Although it originally occurred over 12,000 years ago, this ancient landslide still represents a potential hazard, both to the project site and immediately surrounding areas. Smaller landslides south and southeast of the project site required stabilization due to a landslide failure which occurred during prior grading for an adjacent residential development (Tract 4394), located on either side of Westlake Boulevard. These conditions are further discussed in the Geology and Soils Technical Background Report.

It is important to note that the ERL has been determined to be stable in its current configuration and with presently understood subsurface characteristics, stability being defined as an average ERL slope stability factor of safety of 1.5, with 1.5 being the standard for residential and commercial construction where buildings are for human occupancy. While the results of a slope stability evaluation (Appendix D) found that the current factors of safety are less than 1.5 for current conditions, it should also be noted that public parks are typically not constructed to meet a factor of safety of 1.5 and that sites with a factor of safety above 1.0 are considered stable. The conclusion that the project site is currently stable is supported by a lack of visible signs of recent movement, the lack of recent records of movement, and the installation of inclinometers as part of the slope stability assessment, which are monitored annually and have not shown sign of movement since installation.

However, conditions such as heavy rains, excessive erosion along the toe of the landslide, mass grading activities, or a combination of these or similar events, have a potential for changing conditions onsite. In general, both manmade disturbances and natural processes within and near any landslide mass can destabilize natural and engineered slopes in three primary ways: (1) by removing (cut slopes and level pads) material down slope that supports (buttresses) the potentially unstable materials; (2) by placing fill or heavy structures to surcharge (add weight to) an area upslope from potentially unstable materials; (3) by adding water to the surface or subsurface (e.g., irrigation, faulty subdrains, sewage effluent, infiltration from rainfall) to decrease the strength of (lubricate) potentially unstable geologic layers. In the case of the ERL, activities within the project site could potentially impact the stability of other areas within the ERL.

To prevent any potential impacts pertaining to landslides and unstable slopes, CRPD intends to preserve existing natural topography found on the project site. Many project activity areas, including the Westlake Boulevard Staging Area and Westlake Upper Terrace, already contain relatively flat terrain and appear to have been previously cleared and/or graded. Thus, these areas will not require extensive site preparation activities. Other project features, including the Bike Park, Multi-Use Trail, and Disc Golf Course, have been designed to conform to existing variable topography and will be primarily constructed using small construction equipment and hand tools. As a result, these features will involve only nominal earthwork activities. The Avenida De Los Arboles Staging Area will likely require the most soil movement, and because of potential topographical constraints, retaining walls may be constructed around portions of the parking lot. However, this area is not underlain by the landslide mass.

While final earthwork quantities will not be known until final development plans are prepared, it is anticipated that the majority of the project will conform to existing topography, and thus, site preparation and other similar earthwork activities will be minimal. Fill will likely be required at the Avenida De Los Arboles Staging Area and Bike Park, although these amounts are expected to be 100 cy or less. Nonetheless, all earthwork activities will be required to comply with grading provisions

established by Thousand Oaks Municipal Code Title 7, Chapter 3 and the current California Building Standards Code.

Moreover, to reduce any potential impacts related to landslides and unstable slopes, recommendations made in the Geology and Soils Technical Background Report will be implemented by CRPD through Mitigation Measure GEO-1. Therefore, with Mitigation Measure GEO-1, impacts associated with landslides and unstable slopes will be less than significant.

MM GEO-1 During project design, construction, and operation/maintenance, CRPD and their representative shall implement the following applicable design, building, and safety recommendation contained within both the 2007 Geology and Soils Technical Background Report (pages 28 through 32) and the 2012 Geotechnical Investigation Results Report (pages 43 through 56) prepared for the project site. These applicable recommendations include but are not necessarily limited to the following:

- CRPD shall reduce to the absolute minimum irrigation within the project site and in areas upgradient (to the southeast, south, and southwest) of the site.
- Areas to receive fill or engineered structures (such as pre-fabricated restroom facilities or pedestrian bridges) shall be cleared of surface obstructions, any existing debris, potentially compressible material, and stripped of vegetation.
- Onsite soils used as fill shall be screened of rocks greater than 6 inches in maximum dimension, organic material, and construction debris. Areas prepared to receive structural fill and/or other surface improvements should be scarified to a minimum depth of 6 inches, brought to a least optimum-moisture content, and recompacted to at least 90 percent relative compaction (based on ASTM Test Method D1557). Any import fill shall not contain materials over 6 inches in maximum dimension and shall have low expansion potential.
- Any foundations required for the pre-fabricated restroom facilities shall be constructed in accordance with the preliminary recommendations set forth in the 2012 Geotechnical Investigation Results Report (see pages 49 through 52).
- Any retaining walls shall be constructed in accordance with the preliminary recommendations set forth in the 2012 Geotechnical Investigation Results Report (see pages 52 through 54).
- Any pavement shall be constructed in accordance with the preliminary recommendations set forth in the 2012 Geotechnical Investigation Results Report (see page 54).

CRPD and its construction contractor shall review these and all other recommendations contained in both the 2007 Geology and Soils Technical Background Report and the 2012 Geotechnical Investigation Results Report prior to commencing construction activities. All recommendations deemed applicable to the project shall be incorporated into project design and construction. Additionally, geotechnical review of the any future construction plans shall be performed by

CRPD and their construction contractor as well. Incorporation of all applicable recommendation shall be documented by CRPD and their representative. Successful incorporation of these recommendations shall be verified by CRPD and the City of Thousand Oaks, if applicable, prior to commencement of construction activities.

Collapse and Subsidence

Soil collapse, primarily hydroconsolidation, occurs as a result of accelerated groundwater rise and decline (perched and regional), typically resulting from importation of urban irrigation water for residential (tract houses) and recreational (mainly golf courses) use. One of the major expressions of urban soil collapse is subsidence. Subsidence is the lowering of surface elevation due to changes occurring underground, such as the extraction of large amounts of groundwater, oil, and gas. When groundwater is extracted from aquifers at a rate that exceeds the rate of replenishment, overdraft occurs and can lead to subsidence. Subsidence can be associated with earth fissures, which are cracks in the ground surface that form from horizontal and vertical movement of sediment and can be more than 100 feet deep.

The project site is located well outside of probable subsidence zone as identified by the County of Ventura and the project will not involve extraction of groundwater, oil, or gas. Additionally, previously reported groundwater depths underlying the project site were as shallow as approximately 7 feet below ground surface within the alluvium adjacent to Lang Creek, with historic groundwater levels remaining generally stable. As such, substantial groundwater extraction and overdraft do not appear to be an issue in the project area. Therefore, impacts associated with collapse and subsidence will be less than significant.

Expansive Soil

Expansive soils generally result from soils such as clay, claystone, and shale, which expand when saturated and shrink when dry. Expansive soils can cause cracking and damage in paved surfaces, building walls, and foundations. In the project site's lower elevations, younger alluvium consists of silty sand and cobbles, while older alluvium consists mainly of silty to clayey sand. These sediments are not anticipated to have a high expansion potential. Within the ERL mass, subsurface materials are comprised of Modelo Formation covered by varying thicknesses of soil and colluvium. All of these materials can consist of clay and are expected to have low to high expansion potential.

Potential impacts pertaining to expansive soils on the project site will be addressed through the California Building Standards Code. The project will be designed and constructed to comply with all applicable seismic requirements established by current California Building Standards Code, as well as those provisions set forth by Thousand Oaks Municipal Code. Design standards established by both the State and City address structural integrity, and compliance with all applicable state and local requirements will reduce potential of substantial adverse impacts resulting from expansive soils. Therefore, impacts associated with expansive soil will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Grading and Topographical Modifications *Would the project:*				
a) Result in encroachment into natural terrain exceeding twenty-five (25) percent gradient?	☐	☐	☒	☐
b) Result in the creation of any manufactured cuts or fills exceeding twenty-five (25) feet in height?	☐	☐	☒	☐
c) Require the import or export of earthen soil or rock materials to, or from the site?	☐	☐	☒	☐

Environmental Evaluation

In part, the following analysis is based on both the January 2007 Geology and Soils Technical Background Report prepared by Wilson Geosciences, Inc., and the January 2012 Geotechnical Investigation Results Report prepared by LGC Valley, Inc., both of which are included as Appendix D. It is important to note that both of these reports were prepared for a previously proposed community park on the project site. A new, more passive and less intensive park project is now being proposed on the project site. While information regarding existing geotechnical conditions is still applicable to the project site, not all project-specific recommendations made in these reports are still applicable.

Would the project:

a) Result in encroachment into natural terrain exceeding twenty-five (25) percent gradient?

Less Than Significant Impact With Mitigation. As addressed in Impact 5c), to prevent potential geological impacts, CRPD intends to preserve existing natural topography found on the project site. Many of the project's activity areas already contain relatively flat terrain and appear to have been previously cleared and/or graded. Thus, these areas will not require extensive site preparation activities. Other project features have been designed to conform to the existing variable topography and will be primarily constructed using small construction equipment and hand tools. As a result, project construction will involve only nominal earthwork activities.

The majority of the project will conform to existing topography, and thus, site preparation and other earthwork activities on slopes exceeding 25 percent gradient will be minimal. Fill will likely be required at the Avenida De Los Arboles Staging Area, although these amounts are expected to be 100 cy or less. Nonetheless, all earthwork activities will be required to comply with grading provisions established by Thousand Oaks Municipal Code Title 7, Chapter 3 and the current California Building Standards Code. Therefore, impacts associated with unstable slopes will be less than significant.

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

Less Than Significant Impact. While final earthwork quantities will not be known until final development plans are prepared, it is anticipated the majority of the project will conform to the existing topography, site preparation and other similar earthwork activities will be minimal. Fill will likely be required at the Avenida De Los Arboles Staging Area and Bike Park, although these amounts are expected to be 100 cy or less. Thus, no cut/fill activities will be required in excess of 25 feet in height. Therefore, impacts associated with substantial cut/fill heights will be less than significant.

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

Less Than Significant Impact. Although, up to 100 cy of fill will likely be required at Avenida De Los Arboles Staging Area and Bike Park, this fill is expected to come from onsite soils, and no soil import/export activities are anticipated either to or from the project site. In the event that soil import is deemed necessary to supplement onsite soils, the amount of imported materials would be nominal and would comply with all applicable state and local requirements. Therefore, impacts associated with soil import/export will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Pose a significant biological hazard due to a reasonably foreseeable upset or conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or substances within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on or near a leaking underground fuel tank site which is included on a Ventura County Environmental Health Department LUFT list?	☐	☐	☐	☒
e) Interfere directly or indirectly with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
f) Expose people or structures to a significant risk of loss, injury or death involving wildland fire?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. Both short-term construction and long-term operational impacts associated with routine transport, use, or disposal of hazardous materials will be less than significant, as addressed below.

Short-Term Construction Impacts

During project construction, hazardous or potentially hazardous materials will be handled, transported, used, and disposed of both on- and off-site. These materials include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles. Transport, use, and disposal of hazardous materials will be temporary in duration and coincide with short-term construction activities on the project site. Any handling of

hazardous materials will be limited in both quantity and concentrations. Hazardous materials associated with operation and maintenance of construction equipment and vehicles will be securely stored in designated construction staging areas within the project site, with only required amounts of these materials being stored onsite. Actual quantity of hazardous materials permitted to be stored on the project site will be determined by (1) the individual hazardous characteristics of the material, (2) manufacturer guidelines, (3) and the applicable federal, state, and local regulations.

Any transporting, use, or disposal of hazardous materials will comply with all applicable federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency (EPA), the Resource Conservation and Recovery Act (RCRA), the California Department of Transportation (Caltrans), the California Stormwater Quality Association(CASQA), and the Ventura County Certified Unified Program Agency (CUPA)/Hazardous Materials Program. Therefore, short-term impacts associated with routine transport, use, or disposal of hazardous materials will be less than significant.

Long-Term Operational Impacts

Use of hazardous materials for operations and maintenance will likely include household cleaning products, degreasers, paints, and fertilizers considered "universal wastes." Universal wastes are defined as hazardous wastes common to businesses and households which pose a lower risk to people and the environment than other hazardous wastes. Federal and state regulations allow universal wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and these wastes typically do not have to be managed as hazardous waste. Actual quantity of hazardous materials permitted to be stored on the project site will be determined by (1) individual hazardous characteristics of the material, (2) manufacturer guidelines, (3) and applicable federal, state, and local regulations. Additionally, any handling, transporting, use, or disposal will comply with all applicable federal, state, and local agencies and regulations. Therefore, long-term impacts associated with routine transport, use, or disposal of hazardous materials will be less than significant.

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

Less Than Significant Impact. As addressed in Impact 7a), any transporting, use, or disposal of hazardous or potentially hazardous materials will comply with all applicable federal, state, and local agencies and regulations. Both project construction and operation will adhere to policies and programs set forth by agencies such as the U.S. EPA, RCRA, Caltrans, CASQA, and the Ventura County CUPA. Compliance with requirements set forth by these agencies will ensure that use of any hazardous materials will occur in the safest possible manner. Thus, any potential threat to public health and safety or to the environment from upset and accident conditions involving the release of hazardous materials will be minimized with mandatory compliance with applicable federal, state, and local agencies and regulations. Therefore, impacts associated with release of hazardous materials into the environment will be less than significant.

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

Less Than Significant Impact. The project site is located within 0.25 mile of Los Cerritos Middle School (2100 E. Ave de Las Flores), and directly across Erbes Road from the site. However, as addressed in both Impacts 7a) and 7b), the project will not involve transport, use, disposal of, or general handling of substantial quantities of hazardous or potentially hazardous materials, and thus, the project will not pose a significant public health and safety risk. Therefore, impacts associated with emitting or handling hazardous materials within one-quarter mile of a school will be a less than significant.

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

No Impact. GeoTracker is the data management system created by California Water Boards to manage sites impacting groundwater, especially sites requiring groundwater cleanup (e.g., Underground Storage Tanks [USTs], Department of Defense, Site Cleanup Program), as well as permitted facilities such as operating USTs and land disposal sites. Based on a review of the GeoTracker database, neither the project site nor surrounding areas contain a leaking UST site. Therefore, no impacts associated with a leaking UST site will occur.

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

No Impact. As addressed in Impact 14a), the project will not affect the LOS at any existing study area intersection to the extent that roadway operations will be adversely affected and interfere with flow of traffic on local roadways. Thus, emergency responders will be able to travel unimpeded along roadways adjacent to the project, and the project will not conflict with emergency circulation in the event of a regional emergency. Therefore, no impacts associated with an emergency response or evacuation plan will occur.

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

Less Than Significant Impact. According to Thousand Oaks General Plan's Safety Element, the project site and surrounding area is identified as a Very High Fire Hazard Severity Zone. However, the project will not introduce any new uses or activities expected to increase the project site's susceptibility to wildfire. Overnight camping and other recreational activities typically involving campfires will be prohibited, as will use of motorized recreational vehicles which could potentially spark a wildfire. Thus, although the project site is located within an area susceptible to wildfire, the project will not increase fire risks on the project site or surrounding area. Therefore, impacts associated with wildland fire will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hydrology and Water Quality *Would the project:*				
a) Violate any state or federal water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Discharge storm water runoff in excess of the allowable discharge volumes or maximum pollutant levels permitted under the Los Angeles Regional Water Quality Control Board MS4 Permit (Order R4-2010-0108)?	☐	☐	☒	☐
c) Substantially deplete ground water supplies or interfere with groundwater recharge?	☐	☐	☒	☐
d) Substantially alter the existing natural drainage pattern of the site or area?	☐	☐	☒	☐
e) Substantially increase the rate of surface water runoff which would result in flooding, erosion or sedimentation?	☐	☐	☒	☐
f) Exceed the capacity of existing stormwater drainage systems, thereby exposing people or structures to significant risk, injury or loss?	☐	☐	☒	☐
g) Construct housing within a 100-year flood hazard area as delineated on a federal Flood Hazard Boundary or Flood Insurance Rate Map?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. Both short-term construction and long-term operational impacts associated with water quality or waste discharge requirements will be less than significant, as addressed below.

Short-Term Construction Impacts

Project construction requires site preparation and other similar earthwork activities which could potentially allow stormwater to convey onsite sediments and pollutants from the project site, thereby potentially affecting downstream waters by degrading water quality. In accordance with National Pollutant Discharge Elimination System (NPDES) Permit Program, since the project will disturb one or more acres of land, the project will be required to obtain coverage under the Los

Angeles RWQCB's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ or 2009-0009-DWQ General Permit). Construction activities subject to the 2009-0009-DWQ General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The 2009-0009-DWQ General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will include a site map(s) showing construction perimeter, existing and proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways.

The SWPPP must also include project construction features designed to prevent erosion and protect the quality of stormwater runoff, known as best management practices (BMPs). Construction BMPs may include, but are not limited to, stabilized construction entrances, straw wattles on embankments, and sediment filters on existing inlets. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants, should any BMPs fail; and a sediment monitoring plan, should the site discharge directly into a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit lists all elements that must be contained in a SWPPP.

Preparation, implementation, and participation with the NPDES Permit Program, including the SWPPP and BMPs, will reduce project construction effects on water quality to acceptable levels. Therefore, short-term construction impacts associated with water quality standards will be less than significant.

Long-Term Operational Impacts

Stormwater generated on the project site will be contained and collected using low impact development (LID) techniques. LID is an approach to land development working with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and re-creating natural landscape features, creating functional and appealing site drainage which treats stormwater as a resource rather than a waste product. LID practices such as bioswales or similar features will be used throughout the project site to complement existing natural pervious drainage areas.

Parking lots found in the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Upper Westlake Terrace will be constructed of pervious materials to allow for stormwater infiltration. Impervious surfaces will be limited to the prefabricated restroom facilities, glider launch equipment slabs, disc golf hole foundations, picnic areas, log/stone stairs, and other similar improvements. The project will not include any larger, continuous areas of pavement or other impervious materials.

Collectively, incorporation of LID stormwater management techniques, along with general lack of impervious surfaces, will help ensure the vast majority of stormwater originating on the project site, as well as any suspended sediments and pollutants, will be captured onsite and not permitted to be conveyed off-site. Additionally, to the extent feasible, CRPD intends to preserve existing natural topography found on the project site. The project has been designed to conform to existing variable topography, and thus, project construction will involve only nominal earthwork activities. As a

result, existing drainage patterns, as well as quantity and rate of stormwater flows, will remain similar to existing conditions. Therefore, long-term impacts associated with water quality standards will be less than significant.

b) Discharge storm water runoff in excess of the allowable discharge volumes or maximum pollutant levels permitted under the Los Angeles Regional Water Quality Control Board MS4 Permit (Order R4-2010-0108)?

Less Than Significant Impact. As addressed in Impact 8a), incorporation of LID stormwater management techniques, along with general lack of impervious surfaces, will help ensure the vast majority of stormwater originating on the project site, as well as any sediments and pollutants contained within that stormwater, is captured onsite and not permitted to be conveyed off-site. Additionally, the project has been designed to conform to existing variable topography, and thus, project construction will involve only nominal earthwork activities. As a result, existing drainage patterns, as well as quantity and rate of stormwater flows, will remain similar to existing conditions. Therefore, impacts associated with excessive stormwater discharges will be less than significant.

c) Substantially deplete ground water supplies or interfere with groundwater recharge?

Less Than Significant Impact. The project will not substantially reduce pervious surfaces across the project site, and thus, will not interfere with groundwater recharge. Parking lots found in the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Upper Westlake Terrace will be constructed of pervious materials to allow stormwater infiltration. Impervious surfaces will be limited on the project site. The project will not include any larger, continuous areas of pavement or other impervious materials. Therefore, impacts associated with groundwater supplies and recharge will be less than significant.

d) Substantially alter the existing natural drainage pattern of the site or area?

Less Than Significant Impact. To the extent feasible, CRPD intends to preserve existing natural topography found on the project site. As a result, existing drainage patterns, as well as quantity and rate of stormwater flows, will remain similar to existing conditions, which would help ensure project site stormwater is adequately captured. Therefore, impacts associated with existing natural drainage patterns will be less than significant.

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

Less Than Significant Impact. As addressed in Impact 8d), the project has been designed to conform to existing variable topography, and thus, project construction will involve only nominal earthwork activities. As a result, existing drainage patterns, as well as quantity and rate of stormwater flows, will remain similar to existing conditions, which will help ensure project site stormwater is adequately captured. Therefore, impacts associated with surface water runoff rates will be less than significant.

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

Less Than Significant Impact. Stormwater generated on the project site will be contained and collected using LID techniques, as further described above. LID practices such as bioswales or similar features will be used throughout the project site to complement existing natural pervious drainage areas.

Collectively, incorporation of LID stormwater management techniques, along with general lack of impervious surfaces, will help ensure the vast majority of project site stormwater originating is captured onsite and not permitted to be conveyed off-site. Additionally, CRPD intends to preserve the existing natural topography found on the project site. The project has been designed to conform to existing variable topography, and thus, project construction will involve only nominal earthwork activities. As a result, existing drainage patterns, as well as quantity and rate of stormwater flows, will remain similar to the existing conditions, which will help ensure project site stormwater is adequately captured. Therefore, impacts associated with stormwater drainage systems capacity will be less than significant.

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

No Impact. According to the Federal Emergency Management Agency's (FEMA) Flood Rate Insurance Map (FIRM) Panel #06037C1250F, the project site is located outside its 100-year flood hazard area. Therefore, no impacts associated with placing housing within a 100-year flood hazard area will occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Land Use and Planning *Would the project:*				
a) Physically divide an established community or conflict with a General Plan designation or zoning?	☐	☐	☐	☒
b) Conflict with any applicable environmental plans or policies of any agency with jurisdiction over the project?	☐	☒	☐	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The project will not physically divide an established community or conflict with a General Plan designation or zoning, as discussed below.

Physical Division of an Established Community

Physical division of an established community typically refers to construction of a linear feature, such as a highway or railroad, or removal of means of access, such as a local road or bridge, impairing mobility within an existing community or between a community and outlying areas. The project will not divide the local community. Instead, the project will provide a shared public resource designed to enhance opportunities for recreation and connection among surrounding neighborhoods. Additionally, the project does not include any off-site improvements extending into or dividing surrounding residential neighborhoods.

Consistency with General Plan Designation or Zoning

CRPD Master Plan/Thousand Oaks General Plan Recreational Element

The project site is designated as Community Parkland in the 2011 CRPD Master Plan. In addition to establishing and implementing CRPD objectives, goals, and standards for park and recreational facilities, the CRPD Master Plan serves as the Recreational Element of the Thousand Oaks General Plan. According to the CRPD Master Plan, Community Parks are defined as:

> Community Parks generally serve residents who live one and one half miles to two miles from the park. These parks are active, drive-to facilities, and like playfields, are designed for day and night-lighted athletic uses. Site amenities include, but are not limited to, baseball and soccer fields, tennis courts, basketball and volleyball courts, major picnic facilities, parking, and a community center building. The center and the additional recreational programming associated with it is the distinguishing feature

> between a community park and playfield. Community Parks are typically 20 to 50 acres in size and generally serve a population up to 40,000; however, community parks may be less than 20 acres or exceed 50 acres in size. Community parks are designed to serve the broader recreation needs of several neighborhoods and adequately satisfy acreage requirements of all three park types - a community park, playfield, and neighborhood park facility.

Based on the CRPD Master Plan's definition of a Community Park, the project would be consistent with the Master Plan. The project is within Community Planning Zone II, as designated by CRPD Master Plan. Currently, this planning area does not contain a community park, and utilizing the CRPD Master Plan park acreage standards, City of Thousand Oaks Community Planning Zone II is currently deficient 24 acres for community parks. As such, the project will fill the need for a community park in Community Planning Zone II.

The project will support a number of passive and semi-passive recreational activities. In lieu of a traditional central community center, the project will include several distinctive activity areas, such as the Outdoor Classroom, bike park, and disc golf course. Additionally, the CRPD Master Plan's definition of a Community Park allows a facility to encompass less than 20 acres or exceed 50 acres. Thus, the project's approximately 17 improved acres will be consistent with the Community Park definition. Overall, the project will serve the broader recreation needs of several neighborhoods.

Thousand Oaks Zoning Ordinance

In addition to the CRPD Master Plan, the project must also be consistent with the Thousand Oaks Zoning Ordinance. As part of the greater Lang Ranch area (Specific Plan No. 3), the project site is zoned Residential Planned Development (R-P-D); however, the Specific Plan established individual zoning designations within the Lang Ranch area. As such, individual zoning designation for the project site is Community Park. As stated in email correspondence dated March 5, 2014 from Pam Leopold, Senior Planner with the City, the project, including the proposed recreational facilities and associated parking and landscaping improvements, will be consistent with the Community Park zoning designation.

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

Less Than Significant Impact With Mitigation. As addressed in Impact 9a), the project will be consistent with the CRPD Master Plan and the Thousand Oaks General Plan and Zoning Ordinance. Project consistency with other applicable environmental plans and policies, including those set forth in the current VCAPCD Air Quality Management Plan and established by CDFW, USFWS, USACE, and VCTC are discussed in their respective environmental topic areas throughout this IS. As concluded in this IS, with mitigation, the project will be consistent with all applicable plans and policies set forth by federal, state, and local agencies with jurisdiction over the project, and thus, the project will not conflict with any provisions established by these agencies. Therefore, with mitigation, impacts associated with applicable environmental plans or policies will be less than significant.

For further evaluation of project consistency with the plans and policies of the VCAPCD, CDFW, USFWS, USACE, and VCTC, refer to Section 2, Section 3, and Section 14 of this IS.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Energy and Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of a value to the region, or the residents of the state?	☐	☐	☐	☒
b) Conflict with any energy conservation plans?	☐	☐	☐	☒
c) Use non-renewable resources in a wasteful inefficient manner?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

No Impact. There are no known mineral resources or mineral resources extraction operations on or adjacent to the project site. Therefore, no impacts associated with mineral resources will occur.

b) Conflict with any energy conservation plans?

No Impact. In 2012, the City of Thousand Oaks adopted an Energy Action Plan (EAP), which was required as part of the City's participation in Southern California Edison's (SCE) Energy Leader Partnership program. EAP's overall objective is to reduce energy consumption by the City and community. The project will not conflict with any of EAP, SCE's Energy Leadership Partnership program, or any other applicable energy conservation plans or programs.

The project will be required to comply with all applicable provisions established by California Energy Code (CCR Title 24, Part 6). Compliance with Californian Energy Code, as required by state law, will ensure that the project incorporates applicable energy efficiency features designed to reduce project energy consumption. Additionally, the project could ultimately prove beneficial to the City's efforts to reduce energy consumption by providing a community park in a populated area, and thus, reducing the need for nearby residents to drive to other recreational facilities in the project area. Therefore, no impacts associated with conflicting with any energy conservation plan will occur.

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

Less Than Significant Impact. As addressed in Impact 10b), the project will be required by state law to comply with California Energy Code, and thus, incorporate applicable energy efficiency features designed to reduce project energy consumption. Additionally, the project will be required to comply

with all applicable provisions established by Title 10, Article 11 of the Thousand Oaks Municipal Code, which sets forth mandatory water conservation standards. Furthermore, the project will also be required to comply with California Updated Model Landscape Ordinance (AB 1881) and Section 9-4.904(v) of the City's Municipal Code, which establishes drought-tolerant plant standards in parking areas within the R-P-D zone. With adherence to these regulations, the project will consume energy and water in an efficient manner.

During project construction, non- and slowly renewable resources will be consumed, including fuel, natural gas, and oil used by construction equipment and vehicles. Other non- and slowly renewable resources will be used in the form of building materials such as lumber; sand, gravel, and asphalt; and metals. However, although such resources will be used, the project will be required to comply with applicable state and local laws enforcing responsible use of non- and slowly renewable resources, including California Green Building Standards Code (CALGreen; CCR Title 24, Part 11), which requires, among other mandates, the diversion of construction waste from landfills.

Lastly, land could also be considered a non-renewable resource. While portions of the project site will be improved with various recreational features, the site as a whole will be comprised predominately of natural land. The project will not include any improvements that will irreversibly commit the project site to urban development or other land uses that will commit future generations to similar uses.

Therefore, based on the above, impacts associated with the use of non-renewable resources will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Noise *Would the project result in:*				
a) Expose persons to noise levels in excess of standards established in the General Plan or City's Noise Ordinance?	☐	☒	☐	☐
b) Expose people to severe short-term construction noise impacts?	☐	☒	☐	☐
c) Result in a significant, 3 dBA, or greater, cumulative increase in ambient noise levels?	☐	☒	☐	☐

Environmental Evaluation

The following analysis is based in part on the Federal Highway Administrations (FHWA) Roadway Construction Noise Model (RCNM) and included as Appendix E.

In general, noise is defined as unwanted sound. The standard unit of measurement of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to human sensitivity, giving greater weight to sound frequencies to which the human ear is most sensitive. Human noise perception has no simple correlation with acoustical energy. Noise perception is not linear in terms of dBA or in terms of acoustical energy. Two noise sources do not sound twice as loud as one source. It is widely accepted the average healthy ear can barely perceive changes of 3 dBA, increase or decrease; a change of 5 dBA is readily perceptible; and an increase (decrease) of 10 dBA sounds twice (half) as loud.

To establish a baseline for ambient noise environment in the project area, noise monitoring was conducted on and adjacent to the project site as part of the previously proposed Lang Ranch Community Park project. Ambient noise level measurements were taken on March 1, 2005, between 8:00 a.m. and 11:00 p.m., using a Metrosonic dB-306A Metro logger, calibrated before and after each measurement. The meter was positioned 5 feet above existing ground elevation at measurement locations. Noise monitoring locations are shown in Exhibit 11 and results of noise measurements are provided in Table 8.

Project site and surrounding area conditions are similar to those of 2005, and no substantial changes in land uses or traffic patterns have occurred in the time elapsed since these original noise measurements were taken. Thus, ambient noise measurements provided in Table 8 are indicative of existing noise environment.

Results of previous ambient noise monitoring shows the project area experiences average noise levels ranging between 46 to 70 dBA. In the surrounding residential neighborhood adjacent to the northwestern project boundary, roadway noise was not heard, and average noise level was 46 dBA.

Average noise levels ranged from 57 to 67 dBA near the major roadways, Avenida de Los Arboles and North Westlake Boulevard.

Table 8: Noise Monitoring Summary

Location	Description	Time	L_{MAX}	L_{eq}
1	Los Cerritos Middle School	8:00 a.m.-8:10 a.m.	87.9	70.0
		10:43 a.m.-10:53 a.m.	70.5	58.5
		10:54 a.m.-11:04 a.m.	67.2	55.4
2	Southern terminus of Summer Park Court	8:25 a.m.-8:35 a.m.	49.4	45.9
3	Southern side of Avenida De Los Arboles	8:38 a.m.-8:48 a.m.	79.2	57.2
4	Southwest corner of Westlake Boulevard/Rainfield Avenue	8:52 a.m.-9:02 a.m.	76.7	65.5
5	Southeast corner of Westlake Boulevard/ Lang Ranch Parkway	9:06 a.m.-9:16 a.m.	84.3	67.1
Source: Edaw, Inc., Lang Ranch Community Park Noise Impact Analysis, 2006.				

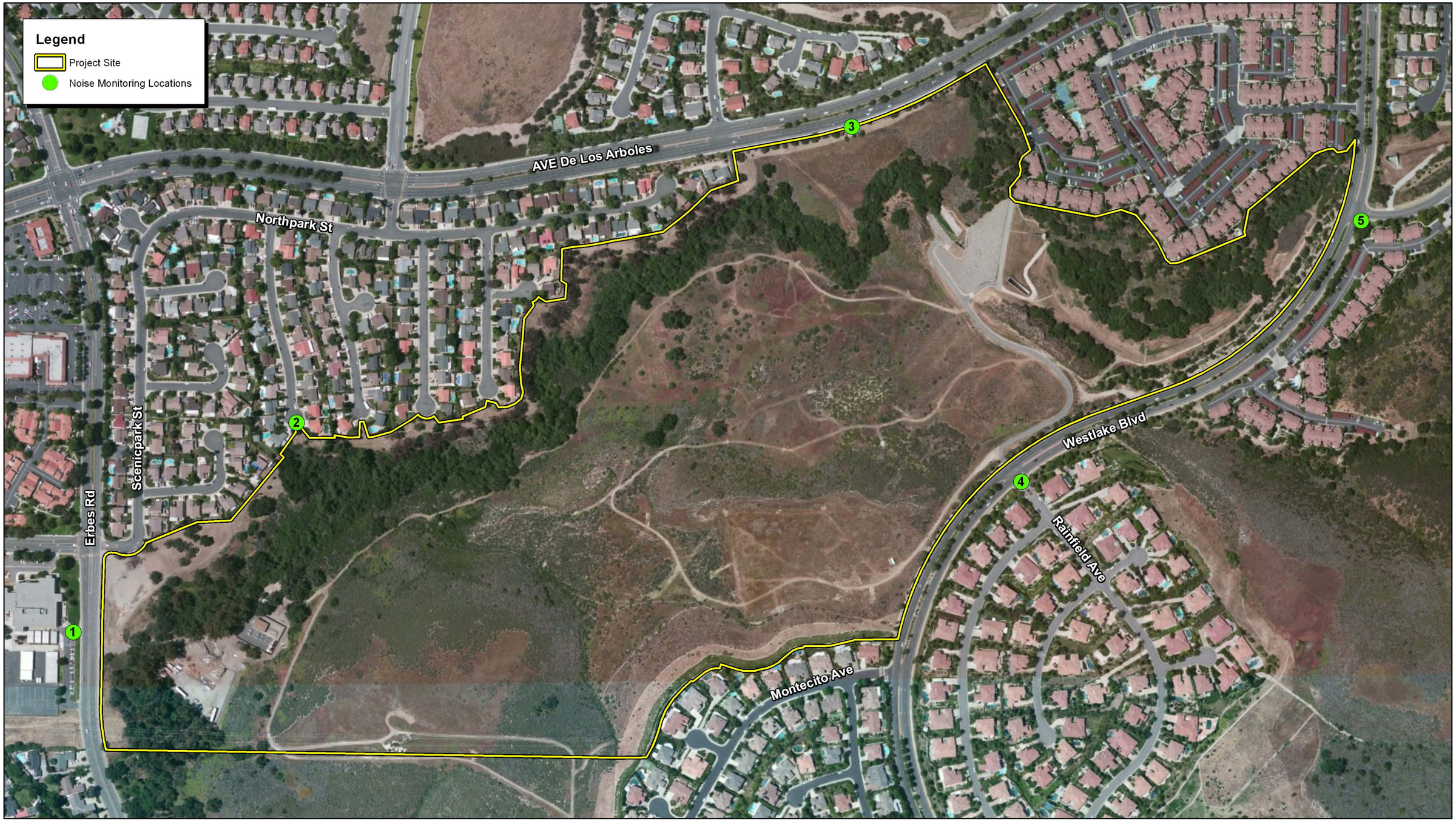
Would the project:

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

Less Than Significant Impact With Mitigation. Both short-term construction and long-term operational noise will be generated by the project. Operational noise effects are address as follows, while construction noise impacts are discussed in Impact 11b).

The closest sensitive receptors to the project site are single-family residences located approximately 10 feet to the north. These residences currently separated from the project site by an existing 5 to 6 foot high block wall which breaks the line-of-sight between adjacent residences (i.e., receivers) and onsite project activities (i.e., sources). According to Caltrans, the existing wall will attenuate project sound levels by approximately 5 dB.

The Thousand Oaks General Plan Noise Element provides land use compatibility standards for noise, as shown in Table 9. Noise levels measuring 67.5 dBA CNEL or less are "Normally Acceptable" for neighborhood park uses such as the project. For single-family residential uses, such as nearby receptors located adjacent to the project, noise levels measuring up to 60 dBA CNEL are "Normally Acceptable."



Source: ESRI Aerial Imagery.

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Exhibit 11
Noise Monitoring Locations

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Table 9: Standards for Land Use Compatibility with Urban Noise Environment

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (L_{dn}), dB				
	Clearly Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Acceptable	Clearly Unacceptable
Residential - Low-Density Single-Family, Duplex, Mobile Homes	50 to 55	55 to 60	60 to 65	65 to 75	75+
Residential - Multi-Family	50 to 55	55 to 60	60 to 65	65 to 75	75+
Commercial - Motels, Hotels, Transient Lodging	50 to 60	60 to 65	65 to 70	70 to 80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	N/A	50 to 60	60 to 70	70 to 80	80+
Amphitheater, Concert Hall, Auditorium, Meeting Hall	N/A	N/A	50 to 65	65 to 70	70+
Sports Arenas, Outdoor Spectator Sports	N/A	N/A	50 to 70	70 to 75	75+
Playgrounds, Neighborhood Parks	50 to 55	55 to 67.5	67.5 to 75	N/A	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 55	55 to 75	75 to 80	N/A	80+
Office Buildings, Business Commercial and Professional	50 to 60	60 to 65	65 to 75	75+	N/A
Industrial, Manufacturing, Utilities, Agriculture	50 to 65	65 to 70	70 to 80	80+	N/A

Notes:
N/A = not applicable.
Clearly Acceptable: The noise environment is suitable for this use.
Normally Acceptable: Noise may be considered a problem by some people, but normal building construction will usually provide adequate protection of interior spaces.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable: New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: City of Thousand Oaks, Thousand Oaks General Plan Noise Element, 2000.

Additionally, the City's General Plan Noise Element provides thresholds of significance for noise impacts, as shown in Table 10.

Table 10: Threshold of Significance for Noise Impacts

If the annual average noise level with the proposed project, cumulative projects, and General Plan buildout in an area currently used for or designated in the General Plan for noise sensitive land use[1] is expected to be:	A significant project or cumulative impact may result if the change in annual average noise levels from existing conditions due to all sources in an area currently used for or designated in the General Plan for a noise sensitive land use[1] is:	A project alone may be considered to make a substantial contribution to significant cumulative impact if change in annual average noise levels due to the project is:
Less than 55 dB CNEL	Not significant for any change in noise level	Not significant for any change in noise level
55-60 dB CNEL	Equal to or greater than 3.0 decibels	Equal to or greater than 1.0 decibels
60-70 dB CNEL	Equal to or greater than 1.5 decibels	Equal to or greater than 0.5 decibels
Greater than 70 db CNEL	Equal to or greater than 1.0 decibels	Equal to or greater than 0.5 decibels

Note:
[1] A noise sensitive land use for which the lower limit of the noise levels considered normally unacceptable for development because noise impact is 70 dB CNEL or lower. In identifying land use areas, areas that are undevelopable for noise sensitive uses because of slope, development restriction, easement, etc., or which are used for non-noise-sensitive components of a multiple-use or mixed-use project, should not be considered noise sensitive.
Source: Source: City of Thousand Oaks, Thousand Oaks General Plan Noise Element, 2000.

Table 8 shows results of previous ambient noise monitoring and average noise level in the residential neighborhood located immediate north of the project site was 46 dBA. Thus, according to the City's thresholds of significance for noise impacts, a significant project or cumulative impact may result if a change in annual average noise levels from existing conditions due to all sources in the project area is equal to or greater than 3 dB.

Primary sources of operational noise will be (1) project traffic (off-site mobile-source noise), and (2) park visitors using passive and semi-passive recreational features (onsite stationary-source noise) on the project site.

Offsite Mobile-Source Noise

The TIA prepared for the project (Appendix F) found that the project will typically result in only a nominal increase in vehicle trips on local roadways (although intermittent special permitted events may result in larger, albeit temporary, increases in vehicle trips), and thus, will not substantially increase traffic on adjacent streets. According to Caltrans, it takes a doubling of traffic volume to increase noise levels perceptibly (i.e., 3 dB). Thus, because the project will not result in the doubling of traffic, the project will not increase traffic to the point a perceivable noise level change is recognized by nearby receptors. Therefore, long-term operational impacts associated with off-site mobile-source noise will be less than significant.

Onsite Stationary-Source Noise

Following project development, the project site will continue to support a number of generally passive and semi-passive recreational activities such as hiking, biking, disc golf, and non-motorized model glider flying. On occasion, larger, more active permitted recreational events will occur on the project site as well, including high school cross-county meets. These larger events are considered temporary and intermittent in nature, encompassing one day or less and occurring no more than 12 times per year. Noise generated by the project will be consistent with these activities and will typically consist of people conversing, hiking, running, biking, playing disc golf, and flying model gliders. Noise will also be produced within the parking lots areas via car doors and trunks closing, people conversing, and starting of engines.

Although presently unimproved, the project site is currently used by local residents for recreational, multi-use trail activities, primarily hiking and biking. A series of existing maintenance roads and trails crisscross the project site, and are utilized by local trail users, as well as CRPD and VCWPD personnel. Thus, nearby receptors currently located adjacent to the project site could anticipate similar ambient noise levels following project development. Although project operation could potentially result in an increase in higher single-event noise levels associated with increased patronage of the project site, these types of noises are sporadic and are not anticipated to cause a substantial increase in ambient noise levels exceeding standards established in the Thousand Oaks General Plan Noise Element.

As shown by ambient noise level measurements in Table 8, existing noise levels in the project area already reach 88.0 dBA L_{max}, with average noise levels ranging between 46 to 70 dBA. Thus, maximum single-event sound levels generated by the project will be generally consistent with existing conditions. As a result, a substantial increase in noise levels in the project area equaling 3 dB or greater is not expected to occur. Nonetheless, in an effort to ensure noise levels generated by the project are both consistent with the City's noise standards and do not adversely affect nearby receptors, Mitigation Measures NOI-1 through NOI-3 will be required. With Mitigation Measures NOI-1 through NOI-3, long-term operational impacts associated with onsite stationary-source noise will be less than significant.

MM NOI-1 CRPD shall establish, post, and enforce hours of operation for the project. The project shall open no earlier than 7:00 a.m. and shall close no later than 10:00 p.m.

MM NOI-2 When permitting larger events such as high school cross-country meets or similar events requiring a discretionary permit, CRPD shall prohibit use of amplified noise devices, including, but not limited to, radios, bullhorns, and public address systems.

MM NOI-3 Signs shall be posted in the parking lots that remind park visitors that the park is located adjacent to residential neighborhoods and to keep sound at appropriate noise levels as a courtesy to nearby neighbors.

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

Less Than Significant Impact With Mitigation. The City of Thousand limits construction to between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction is permitted on Sunday.

Additionally, no congregation of construction trucks, vehicles, or workers are allowed before 7:00 a.m. at the project site or in nearby residential neighborhoods.

During project construction, primary sources of noise will be construction equipment operation. Construction noise will vary substantially depending on the size and characteristics of the active construction site, duration of workday, and types of equipment operated. The site preparation phases are expected be the noisiest stage of construction, and thus, anticipated construction equipment to be used was modeled. Modeling for construction noise was performed using U.S. Department of Transportation Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM). RCNM is FHWA's national model used for prediction of construction noise and to determine compliance with noise limits for a variety of types and complexity of construction projects. The RCNM includes an extensive compilation of built-in reference noise levels for dozens of types of construction equipment based on manufacturer and actual monitored sources. Results from the RCNM analysis are shown in Table 11.

Table 11: Construction Equipment Noise Levels

Equipment Description	Noise Level (L_{max} dBA) at 50 feet	Distance to Closest Receptor (feet)	Maximum Noise Level (L_{max} dBA) at Receptor	Average Noise Level (L_{eq} dBA) at Receptor
Backhoe	77.6	10	86.5	82.6
Dozer	81.7	10	90.6	86.7
Dump Truck	80.7	10	85.4	81.5
Front End Loader	79.1	10	88.1	84.1
Generator	80.6	10	89.6	86.6
Tractor	84	10	93.0	89.0

Note:
Noise modeling took into account a 5 dB reduction from the 5 to 6 foot block wall along the northern property line.
Source: Federal Highway Administration, Roadway Construction Noise Model, 2006.

Typical operating cycles of construction equipment usually involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Although there will be a relatively high single-event noise exposure potential, resulting in potential temporary and intermittent annoyances, noise levels provided in Table 11 represent a conservative, "worst-case" scenario when construction equipment will be operating within the Neighborhood Park immediately adjacent to the northern property line. In actuality, construction equipment will operate throughout the project site and will rarely be required to operate directly adjacent to adjacent residences.

Although the City establishes time periods for construction, the City does not have quantitative standards for construction noise levels. Thus, in order to determine whether or not construction activities will have potential to expose nearby residences to severe, and potentially harmful, short-term construction noise impacts, estimated project construction noise levels have been compared to noise exposure standards established by the Occupational Safety and Health Administration (OSHA).

OSHA has adopted noise exposure thresholds establishing the highest permissible exposure limit based on periods of exposure. Permissible noise exposure limit increases with shorter periods of exposure. OSHA allows a noise exposure level of 90 dB over an eight-hour exposure period. The highest permissible noise exposure limit increases to 92 dB for a six-hour exposure period, 95 dB for four hours of exposure, 97 dB for a three-hour period, and 105 dB for one hour of exposure. The highest permissible noise exposure level for periods of 15 minutes or less is 115 dB. Exposure to impulsive or impact noise cannot exceed 140 dB peak sound pressure level. It is important to note these noise exposure limits generally apply to employees in the workplace, but are useful in understanding noise exposure levels with regard to potential hearing loss and physiological damage.

As shown in Table 11, short-term, intermittent, construction noise levels are expected to be up to 89.0 dBA Leq at backyards of adjacent residences when construction equipment is operating directly along the northern property line at the Neighborhood Park. Construction noise levels at these adjacent backyards will comply with OHSA exposure thresholds for time periods of eight-hours, six-hours, four-hours, three-hours, one-hours, and 15-minutes or less. Nearby receptors will experience these estimated noise levels only when outside their residences. Because of attenuation characteristics afforded by modern building materials, these receptors could expect a conservative +15 dBA noise reduction when inside their residences. Additionally, no construction activities are expected to collectively exceed four-hours during a typical eight-hour construction workday, and thus, nearby receptors will not experience noise levels exceeding OSHA exposure thresholds.

As such, construction activities will not exceed excessive noise levels recognized as causing harm to nearby receptors. Nonetheless, in an effort to ensure noise levels generated on the project site do not adversely affect nearby receptors, Mitigation Measures NOI-4 and NOI-5 will be required. With Mitigation Measures NOI-4 and NOI-5, short-term construction impacts associated excessive noise will be less than significant.

MM NOI-4 All construction activities on the project site shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction shall be permitted on Sunday or federal holidays. Additionally, no congregation of construction trucks, vehicles, or workers shall be allowed before 7:00 a.m. at the project site or in nearby residential neighborhoods.

MM NOI-5 Prior to the start of any construction activities adjacent to northern property line, CRPD shall notify residents within 500 feet of the proposed activities. The notification shall describe the type, hours, and duration of work planned.

MM NOI-6 Consistent with Article II, Section 211 of the CRPD Ordinance Manual, all model glider activities on the park site shall receive written permission from CRPD's General Manager prior to the commencement of any such activities. The General Manager shall condition all model glider activities on the project site to utilize non-motorized model gliders, and to explicitly prohibit the use of motorized gliders.

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

Less Than Significant Impact With Mitigation. As addressed in Impacts 11a) and 11b), although the project will generate both short-term construction and long-term operational noise levels, project activities will not result in a 3 dBA or greater increase in ambient noise environment, nor will result in excessive or harmful noise levels. Collectively, when combined with noise from cumulative projects in surrounding project area, it is possible, although still unlikely, ambient noise levels could be substantially increased over time. Similar to the project, all other projects in the City of Thousand Oaks will be subject to local, state, and federal noise standards, as well as the same CEQA requirements, which will ensure that these cumulative projects' noise impacts are evaluated and, if necessary, mitigated to acceptable levels of significance. Additionally, surrounding areas are generally built-out, and thus, substantial development activity, and noise which could accompany this activity, is not anticipated in the future. Nonetheless, in an effort to ensure noise levels generated by the project are both consistent with the City's noise standards and do not adversely affect nearby receptors, Mitigation Measures NOI-1 through NOI-5 will be required. With Mitigation Measures NOI-1 through NOI-5, impacts associated with a significant 3 dBA or greater cumulative increase in ambient noise levels will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Population and Housing *Would the project:*				
a) Exceed official regional or local population projections?	☐	☐	☒	☐
b) Induce substantial growth outside the City's Planning Area, Urban Growth Limits, or Sphere of Influence boundaries?	☐	☐	☒	☐
c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Exceed official regional or local population projections?

Less Than Significant Impact. The project does not include any residential uses or other uses typically associated with population growth. Additionally, the project does not include any improvements removing barrier of growth, such as an extension of a roadway or infrastructure. As a community park, the project will generally serve nearby residents and not include any land use encouraging people to relocate into the project area.

During project construction, a small number of construction workers will be required. However, based on the temporary nature of these jobs, it is anticipated these construction workers will come from the local labor force. Further, a nominal number of maintenance workers will be required during project operation. Current CRPD staff will fill these positions. Therefore, impacts associated with the exceedance of official regional or local population projections will be less than significant.

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

Less Than Significant Impact. As addressed in Impact 12a), because of the project's recreational nature, neither project construction nor operation will cause people to relocate into the project area or otherwise generate population growth. Therefore, impacts associated with inducing substantial growth will be less than significant.

c) Displace existing housing, especially affordable housing?

No Impact. The project site does not currently contain any residential uses, and thus, development of the project will not displace any housing. Additionally, no project improvements will extend into surrounding residential areas and displace any residential located within these adjacent areas. Therefore, no impacts associated with displacement of existing housing will occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Public Services *Would the project result in substantial impacts associated with the provision of new or expanded:*				
a) Fire protection services?	☐	☐	☒	☐
b) Police protection services?	☐	☐	☒	☐
c) Public schools?	☐	☐	☐	☒
d) Any other public facilities?	☐	☐	☐	☒
e) Recreation?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

Would the project result in substantial impacts associated with the provision of new or expanded:

a) Fire protection services?

Less Than Significant Impact. The Ventura County Fire Protection District (VCFPD) provides fire protection services to the project site and City of Thousand Oaks. The closest VCFPD station to the project site is Station 37 (2010 Upper Ranch Road), located approximately 0.8 mile southeast. VCFPD currently has a response time goal of 5 minutes.

Since the project site is already served by VCFPD, the project will not affect response times to the site. By introducing new recreational features on the project site, CRPD is expecting to increase park patronage. However, despite an increased number of park visitors, the project will not introduce any new uses or activities which are expected to increase the number of calls for services to the project site. Additionally, as addressed in Impact 12a), the project will not induce population growth in the project area, and thus, will not affect any personnel-to-resident ratio established by the VCFPD. Further, the project will include driveways and parking lots off Erbes Road, Avenida De Los Arboles, and Westlake Boulevard, which will increase project site accessibility in the event of an emergency. As a result, construction of new or expansion of existing VCFPD facilities will not be required as a result of the project. Therefore, impacts associated with VCFPD services and facilities will be less than significant.

b) Police protection services?

Less Than Significant Impact. The Ventura County Sheriff's Department (VCSD) provides police protection services to the project site and City of Thousand Oaks. The VCSD Headquarters (2101 Olson Road) is located approximately 2.5 miles north of the project site.

Similar to fire protection services, since the project site is already served by the VCSD, the project will not affect response times to the site. Although CRPD is expecting to increase park patronage, the project will not introduce any new uses or activities expected to increase the number of calls for services to the project site. Additionally, the project will not induce population growth in the project area, and thus, will not affect any personnel-to-resident ratio established by the VCSD. Further, the project will include driveways and parking lots off Erbes Road, Avenida De Los Arboles, and Westlake Boulevard, which will increase site accessibility in the event of an emergency. As a result, construction of new or expansion of existing VCSD facilities will not be required as a result of the project. Therefore, impacts associated with VCSD services and facilities will be less than significant.

c) Public schools?

No Impact. As addressed in Impact 12a), the project will not induce population growth in the project area, and thus, will not contribute to the student population of the project area. Therefore, no impacts associated with public schools will occur.

d) Any other public facilities?

No Impact. The project will not induce population growth in the project area, and thus, will not increase the patronage of public facilities such as libraries and community centers. Therefore, no impacts associated with public facilities will occur.

e) Recreation?

No Impact. The project involves development of 17 acres of various recreational amenities and special facilities supporting a number of generally passive and semi-passive recreational activities such as hiking, biking, disc golf, and non-motorized model glider flying. As addressed in Impact 9a), the project will provide a community park in an area of the City of Thousand Oaks not currently served by a community park, while also filling the need for a community park in Community Planning Zone II, as delineated in the CRPD Master Plan. Thus, the project could ultimately benefit the surrounding area by developing a nearby community part within walking or short driving distance. Therefore, no impacts associated with recreational services or facilities will occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Transportation/Traffic *Would the project:*				
a) Cause a significant effect on traffic congestion where it increases the volume/ capacity (V/C) ratio at an intersection by 0.02 or more in the peak hour and the resultant level of service at that intersection is C or worse?	☐	☒	☐	☐
b) Result in inadequate emergency access?	☐	☐	☐	☒

Environmental Evaluation

In part, the following analysis is based on the August 2014 Traffic Impact Analysis (TIA) prepared by Kunzman Associates, Inc. and included as Appendix F.

Would the project:

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

Less Than Significant Impact With Mitigation. With incorporation of mitigation, impacts associated with traffic congestion will be less than significant, as detailed below:

Prescribed Methodology for the TIA

The TIA must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Ventura County, the monitored intersections are contained in the *Ventura County Congestion Management Program*.

The City of Thousand Oaks target for peak hour intersection operation is Level of Service (LOS) C or better. The City of Thousand Oaks defines a significant project traffic impact as an increase in the volume-to-capacity ratio of 2% or greater at intersections operating at LOS C or worse.

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization (ICU), as further described in the TIA (Appendix F). To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the intersection. The ICU represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method, as further described in the TIA. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Project traffic is generated using rates and procedures contained in the San Diego Association of Governments (SANDAG), *Traffic Generators*, May 2003. The project trip distribution is provided by the reviewing agency or is agreed to in advance of the TIA being prepared. The TIA has to be prepared by a licensed Traffic Engineer.

This TIA has been prepared in accordance with the traffic impact analysis requirements except as noted. The traffic impact analysis not only examined the Ventura County Congestion Management Program (CMP) system of roads and intersections, but also other roads and intersections.

The project generated trips were added to intersections, and a full intersection analysis was conducted.

Surrounding Street System

Study area roadways that will be utilized by the project include the following:

- Erbes Road
- Scenicpark Street
- Parkview Drive
- Westlake Boulevard
- Avenida De Los Arboles
- Rainfield Avenue
- Avenida De Las Flores
- Featherwood Street
- Kanan Road

Project Traffic

Trip Generation and Distribution Assumptions

Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. Table 12 provides the trip generation rates and peak hour volumes and project daily traffic volumes. Project traffic is generated using rates and procedures contained in the SANDAG, *Traffic Generators*, May 2003.

The project is conservatively estimated to generate approximately 1,490 daily vehicle trips, 60 of which will occur during the morning peak hour and 120 of which will occur during the evening peak hour.

It should be noted that the projected trip generation for the project is the anticipated maximum and that a typical day will be a small fraction of this expected maximum. The anticipated maximum represents full use of the project, which could only happen during larger, more active permitted recreational events (e.g., high school cross country meets) that will occasionally occur on the project site. These larger events are considered temporary and intermittent in nature, encompassing one day or less and occurring no more than 12 times per year. The balance of the year, CRPD proposes to develop a Community Park that will improve approximately 12 percent of the entire project site with a number of passive and semi-passive recreational activities such as hiking, biking, disc golf, and non-motorized model glider flying. These activities will generate only a small fraction of the anticipated maximum estimated trip generation. As such, the projected trip generation used to analyze potential project impacts and provided in Table 12 represents a conservative, "worst-case" traffic condition.

Table 12: Project Trip Generation[2]

			Weekday						
			Morning Peak Hour			Evening Peak Hour			
Land Use	Quantity	Units[1]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Trip Generation									
Park - Developed	17.0	AC	1.0	1.0	2.0	2.0	2.0	4.0	50.0
Park - Undeveloped	128.0	AC	0.1	0.1	0.2	0.2	0.2	0.4	5.0
Trips Generated									
Park - Developed	17.0	AC	17	17	34	34	34	68	850
Park - Undeveloped	128.0	AC	13	13	26	26	26	52	640
Total	145.0		30	30	60	60	60	120	1,490

Notes:
[1] AC = Acre
[2] Source: San Diego Association of Governments, Traffic Generators, May 2003.

Trip Distribution

To determine the trip distributions for the project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the project site, and other additional information on future development and traffic impacts in the area were reviewed. The City of Thousand Oaks staff has approved the project trip distributions.

Modal Split

The traffic reducing potential of either public transit or walk-in park visitors has not been considered in the TIA. Essentially, the traffic projections are conservative in that public transit or walk-in park visitors might be able to reduce the traffic volumes.

Project Impacts

Existing Traffic Conditions

Existing Levels of Service

The ICU/Delay for the Existing traffic conditions have been calculated and are provided in Table 13. Existing ICU/Delay are based upon manual morning and evening peak hour intersection turning movement counts obtained in May 2014. Traffic count worksheets are provided as part of the TIA (Appendix F).

There are two peak hours in a weekday. The morning peak hour is between 7:00 a.m. and 9:00 a.m., and the evening peak hour is between 4:00 p.m. and 6:00 p.m. The actual peak hour within the two-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 p.m. to 5:45 p.m. if those four consecutive 15-minute periods have the highest combined volume.

The study area intersections currently operate within acceptable LOS during the peak hours for Existing traffic conditions, except for the following study area intersection that appears to currently operate at an unacceptable LOS during the evening peak hour:

- Westlake Boulevard (NS) at:
  - Rainfield Avenue/Project Access (EW) - #7
  - Kanan Road (EW) - #9

Table 13: Existing Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Erbes Road (NS) at:															
Avenida De Los Arboles (EW) - #1	TS	1	1.5	0.5	2	1.5	0.5	2	2	d	2	3	d	0.613 -B	0.670 -B
Avenida De Las Flores/ Scenicpark Street (EW) - #2	TS	1	2	d	1	2	d	1	1	1	1	0.5	0.5	0.559 -A	0.415 -A
Parkview Drive (NS) at:															
Avenida De Los Arboles (EW) - #4	TS	1	0.5	0.5	1	1	1	1	2.5	0.5	1	3	d	0.494 -A	0.464 -A
Westlake Boulevard (NS) at:															
Avenida De Los Arboles (EW) - #6	TS	2.33	0.33	0.33	1	2.5	0.5	1	1	2	1	0.5	0.5	0.777 -C	0.629 -B
Rainfield Avenue/ Project Access (EW) - #7	CSS	0.5	1	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	22.4 -C	29.3 -D

Table 13 (cont.): Existing Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Featherwood Street/ Rainfield Avenue (EW) - #8	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	d	0.568 -A	0.655 -B
Kanan Road (EW) - #9	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	2	0.680 -B	0.803 -D

Notes:
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn
[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).
[3] TS = Traffic Signal; CSS = Cross Street Stop
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).

Existing Plus Project Levels of Service

The ICU/Delay for the Existing Plus Project traffic conditions have been calculated and are provided in Table 14. Existing Plus Project ICU/Delay worksheets are provided in Appendix F.

The study area intersections are projected to operate within acceptable LOS during the peak hours for Existing Plus Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable LOS during the peak hours:

- Westlake Boulevard (NS) at:
  - Rainfield Avenue/Project Access (EW) - #7
  - Kanan Road (EW) - #9

Table 14: Existing Plus Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Erbes Road (NS) at:															
Avenida De Los Arboles (EW) - #1	TS	1	1.5	0.5	2	1.5	0.5	2	2	d	2	3	d	0.618 -B	0.681 -B
Avenida De Las Flores/ Scenicpark Street (EW) - #2	TS	1	2	d	1	2	d	1	1	1	1	0.5	0.5	0.562 -A	0.426 -A

Table 14 (cont.): Existing Plus Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Scenicpark Street/Project Access (NS) at:															
Avenida De Las Flores/ Scenicpark Street (EW) - #3	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	10.0 -A	9.4 -A
Parkview Drive (NS) at:															
Avenida De Los Arboles (EW) - #4	TS	1	0.5	0.5	1	1	1	1	2.5	0.5	1	3	d	0.500 -A	0.475 -A
Project Access (NS) at:															
Avenida De Los Arboles (EW) - #5	**CSS**	0	0	**1**	0	0	0	0	2.5	0.5	0	3	0	11.6 -B	9.8 -B
Westlake Boulevard (NS) at:															
Avenida De Los Arboles (EW) - #6	TS	2.33	0.33	0.33	1	2.5	0.5	1	1	2	1	0.5	0.5	0.786 -C	0.647 -B
Rainfield Avenue/Project Access (EW) - #7															
Without Improvements	CSS	0.5	1	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	99.9 -F[4]	68.2 -F
With Improvements	**TS**	**1**	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	0.543 -A	0.635 -B
Featherwood Street/Rainfield Avenue (EW) - #8	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	d	0.570 -A	0.661 -B
Kanan Road (EW) - #9	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	2	0.683 -B	0.811 -D

Notes:
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; 1 = Improvement
[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).
[3] TS = Traffic Signal; CSS = Cross Street Stop
[4] 99.9 - F = Delay high, intersection unstable, Level of Service F.
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).

The City of Thousand Oaks defines a significant project traffic impact as an increase in the volume-to-capacity ratio of 2 percent or greater at intersections operating at LOS C or worse. Using this significance criteria, and as provided in Table 15, project traffic will not impact any of the existing study area intersections for Existing Plus Project traffic conditions.

Table 15: Existing Plus Project Traffic Contribution

Intersection	Peak Hour	Existing					
		Without Project		With Project			
		V/C	Level of Service	V/C	Level of Service	V/C Increase	Significant Impact?
Erbes Road (NS) at:							
Avenida De Los Arboles (EW) - #1	Morning	0.613	B	0.618	B	0.005	No
	Evening	0.670	B	0.681	B	0.011	No
Avenida De Las Flores/ Scenicpark Street (EW) - #2	Morning	0.559	A	0.562	A	0.003	No
	Evening	0.415	A	0.426	A	0.011	No
Parkview Drive (NS) at:							
Avenida De Los Arboles (EW) - #4	Morning	0.494	A	0.500	A	0.006	No
	Evening	0.464	A	0.475	A	0.011	No
Westlake Boulevard (NS) at:							
Avenida De Los Arboles (EW) - #6	Morning	0.777	C	0.786	C	0.009	No
	Evening	0.629	B	0.647	B	0.018	No
Featherwood Street/ Rainfield Avenue (EW) - #8	Morning	0.568	A	0.570	A	0.002	No
	Evening	0.655	B	0.661	B	0.006	No
Kanan Road (EW) - #9	Morning	0.680	B	0.683	B	0.003	No
	Evening	0.803	D	0.811	D	0.008	No
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).							

Year 2035 Traffic Conditions

Methodology for Growth Projection

To account for areawide growth on roadways, an annual growth rate of one (1) percent is utilized over a twenty-one (21) year period (i.e., Year 2035, or General Plan Buildout). The growth rate was provided by the City of Thousand Oaks staff.

Year 2035 Without Project Levels of Service

The ICU/Delay for the Year 2035 Without Project traffic conditions have been calculated and are provided in Table 16. Existing Plus Project ICU/Delay worksheets are provided in Appendix F.

The study area intersections are projected to operate within acceptable LOS during the peak hours for Year 2035 Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable LOS during the peak hours:

- Erbes Road (NS) at:
  - Avenida De Los Arboles (EW) - #1

- Westlake Boulevard (NS) at:
  - Avenida De Los Arboles (EW) - #6
  - Rainfield Avenue/Project Access (EW) - #7
  - Kanan Road (EW) - #9

Table 16: Year 2035 Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Erbes Road (NS) at:															
Avenida De Los Arboles (EW) - #1	TS	1	1.5	0.5	2	1.5	0.5	2	2	d	2	3	d	0.726 -C	0.831 -D
Avenida De Las Flores/ Scenicpark Street (EW) - #2	TS	1	2	d	1	2	d	1	1	1	1	0.5	0.5	0.595 -A	0.516 -A
Parkview Drive (NS) at:															
Avenida De Los Arboles (EW) - #4	TS	1	0.5	0.5	1	1	1	1	2.5	0.5	1	3	d	0.600 -B	0.568 -A
Westlake Boulevard (NS) at:															
Avenida De Los Arboles (EW) - #6	TS	2.33	0.33	0.33	1	2.5	0.5	1	1	2	1	0.5	0.5	0.962 -E	0.770 -C
Rainfield Avenue/ Project Access (EW) - #7	CSS	0.5	1	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	30.0 -D	44.5 -E
Featherwood Street/ Rainfield Avenue (EW) - #8	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	d	0.672 -B	0.768 -C
Kanan Road (EW) - #9	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	2	0.863 -D	0.991 -E

Notes:
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn
[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).
[3] TS = Traffic Signal; CSS = Cross Street Stop
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).

Year 2035 Plus Project Levels of Service

The ICU/Delay for the Year 2035 Plus Project traffic conditions have been calculated and are provided in Table 17. Existing Plus Project ICU/Delay worksheets are provided in Appendix F.

The study area intersections are projected to operate within acceptable LOS during the peak hours for Year 2035 With Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable LOS during the peak hours:

- Erbes Road (NS) at:
  - Avenida De Los Arboles (EW) - #1

- Westlake Boulevard (NS) at:
  - Avenida De Los Arboles (EW) - #6
  - Rainfield Avenue/Project Access (EW) - #7
  - Kanan Road (EW) - #9

Table 17: Year 2035 Plus Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C/Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Erbes Road (NS) at:															
Avenida De Los Arboles (EW) - #1	TS	1	1.5	0.5	2	1.5	0.5	2	2	d	2	3	d	0.730 -C	0.842 -D
Avenida De Las Flores/ Scenicpark Street (EW) - #2	TS	1	2	d	1	2	d	1	1	1	1	0.5	0.5	0.598 -A	0.528 -A
Scenicpark Street/Project Access (NS) at:															
Avenida De Las Flores/ Scenicpark Street (EW) - #3	**CSS**	0.5	0.5	0	0	0.5	0.5	**0.5**	0	**0.5**	0	0	0	10.3 -B	9.6 -A
Parkview Drive (NS) at:															
Avenida De Los Arboles (EW) - #4	TS	1	0.5	0.5	1	1	1	1	2.5	0.5	1	3	d	0.602 -B	0.580 -A
Project Access (NS) at:															
Avenida De Los Arboles (EW) - #5	**CSS**	0	0	**1**	0	0	0	0	2.5	0.5	0	3	0	12.7 -B	10.2 -B
Westlake Boulevard (NS) at:															
Avenida De Los Arboles (EW) - #6	TS	2.33	0.33	0.33	1	2.5	0.5	1	1	2	1	0.5	0.5	0.971 -E	0.788 -C
Rainfield Avenue/Project Access (EW) - #7															
Without Improvements	CSS	0.5	1	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	99.9 -F[4]	99.9 -F
With Improvements	**TS**	**1**	1.5	0.5	1	1.5	0.5	0	1	0	0.5	0.5	d	0.637 -B	0.745 -C
Featherwood Street/ Rainfield Avenue (EW) - #8	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	d	0.674 -B	0.774 -C
Kanan Road (EW) - #9	TS	1	1.5	0.5	1	2	d	0	1	0	0.5	0.5	2	0.866 -D	0.999 -E

Table 17 (cont.): Year 2035 Plus Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour	
		Northbound			Southbound			Eastbound			Westbound			V/C/Delay[2]	
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening

Notes:
[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; 1 = Improvement
[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008).
[3] TS = Traffic Signal; CSS = Cross Street Stop
[4] 99.9 - F = Delay high, intersection unstable, Level of Service F.
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).

The City of Thousand Oaks defines a significant project traffic impact as an increase in the volume-to-capacity ratio of 2 percent or greater at intersections operating at LOS C or worse. Using this significance criteria, and as provided in Table 18, project traffic will not impact any of the existing study area intersections for Year 2035 Plus Project traffic conditions.

Table 18: Year 2035 Plus Project Traffic Contribution

Intersection	Peak Hour	Year 2035					
		Without Project		With Project		V/C Increase	Significant Impact?
		V/C	Level of Service	V/C	Level of Service		
Erbes Road (NS) at:							
Avenida De Los Arboles (EW) - #1	Morning	0.726	C	0.730	C	0.004	No
	Evening	0.831	D	0.842	D	0.011	No
Avenida De Las Flores/ Scenicpark Street (EW) - #2	Morning	0.595	A	0.598	A	0.003	No
	Evening	0.516	A	0.528	A	0.012	No
Parkview Drive (NS) at:							
Avenida De Los Arboles (EW) - #4	Morning	0.600	B	0.602	B	0.002	No
	Evening	0.568	A	0.580	A	0.012	No
Westlake Boulevard (NS) at:							
Avenida De Los Arboles (EW) - #6	Morning	0.962	E	0.971	E	0.009	No
	Evening	0.770	C	0.788	C	0.018	No
Featherwood Street/ Rainfield Avenue (EW) - #8	Morning	0.672	B	0.674	B	0.002	No
	Evening	0.768	C	0.774	C	0.006	No
Kanan Road (EW) - #9	Morning	0.863	D	0.866	D	0.003	No
	Evening	0.991	E	0.999	E	0.008	No
Source: Kunzman Associates, Traffic Impact Analysis, August 2014 (Appendix F).							

Traffic Signal Warrant Analysis

For both the Existing Plus Project and Year 2035 Plus Project traffic conditions, a traffic signal is not projected to be warranted at the following study area intersection:

- Westlake Boulevard (NS) at:
  - Rainfield Avenue/Project Access (EW) - #7

This unsignalized intersection has been evaluated for a traffic signal using the California Department of Transportation's (Caltrans) Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the *Manual of Uniform Traffic Control Devices 2003 California Supplement*, dated May 20, 2004.

Project Traffic Impacts

As previously addressed, the City of Thousand Oaks defines a significant project traffic impact as an increase in the volume-to-capacity ratio of 2 percent or greater at intersections operating at LOS C or worse. Using this significance criteria, and as provided in Table 15 and Table 18, project traffic will not impact any existing study area intersections for both Existing Plus Project and Year 2035 Plus Project traffic conditions. However, as presented in Table 14 and Table 17, without improvements, the new site access at Rainfield Avenue could potentially have an impact on LOS at this project driveway. In order to ensure that project traffic minimizes its impact on roadway operations on facilities managed by the City of Thousand Oaks, incorporated of Mitigation Measure TRANS-1 will be required.

MM TRANS-1 Prior to construction of any onsite improvements located along Westlake Boulevard, Avenida De Los Arboles, or Erbes Road requiring vehicular or pedestrian access, including, but not limited to construction of the Westlake Boulevard Staging Area, Westlake Upper Terrace, Avenida De Los Arboles Staging Area, and Neighborhood Park, CRPD shall coordinate with the City of Thousand Oaks to review and comment on project plans prior to the commencement of any construction activities. Off-site improvements may include those improvements those shown on Figure 27 of the August 2014 Traffic Impact Analysis prepared for the project by Kunzman Associates, Inc., including a fully signalized intersection at Rainfield Avenue and Westlake Boulevard. CRPD shall also continue to coordinate with the City to improve vehicular and pedestrian crossing at Kensington Avenue and Avenue De Los Arboles. The City and CRPD shall discuss the equitable contribution towards the cost of any such improvements prior to installation.

MM TRANS-2 Large permitted recreation events (e.g., high school cross-county meets) shall be conditioned to utilize the parking lots at either the Westlake Boulevard Staging Area and/or the Westlake Upper Terrace and to not use the Avenida De Los Arboles Staging Area parking lot. As a standard condition, event organizers shall agree to inform all event patrons to utilize the parking lots accessible via Westlake Boulevard and not the Avenida De Los Arboles Staging Area parking lot.

MM TRANS-3 During large permitted recreation events (e.g., high school cross-county meets), temporary signage shall be placed at the entrance of the Avenida De Los Arboles

Staging Area to inform park patrons to proceed to the Westlake Boulevard Staging Area or Westlake Upper Terrace parking lots and to not use Avenida De Los Arboles Staging Area parking lot. The signage shall also inform park patrons to not park along residential streets in the nearby neighborhoods.

MM TRANS-4 All events proposed on the park site that require discretionary approval and permit from CRPD shall be evaluated by CRPD to ensure that the amount of parking spaces available at the Westlake Boulevard Staging Area, Westlake Upper Terrace, and Neighborhood Park are sufficient to allow all event attendees to park on-site. Should CRPD determine that an event would require more parking spaces than what is provided on the par site, CRPD and the event organizer shall either: (a) be required to reduce the size of the event so that all event attendees can park on-site, or (b) determine an alternative parking scheme that utilizes off-site parking at other nearby CRPD facilities and nearby public schools.

b) Result in inadequate emergency access?

No Impact. The project will include driveways and parking lots off Erbes Road, Avenida De Los Arboles, and Westlake Boulevard, which will increase site accessibility in the event of an emergency. Internal circulation will be facilitated via numerous parking lots and existing service roads located on the site. The parking lots, in particular, have been designed to allow for larger emergency response vehicles, such as fire trucks, to access the project site. These facilities will be required to comply with all applicable width and vertical clearance, and turning radius standards established by the City of Thousand Oaks. Additionally, as addressed above, the project will typically result in only a nominal increase in vehicle trips on local roadways (although intermittent special permitted events may result in larger, albeit temporary, increases in vehicle trips), and thus, will not conflict with emergency circulation in the event of a regional emergency. Therefore, no impacts associated with emergency access will occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Utilities and Service Systems *Would the project:*				
a) Exceed local wastewater treatment capacity or be inconsistent with any requirements of the State Regional Water Quality Control Board (SRWQCB)?	☐	☐	☒	☐
b) Have sufficient water supplies available, or are new or expanded entitlements needed?	☐	☐	☒	☐
c) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. Wastewater generated on the project site will be conveyed via the municipal sewer system to the Hill Canyon Wastewater Treatment Plant, which is operated by the City of Thousand Oaks. The City operates its wastewater treatment plant under a NPDES permit issued by the Los Angeles RWQCB. This NPDES permit allows an average flow rate of 14 million gallons per day (mgd), although the actual average flow rate is currently 10.5 mgd. Thus, the wastewater treatment plant presently has an average surplus capacity of approximately 3.5 mgd.

Prefabricated restroom facilities will be provided at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Westlake Upper Terrace. These facilities will connect to the existing municipal wastewater conveyance infrastructure currently serving the project area. The addition of four more restroom facilities in the project area will generate only a nominal increase in wastewater requiring treatment. This increase is anticipated to be accommodated by the 3.5 mgd surplus capacity of the City's Hill Canyon Wastewater Treatment Plant. Therefore, impacts associated with exceeding wastewater treatment requirements of Los Angeles RWQCB will be less than significant.

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

Less Than Significant Impact. The project will require water for landscaped areas and restroom facilities. Where feasible, the project will make use of existing trees, shrubs, and groundcover. Limited additional landscape areas will be planted within the Neighborhood Park along Erbes Road. Landscaping will primarily consist of native species, with a small amount of turf at the Neighborhood

Park in the vicinity of a practice disc golf hole. The Westlake Upper Terrace will include synthetic turf, which does not require irrigation. However, because of existing geological conditions in the project area, neither the Westlake Boulevard Staging Area nor Westlake Upper Terrace will include new landscaped areas requiring irrigation.

Additionally, the project will be required to comply with all applicable provisions established by Title 10, Article 11 of Thousand Oaks Municipal Code, which sets forth mandatory water conservation standards the project will follow. Further, the project will also be required to comply with California Updated Model Landscape Ordinance (AB 1881) and the City's Municipal Code Section 9-4.904(v), which establishes drought-tolerant plant standards in parking areas within R-P-D zone.

Further, prefabricated restroom facilities will be provided at the Neighborhood Park, Avenida De Los Arboles Staging Area, Westlake Boulevard Staging Area, and Westlake Upper Terrace. These facilities will connect to existing municipal water delivery infrastructure currently serving the project area. The addition of four more restroom facilities in the project area will generate only a nominal increase in water demand.

Thus, based on the above, incorporation of these project design features and compliance with required water conservation measures will ensure that the project's water demand is similar to existing conditions. Current water supplies are anticipated to adequately serve the project's nominal water requirements without need for new or expanded water treatment, delivery, or storage facilities. Therefore, impacts associated with water supplies will be less than significant.

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

Less Than Significant Impact. Solid waste generated on the project site will likely be transported to the Simi Valley Landfill and Recycling Center, the closest active permitted landfill facility to the site. The 887-acre Simi Valley Landfill and Recycling Center has a maximum permitted throughput of 9,250 tons per day, a permitted disposal area of 368 acres, and approximately 119,600,000 cy of remaining capacity. This landfill facility is anticipated to remain open until at least 2052.

The California Department of Resources Recycling and Recovery (CalRecycle) provides solid waste generation rates according to land use. For Public/Institutional use, solid waste generation rate is 0.007 pound of solid waste per square foot per day. Based upon the project's approximately 4,000 square feet of developed structures and improvements capable of producing solid waste (restroom facilities, picnic areas/tables), the project will generate roughly 28 pounds of solid waste per day. Thus, the project's estimated solid waste generation will equate to only a nominal percentage of daily permitted capacity of the Simi Valley Landfill and Recycling Center, representing a nominal increase to local and regional solid waste stream. Therefore, impacts associated with solid waste disposal will be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact With Mitigation. As previously discussed in Section 2.4, Biological Resources, the project site provides suitable habitat for both special status plant and wildlife species. One federally threatened and CNPS List 1B.1 species, Braunton's milk vetch, has a moderate to high potential to occur on the project site and was identified as present on the project site. The project site also contains moderate- to high-quality habitat for three federal and state listed species: coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. Additionally, the project site provides moderately suitable habitat for one California Species of Special Concern,

western pond turtle, and one CDFW Watch List species, Southern California rufous-crowned sparrow. Further, the project site contains suitable nesting habitat for several tree, shrub, and ground-nesting avian species. Lastly, the project site contains two potentially jurisdictional features potentially under the jurisdiction of the USACE, CDFW, and/or Los Angeles RWQCB: Lang Creek and a small tributary to Lang Creek located near the downstream onsite portion of the creek. In all, without any information and guidance contained in BIO-1 through BIO-7, the project could potentially impact any or all of the aforementioned biological resources. With Mitigation Measures BIO-1 through BIO-7, however, impacts associated with sensitive plant and wildlife species and effects related to jurisdictional waters or riparian areas will be less than significant. Therefore, the project will not degrade environmental quality, substantially reduce habitat of fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Additionally, according to Section 2.5, Cultural Resources, there is a moderate to high probability archaeological or paleontological resources may be located on the project site (either on the surface and/or subsurface). However, based on recommendations in the Archaeological Resources Assessment and Phase II Testing Program report, Mitigation Measures CR-1a and CR-1b require completion of a follow-up archaeological/paleontological survey once grubbing and clearing of brush from the surface has been completed. With Mitigation Measures CR-1a and CR-1b, impacts associated with archaeological resources will be less than significant. Therefore, the project will not eliminate important examples of the major periods of California history or prehistory.

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

Less Than Significant Impact With Mitigation. According to Section 2, Environmental Checklist and Environmental Evaluation, project construction and operation will result in individual-level environmental impacts associated with Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Noise, and Transportation and Traffic that could be potentially significant without mitigation. Thus, the project could potentially result in cumulative-level impacts in the project area if these impacts are left unmitigated and coupled with potential impacts related to development of related projects in the broader geographic area. However, with incorporation of mitigation identified in this IS, the project's potential impacts will be reduced to less than significant levels and will not contribute to regional cumulative impacts in the project area. Additionally, other related projects in the geographic area are expected to comply with same federal, state, and local regulatory requirements and incorporate mitigation measures similar to those of the project, which will reduce their impacts to acceptable levels as well.

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

Less Than Significant Impact With Mitigation. As addressed throughout Section 2, Environmental Checklist and Environmental Evaluation, with incorporation of mitigation measures identified in this IS, environmental impacts associated with project construction and operation will be reduced to less than significant levels, and therefore, will not have a substantial adverse effect, either directly or indirectly, on human beings.

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