Draft Program Environmental Impact Report

North Business Park Specific Plan

State Clearinghouse No. 2018051064

Prepared for

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EXECUTIVE SUMMARY

INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require local government agencies to consider the environmental consequences of a project prior to taking a discretionary action related to approval or denial of the project. CEQA calls for the preparation of an Environmental Impact Report (EIR) to serve as a public disclosure document designed to provide interested members of the public, responsible/trustee agencies, special districts, and local and State governmental agency decision makers with an analysis of the potential environmental consequences of project implementation, to support informed decision-making.

This EIR has been prepared to identify the potential environmental effects associated with the adoption and long-term implementation of the proposed *North Business Park Specific Plan.* The *North Business Park Specific Plan* is a policy document that will regulate land use and development within a 200-acre area at the northern section of the City of Westlake Village (City). The adoption and approval of the proposed Specific Plan would not lead to direct physical changes in the Specific Plan area, the City, or the existing environment, nor would it be accompanied by the construction of specific development proposals or projects. However, future development that would be allowed under the *North Business Park Specific Plan* could result in environmental impacts. In addition, the implementation of planned roadway, infrastructure, and other public improvements, as outlined in the *North Business Park Specific Plan,* may result in environmental impacts.

Since the adoption and subsequent implementation of the proposed *North Business Park Specific Plan* has the potential to cause physical changes in the environment, it is considered a “Project”, as defined by Section 21065 of CEQA and Section 15378 of the State CEQA Guidelines, and thus is subject to the mandates of CEQA. In accordance with Section 15051 of the State CEQA Guidelines, the Lead Agency is the public agency with the greatest responsibility for carrying out or approving the project as a whole. The City of Westlake Village has the primary responsibility for the adoption of the proposed *North Business Park Specific Plan.* Therefore, the City is serving as the Lead Agency for the proposed Specific Plan and is responsible for its environmental review and clearance, pursuant to Section 15040 of the State CEQA Guidelines.

This EIR has been prepared as a Program EIR, pursuant to the requirements of CEQA and the State CEQA Guidelines. As stated in Section 15168(a) of the State CEQA Guidelines, a Program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and that are related either:

(1) Geographically

(2) As logical parts in the chain of contemplated actions

(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways

The State CEQA Guidelines state that a Program EIR will enable the Lead Agency to analyze the direct and indirect impacts of the overall plan, rather than the individual parts of the plan, as it is implemented over time. The proposed Specific Plan will serve as the regulatory mechanism for the approval of future land uses and development and for the implementation of roadway and

infrastructure improvements within the 200-acre Specific Plan area. Therefore, this EIR has been developed as a Program EIR that looks at the overall impacts that would occur as a result of the adoption and implementation of the *North Business Park Specific Plan*.

In addition to analysis of the potential environmental impacts associated with the *North Business Park Specific Plan,* this EIR includes mitigation measures that would offset, minimize, or avoid significant environmental impacts associated with the implementation of the *North Business Park Specific Plan* and future development projects built in accordance with the Specific Plan. This Program EIR also discusses alternatives to the proposed Specific Plan.

PROJECT SUMMARY

PROJECT LOCATION

The City of Westlake Village covers 5.62 square miles and is located 38 miles northwest of downtown Los Angeles and 9.0 miles north of the Pacific Ocean. The City is located along the northwest border of Los Angeles County and has direct access to the Ventura Freeway (U.S. 101). The City is bound by Ventura County and the City of Thousand Oaks to the north and west, the City of Agoura Hills to the east, and unincorporated County land within the Santa Monica Mountains to the south and southeast.

The Specific Plan area (or planning area) covers approximately 200 acres of land at the northern section of the City, bound by U.S. 101 on the south, Lindero Canyon Road on the east, Thousand Oaks Boulevard on the north, and the City limits and County line on the west. The Specific Plan area contains 54 parcels with multiple property owners and is developed with light industrial and commercial uses, business parks, and institutional uses, along with 17 acres of public rights-of-way (roadways).

The southern section is developed with relatively new land uses (i.e., Oaks Christian Middle and High Schools, Calvary Community Church, Westlake Village Studios, Four Seasons Hotel, and Dole Headquarters Office) that are expected to remain in place. Two business parks in the Focus Area are also expected to remain in place. Thus, future development is only anticipated within the northern two-thirds of the planning area (known as the Focus Area). The Focus Area includes approximately 112 acres on 49 private parcels and 17 acres of public rights-of-way.

NORTH BUSINESS PARK SPECIFIC PLAN

The proposed Specific Plan reflects the City's goals of promoting the revitalization of older or underutilized properties and the intensification and adaptive reuse of these properties. Adoption of the *North Business Park Specific Plan* would provide a planning document to control future development within the Focus Area in accordance with the land uses and development standards contained in the Specific Plan.

Specific Plan Districts

The *North Business Park Specific Plan* proposes to establish the following districts in the Focus Area:

- Mixed Use Corsa District
- Mixed Use Lindero District
- Office District

- Mixed Use Cedarvalley District
- Design District

For these districts, the proposed Specific Plan identifies the allowable land uses, maximum development intensity, and development standards. A different mix of residential, commercial, manufacturing, and public uses is permitted or conditionally permitted in each district.

Other areas within the Specific Plan are designated as:

- Business Park (BP)
- Public/Institutional (PI)
- Commercial Planned Development (CPD)

These areas reflect their existing zoning designations and will continue to be regulated by the City's Zoning Regulations, as applicable to these zones.

Design Standards and Guidelines

The proposed Specific Plan also includes design standards and guidelines that would need to be followed by future development projects. These standards and guidelines address the following:

- Minimum Setbacks from Streets
- Off-Street Parking Requirements
- Bicycle Parking Requirements
- Standards for Live-Work Units
- Performance Standards for Hours of Operations, Loading, Noise, Light and Glare, Limitations on Activities, and Security
- Building Siting and Orientation
- Building Form and Facades
- Pedestrian Connectivity
- Plazas and Courtyards and Outdoor Dining
- Open Space in Multi-Family Developments
- Architectural Style and Materials, Finishes, and Colors
- Exterior Lighting
- Service Areas and Mechanical Equipment
- Parking Lots and Parking Structures

Circulation and Infrastructure Improvements

The proposed Specific Plan also outlines a number of roadway, open space, streetscape, and infrastructure improvements that would be implemented by the City or another public entity to serve development within the Specific Plan area. These public improvements are planned to support the development of higher intensity land uses within the planning area. They include new sidewalks, bike lanes, crosswalks, parkway landscaping, fiber-optic cable, bus stops, and street trees.

FUTURE DEVELOPMENT

Approval of the proposed Specific Plan would not be accompanied by new development within the planning area. However, upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure may occur on any lot within the Specific Plan area that is not in conformity with the provisions of the Specific Plan.

Subsequent to Specific Plan adoption, individual development proposals in the planning area would be reviewed for compliance with the *North Business Park Specific Plan* prior to approval. Table ES-1 provides the evaluated maximum buildout that can be accommodated within each Specific Plan district at buildout.

TABLE ES-1
EVALUATED MAXIMUM BUILDOUT

District	Land Area (ac)	Residential Development (du)	Non-Residential Development	
			Land Use	Floor Area (sf)
Mixed Use Corsa District	15.56	301[a]	Restaurants Office Subtotal	6,780 80,000 86,780
Mixed Use Lindero District	19.98	716	Office	115,790
Office District	10.79	–	Office	230,000
Design District South	9.93	–	Specialty Retail Retail Other Services[b] Subtotal	89,085 26,490 59,240 174,815
Design District North	19.80	–	Business Park Specialty Retail Subtotal	263,970 99,470 363,440
Mixed Use Cedarvalley District	8.96	–	Business Park Oaks Christian Res/Anc.[c] Subtotal	205,025 83,936 288,961
Business Park East District	9.59	–	Business Park	129,559
Business Park West District	17.09	–	Business Park	242,047
Subtotal	128.63	1,017		1,631,392 sf
Existing Development in southern section[e]	71.37	–	–	2,039,291
Public Rights-of-Way	16.93	–		–
Total	**200.00**	**1,017 du**	–	**3,670,683 sf**

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac
[b] Other services include a pet hotel and spa, an animal hospital, a fitness studio, and a towing company.
[c] Oaks Christian School will be using a portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedarvalley Drive, respectively.
[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.
[e] No change to the Dole Headquarters, Four Seasons Hotel, Westlake Village Studios, Calvary Church, and Oaks Christian Middle and High Schools are expected; these uses are expected to remain in place and would continue to be subject to the City's Zoning Regulations.

Source: Civic Solutions 2018.

As shown, as many as 1,017 new dwelling units and over 3.67 million square feet of non-residential development may be accommodated within the Specific Plan area at buildout. This would include approximately 1.63 million square feet of non-residential development within the

Focus Area that is expected to replace existing development and over 2.0 million square feet of existing development that would remain in place at the southern section of the planning area. Thus, a decrease of approximately 389,698 square feet of non-residential development would occur.

Future development projects in the Specific Plan area that would replace existing land uses would result in environmental impacts, which would be attributed to the proposed Specific Plan.

PROJECT ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 5.0 of this Program EIR, Alternatives to the proposed Specific Plan, includes a discussion of feasible alternatives to the proposal and the comparative merits of the project alternatives. This EIR includes an evaluation of the following alternatives:

- **Alternative 1: No Project/No Development Alternative:** This alternative assumes that no new development would occur within the Specific Plan area and existing land uses and environmental conditions would remain the same indefinitely. This includes the retention of over 2.0 million square feet of hotel, office and institutional uses in the southern section of the planning area and the over 2.0 million square feet of existing office, business park, and industrial developments in the northern two-thirds of the planning area. In addition, this alternative assumes that no roadway or infrastructure improvements would be implemented in the planning area. With no change in existing conditions, this alternative would not meet any of the objectives for the proposed Specific Plan for reuse and revitalization of older developments and, over time, would lead to the deterioration of existing structures in the planning area.
- **Alternative 2: No Project/Existing Zoning Alternative:** This alternative assumes that the proposed Specific Plan would not be approved by the City and the Westlake Village Zoning Regulations would continue to regulate future development within the Specific Plan area. The Existing Zoning Alternative would allow development buildout under the current zoning designation of Business Park for the Focus Area. This alternative assumes the incremental development of parcels to maximum allowable development intensities. Estimates show that, under the current Business Park zoning, approximately 411,886 square feet of additional development can be accommodated in the Focus Area, except for the parcels on Cedarvalley Drive, where developments are now at or above maximum intensities.
- **Alternative 3: Reduced Development Capacity Alternative:** This alternative assumes that a lower development capacity would be accommodated under the proposed Specific Plan. This would essentially be made through a reduction in the allowable development intensity for each Specific Plan district. This alternative would allow for future development to include 1.34 million square feet of non-residential development (678,081 square feet less than the floor area of existing development) and 533 new dwelling units, which would be a reduction of 288,384 square feet of non-residential development and 484 fewer dwelling units than proposed in the Specific Plan. This alternative was developed specifically to reduce the significant and unavoidable impacts associated with the proposed Specific Plan.
- **Alternative 4: Reduced Planning Area Alternative:** This alternative proposes a revision to the boundaries of the planning area that would be regulated by the proposed Specific Plan. This alternative would include a smaller planning area and would exclude the southern parcels that are developed with newer land uses, the parcels along Cedarvalley

Drive (in the Mixed Use Cedarvalley District), and the parcels in the Business Park East and West Districts on Via Colinas. Under this alternative, the approximate 85-acre planning area would be bound by Lindero Canyon Road to the east, Thousand Oaks Boulevard to the north, and Via Colinas to the west and south. Future development would include 1,017 new dwelling units and 970,825 square feet of non-residential development, as anticipated in the proposed Specific Plan's Mixed Use Corsa, Mixed Use Lindero, Office, Design (South), and Design (La Baya) Districts.

Table ES-2 compares the various alternatives.

TABLE ES-2
ALTERNATIVES COMPARISON

Alternative	Land Area	New Residential Development (du)	Non-Residential Development in Focus Area	
			Land Use	Floor Area (sf)
Proposed Specific Plan	128.63 ac	1,017 du	Office, Retail, Light Industrial	1,631,392
Alternative 1: No Project/No Development	128.63 ac	0	Office, Business Park Light Industrial	2,021,089*
Alternative 2: No Project/Existing Zoning	128.63 ac	0	Business Park	2,432,975
Alternative 3: Reduced Development Capacity	128.63 ac	533 du	Office, Retail, Light Industrial	1,343,008
Alternative 4: Reduced Planning Area	85.00 ac	1,017 du	Office, Retail, Light Industrial	970,825

sf: square feet; ac: acres; du: dwelling unit
* Existing development in Focus Area

As required by CEQA, the environmentally superior alternative should be identified. If the No Project Alternative is selected as environmentally superior, then the EIR shall also identify another environmentally superior alternative among the other alternatives.

The analysis in Section 5.0 of this Program EIR shows that Alternative 1: No Project/No Development Alternative is environmentally superior because no changes to existing environmental conditions within the Specific Plan area or the City would occur. While no short-term construction impacts would occur, Alternative 1 would have greater impacts on GHG Emissions, Hazards and Hazardous Materials, and Hydrology and Water Quality when compared to the operational impacts of the proposed Specific Plan. Also, this alternative would not meet any of the objectives of the City for the reuse of older and underutilized parcels in the northern section of the City or for the revitalization of the planning area. In addition, the eventual deterioration of existing developments is expected over time.

Aside from the No Project/No Development Alternative, Alternative 3: Reduced Development Capacity Alternative would also be considered environmentally superior. This alternative would result in less development potential due to the reduced development intensities allowed in the planning area. It would also include Specific Plan goals and policies, standards and guidelines, and roadway and infrastructure improvements, along with the implementation of regulatory requirements and mitigation measures. Thus, this alternative would reduce the significant and unavoidable impacts of the proposed Specific Plan on Air Quality; GHG Emissions; and Population, Housing, and Employment.

While Alternative 3 represents the environmentally superior alternative because the significant and unavoidable impacts associated with the proposed Specific Plan would be reduced, this alternative would not completely avoid or reduce these impacts to less than significant levels. Impacts on Air Quality; GHG Emissions; and Population, Housing and Employment would still remain significant and unavoidable under Alternative 3, similar to the proposed Specific Plan.

ISSUES TO BE RESOLVED

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed Specific Plan, the key issues to be resolved include decisions by the City of Westlake Village, as Lead Agency, as to:

- Whether any alternatives to the proposed Specific Plan would substantially lessen any of the significant impacts and still achieve most of the project objectives; and
- Whether the Specific Plan's benefits override the environmental impacts that cannot be feasibly avoided or mitigated to a level below significance.

AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public.

During the scoping process for the EIR, the City received comments that identified environmental issues to be addressed in the EIR. This EIR has taken into consideration the comments received from the public, various agencies, and interested parties in response to the first Notice of Preparation (NOP) that was circulated on February 19, 2013, and the second NOP that was distributed on May 30, 2018. It also addresses comments raised during the Scoping Meeting held on February 26, 2013. These comments are summarized in Section 1.3, EIR Focus, of this EIR. Environmental issues that were raised in these comments are addressed in Section 4.0, Environmental Analysis, of this EIR.

At the time of the issuance of Notice of Availability (NOA) for the Draft Program EIR, areas of controversy include the potential increase in traffic congestion at nearby road intersections.

SUMMARY OF ENVIRONMENTAL IMPACTS

Future development that would be allowed under the proposed *North Business Park Specific Plan* would lead to potential environmental impacts. Planned roadway and infrastructure improvements that would be implemented under the proposed Specific Plan would also result in impacts and, at the same time, serve existing and future developments in the planning area. The proposed Specific Plan includes goals and policies, development standards, and design standards and guidelines that would reduce some of these impacts. Compliance with these goals and policies, development standards, and design standards and guidelines by individual development proposals would be reviewed by the City at the time of individual project applications.

In addition, individual development projects would need to comply with existing regulations imposed by the City, County, State agencies, federal agencies, and/or special districts as regulatory requirements (RRs). These are listed by environmental issue below:

Aesthetics and Visual Quality

RR 4.1-1: All proposed development in the City are subject to site plan and design review, as specified in Article 9 of the Westlake Village Municipal Code (Zoning Regulations), and applicable provisions of the Municipal Code, such as Design Standards (Chapter 9.15), Landscaping Standards (Chapter 9.16), Signs (Chapter 9.18); Oak Tree Preservation Standards (Chapter 9.21), Nonconforming Buildings and Uses (Chapter 9.22), Conditional Use Permits (Chapter 9.26), Variances (Chapter 9.27), Art in Public Places (Chapter 9.39), Property Maintenance (Chapter 4.8), Graffiti Removal (Chapter 4.7), and View Preservation (Chapter 4.11).

Air Quality

RR 4.3-1 Construction projects must comply with the applicable regulatory requirements established by the South Coast Air Quality Management District (SCAQMD), including but not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), Rule 402 (Nuisance Odors), and Rule 1186/1186.1 (Street Sweepers).

RR 4.3-2 In accordance with the California Code of Regulations (Title 13, Chapter 10, Section 2485) and the California Air Resources Board's (ARB's) Airborne Toxic Control Measures (ATCM), large commercial, diesel-powered vehicles should not idle for more than five minutes.

RR 4.3-3 Future development must comply with pertinent SCAQMD rules and regulations, including Regulation II and associated Rules 201, 202, and 203 for permits to construct and operate new equipment, Regulation IX for new stationary sources, Regulation X on National Emission Standards for Hazardous Air Pollutants (NESHAPS), Regulation XI for source specific standards, Regulation XIII for new source permits, Regulation XIV for toxic air contaminants (TACs), and Rule 2202 for Motor Vehicle Mitigation, as applicable.

Biological Resources

RR 4.4-1: Prior to ground disturbance for future development, a qualified Biologist should conduct nesting bird surveys in areas with suitable habitat prior to all construction or site-preparation activities that would occur during the nesting and breeding season of native bird species (typically March 1 through August 15). The survey area should include all potential bird nesting areas within 200 feet of any disturbance. The survey shall be conducted no more than three days prior to the start of ground disturbance activities (i.e., grubbing or grading).

If active nests of bird species protected by the Migratory Bird Treaty Act (MBTA) and/or the California Fish and Game Code (which, together, apply to all native nesting bird species) are present in the impact area or within 200 feet of the impact area, a temporary buffer fence shall be erected a minimum of 200 feet around the nest site. This temporary buffer may be greater or lesser depending on the bird species and type of disturbance, as determined by the Biologist and/or applicable regulatory agency permits.

Clearing and/or construction within temporarily fenced areas should be postponed or halted until juveniles have fledged from the nest and there is no evidence of a second nesting attempt. The Biologist shall serve as a construction monitor during those periods when disturbance activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

RR 4.4-2: Prior to any fill of or alteration to jurisdictional resources—including drainage tributaries, wetlands, and/or riparian vegetation—appropriate regulatory agency permits and/or agreements from the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW), and the Los Angeles Regional Water Quality Control Board (RWQCB) should be obtained. The project applicant/developer shall comply with the conditions and mitigation measures specified in the regulatory agency permits and/or agreements in order to ensure no net loss in biological resource values.

RR 4.4-3: In compliance with the City's Oak Tree Preservation Standards (Westlake Village Municipal Code, Chapter 9.21), prior to vegetation clearing or grading, tree surveys must be performed to determine if any protected oak trees are located within disturbance areas. If protected oak trees would be affected, the project applicant/developer shall obtain an Oak Tree Permit from the City pursuant to the City's Oak Tree Preservation Standards and shall comply with the conditions of the permit the replacement of trees to be removed; protection of oak trees remaining on site; and/or maintenance of oak trees on the property.

Cultural Resources

RR 4.5-1: If human remains are encountered during excavation activities, all work must cease; and the County Coroner must be notified in accordance with Section 7050.5 of the California Health and Safety Code. The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the California Public Resources Code. The MLD will make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation will be followed if feasible, and may include scientific removal and non destructive analysis of the human remains and any items associated with Native American burials. If the landowner rejects the recommendations of the MLD, the landowner will have to rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code, Section 5097.98).

Geology and Soils

RR 4.6-1 All development projects in the City must comply with the City's Building Code, which adopts the County's Building Code, and, in turn, adopts the California Building Code (CBC). All development must also comply with any applicable

ordinances set forth by the City, or the most recent County building and seismic codes in effect at the time the grading and building plans are approved**.**

RR 4.6-2 In accordance with the CBC and the County's Building Code, every application for a development permit must include, among other things, an engineering geologic report, supplemental ground-response report, and/or geotechnical report that has been conducted in compliance with the published guidelines and prepared by registered professionals (California Registered Civil Engineer or Certified Engineering Geologist). Recommendations of the report, as they pertain to structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the proposed development.

Greenhouse Gas Emissions

RR 4.7-1: All new developments must be built in accordance with the Title 24 Building Efficiency Standards and the Title 24 Green Building Standards Code (CalGreen Code). These include standards for energy-efficient appliances, renewable energy, graywater systems, water-efficient plumbing fixtures, construction waste management, recycling and recycled materials, equipment and systems testing and operations, building design, insulation, flooring and framing, and other applicable standards.

Hazards and Hazardous Materials

RR 4.8-1: Hazardous material users and hazardous waste generators must comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation and which governs the transport of hazardous materials, such as gasoline, contaminated soil, asbestos, or lead-containing materials. Vehicles transporting hazardous waste materials are required to comply with this regulation, as implemented by the California Department of Transportation (Caltrans). Hazardous material transporters shall also obtain a Hazardous Materials Transportation License, as required under the California Vehicle Code.

RR 4.8-2: Hazardous material users and hazardous waste generators must comply with the Resource Conservation and Recovery Act (RCRA) on the generation, transportation, treatment, storage, and disposal of hazardous wastes; the management of non-hazardous solid wastes; and underground tanks storing petroleum and other hazardous substances. Compliance with this Act also includes corrective action by the owner or operator of a leaking underground storage tank (LUST) or clean up of an LUST to reduce hazards associated with ground and water contamination by tank leaks, spills or accidental releases.

RR 4.8-3: Hazardous waste generators must comply with the California Hazardous Waste Control Act, which regulates facilities that generate or treat hazardous wastes. Permits for individual facilities allow the Department of Toxic Substances Control (DTSC) and/or the Certified Unified Program Agency (CUPA) to inspect the facilities for compliance and to enforce the provisions of the Act.

RR 4.8-4: Hazardous material users and hazardous waste generators must comply with the regulations of the Los Angeles County Fire Department, which serves as the designated CUPA and which implements the State and federal regulations for the:

- Hazardous Waste Generator Program,
- Hazardous Materials Release Response Plans and Inventory Program,
- California Accidental Release Prevention Program (CalARP),
- Aboveground Storage Tank (AST) Program, and
- Underground Storage Tank (UST) Program.

RR 4.8-5: Hazardous material users must comply with CalARP, which requires stationary sources that utilize hazardous materials exceeding a threshold quantity to develop and submit a risk management plan that addresses the potential impacts of accidental releases of hazardous materials, along with reducing hazards through prevention, response and remediation measures.

RR 4.8-6: In accordance with the California Code of Regulations (Title 8, Section 1541), persons planning new construction, excavations, and new utility lines within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, electrical lines greater than 60,000 volts, and other high priority lines are required to notify the owner/operator of the line and must identify the locations of subsurface lines prior to any ground disturbance for excavation. Coordination, approval, and monitoring by the owner/operator of the line must be made to avoid damage to high priority lines.

RR 4.8-7: Demolition and rehabilitation activities must comply with the South Coast Air Quality Management District's (SCAQMD's) Rule 1403, which provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, prior to the demolition, renovation, rehabilitation or alteration of structures that may contain asbestos, an asbestos survey shall be performed by a Certified Asbestos Consultant (certified by the California Occupational Safety and Health Administration [CalOSHA]) to identify building materials that contain asbestos. Removal of the asbestos shall then include prior notification of the SCAQMD and compliance with removal procedures and time schedules; asbestos handling and clean-up procedures; and storage, disposal, and landfilling requirements under this rule.

RR 4.8-8: All demolition or construction activities must comply with the California Health and Safety Code (Section 39650 et seq.) and the California Code of Regulations (Title 8, Section 1529), which prohibit emissions of asbestos from asbestos related demolition or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for the release of asbestos fibers; and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

RR 4.8-9: All demolition that could result in the release of lead must be conducted according to the California Code of Regulations (Title 8, Section 1532.1) regarding the removal of lead-based paint or other materials containing lead, which must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services.

RR 4.8-10: Hazardous air pollutant generators must comply with SCAQMD Regulations X and XIV, which include regulations for toxic and hazardous air pollutant emissions. Regulation X adopts the National Emission Standards for Hazardous Air Pollutants (NESHAPS) and Regulation XIV specifies the limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new, modified, or relocated stationary sources that emit toxic air contaminants. The rule includes specific limits for MICR, chronic HI, and acute HI that need to be met before a permit to construct/operate is approved for new stationary sources that would be located within 1,000 feet of an existing school or a school under construction.

RR 4.8-11: In compliance with the City's General Hazard Ordinance (Chapter 3.4 of the City's Municipal Code), persons in charge of a facility are responsible for the containment and clean up any unauthorized discharge of a hazardous material. As enforced by the City, a violation of this ordinance is considered a misdemeanor.

RR 4.8-12: The City will continue to implement its Multi-Jurisdictional Hazard Mitigation Plan for the protection of life and property from an earthquake, wildfire, windstorm, landslide, flood, and acts of terrorism. The Plan includes local mitigation strategies that would reduce risks and prevent loss from future hazard events.

Hydrology and Water Quality

RR 4.9-1: Prior to construction on sites of one acre or more, the Contractor must prepare and file a Permit Registration Document (PRD) with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved Construction General Permit. The PRD consists of a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement. Pursuant to permit requirements, the project applicant/developer must develop and incorporate Best Management Practices (BMPs) for reducing or eliminating construction-related pollutants in site runoff.

RR 4.9-2: In accordance with the CalGreen Code, a SWPPP must be prepared prior to construction on sites less than one acre. The contractor shall implement the construction BMPs outlined in the SWPPP. In addition, the Code includes building standards for storm water pollution control (i.e., grading and paving, gray water systems, storm water management) and water conservation (i.e., water efficient plumbing fixtures), among others.

RR 4.9-3: Future development must comply with the requirements of the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit and Waste Discharge Requirements (Order No. R4-2012-0175) issued to the County of Los Angeles and cities in the County (except Long Beach), the Malibu Creek EWMP, and City regulations. New development and redevelopment projects shall implement storm water control measures for construction, including select BMPs for all construction sites (including those less than one acre). Permanent on-site BMPs that include storm water management practices, source-control BMPs for commercial and industrial facilities; and compliance with set performance criteria shall be identified

in a Stormwater Mitigation Plan that is prepared for each project and approved during the development permit process.

RR 4.9-4: Future industrial land uses that discharge into the local storm drain must comply with the Los Angeles Regional Water Quality Control Board's (RWQCB's) Industrial Storm Water General Permit (Order No. 2014-0057-DWQ and amendments) or obtain an individual permit from the Los Angeles RWQCB for discharges of storm water associated with industrial activities. This permit requires an NOI, an SWPPP, and annual reports through the Storm Water Multiple Application and Report Tracking System (SMARTS), along with the implementation of required BMPs and storm water monitoring and sampling protocols to monitor 303(d) impairments (since the planning area drains into Malibu Lagoon, Malibu Creek, Malibu Lake, and Triunfo Creek, which are all impaired water bodies) and for compliance with established Numeric Action Levels (NALS). In addition, Exceedance Response Actions must be prepared when an NAL is exceeded.

RR 4.9-5: Land uses and activities within the City must comply with Chapters 3.5 and 5.5 of the City's Municipal Code. These City regulations serve to protect flood control, storm drain, and water conservation facilities from damage and prohibit illicit discharges and connections to the storm drain system. Refuse, rubbish, garbage, discarded or abandoned objects, landscape debris, wash water, wastewater, hazardous materials, and other discharges from gas stations, auto repair shops, mobile commercial and industrial operations, machinery and equipment, and swimming pools are not allowed in the storm drain system.

RR 4.9-6: Construction activities that will result in discharges of groundwater and dewatering activities that could result in discharges to surface waters must comply with the effluent limitations, discharge prohibitions, receiving water limitations, and other provisions outlined in the Los Angeles RWQCB's Order No. R4-2013-0095. This ordinance requires that a Notice of Intent (NOI) be filed with the Los Angeles RWQCB prior to dewatering activities. The Los Angeles RWQCB reviews the NOI and the proposed discharge; authorizes the discharge; and prescribes an appropriate monitoring and reporting program.

Land Use and Planning

RR 4.10-1: All proposed land uses and development in the City must comply with the Westlake Village General Plan, which serves as the primary land use policy document for the City. Consistency with the goals, policies, and programs of the Westlake Village General Plan, as amended, shall be required for future development projects.

RR 4.10-2: Development projects must comply with the City's Zoning Regulations, including applicable development standards and design guidelines for the development of individual parcels. Upon approval of the changes to the Zoning Regulations that would occur concurrent with the Specific Plan approval, future development in the Specific Plan area shall comply with Specific Plan No. 2 - North Business Park Specific Plan, as adopted.

Noise

RR 4.12-1: Construction activities must comply with Chapter 4.4 of the City of Westlake Village's Municipal Code, which limits noise-generating construction-related activities to occur only between the hours of 7:00 AM and 7:00 PM Monday through Friday and between the hours of 8:00 AM and 5:00 PM on Saturdays. Construction is prohibited on Sundays and major holidays.

RR 4.12-2: Existing and future development must comply with the noise standards in the City's General Plan.

RR 4.12-3: Residential development must comply with Title 24, Chapter 12 of the California Building Code, which requires that residential structures other than detached single-family dwellings be designed such that the interior Community Noise Equivalent Level (CNEL) shall not exceed 45 A-weighted decibels (dBA) in any habitable room.

Population, Housing and Employment

RR 4.13-1: In accordance with the State Relocation Assistance Act, public agencies (such as the City) must provide adequate notice, fair compensation, and housing and business relocation assistance when a displacement of residents, households, businesses, or tenants occurs as part of their activities.

Public Services

RR 4.14-1: Existing and future development must comply with the County Building Code, County Fire Code, and regulations of the County Fire Department, which have been adopted by the City, and include standards for building construction that would prevent the creation of fire hazards and facilitate emergency response. These standards specify site design and building material and construction that would reduce the demand for fire protection services and facilitate emergency response and evacuation. Building plans are reviewed and structures regularly inspected by the County Fire Department and the Los Angeles County Building and Safety Department for compliance with applicable fire safety, emergency access, and fire flow standards.

RR 4.14-2: In compliance with Section 65995 of the California Government Code (Senate Bill [SB] 50), prior to approval of a development project, the property owner/developer must pay applicable school impact fees to the Las Virgenes Unified School District.

Transportation

RR 4.16-1: In accordance with the City's Arterial System Financing Program, future development must pay development impact fees to cover their fair share costs for arterial street system improvements that are necessary to accommodate increases in traffic volumes from individual projects. Future development shall also pay a traffic signalization and capital improvement fee for needed traffic signals.

RR 4.16-2: Future development must include the provision of traffic control devices in compliance with the Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on public streets, highways, pedestrian walkways, or

bikeways. The MUTCD includes standards for signs, markings, and traffic control devices needed to promote pedestrian and vehicle safety and traffic efficiency. The standards include temporary traffic controls during construction; traffic controls for school areas; and traffic controls for highway-rail/light rail transit grade crossings. If construction would be located on or near California Department of Transportation (Caltrans) right-of-way, the project applicant/developer shall provide a copy of the Traffic Control Plan for the project to Caltrans for review and approval.

RR 4.16-3: Construction work on public rights-of-way must be performed in accordance with the Standard Specifications for Public Works Construction (Greenbook), which contain standards for maintenance of access, traffic control, and notification of emergency personnel.

RR 4.16-4: New development with at least 25,000 square feet of gross floor area that includes non-residential land uses must comply with the City's Transportation Demand and Trip Reduction Measures (Chapter 9.37 Westlake Village Municipal Code), which require the provision of a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes, ridesharing information, bicycle route maps); preferential parking spaces for carpool/vanpool vehicles; loading/unloading zone; bicycle racks; sidewalks or designated pathways; and/or bus stop improvements, depending on the size of development.

RR 4.16-5: Future developments are subject to review and approval by the Los Angeles County Fire Department for the provision of adequate emergency access and evacuation routes.

RR 4.16-6: When a proposed development will add 50 or more trips to either the AM to PM weekday peak hours to a CMP arterial monitoring intersection, the development must comply with the Congestion Management Program (CMP) requirements for the preparation of Traffic Impact Analysis, which provides a consistent methodology for determining background traffic conditions, trip generation, and trip distribution; analyzing impacts; and identifying, evaluating, and implementing mitigation.

RR 4.16-7: Future development and other public projects must comply with the CalGreen Code, including requirements for the provision of bicycle parking, electric vehicle charging stations, preferential carpool/vanpool/electric vehicle spaces, among other sustainable practices, as may be applicable to individual projects.

Utilities and Service Systems

RR 4.18-1: All water, sewer, and other utility infrastructure lines and facilities must be constructed in compliance with the applicable regulations set forth in the City's Municipal Code, which adopts the County's Building Code and in turn, incorporates by reference the California Building Code, the California Plumbing Code, the California Electrical Code, and the California Mechanical Code. In addition, the construction of water and sewer system facilities shall comply with the City's and the Las Virgenes Municipal Water District's (LVMWD's) plans and specifications for potable and recycled water, and sewer lines.

RR 4.18-2: All new construction requiring water and sewer services, must comply with pertinent regulations in the LVMWD Code regarding the prevention and elimination

of leaks; the use of water-efficient appliances; water waste prohibition; water conservation for landscape irrigation; and water use reductions during a water shortage. Water conserving fixture installations are subject to compliance inspections prior to the issuance of final occupancy permits.

RR 4.18-3: In compliance with the CalGreen Code, development projects must comply with the standards for energy-efficient appliances, renewable energy, graywater systems, water-efficient plumbing fixtures, construction waste management, recycling and recycled materials, equipment and systems testing and operations, building design, insulation, flooring and framing, and other applicable standards. Beyond the standards, increased energy and water conservation measures may be implemented on a voluntary basis.

RR 4.18-4: All development projects in the City must comply with the City's Sanitary Sewers and Industrial Waste Ordinance (Chapter 5.2 of the Municipal Code), which outlines the standards for the proper maintenance of sewer lines and facilities, along with the need for permits for discharges into the sewer system. No discharges or connections to the trunk sewers of the LVMWD are allowed if the discharges or connections will admit wastes that do not comply with the wastewater discharge requirements of the LVMWD. Pre-treatment is required for specific industrial wastes prior to discharge into the sewer system, in accordance with the LVMWD Code.

RR 4.18-5: Development projects in the City must pay connection fees and bimonthly sewer charges to the LVMWD to obtain sewage treatment services and to allow the LVMWD to maintain, improve, or expand its sewer treatment facilities and infrastructure.

RR 4.18-6: All development projects in the City must comply with the City's Integrated Waste Management Ordinance (Chapter 5.3 of the Municipal Code), which requires that a minimum number and size of solid waste, recyclable, and green waste containers be provided for residential, commercial, and industrial properties. The ordinance prohibits the disposal of wastes on public and private properties, unless the wastes are stored in receptacles and subject to regular collection, recycling, and/or landfill disposal. The collection, removal, and disposal of solid wastes shall only be made by authorized haulers who are also required to offer recyclable and green waste collection programs. Scavenging, waste burning, and burying of solid wastes are prohibited.

RR 4.18-7: Future development projects must prepare a waste management plan to comply with the CalGreen Code, which requires the diversion of at least 65 percent of construction and demolition waste tonnage, including concrete and asphalt demolition wastes. The waste management plan shall be submitted to the City as part of the building or demolition permit; implemented during construction; and a completed waste management plan shall be submitted to the City after construction that shows actual data on tonnage of materials recycled and diverted.

RR 4.18-8: Future development projects must comply with Title 24 of the California Code of Regulations in effect at the time of application for building permits. Title 24 Building Energy Efficiency Standards covers the use of energy efficient building systems, including ventilation, insulation, and construction and the use of energy-saving appliances, conditioning systems, water heating, and lighting; the CalGreen Code

requires energy efficiency and conservation in new residential and non-residential projects.

Mitigation measures (MMs) have been developed to avoid or reduce significant adverse impacts of the proposed Specific Plan. Table ES-3 summarizes the potentially significant environmental effects that may occur with implementation of the proposed Specific Plan as associated with future development and infrastructure improvements that would be allowed under the Specific Plan. MMs to reduce these impacts are listed in the second column and the level of significance after implementation of the MMs is provided in the third column.

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
Section 4.3 Air Quality		
Future development under the proposed Specific Plan has not been accounted for in the Air Quality Management Plan.	N/A	Significant and Unavoidable Impact
Construction emissions from future development and roadway and infrastructure improvements could exceed SCAQMD thresholds and would add to existing air quality violations in the South Coast Air Basin and affect sensitive receptors.	**MM 4.3-1:** The City shall require Project Applicant/Developer to provide a quantification of construction-related emissions for each development proposal and if the emissions exceed the SCAQMD's construction thresholds, construction-related measures that would reduce these emissions to less than the SCAQMD thresholds shall be put into the development's contract specifications and implemented during construction. Depending on the pollutants that exceed thresholds, these measures may include, but not be limited to, the following: • Submit a traffic control plan or haul route plan that reroutes construction trucks away from congested streets or sensitive receptors. • Use coatings with volatile organic compound (VOC) that comply with the SCAQMD's Super Compliant Paints (<10 grams/liter of coatings). • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall require the use of trucks that meet U.S. Environmental Protection Agency (USEPA) 2007 model year nitrogen oxide (NOx) and particulate matter (PM) emissions requirements. • Require all on-site construction equipment to meet USEPA Tier 3 or higher emissions standards. In addition, all construction equipment shall be outfitted with ARB-certified best available control technology (BACT) devices. Any emissions-control device used by the Contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.	Significant and Unavoidable Impact

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	• Commercial electric power shall be used at the construction site to avoid or minimize the use of portable gas/ diesel-powered electric generators and equipment. • Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). • On-site equipment shall not be left idling when not in use. • Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.	
	MM 4.3-2: Future development projects that would result in trip generation, number of residential units, or non-residential floor area that would exceed the permitted development in the Specific Plan and vary from the assumptions used in the analysis in this Program EIR shall have operational-related air quality impacts analyzed using the latest available emissions estimation model, or other analytical method determined in conjunction with the SCAQMD. The analyses shall include mitigation to reduce incremental emissions to below SCAQMD thresholds, as necessary.	Less Than Significant Impact After Mitigation
	MM 4.3-3: Future development that is inconsistent with these recommended buffer distances (siting criteria), as contained in ARB's 2005 Air Quality and Land Use Handbook: A Community Health Perspective, shall prepare a site-specific health risk assessment to demonstrate a less than significant impact to sensitive receptors. In addition, future development shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution: 1. Site plan designs shall provide appropriate setback and/or design features that reduce TACs at the source. 2. Project Applicants/Developers shall incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize TAC impacts to sensitive receptors.	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	3. Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors, as feasible.	
Section 4.4 Biological Resources		
Special status plant and animal species have potential to occur in the northeastern section of the planning area and ground disturbance in this area may impact sensitive species.	**MM 4.4-1:** Prior to ground disturbance or vegetation clearing on the slopes behind the developments along Corsa Avenue, a qualified Biologist shall conduct a habitat assessment to check if suitable habitat is present for any special status plant or wildlife species. If potentially suitable habitat is present, the Biologist shall perform the appropriate focused surveys to determine the presence or absence of special status species. If no special status species are observed, construction may proceed. If any special status species are identified on the site, then appropriate avoidance and/or mitigation measures shall be implemented, as approved by the resource agencies and subject to the necessary permits under the Federal Endangered Species Act, the California Endangered Species Act, the California Fish and Game Code, and other applicable regulations. Compensation for significant impacts to special status species and their habitats shall be mitigated at a ratio of no less than one to one (e.g., one acre restored for every acre impacted).	Less Than Significant Impact after Mitigation
Section 4.5 Cultural Resources		
Future development and roadway and infrastructure improvements under the Specific Plan may disturb or destroy unknown historical, archaeological and paleontological resources.	**MM 4.5-1**:Prior to the issuance of any demolition or building permits that may affect structures 50 years of age or older, a qualified Architectural Historian shall be retained and shall conduct an assessment to determine the historical significance of the structure(s) and/or site(s). If it is determined that an existing structure has the potential to be a historic resource, and that the structure may be directly or indirectly impacted by a proposed development project, then additional CEQA evaluation shall be conducted as required. The CEQA evaluation shall include a historic evaluation to determine eligibility for listing on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or a local designation, as determined by the Architectural Historian. Project Applicants/Developers shall ensure that, to the maximum extent possible, direct or indirect impacts to any known properties that are deemed eligible for inclusion in the National Register of Historic Places (NRHP), the California Register of Historic	Less Than Significant Impact after Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	Resources (CRHR), or a local designation be avoided and/or preserved consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Weeks and Grimmer 1995). Should avoidance and/or preservation not be a feasible option, a qualified Architectural Historian shall develop a mitigation program that may include, but not be limited to facade preservation and monumentation. Properties are not equally significant, and some retain more significance than others. Therefore, prior to development decisions, a qualified Architectural Historian shall be retained to evaluate the circumstance regarding the property and planned development and to make management decisions regarding documentation of the property. **MM 4.5-2**:Prior to the start of ground disturbance activities in the planning area, a qualified Archaeologist shall be retained and shall be present at the pre-grade conference to inform all construction personnel of established procedures for and timing of archaeological resource surveillance; and, in cooperation with the Project Engineer/Contractor, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. Should archaeological resources be discovered, the qualified Archaeologist shall come to the construction site and must first determine whether an archaeological resource uncovered during construction is a "unique archaeological resource" pursuant to Section 21083.2(g) of the California Public Resources Code (PRC) or a "historical resource" pursuant to Section 15064.5(a) of the State CEQA Guidelines. If the archaeological resource is determined to be a "unique archaeological resource" or a "historical resource", the Archaeologist shall formulate a mitigation plan in consultation with the City that satisfies the requirements of PRC Section 21083.2 and Section 15064.5 of the State CEQA Guidelines. Work may proceed in other areas of the site, subject to the direction of the Archaeologist. These actions, as well as final mitigation and disposition of the resources, shall be subject to City approval.	

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	If the Archaeologist determines that the archaeological resource is not a "unique archaeological resource" or "historical resource," s/he shall record the site and submit the recordation form to the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC). The Archaeologist shall prepare a report of the results of any study prepared as part of a testing or mitigation plan following accepted professional practice and the guidelines of the California Office of Historic Preservation. Copies of the report shall be submitted to the City and to the CHRIS at the SCCIC at California State University, Fullerton. Based on the significance of the find, the Archaeologist shall subsequently monitor and observe grading activities and identify, evaluate, recover, and catalogue archaeological resources discovered during monitoring. **MM 4.5-3**:Prior to the start of ground disturbing activities, a qualified Paleontologist shall be retained to monitor excavations that extend into sensitive rock formations (i.e., Older Alluvium, Topanga Formation, and Monterey Formation rocks). The schedule and extent of monitoring activities shall be established by the Supervising Paleontologist in coordination with the Contractor and the City at a pre-grade meeting. It shall be the responsibility of the Supervising Paleontologist to demonstrate, to the satisfaction of the City, the appropriate level of monitoring necessary based on the on-site soils and final grading plans, when available. All paleontological work to assess and/or recover a potential resource at the project site shall be conducted under the direction of the qualified Paleontologist. If a fossil discovery occurs during grading operations when a Paleontological Monitor is not present, grading shall be diverted around the area until the Monitor can survey the area. Any fossils recovered during site development, along with their contextual stratigraphic data, shall be donated to the City of Westlake Village or, at the discretion of the City, to the County of Los Angeles or other appropriate institution with an educational and research interest in the materials. The Paleontologist shall prepare a report of the results of any findings as part of a testing/mitigation plan following accepted professional practice.	

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
Section 4.7 Greenhouse Gas Emissions		
Future development under the Specific Plan has the potential to make a cumulatively considerable contribution to global GHG emissions.	**MM 4.7-1:** Prior to the issuance of each occupancy permit, the project applicant/developer shall submit for approval to the City of Westlake Village Planning Department a plan for the future building manager to provide educational information to all tenants and employees regarding (1) water conservation; (2) energy conservation, including the use of energy-efficient lighting and the limiting of outdoor lighting; (3) mobile source emission reduction techniques, such as use of Transportation Demand Management (TDM) programs, alternative modes of transportation, and zero- or low-emission vehicles; and (4) recycling services. The plan shall require the provision of this information upon initial tenancy and initial employment and shall be repeated annually or more frequently.	Significant and Unavoidable Impact
Section 4.8 Hazards and Hazardous Materials		
There is a potential that past and existing land uses that utilized hazardous materials may have led to soil and/or groundwater contamination.	**MM 4.8-1:**Prior to new development on parcels in the Specific Plan area that historically or currently utilize hazardous materials or generate hazardous wastes, the City shall require the property owner to prepare a Phase I Environmental Site Assessment (ESA) to determine the potential for soil and/or groundwater contamination from past land uses. In accordance with the recommendations of the Phase I ESA, additional evaluation and testing shall be completed by the property owner to confirm the presence or absence of hazardous materials contamination, if specified in the report. If the results of the testing show that chemical levels are present below regulatory levels, proposed development may proceed accordingly. Otherwise, remediation and/or removal of the contamination shall be completed prior to development if chemical levels are above regulatory standards. Remediation shall be conducted with the oversight of applicable regulatory agencies such as the Los Angeles County Fire Department, the SCAQMD, the California Department of Toxic Substances Control (DTSC), and/or the U.S. Environmental Protection Agency in compliance with established maximum contaminant levels (MCLs).	Less Than Significant Impact after Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
Section 4.13 Population, Housing and Employment		
The increase in population and housing under the proposed Specific Plan has not been accounted for in regional growth forecasts.	N/A	Significant and Unavoidable Impact
Section 4.12 Noise		
Construction noise and vibration impacts may exceed City standards and affect adjacent land uses.	**MM 4.12-1:** Prior to issuance of demolition, grading, or building permits for future development or roadway and infrastructure projects, the project applicant/developer shall submit a noise mitigation plan to the Planning Department that shows compliance with the City's Noise Ordinance and noise standards and that calls for the implementation of the following noise-reduction measures, which shall be included as requirements on the construction plans and specifications: • During all demolition, excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. • The construction contractor shall place noise-generating stationary construction equipment as far as feasible from noise-sensitive receptors (i.e., schools and residences) and so that emitted noise is directed away from the noise-sensitive receptors. • When feasible, the construction contractor shall locate equipment and materials staging in areas that will provide the greatest distance between staging area noise sources and noise sensitive receptors. • The construction contractor shall limit all construction-related activities that would result in high noise levels, according to the construction hours set forth in the Municipal Code. • The construction contractor shall limit haul truck deliveries to the same hours specified for construction activities. To the extent feasible, haul routes shall not pass noise-sensitive land uses or residential dwellings.	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	MM 4.12-2: Prior to the issuance of demolition, grading or building permits for future development projects, project applicants/developers shall submit evidence to the Planning Department the implementation of the following noise-reduction measures, which shall be included as requirements on the construction plans and specifications: • If the construction site boundary is closer than 175 feet to a residence or school, or if the center of the construction site is closer than 250 feet to a residence or school, the project plans or specifications shall include measures to reduce noise from mobile equipment to meet the standards in the General Plan. Measures may include, but not be limited to, the provision of noise barriers and the use of quieter equipment. • If stationary equipment will be operated for more than ten days, the project plans or specifications shall include measures to reduce noise from stationary equipment to meet the standards in the General Plan. **MM 4.12-3:** Prior to the issuance of demolition, grading or building permits for projects that require pile driving or blasting, the project applicant/developer shall submit a Noise Study (for pile driving) or a Blasting Plan that demonstrates that noise levels would meet City standards. Pile driving mitigation could include, but not be limited to equipment noise limits; the use of cushion blocks; installation of noise barriers and blankets; and alternate methods of pile installation. The Blasting Plan, in addition to specifying charge weight, blast frequency, blast duration, and anticipated noise levels, shall include a public information program for adjacent land uses. In addition, the project applicant/developer shall submit a Vibration Study that demonstrates that vibration impacts would not cause structural damage or detrimentally affect the operators or customers of adjacent places of business. The Project Applicant/Developer shall submit evidence to the City that the noise- and vibration-reduction measures in the Noise Study/Blasting Plan and Vibration Study are stated as requirements on the construction plans and specifications.	

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
Future development may be exposed to noise levels exceeding City standards.	**MM 4.12-4:** Prior to the issuance of building permits for future development with a residential component, the project applicant/developer shall submit a detailed Acoustical Study that describes and quantifies the noise sources impacting residential areas; the amount of outdoor-to-indoor noise reduction provided in the architectural plans; and any upgrades required to meet the California Building Code interior noise standards (i.e. 45 dBA CNEL in habitable rooms, see RR 4.12-3). The measures described in the Study shall be incorporated into the architectural plans for the development and shall be implemented with building construction. **MM 4.12-5**: Prior to the issuance of building permits for non-residential land uses, the project applicant/developer shall either (1) submit an Acoustical Study based on measurements or modeling showing that the proposed land use would be in the "Clearly Acceptable" noise exposure zone, as defined in the Land Use Compatibility matrix in the City's General Plan or (2) if the proposed land use would not be in the "Clearly Acceptable" noise exposure zone, submit an acoustical study including architectural plans, describing and quantifying the noise sources impacting the proposed building(s) and the amount of noise reduction provided by site design and/or architectural features. The noise-attenuation measures described in the Study shall reduce noise exposure to "Clearly Acceptable" levels as contained in the City's General Plan and shall be incorporated into the site plan and architectural plans for the buildings and implemented with building construction.	Less Than Significant Impact After Mitigation
On-site stationary sources, including HVAC systems, mechanical equipment, loading dock activity, and entertainment noise have the potential to result in noise impacts to adjacent on-site and off-site uses.	**MM 4.12-6:** Prior to the issuance of building permits for future development projects, the project applicant/developer shall submit an Acoustical Study analyzing the impacts of on-site noise sources. The Study shall utilize noise data provided by the manufacturer(s) of the equipment that would be utilized by the project or noise measurements from substantially similar equipment to estimate noise levels at noise-sensitive uses (on and off the site). Compliance with the City's Noise Ordinance and General Plan noise standards shall be demonstrated, and any measures required to meet the noise standards shall be described and incorporated into the building plans. These measures may include, but are not limited to, selection of quiet models; construction of barriers; equipment enclosures; and	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	placement of the equipment. The project applicant/developer shall submit evidence to the City that the noise-reduction measures are stated as requirements on the construction plans and specifications.	
Section 4.15 Parks and Recreation		
Future residential development under the proposed Specific Plan would generate a demand for parks and recreational facilities.	**MM 4.15-1:** Future residential developments within the Mixed Use Corsa and Mixed Use Lindero Districts shall provide a minimum of 100 square feet of common open space per dwelling unit and a minimum of 50 square feet of private open space per dwelling unit, as required by the North Business Park Specific Plan.	Less Than Significant Impact After Mitigation
Section 4.16 Transportation		
With the addition of vehicle trips from future development to existing traffic volumes, one intersection in the City of Westlake Village would operate at a level of service (LOS) D and exceed the thresholds set by the City. This same intersection would operate at LOS D in Year 2040 with the Specific Plan and the increase in delay or V/C ratio exceed the thresholds set by the City • Thousand Oaks Boulevard/Corsa Avenue	**MM 4.16-1:** The City shall monitor the intersection operations at the Corsa Avenue/Thousand Oaks Boulevard intersection, and when determined to be necessary, shall construct street improvements to prohibit northbound left-turns from Corsa Avenue to Thousand Oaks Boulevard. Motorists from Corsa Avenue destined to westbound Thousand Oaks Boulevard would be directed to make U-turn movements at the median break for the Westlake Village Community Park/future YMCA Recreation Center just east of Corsa Avenue. The median area would also be redesigned to physically preclude this left-turn movement (in addition to prohibitive signage). **MM 4.16-2:** The City shall implement various transportation system management (TSM) measures to enhance the capacity of the existing roadway system. The TSM measures shall include, but not be limited to: • Intersection and signal timing improvements through installation of more advanced traffic signal controllers and corresponding hardware and software • Bottleneck removal programs • Data collection to monitor system performance (e.g., through installation of closed circuit television cameras at select locations) • Special event management strategies.	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	MM 4.16-3: Future development projects that would result in trip generation, building area, or number of residential units that would exceed the permitted development in the Specific Plan and vary from the assumptions used in the analysis in this Program EIR shall provide the City with a trip generation and traffic impact analysis, including mitigation to reduce impacts to below City thresholds, if necessary.	
Section 4.17 Tribal Cultural Resources		
Significant tribal cultural resources may be uncovered by ground disturbing activities associated with construction activities in the planning area.	**MM 4.17-1:** Prior to the start of ground disturbance activities in the planning area, the Project Engineer/Contractor shall notify local tribes of the pre-grade conference to allow a Native American monitor to attend the conference and inform all construction personnel of the types of tribal cultural resources that may be present in the area and the notification procedure to follow in the event of discovery. **MM 4.17-2:** A Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians and/or other local tribes shall be present for all fieldwork activities that occur within the proposed Project area (which includes, but is not limited to, archaeological testing, grading, excavation, and trenching). Unless there is evidence which suggest soils potentially containing Tribal Cultural material extend further, Native American monitoring shall only be conducted for up to 5 feet below fill. If Tribal Cultural Resources are identified during grading, excavation, or trenching, construction work within 60 feet of the find shall be halted and directed away from the discovery until the significance of the resource has been assessed by the Native American monitor and the retained qualified archaeologist. The Native American monitor shall photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities, work locations with diagrams, and documentation of tribal cultural resources identified.	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	MM 4.17-3: Should tribal cultural resources be discovered, the Native American monitor or representative shall determine the significance of the find in accordance with criteria set forth in Section 21074 of Public Resources Code (PRC). The Archaeologist, Native American monitor/representative, and the Project Applicant shall discuss and formulate a mitigation plan in consultation with the City that satisfies the requirements of PRC Sections 21082.3 and 21084.3.	
Section 4.18 Utilities and Service Systems		
The Las Virgenes Municipal Water District has indicated that they have water supplies to serve future development. Also, there is adequate wastewater treatment capacity and landfill capacity to serve future development. However, increases in demands for water and sewer treatment from individual developments would have to be evaluated against existing infrastructure capacities to identify any needed upgrades or expansions.	**MM 4.18-1:** Prior to the approval of development applications that could have an impact on existing water and sewer infrastructure and facilities (e.g., the proposed development will have as estimated water demand and/or wastewater generation that is greater than the water demand and/or wastewater generation of the existing land use on the site), the project applicant/developer shall prepare an engineering study in consultation with the City and LVMWD to determine if there is available capacity to serve the project or if an upgrade or replacement of the existing water and sewer lines and facilities are needed. If water and/or sewer infrastructure improvements are required in order to serve a development project, then these upgrades shall be incorporated into site development plans, subject to review and approval by the City and the County Department of Building and Safety. Any identified upgrades, replacements, and/or expansions shall be constructed as part of the project or the development shall pay its fair share contribution to fund the necessary upgrades. If infrastructure improvements outside the jurisdiction of the City are required—including improvements to water lines, recycled water lines, or the trunk sewer lines owned by the LVMWD—the needed improvements shall be completed to the satisfaction of the LVMWD. **MM 4.18-2:** Future development projects shall be evaluated against the LVMWD' Urban Water Management Plan and the Water Supply Assessment (WSA) and WSA Amendment prepared for the North Business Park Specific Plan to determine if the proposed land use and development size is consistent with the analysis in the WSA and WSA Amendment for which the provision of adequate water supplies has been verified. If the project is larger or features a different land use than that	Less Than Significant Impact After Mitigation

TABLE ES-3
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Potentially Significant Impacts	Mitigation Measures	Impact Significance
	evaluated in the WSA and WSA Amendment, the project applicant/developer shall consult with the LVMWD to determine if the incremental increase in water demand can still be accommodated by available water supplies. Measures necessary to obtain adequate water supplies shall be implemented as part of the development, if necessary. Written documentation of this consultation and LVMWD determination shall be submitted to the City for use in the cumulative water demand calculations for subsequent development projects.	

SUMMARY OF SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

Implementation of the proposed *North Business Park Specific Plan* would result in no impacts or less than significant impacts on the following environmental issues:

- Agriculture and Forest Resources
- Mineral Resources

Compliance with existing regulations would reduce environmental impacts to less than significant levels on the following issues:

- Aesthetics and Visual Quality
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Public Services

Potentially significant adverse impacts are anticipated for the following environmental issues:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Parks and Recreation
- Population, Housing, and Employment
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Mitigation measures in Table ES-3 above and detailed in the environmental analysis in Section 4.0 of this EIR would reduce potentially significant adverse impacts to a less than significant level on the following issues: Biological Resources, Cultural Resources, GHG Emissions, Hazards and Hazardous Materials, Noise, Parks and Recreation, Tribal Cultural Resources, and Utilities and Service Systems.

However, even with implementation of the MMs, future development under the proposed Specific Plan and planned roadway and infrastructure improvements would result in significant and unavoidable impacts for the following environmental issues:

- Air Quality (AQMP Consistency, Air Quality Standards Violation, Sensitive Receptors, and Cumulative Air Quality Impacts)

- GHG Emissions (Exceedance of SCAQMD's Recommended GHG Emissions Target and Cumulative GHG Emissions)
- Population, Housing, and Employment (Substantial Population Growth exceeding SCAG forecasts)

Significant unavoidable adverse impacts on Air Quality would result from AQMP inconsistency and contributions to existing air pollution levels in the South Coast Air Basin. GHG emissions from future development would exceed SCAQMD's recommended emissions target and would contribute to global GHG emissions and climate change. Also, potential increases in population, housing and employment would temporarily exceed SCAG's growth forecasts for the City.

MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of CEQA and Section 15097 of the State CEQA Guidelines require a public agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for assessing and ensuring the implementation of RRs and MMs.

Generally, the Project Applicant/Developer would be responsible for implementing the RRs and MMs as part of individual development projects, with the City responsible for monitoring and verifying that the RRs and MMs have been implemented. For planned roadway and infrastructure improvements, the City's Engineering, Traffic Engineering, or Transportation Department overseeing the infrastructure improvement would be responsible for implementing the RRs and MMs, with the City's Planning Department responsible for verifying compliance with RRs and MMs related to site plan, design review, and other planning and environmental issues and the City's Building and Safety Department (under contract with the Building and Safety Division of the Los Angeles County Department of Public Works) verifying compliance with RRs and MMs related to building design, plan check, and construction activities.

Specific reporting and/or monitoring requirements that would have to be enforced during individual development project approval and for planned roadway and infrastructure improvements shall be adopted simultaneously with the City's approval of individual projects proposed in the planning area.

References:

Civic Solutions. 2018. *North Business Park Specific Plan*. San Juan Capistrano, CA: Civic Solutions.

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SECTION 1.0 INTRODUCTION

1.1 PURPOSE OF PROGRAM EIR

1.1.1 CEQA COMPLIANCE

This Program Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the proposed *North Business Park Specific Plan* (formerly called the Westlake Village Business Park Specific Plan) or Specific Plan No. 2, as required under the California Environmental Quality Act (CEQA) of 1970, as amended, (*California Public Resources Code,* Section 21000 et seq.) and the State CEQA Guidelines (Title 14, *California Code of Regulations* [CCR]*,* Chapter 3, Sections 15000 et seq.).

An action that has the potential for causing a physical change in the environment is considered a "Project" under Section 21065 of CEQA and Section 15378 of the State CEQA Guidelines. A "Project" is required to go through an environmental review process in accordance with CEQA and the State CEQA Guidelines. While the adoption of a policy document, such as the *North Business Park Specific Plan,* does not directly lead to environmental impacts or changes to the environment, future development that would be allowed under and regulated by the Specific Plan would potentially result in environmental impacts. Also, the implementation of planned roadway and infrastructure improvement projects outlined in the Specific Plan may lead to environmental impacts. Therefore, the proposed Specific Plan is considered a "Project" and is subject to the provisions of CEQA.

Since the implementation of the *North Business Park Specific Plan* has the potential to result in environmental impacts, this EIR has been prepared as a Program EIR, as defined under Section 15168 of the State CEQA Guidelines, as:

> (a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> (1) Geographically,
>
> (2) As logical parts in the chain of contemplated actions,
>
> (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
>
> (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.
>
> (b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:
>
> (1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
>
> (2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
>
> (3) Avoid duplicative reconsideration of basic policy considerations,
>
> (4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and

(5) Allow reduction in paperwork.

(c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.

(4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

(5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

The purpose of this Program EIR is to inform the City, trustee and responsible agencies, decision makers, and the general public of the environmental effects anticipated with the adoption of the *North Business Park Specific Plan,* as well as the environmental effects that may occur with future development that would be allowed under the Specific Plan. This EIR (1) discloses information regarding potential significant adverse environmental impacts; (2) identifies measures that would be effective in reducing or avoiding any identified significant adverse impacts; (3) analyzes feasible alternatives to the Specific Plan and to future development under the Specific Plan; and (4) facilitates interagency coordination and public review.

This EIR analyzes the potential impacts associated with adoption and implementation of the proposed *North Business Park Specific Plan*. However, adoption of the Specific Plan would not lead to the construction of any particular development project or infrastructure improvement. Rather, individual property owners within the Specific Plan area (or planning area) would have to comply with the Specific Plan at the time they decide to redevelop their properties. Therefore, in the absence of more detailed information regarding future development projects that may be proposed, this EIR cannot and does not evaluate detailed, site-specific, and/or project-specific impacts associated with the development of individual parcels that would be regulated by the Specific Plan. Instead, the environmental analysis in this Program EIR is broader in scope than found in Project EIRs and seeks to identify the general and cumulative impacts of future development that could occur in the Specific Plan area. It also allows the City to develop area-wide mitigation and programs to address the impacts that would result from implementation of the Specific Plan.

While the Specific Plan area covers approximately 200 acres of land, the proposed Specific Plan would regulate future development within the northern two-thirds of the planning (hereinafter

called the "Focus Area") where future development is anticipated. The southern section of the planning area is developed with relatively new land uses that are expected to remain and any future development in these areas would continue to be regulated by the City's Zoning Regulations. A number of infrastructure improvements (i.e., roadway, utility and other public improvements) are also proposed within the planning area. This Program EIR analyzes the impacts of both future development and infrastructure projects that may be completed as part of Specific Plan implementation.

1.1.2 USE OF THIS EIR

As defined in Section 21094 of CEQA and Section 15152 of the State CEQA Guidelines, this EIR can be used by future development proposals and infrastructure projects as part of individual and subsequent environmental reviews for proposed projects in the Specific Plan area using a tiered approach to the environmental review process. Section 15152, Tiering, of the State CEQA Guidelines states:

> (a) "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.
>
> (b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.
>
> (c) Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.

Therefore, this Program EIR will facilitate the environmental review of future development proposals and infrastructure projects that may be proposed or would be implemented in accordance with the *North Business Park Specific Plan.* The Program EIR is intended to serve as the primary environmental document for all future entitlements allowed under the Specific Plan, including planned roadway and infrastructure improvements described in the Specific Plan. Upon adoption of the Specific Plan, future development projects allowed under the *North Business Park*

Specific Plan and public improvements called out in the Specific Plan will be reviewed in light of this Program EIR to determine if any additional environmental review is needed, as required by Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines.

1.1.3 FUTURE ENVIRONMENTAL REVIEW

When a development proposal for property within the Specific Plan area is submitted to the City, the City will review the proposal and determine whether this Program EIR can be used for the project. If the City determines that the project has been analyzed in this EIR and no new impacts or changed circumstances have occurred, it may use this EIR as the environmental document for the project. If only minor changes to the project are proposed, the City shall prepare an Initial Study and, if no new impacts or no increase in the severity of impacts will occur, it may adopt an Addendum to this Program EIR. If the changes would result in new impacts but these impacts would be less than significant or may be mitigated by new mitigation measures, a (Mitigated) Negative Declaration may be adopted.

As identified in Section 15162(a) of the State CEQA Guidelines, a Subsequent EIR would have to be prepared under the following circumstances:

1. If substantial changes are proposed in the project which will require major revisions to this Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. If substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to this Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. If new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time this Program EIR was certified as complete, shows that:
    a) the project will have one or more significant effects not discussed in this Program EIR;
    b) significant effects previously examined will be substantially more severe than shown in this Program EIR;
    c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d) mitigation measures or alternatives, which are considerably different from those analyzed in this Program EIR, would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that, if any of the conditions above “would require the preparation of a Subsequent EIR and only minor additions or changes would be necessary to make this Program EIR adequately apply to the project in the changed situation”, a Supplemental EIR (or Supplement to an EIR) may be prepared.

1.1.4 LEAD AGENCY

Section 15051 of the State CEQA Guidelines identifies the Lead Agency as the public entity with the greatest responsibility for carrying out or approving the project as a whole. The City of Westlake Village initiated the development of the *North Business Park Specific Plan* and has the primary authority to approve and adopt the proposed Specific Plan. As such, the City is serving as the Lead Agency under CEQA and is responsible for complying with CEQA, as it relates to the environmental review clearance for the Specific Plan.

The City, as the Lead Agency, has determined that an EIR is required for the proposed Specific Plan and has authorized the preparation of this Program EIR. The City will be reviewing and considering the findings of this Program EIR in its decision to approve, revise, or deny the proposed Specific Plan, as well as actions that it may need to achieve consistency between the Specific Plan and the City's General Plan, including a change in the Land Use Plan designation of the Specific Plan area to North Business Park Specific Plan. If adopted, the *North Business Park Specific Plan* will also require a Zone Change to allow the proposed Specific Plan to regulate future development within the land use districts in the Focus Area. In addition, this Program EIR would facilitate the environmental review process for individual development projects and infrastructure improvements allowed under the Specific Plan.

While this Program EIR has been prepared with consultant support, the analysis and findings in this document have been independently reviewed by the City and reflect the City's conclusions, as required by Section 15084 of the State CEQA Guidelines.

1.1.5 OTHER AGENCIES HAVING JURISDICTION

State law requires that all EIRs be reviewed by trustee and responsible agencies. A "Trustee Agency" is defined in Section 15386 of the State CEQA Guidelines as "a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California". Per Section 15381 of the State CEQA Guidelines, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power".

The U.S. Fish and Wildlife Service (USFWS), the U.S. Army Corps of Engineers (USACE), and the California Department of Fish and Wildlife (CDFW)[1] are Trustee Agencies for sensitive wildlife resources and/or "Waters of the U.S." or "Waters of the State" that may be present within the planning area and that could be disturbed or destroyed as part of Specific Plan implementation. These trustee agencies may use this Program EIR in their review and approval of discretionary permits needed for future development within the planning area.

The Los Angeles Regional Water Quality Control Board (RWQCB) is a Responsible Agency for discretionary permits needed for storm water discharges from future development within the planning area.

Other public agencies may also review or use this Program EIR in considering non-discretionary permits needed for future development proposals. These agencies may use this EIR (1) to evaluate the impacts of projects or developments on their facilities or public service levels during the processing of development and building permits; (2) in conjunction with changes in services that may occur with future development and infrastructure projects; and (3) to assist other agencies in planning for future facility expansions and service level upgrades needed to serve the

[1] The California Department of Fish and Game (CDFG) changed its name to the California Department of Fish and Wildlife (CDFW) effective January 1, 2013.

Focus Area due to changes in land use and/or increased development intensities. These agencies include:

- California Department of Transportation
- County of Los Angeles
- Las Virgenes – Malibu Council of Governments
- Las Virgenes Municipal Water District
- Las Virgenes Unified School District
- Los Angeles Community College District
- Los Angeles County Fire Department
- Los Angeles County Flood Control District
- Los Angeles County Public Library System
- Los Angeles County Sheriff's Department
- Metropolitan Transportation Authority
- South Coast Air Quality Management District
- Southern California Association of Governments
- Southern California Edison Company
- Southern California Gas Company
- State Water Resources Control Board

In accordance with Section 21081 of CEQA and Section 15091 of the State CEQA Guidelines, public agencies are required to make written findings for each environmental impact identified in the EIR. If the lead agency and responsible agencies decide that the benefits of the Specific Plan outweigh any identified unmitigated significant environmental effects, they will be required to adopt a Statement of Overriding Considerations supporting their actions. Future discretionary actions that would be needed for the City's adoption of the Specific Plan, as well as the discretionary actions of responsible and trustee agencies, are described in Section 3.6, Discretionary Actions and Other Approval, of this Program EIR.

1.2 ORGANIZATION OF THE EIR

This Program EIR is organized into the following sections:

Executive Summary. A summary of the proposed Specific Plan, its environmental impacts, and alternatives to the Specific Plan are provided at the start of the document.

Section 1.0: Introduction. This section provides an introduction to the EIR; the organization of the EIR; and the focus of the environmental analysis. It also summarizes the environmental review process for the EIR; the comments received by the City on the Notice of Preparation (NOP); and the public review period for the Draft Program EIR.

Section 2.0: Environmental Setting. This section provides a description of the planning area and the existing environmental setting of the planning area and the surrounding area. The existing local conditions in the planning area by environmental issue are described in this section. In

addition, a discussion of other development projects proposed in the surrounding area and projected growth in the City, Las Virgenes subregion, Los Angeles County, and the region are presented to serve as the basis for the cumulative analysis.

Section 3.0: Project Description. This section outlines the City's objectives in preparing the *North Business Park Specific Plan;* summarizes the goals of the Specific Plan and defines the Specific Plan districts and development standards, design standards and guidelines. A discussion of future development and planned roadway and infrastructure improvements is also provided. In addition, discretionary actions needed to approve the proposed Specific Plan and future implementation of the Specific Plan are addressed.

Section 4.0: Environmental Analysis. The analyses of the potential environmental impacts on each environmental issue area that may result from implementation of the proposed Specific Plan are provided in this section. More detailed discussion of the environmental analysis contained in this EIR is provided in Section 1.3.2 below.

Section 5.0: Alternatives Analysis: This section presents alternatives to the proposed Specific Plan, which include a No Project/No Development Alternative, a No Project/Existing Zoning Alternative, a Reduced Development Capacity Alternative, and a Reduced Planning Area Alternative. A brief description of each alternative and a comparison of the impacts of each alternative with the proposed Specific Plan are provided in this section of the Program EIR. In accordance with Section 15126.6(e) of the State CEQA Guidelines, this section also identifies the environmentally superior alternative.

Section 6.0: Long Term Implications. As required under CEQA, the following topics are addressed in this section: significant irreversible environmental changes that would be caused by the Specific Plan should it be approved and implemented; effects that were found to be not significant; significant environmental effects that cannot be avoided if the proposed Specific Plan is implemented; and the growth-inducing impacts of the Specific Plan.

Section 7.0: Preparers and Contributors. This section identifies the individuals responsible for preparing the EIR and persons contributing to the environmental analysis during the preparation of the EIR.

References. As permitted by Section 15150 of the State CEQA Guidelines, this Program EIR has referenced several technical studies, analyses, and reports. Information from the documents, which have been incorporated by reference into this Program EIR, have been briefly summarized in the appropriate sections and the relationship between the incorporated part of the referenced document and the EIR has been described. These documents and other sources used in the preparation of this Program EIR are listed at the end of each section or of each subsection of Section 4.0, Environmental Analysis. In accordance with Section 15150(b) of the CEQA Guidelines, these references are available for review by the public at the offices of the City of Westlake Village, located at 31200 Oak Crest Drive, Westlake Village, California 91361 or at the offices of Psomas at 225 South Lake Avenue, Suite 1000, Pasadena, California 91101 during normal business hours.

1.3 EIR FOCUS

1.3.1 SCOPING PROCESS

The City has provided opportunities for public participation during the planning process for the Specific Plan, including community workshops, stakeholder interviews, Planning Commission and

City Council study sessions, and various community group outreach efforts. In addition, the City has complied with the State CEQA Guidelines by providing opportunities for public participation in the environmental review process. Specifically, an NOP was initially distributed on February 19, 2013, to federal, State, regional, and local government agencies and interested parties to solicit comments and to inform agencies and the public of the proposed Specific Plan during a 30-day public review period that extended from February 19 to March 20, 2013. The NOP was also published in the Ventura County Star on February 19, 2013.

The proposed Specific Plan was described in the NOP; potential environmental effects associated with Specific Plan implementation were identified; and agencies and the public were invited to review and comment on the NOP. The NOP and NOP mailing list are provided in Appendix A-1.

Comments on the NOP were received from five agencies and are provided in Appendix B-1. The comments and issues raised by the comment letters are summarized in Table 1-1 below, along with the EIR section where each issue is addressed.

TABLE 1-1
SUMMARY OF COMMENTS ON THE FIRST NOP

Commenting Agency	Comments/Issues Raised	EIR Discussion
Caltrans February 26, 2013	Caltrans stated that a traffic study should be prepared to address specific elements outlined in the comment letter, which include methods to use in trip generation and distribution; analysis of daily and peak hour volumes on freeways, interchanges, intersections and HOV facilities; cumulative traffic; mitigation; and fair share costs.	A traffic study has been prepared and is summarized in Section 4.16, Transportation.
Native American Heritage Commission (NAHC) February 22, 2013	The NAHC stated that the City needs to do a record search at the appropriate Information Center; perform an archaeological survey; conduct a Sacred Lands File Check; consult with Native American contacts; and include a mitigation plan.	These are discussed in Section 4.5, Cultural Resources and Section 4.17, Tribal Cultural Resources.
South Coast Air Quality Management District (SCAQMD) February 22, 2013	SCAQMD provided recommendations for the air quality analysis, mitigation measures, and data sources for use in the EIR.	The air quality analysis in Section 4.3, Air Quality complies with SCAQMD recommendations.
California Department of Fish and Wildlife (CDFW) March 7, 2013	CDFW recommended a biological assessment; an analysis of direct, indirect, and cumulative impacts; and a range of alternatives be addressed in the EIR; they also identify existing regulations related to biological resources.	These have been completed and are discussed in Section 4.4, Biological Resources.
Office of Planning and Research (OPR) February 15, 2013	OPR provided a copy of their transmittal letter to reviewing agencies indicating receipt of the NOP and establishing the comment period.	Section 1.3.1, Scoping Process discusses the NOP review process.

Caltrans: California Department of Transportation; HOV: high occupancy vehicle; NAHC: Native American Heritage Commission; SCAQMD: South Coast Air Quality Management District; EIR: environmental impact report; CDFW: California Department of Fish and Wildlife; OPR: California Governor's Office of Planning and Research; NOP: Notice of Preparation.

Additionally, the City held a Scoping Meeting for the EIR at 6:00 PM on February 26, 2013, at the City's Council Chambers. The Scoping Meeting sign-in sheets and summary are provided in Appendix B-1. The purpose of the Scoping Meeting was to receive input on the environmental issues that should be addressed in the EIR. The following environmental issues were discussed at the Scoping Meeting:

- Transportation (increase in traffic, intersection analysis, circulation, parking, sidewalks, bike lanes)
- Population, Housing, and Employment (residential capacity, density, future housing needs, displacement)
- Parks and Recreation (parks and open space)
- Land Use and Planning (allowable land uses, building heights, floor area ratios, changes in land use, land use compatibility, development review)
- Hydrology and Water Quality (storm drainage, storm water treatment)
- Geology and Soils (underlying geologic formations)
- Utilities (existing utility lines, need for fiber optic lines)
- Aesthetics and Visual Quality (sign program, available views)
- Adjacent developments (Community Park/YMCA, Target)

During the preparation of the Draft Program EIR, a number of significant adverse impacts were identified; therefore, the City decided to revise the Specific Plan to develop a less intensive land use plan to avoid and/or reduce potential environmental impacts and to respond to the development of the Shoppes at Westlake Village (Target Center) just east of the Specific Plan area, which lowered the market demand for some of the retail uses in the area. Several refinements to the land use plan were made, and a revised land use plan has been developed that allows for the development of more residential dwelling units and less non-residential development within the Focus Area. These changes are expected to result in fewer environmental impacts, while still meeting the goals of the proposed Specific Plan.

A second NOP was distributed on May 30, 2018, to federal, State, regional, and local government agencies and interested parties to solicit comments and to inform agencies and the public of the proposed Specific Plan during a 30-day public review period that extended from May 30 to June 29, 2018. The NOP was also published in the Ventura County Star on May 30, 2018. Additionally, the City held a Scoping Meeting for the EIR at 6:00 PM on June 12, 2018, at the City's Council Chambers (although no one attended). The second NOP and NOP mailing list are provided in Appendix A-2.

Comments on the second NOP were received from eight agencies, which are provided in Appendix B-2. The comments and issues raised by the comment letters are summarized in Table 1-2 below, along with the EIR section where each issue is addressed.

TABLE 1-2
SUMMARY OF COMMENTS ON THE SECOND NOP

Commenting Agency	Comments/Issues Raised	EIR Discussion
Native American Heritage Commission (NAHC) June 8, 2018	The NAHC provided a summary of pertinent regulations; recommends a record search at the appropriate Information Center; an archaeological inventory survey; a Sacred Lands File Check; consultation with Native American contacts; and a mitigation and monitoring reporting program.	These issues are discussed in Section 4.5, Cultural Resources and Section 4.17, Tribal Cultural Resources.
South Coast Air Quality Management District (SCAQMD) June 5, 2018	SCAQMD provided recommendations for the air quality analysis, health risk assessment, mitigation measures, alternatives, permits, and data sources for use in the EIR.	The air quality analysis in Section 4.3, Air Quality addresses SCAQMD recommendations. Alternatives are discussed in Section 5.0, Alternatives Analysis.
City of Thousand Oaks June 22, 2018	The City of Thousand Oaks said trip distribution and traffic impacts should be analyzed at listed intersections and road segments, consistent with Caltrans guidelines and using the HCM methodology. The analysis should include future growth under the Thousand Oaks Boulevard Specific Plan, as well as impacts on all transportation modes including active transportation, and the impacts of proposed mitigation on active transportation facilities.	The Traffic Impact Study in Appendix G and the traffic analysis in Section 4.16, Transportation addresses the City of Thousand Oaks' concerns.
California Department of Fish and Wildlife (CDFW) June 28, 2018	CDFW protects wetlands and natural streams and enforces the California Endangered Species Act. It recommends a discussion of biological resources and sensitive species on the site, impacts on these species, needed mitigation, and an analysis of a range of alternatives in the EIR.	These issues are discussed in Section 4.4, Biological Resources.
Southern California Association of Governments (SCAG) June 29, 2018	SCAG asks for the EIR to evaluate project consistency with the goals of the 2016 RTP/SCS and growth forecasts for the City, and the use of strategies in the RTP/SCS, along with the use of the mitigation measures in the Final PEIR for the RTP/SCS.	Consistency with the goals and strategies in the RTP/SCS is discussed in Section 4.10, Land Use and Planning. Consistency with the growth forecasts is discussed in Section 4.13, Population, Housing and Employment.
Office of the Sheriff June 29, 2018	The Sheriff indicated that the project would increase the resident population within the service area of the Malibu/Lost Hills Sheriff's station. It included a copy of the comment letter from the LACSD (below).	Law enforcement services are discussed in Section 4.14, Public Services.
Los Angeles County Sheriff's Department (LACSD) June 29, 2018	The LACSD indicated the project would increase the demand for law enforcement services, requiring additional resources and assets, and the Malibu/Lost Hills Sheriff's station will require substantial expansion or relocation.	Law enforcement services are discussed in Section 4.14, Public Services.

TABLE 1-2
SUMMARY OF COMMENTS ON THE SECOND NOP

Commenting Agency	Comments/Issues Raised	EIR Discussion
Los Angeles County Fire Department (LACFD) July 3, 2018	The LACFD indicated that development would have to comply with applicable codes and ordinance regarding fire safety, including sufficient water supply for firefighting. It also stated the project will not have a significant impact on the LACFD's Land Development Unit.	Fire protection services are discussed in Section 4.14, Public Services.
NAHC: Native American Heritage Commission; SCAQMD: South Coast Air Quality Management District; EIR: environmental impact report; Caltrans: California Department of Transportation; CDFW: California Department of Fish and Wildlife; SCAG: Southern California Association of Governments; RTP/SCS: Regional Transportation Plan/Sustainable Communities Strategy; PEIR: Program Environmental Impact Report; LACSD: Los Angeles County Sheriff's Department; LACFD: Los Angeles County Fire Department; NOP: Notice of Preparation.		

1.3.2 SCOPE OF PROGRAM EIR

Environmental Issues Analyzed

The City has determined that all environmental issues should be addressed in the Program EIR due to the citywide scope of the Specific Plan. An effort was also made to discuss the issues that were raised by the NOP comments and the comments received at the Scoping Meetings. This Program EIR analyzes potential impacts on the following environmental topics:

- Aesthetics and Visual Quality
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Housing, and Employment
- Public Services
- Parks and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Environmental Analysis

To facilitate the analysis of each environmental issue, a standard format was developed to analyze each issue in Section 4.0 of this Program EIR. This format is described below.

Introduction/Methodology

An introductory statement related to the sources of the information and the analysis in each section is provided. For some sections, a more detailed discussion of the methodology used for the environmental analysis is provided.

Relevant Programs and Regulations

Under each environmental issue, a summary of the existing federal, State, regional, County, and local laws, regulations, and ordinances that directly relate to the environmental issue being analyzed is provided. These are summarized to provide background information about ongoing policies and programs that are in place and to set the regulatory setting under which future

development projects and infrastructure improvements under the proposed Specific Plan would occur.

Existing Conditions

After the regulatory setting, the environmental conditions (as they relate to each environmental issue) that exist in the planning area and the surrounding area are discussed. In accordance with Section 15125 of the State CEQA Guidelines, both the local and regional settings are discussed as they existed when the second NOP was circulated on May 30, 2018. This section provides the baseline conditions with which environmental changes associated with the Specific Plan would be compared and analyzed.

Thresholds of Significance

Section 15126.2 of the State CEQA Guidelines requires that an EIR "identify and focus on the significant environmental effects of the proposed project". "Effects" and "impacts" mean the same under CEQA and are used interchangeably in this EIR. A "significant effect" or "significant impact" on the environment is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (State CEQA Guidelines, Section 15382).

In determining whether an impact is "significant", Section 15064.7 of the State CEQA Guidelines encourages each public agency to develop and publish thresholds of significance to use in determining the significance of an environmental impact. These thresholds may consist of identifiable quantitative, qualitative, or performance-level criteria used to determine non-compliance or compliance. Non-compliance would mean the effect would be significant, and compliance with the thresholds would mean the effect normally would be less than significant.

The City of Westlake Village has not adopted thresholds of significance. Therefore, the significance criteria used in the analysis in Section 4.0 of this EIR are derived from Appendix G of the State CEQA Guidelines. In addition, City policies and standards, as well as thresholds adopted by other public agencies with jurisdiction over select environmental issues, are used as thresholds of significance. Also, accepted technical and scientific data are used in some instances to determine if an impact would be considered significant. An effort has been made to avoid overly subjective significance criteria, which are not based on specific CEQA policies, and to use generally accepted thresholds upon which significance can be determined. These thresholds are used in analyzing the potential impacts of future development allowed under the proposed Specific Plan and planned roadway and infrastructure improvements outlined in the Specific Plan.

Proposed Specific Plan and Regulatory Requirements

A list and brief summary of the Specific Plan goals, policies, standards, and guidelines and existing regulations that would serve to avoid or reduce the adverse impacts from future development and infrastructure projects under the proposed Specific Plan are identified.

Specific Plan Requirements

The goals and policies in the proposed Specific Plan would help achieve the vision of the City for the Specific Plan area, while preventing or reducing potential adverse environmental effects of future development projects. The Specific Plan districts have been developed to regulate land uses and include development standards for future development within each district. In addition, design standards and guidelines that will be used in the design review of all proposed

development projects would reduce some environmental impacts. A number of planned roadway and infrastructure improvements are also proposed in the Specific Plan that would be built to serve existing and future land uses in the planning area and that would reduce impacts from increases in development intensities and densities.

Because these goals and policies, Specific Plan districts and development standards, design standards and guidelines, and infrastructure improvements have been incorporated into the Specific Plan and would have to be complied with by individual development projects allowed under the Specific Plan, they allow the Specific Plan to be self-mitigating to a large extent. These Specific Plan components are discussed under each issue area to account for their effects in reducing the impacts of future development projects and planned roadway and infrastructure improvements. However, because these Specific Plan components would be incorporated into individual projects, either in the design or as part of project implementation, they do not constitute mitigation measures as defined by CEQA.

Regulatory Requirements

Existing regulations and Regulatory Requirements (RRs) include City, State, or federal regulations, laws, and ordinances that serve to avoid or reduce potential environmental impacts and are required for all development proposals independent of CEQA review. Also, a number of ongoing programs and practices can reduce or avoid environmental impacts. Since all future development and planned roadway and infrastructure improvements within the planning area would have to comply with existing regulations and regulatory requirements, they are not listed as mitigation measures but are listed in this section to summarize the regulatory framework under which future development under the Specific Plan would be allowed.

Environmental Impacts

The analyses of environmental impacts of the proposed Specific Plan are presented in this EIR, which identifies the direct and indirect, short-term and long-term, cumulative, and unavoidable impacts from implementation of the Specific Plan. While approval and adoption of the Specific Plan itself would not result in direct or immediate changes to the environment, future development that would be allowed under the Specific Plan could result in environmental changes or impacts. These impacts are attributable to the Specific Plan and therefore, are analyzed in this EIR to the extent feasible. In addition, planned roadway and infrastructure improvements that have been identified in the Specific Plan as necessary to serve and support existing and future developments in the planning area would result in impacts; these are also analyzed in this EIR.

The thresholds of significance (discussed above) provide the basis for distinguishing between impacts that are determined to be significant (i.e., the impact exceeds the threshold of significance) and those that are considered to be less than significant. The analysis is structured to address each threshold, while considering the residual impact after implementing the goals and policies, standards and guidelines, and public improvements in the proposed Specific Plan and after compliance with pertinent regulations.

Where the analysis of a potential effect concludes that the effect is too speculative or subjective for evaluation, that conclusion is noted and the discussion of that effect is ended. Where the analysis determines that a potential effect may (without undue speculation) occur, but is beneficial, that conclusion is noted. Where the analysis indicates that a potential effect is not significant or not adverse with compliance with existing regulations and Specific Plan goals, policies, standards, and guidelines, that conclusion is also noted.

Where the impact analysis determines that a potential effect may (without undue speculation) occur and is found to have a substantial or potentially substantial and adverse impact on existing physical conditions within the planning area, the City, or the surrounding area, and that the impact would remain significant even after compliance with existing regulations and Specific Plan goals, policies, Specific Plan districts and development standards, and design standards and guidelines, that conclusion is noted. A discussion of the needed mitigation is then provided, along with a summary of the impact analysis for each threshold.

Cumulative Impacts

While the extent of environmental changes that would occur with future development projects and infrastructure improvements under the proposed Specific Plan may not be significant, the sum of the impacts of the Specific Plan and other projects that are proposed, planned, or under construction in the surrounding area may be cumulatively considerable, as defined in Section 15065(c) of the State CEQA Guidelines. Section 2.3 of this Program EIR contains a discussion of the overall methodology used to determine the scope of cumulative development projects considered in the cumulative impact analysis. The anticipated environmental changes resulting from the cumulative projects in the surrounding area, from the anticipated development under the Specific Plan, and from infrastructure improvements outlined in the Specific Plan on a cumulative level, are addressed under each environmental issue in Section 4.0 of this EIR.

Mitigation Measures

Where a potentially significant adverse environmental effect has been identified and is not reduced to a level considered less than significant through compliance with the Specific Plan components and regulatory requirements, mitigation measures (MMs) have been recommended. Implementation of the MMs under each environmental issue would avoid or reduce potentially significant adverse impacts that would remain after compliance with the goals, policies, Specific Plan districts and development standards, and design standards and guidelines of the Specific Plan and other pertinent local, State, or federal regulations.

Level of Significance After Mitigation

The level of significance of the identified impacts after compliance with the goals, policies, Specific Plan districts and development standards, and design standards and guidelines of the Specific Plan and existing regulations, and the recommended mitigation measures is noted under each threshold. Unavoidable significant adverse impacts are environmental effects that either cannot be mitigated or that remain significant even after mitigation.

1.4 PUBLIC REVIEW OF THE DRAFT PROGRAM EIR

Upon completion, the Draft Program EIR for the *North Business Park Specific Plan* was distributed to responsible and trustee agencies, other affected agencies, surrounding cities, interested parties, and all parties who requested a copy of the EIR in accordance with CEQA.

A Notice of Completion/Notice of Availability was also published in the *Ventura County Star*. During the 45-day public review period, this Draft Program EIR, including the technical appendices, was made available for review at the following locations:

City of Westlake Village
31200 Oak Crest Drive
Westlake Village, California 91361
(818) 706-1613

Westlake Village Library
31220 Oak Crest Drive
Westlake Village, California 91361
(818) 865-9230

It was also posted on the City of Westlake Village website: http://www.wlv.org/220/Westlake-Village-Business-Park-Specific-?nid=220.

Comments on the Draft Program EIR from public agencies and interested individuals will be accepted during the 45-day public review period extending from March 29, 2019 to May 15, 2019. Comments on the Draft Program EIR should be sent to Scott Wolfe, Planning Director at the City by mail, fax, or email (see contact information below).

Upon completion of the 45-day public review period, written responses will be prepared for all significant environmental issues raised in the comment letters, and the comments and responses will be included in the Final Program EIR. Responses to the comments submitted on the Draft Program EIR will also be provided to the commenting agency or individual at least ten days prior to the City's certification of the Final Program EIR and consideration of the proposed Specific Plan.

1.5 PROJECT SPONSOR AND CONTACT PERSON

The *North Business Park Specific Plan* is a City-sponsored endeavor. All inquiries regarding the Specific Plan and the Program EIR should be directed to:

Scott Wolfe, AICP, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, California 91361
Phone: (818) 706-1613
Fax: (818) 706-1391
scott@wlv.org

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SECTION 2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The City of Westlake Village (City) is located at the northwestern edge of Los Angeles County. The City is located in the eastern section of the Conejo Valley and sits at the base of the Santa Monica Mountains. Jurisdictions surrounding the City include the City of Agoura Hills to the east; the City of Thousand Oaks in Ventura County to the north and west; and unincorporated Los Angeles County land to the south and southeast. Regional access to the City is provided by the Ventura Freeway (U.S. 101), which runs through the northern section of the City in an east-west direction. The regional location of the City is shown in Exhibit 2-1, Regional Location.

2.2 PROJECT SETTING AND CHARACTERISTICS

2.2.1 REGIONAL SETTING

The City is located within the County of Los Angeles, which occupies a 4,084-square-mile area in the Southern California region and consists of 88 incorporated cities and scattered unincorporated areas. The total population in the County is estimated at 10,283,729 persons, within a housing stock of 3,546,853 dwelling units, as of January 2018. The average household size is 3.03 persons per household and the vacancy rate is 5.9 percent (DOF 2018). Employment estimates for May 2018 show the County's labor force at 5,130,400 persons with a 4.0 percent unemployment rate (EDD 2018).

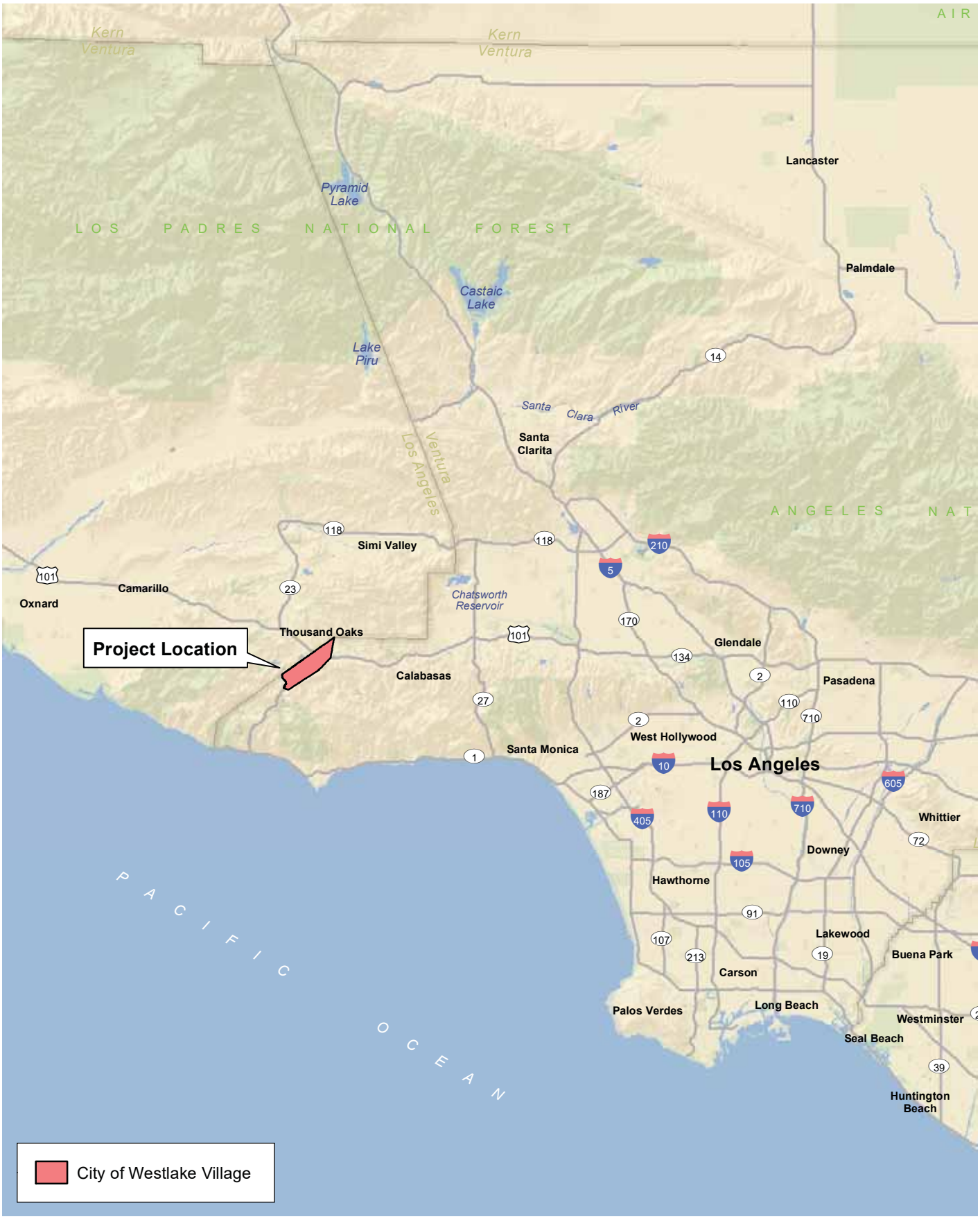
The Conejo Valley is an elevated area in northwestern Los Angeles County and southeastern Ventura County. The valley is bound by the San Fernando Valley on the east, the Simi Hills on the north, the Santa Monica Mountains on the south, and the Conejo Hills on the west. This area is occupied by the Cities of Westlake Village, Agoura Hills, and Thousand Oaks and the communities of Newbury Park, Westlake, Oak Park, and Agoura.

2.2.2 LOCAL SETTING

The City of Westlake Village covers 5.62 square miles and is located 38 miles northwest of downtown Los Angeles and 9.0 miles north of the Pacific Ocean. The total population in the City is estimated at 8,358 persons, within a housing stock of 3,386 dwelling units, as of January 2018. The average household size is 2.54 persons per household and the vacancy rate is 4.4 percent (DOF 2018). Employment estimates for May 2018 show the City's labor force at 4,100 persons with a 2.5 percent unemployment rate (EDD 2018). There were approximately 13,886 jobs in the City in 2015 (SCAG 2017) and 14,954 jobs in 2016 (SRHA 2018).

Westlake Lake is a man-made lake created as part of the Westlake Village planned community, which is located in both Los Angeles County and Ventura County. Approximately $^{2}/_{3}$ of the planned community has been incorporated into the City of Thousand Oaks and $^{1}/_{3}$ became the City of Westlake Village, which is a suburban community with large areas of open space and is developed primarily with low density residential land uses. Commercial uses are present north of the U.S. 101 Freeway and at some major roadway intersections. Industrial uses are confined to the northern section of the City.

The Specific Plan area (or planning area) covers approximately 200 acres of land in the northern section of the City. It includes 17 acres of public rights-of-way (roadways) and 183 acres of privately owned land consisting of 54 parcels. The planning area is bound by the U.S. 101 on the



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Regional Location

Exhibit 2-1

North Business Park Specific Plan Draft Program EIR

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south, Lindero Canyon Road on the east, Thousand Oaks Boulevard on the north, and the City limits on the west.

The proposed Specific Plan anticipates future development in the northern two-thirds of the planning area (known as the "Focus Area"); since the southern section is developed with relatively new land uses (i.e., Oaks Christian Middle and High Schools, Calvary Church, Westlake Village Studios, Four Seasons Hotel, and Dole Headquarters Office) which are expected to remain in place. This northern section includes 112 acres in 49 private parcels with 17 acres of public rights-of-way. Existing land uses include a variety of business park and commercial land uses, including general office, light industrial, auto repair, distribution, and warehousing. Service uses occupy some of the multi-tenant space. The area is essentially built-out and the majority of parcels are less than 2 acres in size. However, infrastructure improvements are proposed by the Specific Plan within the entire 200-acre planning area.

South of U.S. 101 is the Westlake Golf Course; east of Lindero Canyon Road are commercial and office spaces and the Valley Oaks Memorial Park Cemetery; north of Thousand Oaks Boulevard are residential uses, undeveloped land, and a community park/YMCA; and west of the City-County line is land within the City of Thousand Oaks that is developed with business parks and office buildings.

Exhibit 2-2, Local Vicinity, shows the boundaries of the Specific Plan area and its location within the City of Westlake Village. Exhibit 2-3, Specific Plan Area, shows the extent of the Specific Plan Area and the Focus Area.

Aesthetics

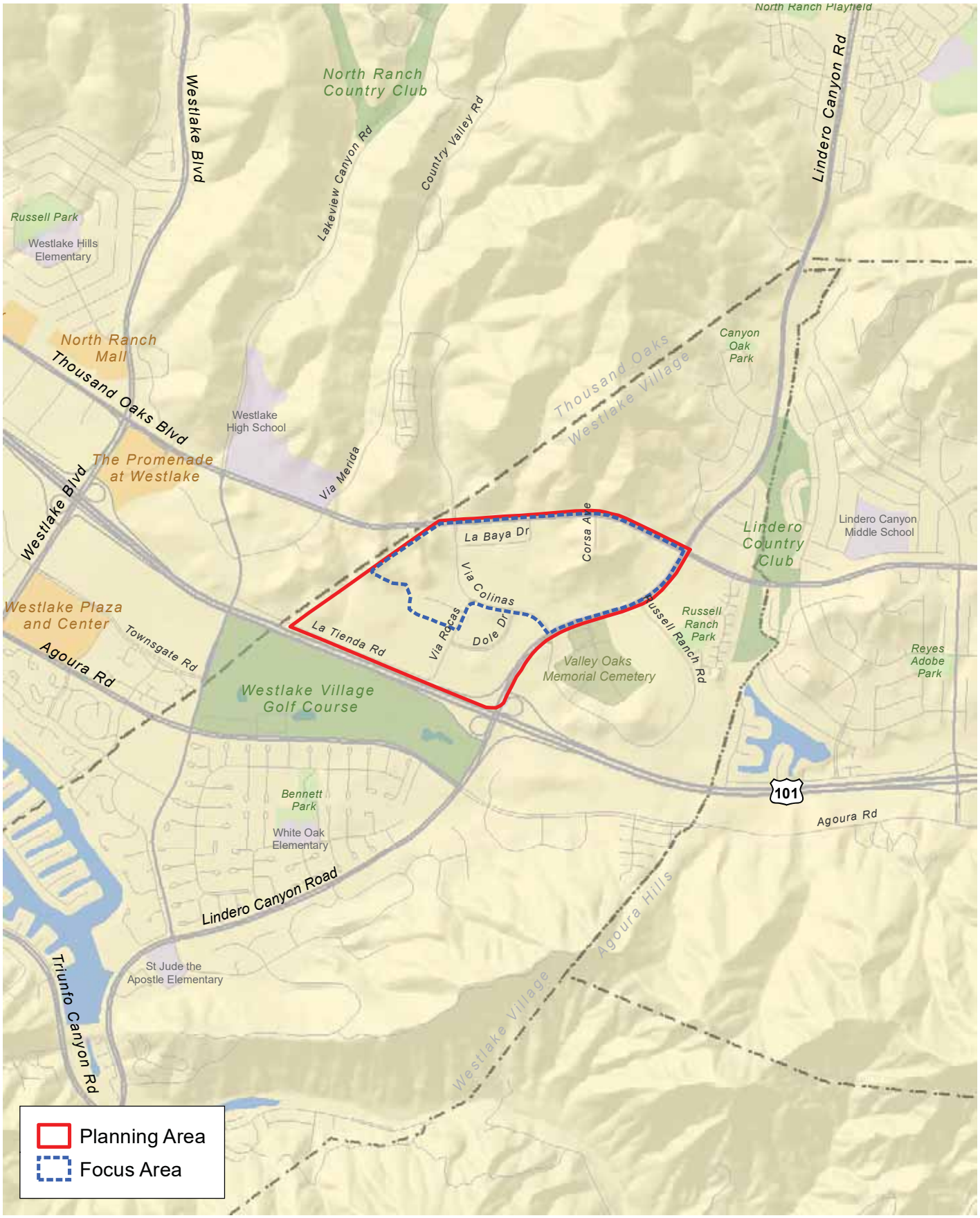
The City is primarily developed with low density residential land uses. However, the Specific Plan area supports commercial and industrial developments and does not contain any residential uses. The southwestern section of the planning area is developed with schools and a church. The southeastern section is developed with a hotel, production studios, and an office building. The northeastern section is developed with office and commercial uses, and the central and northwestern sections are developed with light industrial uses and business parks. Landscaped parkways and medians define public views along roadways. Views of the base of the Simi Hills to the north and the distant Santa Monica Mountains to the south are readily available and provide an aesthetic backdrop for the City and the planning area. Aesthetics and visual quality are discussed in Section 4.1 of this Program EIR.

Agriculture and Forest Resources

No agricultural uses are in or near the planning area or the City. Also, no forest lands or timberland is present in the planning area. The Santa Monica Mountains National Recreation Area includes the southern section of the City and covers approximately 150,150 acres of the Santa Monica Mountains, but this area is located over 2 miles south of the planning area. Agriculture and forest resources are discussed in Section 4.2 of this Program EIR.

Air Quality

The planning area and Westlake Village are located within the South Coast Air Basin (SoCAB), which is currently classified as a State nonattainment area for ozone (O_3), respirable particulate matter with a diameter of 10 microns or less (PM10), and fine particulate matter with a diameter of 2.5 microns or less (PM2.5); the SoCAB is listed as an attainment area for carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and sulfates. The SoCAB is classified as



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Local Vicinity

Exhibit 2-2

North Business Park Specific Plan Draft Program EIR

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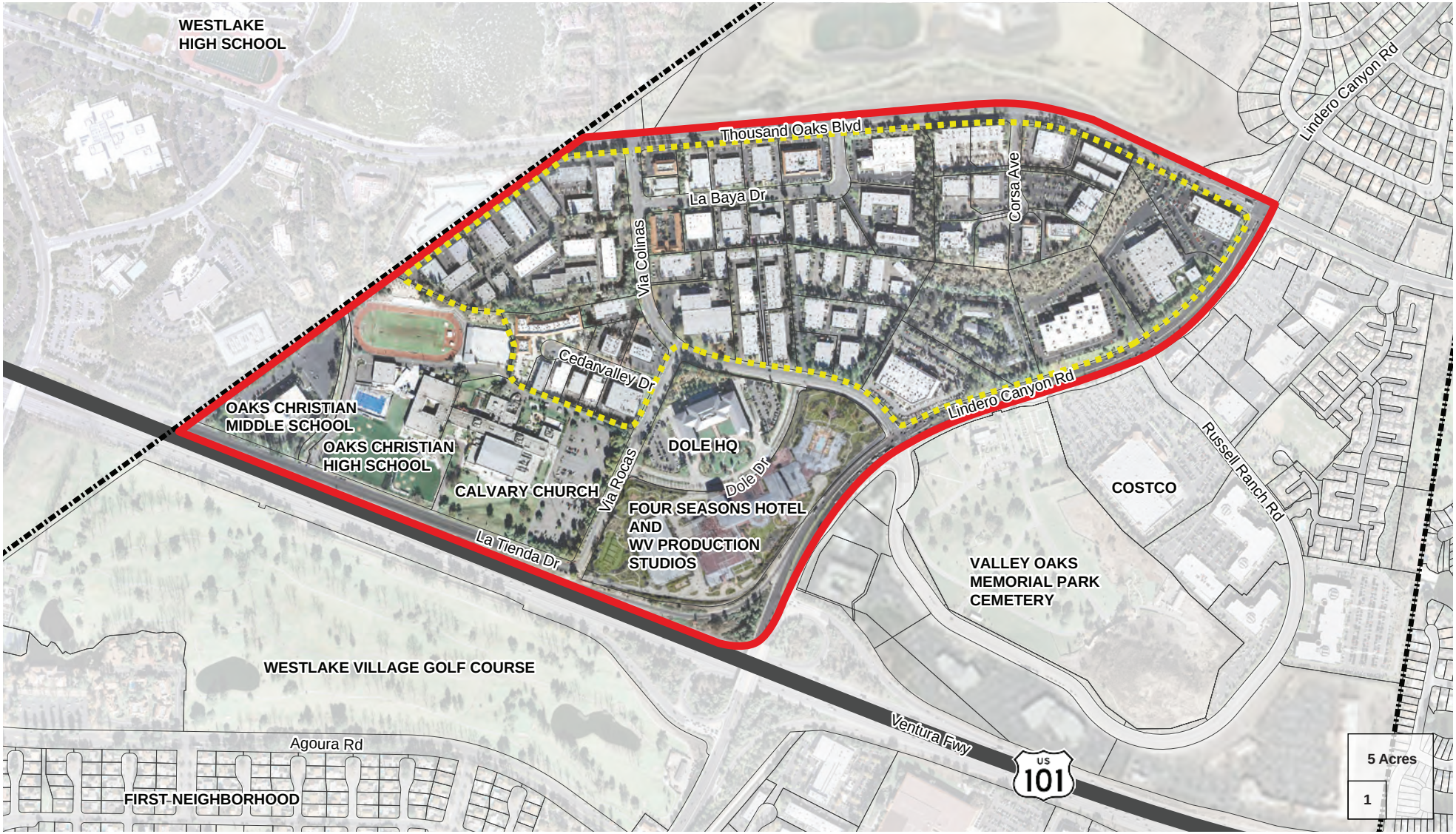

Source: Civic Solutions 2018

Specific Plan Area

Exhibit 2-3

North Business Park Specific Plan Draft Program EIR

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a federal nonattainment area for 8-hour O_3, PM2.5, and lead (Los Angeles County portion), and it currently meets the federal standards for CO and SO_2 (CARB 2018). Existing developments in the planning area generate emissions from vehicle trips, electrical power and natural gas consumption, and the use of architectural coatings and consumer products. Air quality is discussed in Section 4.3 of this Program EIR.

Biological Resources

Vegetation within the developed area of the City consists largely of non-native ornamental trees, grasses, and shrubs that are typical of urban landscaped areas. Open space areas that support native vegetation are found in the southern section and the north end of the City, which remain largely undeveloped. The planning area is developed with urban land uses and supports plants and animal species commonly found in landscaped areas (i.e., parkways, street medians, property setbacks, open fields, parking fingers, slopes, and decorative gardens). Biological resources are discussed in Section 4.4 of this Program EIR.

Cultural Resources and Tribal Cultural Resources

The Conejo Valley area was once inhabited by Native Americans known as the Chumash. Development in the City was limited in the early part of the twentieth century prior to its incorporation. Business parks and commercial uses in the planning area were only developed starting in the 1970s. No archaeological resources have been recorded within the planning area, but a number of prehistoric lithic scatters and prehistoric shell middens with lithic scatters have been found near the planning area. Also, no paleontological resources have been found within the planning area, but fossils have been found from the same sedimentary units that occur in the planning area (McLeod 2013). The planning area is entirely developed and therefore, no cultural resources are expected to be exposed on the ground surface. Cultural resources are discussed in Section 4.5 and tribal cultural resources are discussed in Section 4.17 of this Program EIR.

Geology and Soils

The City is located within the Conejo Valley at the foot of the Santa Monica Mountains. The planning area has slightly rolling topography, with higher elevations at the northeastern and northwestern corners. Ground elevations range from 960 feet above mean sea level (msl) at the southern edge of the planning area to 1,080 feet above msl at the northwestern edge and 1,180 feet above msl at a small hill west of Lindero Canyon Road and south of Thousand Oaks Boulevard (USGS 2018).

The City is underlain by Tertiary[1] volcanic rocks (Tv) in the southern section, Tertiary sedimentary rocks (M) in the northwestern section, and Quaternary[2] deposits (Q) in the central and northeastern sections. The planning area is underlain mainly by Middle Miocene[3] marine deposits that formed during the Tertiary period, except for an area at the northeastern section that is underlain by Quaternary alluvium (CDOC 2018a). No known earthquake fault traces are present in the City or the planning area, except for a Pre-Quaternary fault trace south of Westlake Lake. The nearest faults to the planning area are the Boney Mountain Fault (approximately 2.6 miles to the west) and the Chatsworth Fault (approximately 6.2 miles to the northeast) (CDOC 2018b). Geology and seismicity issues are discussed in Section 4.6 of this Program EIR.

1 The Tertiary Period refers to the geologic time from 1.6 to 65 million years before present (BP).
2 The Quaternary Period refers to the geologic time from the present to 1.6 million years BP.
3 The Miocene Epoch is part of the Tertiary Period and refers to the geologic time from 5.3 to 24 million years BP.

Greenhouse Gases

Greenhouse gases (GHGs), such as carbon dioxide, methane, nitrous oxide, and fluorinated gases, have the potential for trapping heat in the atmosphere, resulting in global warming. California was estimated to generate 440 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2015 (CARB 2017), while the SCAG region was estimated to generate 150 $MMTCO_2e$ in 2012 (SCAG 2015). The use of fossil fuels in the transportation sector (such as automobiles, trucks, and airplanes) is the single largest source of GHG emissions. Other sources include electric power generation, industrial activities, commercial and residential developments, agriculture, and forestry. GHGs are discussed in Section 4.7 of this Program EIR.

Hazards and Hazardous Materials

The planning area and the surrounding areas are largely developed with a variety of land uses that use or produce hazardous materials and/or hazardous wastes. These include businesses involved in manufacturing and industrial processes, painting, printing, auto repair, dry cleaning, electronics, and similar activities. Past industrial land uses have led to soil and groundwater contamination at the southern section of the planning area along La Tienda Drive (parcels now developed with the Four Seasons Hotel, Calvary Church, and Oaks Christian School). In 2017, DTSC determined that the residual chemicals on the Calvary Church and Oaks Christian School sites do not pose any potential health risks for the industrial/commercial use of the property and the case was closed (DTSC 2018a, 2018b). Contaminated soils were removed, and a dewatering system was installed at the Four Seasons Hotel site to extract groundwater and treat it before disposal into the sewer system (SWRCB 2018b).

No major pipelines carrying gas or hazardous materials run through the City or the planning area. The planning area is not located within the flight tracks of aircraft going to and from the Camarillo Airport, the nearest airport. The planning area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2011). Hazards and hazardous materials are discussed in Section 4.8 of this Program EIR.

Hydrology and Water Quality

The City of Westlake Village is located in the northern (upper) section of the watershed of Malibu Creek, with storm waters from the City entering Westlake Lake and Triunfo Creek. Triunfo Creek flows southeasterly toward Malibu Creek, which then flows southerly into the Santa Monica Bay (Malibu Creek Watershed Management Group 2016).

Storm drainage in the planning area is provided by underground reinforced concrete pipes under major streets. These storm drains discharge flows into Triunfo Creek. Malibu Creek, Westlake Lake, and Triunfo Creek are listed as “impaired” water bodies for various pollutants, under Section 303(d) of the Clean Water Act (SWRCB 2018a).

The City of Westlake Village is underlain by the Russell Valley and Thousand Oaks groundwater basins, which are both unadjudicated basins. A small portion of these basins underlie the planning area. Groundwater levels in the well nearest the planning area (within the Thousand Oaks groundwater basin) was monitored at 887 feet above mean sea level (msl) or about 24 feet below the ground surface (DWR 2018). Based on ground elevations at the planning area, groundwater could be present approximately 73 feet below the surface at the southern edge of the planning area; approximately 153 to 193 feet below the surface at the northern edge; and 293 feet below the surface west of Lindero Canyon Road and south of Thousand Oaks Boulevard. Hydrology and water quality are discussed in Section 4.9 of this Program EIR.

Land Use

The planning area is developed with commercial office buildings, school, church, hotel, and several business parks. Oaks Christian School and Calvary Church are located at the southwestern section of the planning area, north of U.S. 101 and La Tienda Drive, and west of Via Rocas. The Four Seasons Hotel, Westlake Village Studios, and Dole Headquarters Office are located at the southeastern section of the planning area, north of U.S. 101, east of Via Rocas, and west of Lindero Canyon Road. Office uses are located at the northeastern section of the planning area along Lindero Canyon Road, north of Via Colinas and south of Thousand Oaks Boulevard. Business parks are located at the northwestern and northern sections of the planning area, south of Thousand Oaks Boulevard and on both sides of Via Colinas. These business parks are occupied by office and light industrial uses, auto repair shops, distribution centers, and warehouses.

Table 2-1 provides the land area and floor area of existing land uses within the planning area, while Exhibit 2-4, Existing Land Uses, shows existing land uses in the planning area. Land use issues are discussed in Section 4.10, Land Use and Planning, of this Program EIR.

TABLE 2-1
EXISTING DEVELOPMENT WITHIN THE SPECIFIC PLAN AREA

Land Use	Land Area (acres)	Floor Area (sf)
Office	45.09	949,872
Industrial	26.97	466,342
Flex space	37.57	563,570
Home Improvement Retail	12.31	210,035
Hotel	13.82	473,685
Studios	5.92	202,860
Church	16.59	685,371
School	24.81	508,646
Subtotal	*183.08*	4,060,471
Public Rights-of-Way	16.92	–
Total	**200.00**	***4,060,471***

sf: square feet

Source: Civic Solutions 2018.

Mineral Resources

No oil, gas, or geothermal resources are present in the City of Westlake Village or the surrounding area. Also, no regionally or locally significant aggregate resources are in the City or the surrounding area. Mineral resources are discussed in Section 4.11 of this Program EIR.

Noise

Major noise sources in the planning area include vehicles on U.S. 101 and major roadways, such as Lindero Canyon Road and Thousand Oaks Boulevard. Other noise sources include outdoor activities at the school, church and other existing developments; loading and unloading operations at scattered locations; and outdoor and landscape maintenance equipment. Noise is discussed in Section 4.12 of this Program EIR.

Aerial Source: Esri DigitalGlobe 2017

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Existing Land Uses

Exhibit 2-4

North Business Park Specific Plan Draft Program EIR

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650 325 0 650 Feet

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Population, Housing, and Employment

The City has a resident population of 8,358 persons and a housing stock of 3,386 dwelling units as of January 2018. The average household size is 2.54 persons per household, and the housing vacancy rate is 4.4 percent (DOF 2018).

The City has over 640 commercial and light industrial businesses that employ approximately 14,954 persons (SRHA 2018). There are approximately 5,157 employees in the Focus Area, representing approximately 34.5 percent of the City's employment base. According to the California Employment Development Department (EDD), Westlake Village's labor force consisted of 4,100 persons in May 2018, of which 100 persons were unemployed (EDD 2018).

The planning area is entirely developed but does not include any residential land uses. Nearby residential uses include the Hidden Canyon community is located on Via Colinas, north of Thousand Oaks Boulevard in the City of Thousand Oaks. The Westlake Canyon Oaks community is located along Lindero Canyon Road, north of Thousand Oaks Boulevard (northeast of the planning area). The Westlake Renaissance community is located along the eastern boundary of the City, south of Thousand Oaks Boulevard (east of the planning area). Other residential communities in the City are located south of U.S. 101. Population, housing, and employment are discussed in Section 4.13 of this Program EIR.

Public Services and Utilities

Existing public services and utilities serving the City are identified below. Additional information regarding existing and planned facilities/infrastructure is provided in Section 4.14, Public Services, and Section 4.17, Utilities and Service Systems.

- **Fire Protection:** The Los Angeles County Fire Department provides fire protection and emergency services to the City and the planning area, with Fire Station 144 located in the central section of the City.
- **Police Protection:** The Los Angeles County Sheriff's Department provides police protection and law enforcement services to the City and the planning area through the Malibu/Lost Hills Sheriff's Station.
- **Schools:** The Las Virgenes Unified School District (LVUSD) provides school services to the planning area. Oaks Christian School is a private school located at the southern section of the planning area.
- **Libraries:** The Los Angeles County Public Library System provides library services to the City through the Westlake Village Library.
- **Water and Sewer Facilities:** The Las Virgenes Municipal Water District (LVMWD) provides water and wastewater services to the City and the planning area.
- **Solid Waste Disposal:** Waste Management provides waste collection services in the City, with final waste disposal mainly at the Simi Valley Landfill and Recycling Center and the Calabasas Landfill (CalRecycle 2018).
- **Dry Utilities:** The Southern California Edison Company (SCE), Southern California Gas Company (SCG), AT&T, and Spectrum provide electrical power, natural gas, telephone, and cable television services, respectively, to existing developments in the planning area and in the City. AT&T and Spectrum also provide telecommunication (i.e., internet) services.

Parks and Recreation

The City of Westlake Village has seven public parks covering a total of approximately 35.2 acres. The Westlake Village Community Park is an 18-acre park located immediately north of the Specific Plan area across Thousand Oaks Boulevard. In addition, various residential neighborhoods include common open space and recreational facilities, and large undeveloped areas are preserved as watershed (by the LVMWD) or as permanent open space/public parkland (within the Santa Monica Mountains National Recreation Area) in the southern section of the City.

Public parks in adjacent cities, regional parks, and private recreational facilities are also available to area residents. Parks and recreation are discussed in Section 4.15 of this Program EIR.

Transportation

Regional access to the City is provided by U.S. 101, which runs in an east-west direction across the northern section of the City. Major streets in the City include Lindero Canyon Road, Thousand Oaks Boulevard, Agoura Road, and Triunfo Canyon Road. The planning area is just north of U.S. 101 and is northwest of the freeway on- and off-ramps at Lindero Canyon Road. Local roads in and near the planning area include Lindero Canyon Road, Thousand Oaks Boulevard, Via Colinas, Via Rocas, La Baya Drive, La Tienda Drive, Corsa Avenue, and Cedarvalley Drive.

Bus transit services in and near the City are provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) commuter express buses, Thousand Oaks Transit (TOT), and Ventura County Transportation Commission (VCTC) buses and the Westlake Village Transit and Village Trolley. Transportation and circulation are discussed in Section 4.16 of this EIR.

2.2.3 RELEVANT PLANNING CONSIDERATIONS

Regional Plans

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for the Counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated MPO, SCAG is mandated by the federal government to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG has developed several regional plans to address growth and development in these counties and to provide a unified effort in addressing the needs, opportunities, resources, and issues that face the region. The Regional Comprehensive Plan is discussed in Section 4.10, Land Use and Planning; the Regional Housing Needs Assessment (RHNA) is discussed in Section 4.13, Population, Housing and Employment, and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is discussed in Section 4.16, Transportation, of this Program EIR.

Other regional plans that apply to development within the City and the region include the Los Angeles County Metropolitan Transportation Authority's (Metro) Los Angeles County Congestion Management Program (CMP); the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP); and the Los Angeles Regional Water Quality Control Board's (RWQCB's) *Water Quality Control Plan for the Los Angeles Region*. These plans are discussed under pertinent environmental issues in Section 4.0 of this Program EIR.

Local Plans

A number of plans and policies regulate development in the City. These are discussed below.

Westlake Village General Plan

The State's Planning, Zoning, and Development Laws (*California Government Code,* Sections 65000–66037) call for the preparation, review, and revision of a General Plan for each county and city. Section 65300 of the *California Government Code* states:

> Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302.

The General Plan for the City of Westlake Village that was adopted in 1993 (with the Housing Element last updated in 2014) contains goals, objectives, policies, and programs for the development of land and the conservation of resources within the City. The General Plan regulates all development within the incorporated areas of the City. It contains four major chapters: Chapter 1, Community Development; Chapter 2, Infrastructure and Community Services; Chapter 3, Natural Resources; and Chapter 4, Hazards.

In 2017, the City initiated an update to the City's General Plan to update technical information and reaffirm its goals and policies; the update is currently in progress. The proposed General Plan includes the same chapters as the current General Plan: Chapter 1, Community Development – addresses land use and housing issues; Chapter 2, Infrastructure and Community Services – addresses circulation, utilities, institutional facilities, public safety, recreation, and solid waste/source reduction and recycling; Chapter 3, Natural Resources – addresses biological resources, visual resources/scenic highways, open space, watershed areas, scarce resources, and air quality; and Chapter 4, Hazards – addresses geologic, seismic and flooding hazards, fire hazards, and noise. It is anticipated that the proposed General Plan would be adopted prior to the adoption of the proposed Specific Plan. Thus, this EIR addresses both the current and proposed General Plan.

In the current Land Use Plan of the City, which will be included in the proposed Westlake Village General Plan, the planning area has the following land use designations: Business Park, General Commercial, and Institutional.

Westlake Village Municipal Code

The Westlake Village Municipal Code (including the City's Zoning Regulations in Article 9 of the Municipal Code) regulates land use, development, operations, and activities in the City. The Code seeks to protect and promote the City's public health, safety, comfort, convenience, prosperity, and general welfare. The Zoning Regulations contain development standards and design regulations for new development in the City and serves as the main implementation tool for the Land Use Plan in the City's General Plan.

The planning area contains the following zones: Business Park, Commercial Planned Development, and Public/Institutional.

City of Westlake Village 2025 Strategic Plan

The *City of Westlake Village 2025 Strategic Plan* is an update of its 2015 Strategic Plan and outlines the City's vision for its future by articulating its values, goals, strategies, and implementation programs to achieve its vision. The vision statement in the Strategic Plan states that Westlake Village is a "unique master-planned community with a special small town charm" and wants to remain as it is today, with its "beautiful, natural setting and well-maintained streets, landscaping and infrastructure" with a high quality of life, vibrant and small town charm, open space, parks and public gathering areas, and outstanding public services, programs and capital projects. The Strategic Plan also includes the City's external community core values for public safety, quality of life, active and engaged citizenry, unique setting, education, economic development, collaboration, effective local government and lance of land uses, along with internal organizational core values of dedication to service, excellence, fiscal responsibility, transparency and openness, honesty, integrity and accountability, contract service orientation and teamwork. The Strategic Plan will guide the City Council by considering the core values in all its actions and decisions to achieve the long-term vision of the community. It also calls for a yearly review of the Strategic Plan, a community survey in 2020, and an advisory committee to refine the Strategic Plan programs and strategies in the future (Westlake Village 2016).

2.3 CUMULATIVE DEVELOPMENTS

Section 15130 of the State CEQA Guidelines states that cumulative impacts shall be discussed in an EIR where identified environmental impacts are potentially "cumulatively considerable", which is defined in Section 15065(a)(3) as "significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects".

Section 15130(b)(1) of the State CEQA Guidelines describes two allowable methods to determine the scope of projects to be considered in the cumulative impact analysis, as follows:

(1) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

(2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The cumulative impact analysis under each environmental issue in Section 4.0 of this EIR uses both methods.

2.3.1 PLANNED, PROPOSED AND RECENT PROJECTS

There are ongoing developments in the City of Westlake Village and the surrounding areas that have been recently built; are proposed; or are currently planned. These developments could occur at the same time as future development under the proposed Specific Plan and thus, would contribute to area-wide environmental impacts. Thus, these developments need to be considered in the analysis of the Specific Plan's cumulative impacts.

The first method includes an identification of planned development projects near the planning area. In consultation with the Cities of Westlake Village, Thousand Oaks, and Agoura Hills, planned, proposed, and recent projects have been identified within five miles of the planning area and are listed in Table 2-2.

TABLE 2-2
PLANNED, PROPOSED, AND RECENT PROJECTS

Address	Proposed Development	Status
City of Westlake Village		
31107 Thousand Oaks Boulevard	YMCA - 48,066 square foot (sf) recreation center at the Westlake Village Community Park	Final construction - opening in spring 2019
City of Agoura Hills		
30440 Agoura Road	Hilton Foundation – 59,172 sf office and maintenance areas and 8,438 sf office amenity	Proposed
30800 Agoura Road	46 condominium units	Proposed
29515 and 29515 Agoura Road	Huntington Hotel – 225 rooms	Proposed
29621 Agoura Road	Agoura Landmark – 69,867 sf industrial	Proposed
28888 Roadside Drive	Whizin Market – 20,650 sf additional retail and restaurant floor area	In Review
Agoura Road	Utopia Hills – 46,987 sf mixed use (retail, restaurant, office, townhomes)	In Review
SEC Kanan and Agoura Roads	The Avenue mixed use (118 dwelling units, hotel, restaurant, office)	In Review
SWC Kanan and Agoura Roads	Agoura Kanan Village mixed use (64 dwelling units, retail, restaurant, office	In Review
28902 Agoura Road	15 dwelling units and 9,803 sf retail	In Review
28600 Canwood Street	103,000 sf industrial park	In Review
29431 Agoura Road	49,000 sf gym and restaurant	In Review
SEC Agoura and Cornell Roads	Mixed use office, retail and 35 du	In Review
29353 Canwood Street	86-bed senior care facility	In Review
City of Thousand Oaks		
Thousand Oaks Specific Plan – along Thousand Oaks Boulevard from Duesenberg Drive and Moorpark Road	Mixed use developments, circulation and infrastructure improvements on 345 acres that would add 375 units and 611,500 sf of commercial uses	Approved Specific Plan
271 Erbes Road	19-unit apartment building	Incomplete
299 Thousand Oaks Boulevard	4-story mixed use with 142 apartment units and retail use	Pending
2539 Thousand Oaks Boulevard	Mixed use with 4 residential units	Pending
111 Jensen Court	5-unit apartment	Approved
3236 Royal Oaks Drive	6-unit apartment	Under construction
1816 Los Feliz Drive	7 townhouse units	Pending
135 Conejo School Road	40-unit apartment	Under construction
2080 East Hillcrest Drive	9 single-family dwelling units	Approved
1815 Los Feliz Road	45-unit apartment	Under construction
Mayflower and Warwick Avenues	20 single-family dwelling units	Under construction
2000 Upper Ranch Road	13 single-family dwelling units	Under construction
Hillcrest and Lonestar Drives	7 single-family dwelling units	Under construction
950 Warwick Avenue	23 townhouse units	Approved
2198 Moorpark Road	Service station with food mart	Pre-application
244 Thousand Oaks Boulevard	Microbrewery	Pending
299 Thousand Oaks Boulevard	142 dwelling units	Pre-application
2219 Thousand Oaks Boulevard	Mixed use project	Approved

TABLE 2-2
PLANNED, PROPOSED, AND RECENT PROJECTS

Address	Proposed Development	Status
145 Hillcrest Drive	Restaurant	Under construction
225 Hillcrest Drive	2 restaurant buildings (8,813 sf)	Pre-application
980 Warwick Avenue	82-bed memory care facility	Pending
95 Duesenberg Drive	89-bed assisted living facility	Approved
971 Westlake Boulevard	6,000-sf retail building	Pending
2539 Thousand Oaks Boulevard	Mixed use project with 4 residential units	Pending
1708 Thousand Oaks Boulevard	Mixed use development	Under construction
3610 Thousand Oaks Boulevard	5-story wing addition and parking structure to Hyatt Westlake	Approved
2612 East Avenida de los Arboles	Sapwi Trails Community Park	Under construction
750 Erbes Road	Church expansion	Approved
2650 Willow Lane	Industrial Building	Pending
Sources; LLG 2018, City of Thousand Oaks 2011, 2018.		

A number of other smaller developments (e.g., fewer than five dwelling units, minor expansions, and replacement projects) are proposed in the Cities of Thousand Oaks and Agoura Hills or are located more than 5 miles from the North Business Park Specific Plan area. These are not individually considered as cumulative developments, but are accounted for in the second method, which focuses on regional projections for future increases in population, housing, and employment.

2.3.2 REGIONAL GROWTH AND DEVELOPMENT

The proposed Specific Plan establishes goals and policies to guide long-term development within the planning area. With no specific timeline for future development, it is anticipated that future development would be incremental over time as individual parcels or a group of parcels are proposed for redevelopment by the property owners. Similarly, SCAG's growth projections (for population, housing, and employment) that were prepared as part of the RTP/SCS provide estimates of long-term development within the region, including the City. Therefore, the cumulative impacts of the Specific Plan are considered in light of other anticipated growth in the region.

The City of Westlake Village is part of SCAG's Las Virgenes Subregion, which is located within the Los Angeles County region of SCAG's six-county region. Therefore, the cumulative impact analysis in this Program EIR considers the environmental impacts of the proposed Specific Plan in combination with the potential environmental impacts of regional growth as projected in the Integrated Growth Forecasts for the Las Virgenes Subregion through the year 2040.

In compliance with Section 15130(b)(1)(B) of the State CEQA Guidelines, this approach provides for the consideration of the combined effect of similar impacts (e.g., growth-focused, long-term, and program-level for all areas of the City and Las Virgenes Subregion). This future growth is based on regional projections within the same time frame as the anticipated buildout of the planning area (through the year 2040) that could be cumulatively considerable, when evaluated with the impacts of the proposed Specific Plan.

Table 2-3 summarizes the growth projections for the City of Westlake Village, the Las Virgenes Subregion, Los Angeles County, and the SCAG region between 2020 and 2040.

TABLE 2-3
REGIONAL GROWTH PROJECTIONS

Area	Forecast	2020	2035	2040	2020-2040 Change
City of Westlake Village	Population	8,400	8,600	8,800	4.76%
	Households	3,300	3,400	3,500	6.06%
	Employment	14,600	15,500	15,900	8.90%
Las Virgenes Subregion	Population	86,982	90,070	91,520	5.22%
	Households	31,716	32,859	33,338	5.11%
	Employment	64,141	67,065	68,759	7.20%
Los Angeles County	Population	10,326,200	11,145,100	11,514,800	11.51%
	Households	3,493,700	3,809,300	3,946,600	12.96%
	Employment	4,662,500	5,062,100	5,225,800	12.08%
SCAG Region	Population	19,395,500	22,138,800	22,138,800	14.14%
	Households	6,415,000	7,412,300	7,412,300	15.55%
	Employment	8,507,100	9,871,500	9,871,500	16.04%

SCAG: Southern California Association of Governments

Source: SCAG 2016b, 2016c and 2015.

As shown, the City is projected to have as many as 8,800 residents within 3,500 households by 2040, along with 15,900 jobs. This will make up approximately 9.6 percent of the population, 10.5 percent of the housing stock, and 23.1 percent of the employment base in the Las Virgenes Subregion. Growth in the City is anticipated to be much less than growth in the County or the SCAG region. Since future development under the proposed Specific Plan has not been accounted for in these regional projections, the anticipated increases in population and housing that may occur with implementation of the Specific Plan would be additive to the citywide and regional growth projections, while the decrease in non-residential development and associated employment would represent reductions in job growth projections.

Section 15130(b)(3) of the State CEQA Guidelines states that “lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used”. Unless otherwise indicated in the analysis in Section 4.0, the geographic scope used in the cumulative analysis includes the Las Virgenes Subregion, for the reasons discussed above. However, there are environmental issues whose relevant geographic scope for purposes of cumulative impact analysis may be larger or smaller than this subregion, and may be defined by local, regional, or State agency jurisdiction or by environmental factors. One example is the geographic scope of cumulative air quality impacts, defined by the SCAQMD to encompass the SoCAB. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. This air basin is larger than the Las Virgenes Subregion and is noted in the analysis of cumulative air quality impacts.

Conversely, the geographic scope of cumulative aesthetic impacts is limited to anticipated growth and development within immediately adjacent jurisdictions that share viewsheds or lines of sight with the planning area. Therefore, consideration of proposed developments near the planning area in the Cities of Westlake Village, Thousand Oaks, and Agoura Hills would provide a more relevant discussion of the cumulative aesthetic impacts of the proposed Specific Plan. Where the geographic scope of the cumulative impact analysis under each issue varies from the Las

Virgenes Subregion, this is noted below in Table 2-4 and at the start of the cumulative impact analysis under each issue.

Table 2-4 summarizes the generalized geographic areas associated with the environmental Issues addressed in Section 4.0, using the following categories: global, Statewide, regional (i.e., Las Virgenes Subregion), local (i.e., planning area and surrounding areas), and other specific areas, as defined below.

TABLE 2-4
GEOGRAPHIC SCOPE OF CUMULATIVE IMPACT ANALYSIS

Environmental Issue	Cumulative Geographic Areas
Aesthetics	City and surrounding areas
Agriculture and Forest Resources	City and surrounding areas
Air Quality	South Coast Air Basin
Biological Resources[a]	Planning Area, City, and Region
Cultural Resources	City and Conejo Valley
Geology and Soils	Conejo Valley
Greenhouse Gases	Global
Hazards and Hazardous Materials	Surrounding areas and Conejo Valley
Hydrology and Water Quality	Malibu Creek Watershed
Land Use and Planning	City, Conejo Valley, and Las Virgenes Subregion
Mineral Resources	Surrounding areas and City
Noise	Surrounding areas and City
Population and Housing	Las Virgenes Subregion
Public Services[b] Fire Protection Police Protection School Services Library Services Other Services	 Los Angeles County/Ventura County Los Angeles County LVUSD service area Los Angeles County City and Las Virgenes Subregion
Recreation	City and Las Virgenes Subregion
Transportation and Traffic	Surrounding areas and Las Virgenes Subregion
Tribal Cultural Resources	Conejo Valley
Utilities and Service Systems[c] Water and Sewer Services Solid Waste Disposal Power and Natural Gas Services Telecommunication Services	 LVMWD service area Las Virgenes Subregion Southern California Southern California

LVUSD: Las Virgenes Unified School District; LVMWD: Las Virgenes Municipal Water District

[a] dependent on specific resource affected
[b] dependent on service area of each public service agency
[c] dependent on service areas of each utility provider

Each environmental issue in Section 4.0 of this Program EIR provides a "cumulative impacts" subsection that includes the issue-specific cumulative impact analysis. Section 15130(b)(1) of the State CEQA Guidelines states that the cumulative impact discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone, and should focus on the cumulative impact to which the identified other projects contribute.

This Program EIR considers Citywide and regional programs directed at mitigating the cumulative impacts of growth and development, such as those instituted for urban runoff related to water quality impacts. Where there is an issue-specific geographic scope or an applicable regional program, these are discussed within the cumulative impact subsection of each environmental issue addressed in Section 4.0 of this Program EIR.

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SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The City of Westlake Village (City) is located at the western end of Los Angeles County, east of the Los Angeles County-Ventura County line. The City covers 5.62 square miles of land and is bound by the City of Agoura Hills to the east, the City of Thousand Oaks to the north and west, and unincorporated Los Angeles County land to the southeast and south. Regional access to Westlake Village is provided by the Ventura Freeway (U.S. 101), which runs through the City in an east-west direction and which has on- and off-ramps at Lindero Canyon Road. The regional location of the City is shown in Exhibit 2-1 in Section 2.0, Environmental Setting.

The City is a suburban community that is primarily developed with low density residential land uses, with commercial development along major arterials; industrial development at the northern section; public and institutional uses at scattered locations; and open space lands at the northern and southern sections of the City. The Specific Plan area (or planning area) covers approximately 200 acres of land at the northern section of the City and is bound by U.S. 101 on the south; Lindero Canyon Road on the east, Thousand Oaks Boulevard on the north, and the City limits and County line on the west. The planning area is developed with industrial and commercial office uses, business parks, and institutional uses. The Specific Plan would promote future development within the northern two-thirds of the Specific Plan area, called the Focus Area. However, roadway and infrastructure improvements are proposed within the entire 200-acre planning area.

3.2 PROJECT BACKGROUND

The northern section of the City (north of U.S. 101) was originally developed in the 1970s and 1980s with industrial uses that have been updated in the recent past. Some of these industrial uses have been replaced with a hotel, office building, private schools, and a church along La Tienda Drive and U.S. 101. The City expects that other adjacent older developments would likely be updated in the near future and therefore, initiated the development of a Specific Plan for the 200-acre area north of the freeway. The Specific Plan is intended to facilitate and regulate future development in this area.

The proposed *North Business Park Specific Plan* was developed with extensive community outreach and participation, starting in 2010. A series of public workshops and work sessions with subcommittees of the City Council were conducted to develop the land use concept for the Specific Plan area. Meetings with property owners, real estate brokers, and residents were also held throughout the process. Upon selection of the preferred scenario, the Specific Plan document was prepared and reviewed at several workshops and work sessions with the City Council, the Business Park Specific Plan Ad Hoc Committee, and the Land Use Committee and Environmental Committee of the City Council. After the Conceptual Vision Plan and the Specific Plan document were refined in these workshops and work sessions, a public draft document was developed and the Program Environmental Impact Report (EIR) was prepared pursuant to the California Environmental Quality Act (CEQA). While the Program EIR was being prepared, economic and physical conditions changed, particularly with the development of the Shoppes at Westlake Village (Target Center) just east of the Specific Plan area, which lowered the market demand for some of the retail uses envisioned for the Specific Plan area. The traffic analysis in the EIR also indicated significant impacts at a number of intersections. As a result, the City revisited the land use assumptions for future development and conducted further traffic and economic studies to achieve a revised buildout scenario for the Specific Plan area that better balances economic feasibility with the goal of having acceptable intersection levels of service on the surrounding street system. A revised Specific Plan document has been developed during these efforts, which

still maintains the goals and vision set forth by the community, and will be presented to the Westlake Village City Council for approval with this Program EIR. (More details on the planning process are provided in Chapter 1 of the Specific Plan document – see Appendix J.)

3.3 PROJECT OBJECTIVES

The City of Westlake Village seeks to accomplish the following objectives with the adoption of the *North Business Park Specific Plan:*

- To provide a long-range strategy for revitalizing the North Business Park
- To enhance the City's economic base
- To define new public spaces to serve the business park and the entire community
- To create a model for sustainable, healthy development
- To develop a long-term view of appropriate land uses for the area
- To provide greater flexibility in permitted land uses to capture economic potential both in the short term and long term
- To provide high density zoning and the addition of housing at appropriate locations within the Specific Plan area
- To establish a framework for quality development and public improvements that are in character with the high quality of design established within the City of Westlake Village
- To respect the high value the community places on open space
- To implement some of the key visions and values of the *City of Westlake Village 2025 Strategic Plan*

3.4 PROPOSED SPECIFIC PLAN

A specific plan is a regulatory document that specifies the distribution, location, and extent of the uses of land, including open space, within the area covered by the specific plan. It also provides standards and criteria by which development will be permitted. The specific plan may also include standards for the conservation, development, and utilization of natural resources, where applicable. In addition, a specific plan outlines the major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses allowed under the specific plan. The regulations, programs, public works projects, and financing measures needed to implement the Specific Plan are provided in the document, along with a description of the specific plan's relationship to the General Plan.

The proposed *North Business Park Specific Plan* was prepared in accordance with the requirements of the *California Government Code* (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457), which allows jurisdictions to adopt specific plans to implement their general plans. The proposed *North Business Park Specific Plan* has been developed to be consistent with the goals and policies of the *Westlake Village General Plan.* Concurrent with the adoption of the Specific Plan, the Land Use Plan of the City will be revised to designate the Specific Plan area (or planning area) as Specific Plan No. 2. In addition, the Zoning Map would be changed to zone the Specific Plan area as Specific Plan No. 2, and the proposed Specific Plan would be codified as part of the Westlake Village Zoning Regulations.

Adoption of the *North Business Park Specific Plan* would provide a planning document to control future development within the planning area in accordance with the land uses and development standards contained in the Specific Plan. Therefore, the proposed Specific Plan would control allowable land uses, development density, and development standards for future development projects, in place of the City's Zoning Regulations. However, the Specific Plan calls for compliance with the City's Zoning Regulations for specific districts and issues. In addition, regulations and standards in the City's Zoning Regulations that are not covered by the Specific Plan will continue to be applicable to existing and future developments in the planning area.

3.4.1 SPECIFIC PLAN GOALS

The proposed Specific Plan reflects the City's goals for promoting the revitalization of underutilized properties and the intensification and adaptive reuse of these properties. As stated in the Specific Plan document, the implementation of the *North Business Park Specific Plan* is intended to meet the following goals:

Land Use and Urban Design

Goal LU/UD-1: Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.

Goal LU/UD-2: Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.

Goal LU/UD-3: Create a range of housing opportunities and choices.

Goal LU/UD-4: Create a vibrant environment for both residents and visitors.

Goal LU/UD-5: Encourage good design and high-quality development within the Specific Plan area.

Goal LU/UD-6: Encourage sustainable design and development practices.

Goal LU/UD-7: Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Economic Development

Goal ED-1: Provide for adequate infrastructure financing for existing and future development.

Goal ED-2: Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.

Goal ED-3: Diversify and increase City revenues that lead to a more fiscally balanced community.

Goal ED-4: Provide incentives for future development to assemble and make efficient utilization of land.

Goal ED-5: Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Circulation

Goal C-1: Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system, providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Parking

Goal P-1: Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Infrastructure

Goal I-1: Provide fully functional, safe, cost-effective and environmentally friendly public infrastructure to meet the needs of future development within the North Business Park Specific Plan area.

Goal I-2: Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.

Goal I-3: Provide environmentally efficient and sustainable infrastructure improvements.

Goal I-4: Minimize the impacts of new utilities on view corridors and the natural and built environment.

Under each goal are several policies that would guide the interpretation and implementation of each goal.

3.4.2 SPECIFIC PLAN DISTRICTS

Future development within the Specific Plan area is expected to be focused on the northern two-thirds of the planning area. This northern section, referred to as the Focus Area, includes 49 parcels on 112 acres and 17 acres of public rights-of-way. The *North Business Park Specific Plan* proposes to establish the following Specific Plan districts within the Focus Area:

Mixed Use Corsa District. This district includes the area along Corsa Avenue and provides opportunities for residential, office, and restaurant uses in a pedestrian-oriented environment that capitalize on the views of the Santa Monica Mountains to the south. Development in this district is intended to facilitate the grouping of innovative housing options with employment uses, public gathering spaces, and community amenities. This district provides density incentives to encourage lot consolidation so that reassembly of sites large enough to rebuild at higher densities is feasible, resulting in unified projects in an integrated built environment. The Mixed Use Corsa District fosters pedestrian-oriented activity by providing a mix of uses in a compact and walkable area and encouraging large areas of open space for community gatherings. Attached residential uses are permitted within a horizontal or vertical mixed use setting. New residential uses will be able to take advantage of the proximity to the Westlake Village Community Park, which is located directly north across Thousand Oaks Boulevard.

Mixed Use Lindero District. This district is intended to provide for corporate office and attached residential uses north of Via Colinas and west of Lindero Canyon Road. This district

allows for office uses to maintain this area as a major employment center. In addition, market forces are already suggesting transition of some office uses to multi-family residential units along Lindero Canyon Road. The visibility and accessibility of residential units along Lindero Canyon Road is beneficial with adjacent office uses to maintain a jobs-housing balance.

Office District. This district provides opportunities for increased general office uses and is located at the southwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, a prime intersection in the City for office uses. It is also the location of the Guitar Center corporate headquarters and distribution facilities. The Office District is intended to continue to be a major employment center to support the residential uses in the Specific Plan area.

Mixed Use Cedarvalley District. This district is intended for existing office and business park activities, as well as to accommodate the transition of several buildings to educational support uses, including student housing, administrative uses, and classrooms, as part of the Oaks Christian School campus. Parking for these uses will be provided on the Oaks Christian School campus, and pedestrian connections will be made to the adjacent campus.

Design District. This district is located southeast of the intersection of Via Colinas and Thousand Oaks Boulevard and along La Baya Drive. Building upon what is already occurring in this area, the Design District provides for the existing and future expansion of commercial, retail, and service uses, with a focus on design and home improvement products, especially along La Baya Drive. With a concentration of home design uses in a walkable environment and additional investment such as street improvements, signage, and branding of the district, the Design District is intended to be a local and regional destination that attracts shoppers, architects, builders, designers, and interior decorators for their home design and furnishing needs. The auto service uses are intended to transition to specialty retail/home design uses over the long term.

Business Park East District. The Business Park East District is located on the north side of Via Colinas and is developed with the Westlake Commerce Center. This district corresponds to the City's existing Business Park (BP) zoning designation where development would continue to be regulated by Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations).

Business Park West District. The Business Park West District is located south of Thousand Oaks Boulevard and west of Via Colinas and is developed with the Westlake Village Industrial Park. This district corresponds to the City's existing Business Park (BP) zoning designation where development would continue to be regulated by Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations).

Since the southern section of the planning area is developed with relatively newer structures (i.e., Four Seasons Hotel, Dole Headquarters, Westlake Village Studios, Oaks Christian High School and Middle School, and Calvary Church), the Specific Plan proposes the creation of districts that reflect the existing zoning in this area.

Business Park (BP). These areas correspond to the City's existing Business Park zoning designation for the Dole Headquarters on Dole Drive (at the southeastern corner of Via Colinas and Via Rocas) and the parcels west of Westlake Creek that are leased to Oaks Christian Middle School. Development in these areas would continue to be regulated by Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations).

Public/Institutional (PI). The PI areas include the areas developed with the Oaks Christian High School and Calvary Church. These areas correspond to the City's existing Public/Institutional zoning designation, where development would continue to be regulated by Article 9 of the Westlake Village Municipal Code.

Commercial Planned Development (CPD). The CPD areas include the Four Seasons Hotel and Westlake Village Studios, located east of Via Rocas, south of Via Colinas, and south and east of Dole Drive. These areas correspond to the City's existing Commercial Planned Development zoning designation, where development would continue to be regulated by Article 9 of the Westlake Village Municipal Code.

Exhibit 3-1, Specific Plan Districts, shows the location and extent of the different districts within the Specific Plan boundaries.

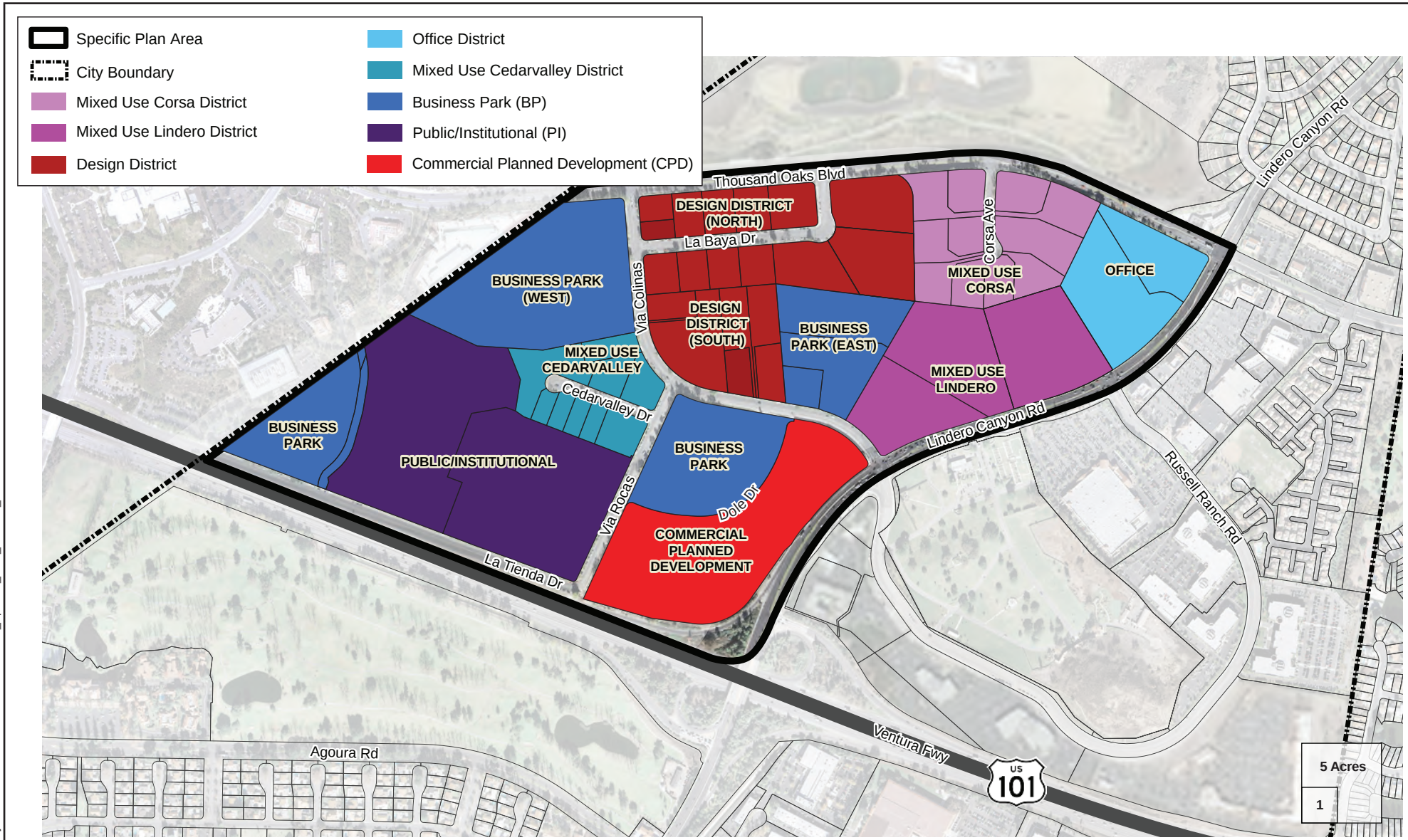
3.4.3 REGULATIONS, STANDARDS, AND GUIDELINES

For each district in the Focus Area (except for the Business Park East and Business Park West Districts and those that would continue to be regulated by Article 9 of the Westlake Village Municipal Code), the proposed Specific Plan identifies the allowable land uses and development standards. A different mix of residential, commercial, manufacturing, and public uses is permitted or conditionally permitted in each district. In addition, the following new uses are expressly prohibited in the Specific Plan area:

- Adult entertainment
- Commercial cannabis land uses and activities
- Drive-through lanes
- Free-standing fast food restaurants
- Service stations
- Motor vehicle repair and washing facilities
- Outdoor storage

In addition, all motor vehicle repair and washing facilities will become illegal nonconforming uses within 15 years of the effective date of the Specific Plan. Other nonconforming uses will be subject to Chapter 9.22 of the City's Municipal Code.

Maximum allowable development densities/intensities and other development standards for each district are summarized in Table 3-1. Standards for setbacks and open space are also included in the Specific Plan.



Source: Civic Solutions 2018

Specific Plan Districts

Exhibit 3-1

North Business Park Specific Plan Draft Program EIR

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TABLE 3-1
DEVELOPMENT STANDARDS

Land Use District	Maximum Floor Area Ratio	Maximum Residential Density	Maximum Building Height	Maximum Lot Coverage
Mixed Use Corsa District	0.5	30 du/ac	55 feet, 3 stories	40%
Mixed Use Lindero District	0.5	35 du/ac	70 feet, 5 stories	40%
Office District	0.5	--	70 feet, 5 stories	40%
Design District South	0.5	–	35 feet, 2 stories	40%
Design District North	0.5	--	35 feet, 2 stories	40%
Mixed Use Cedarvalley District	0.5	–	35 feet, 2 stories	40%
Business Park Districts	Per Westlake Village Municipal Code			
Public/Institutional District	Per Westlake Village Municipal Code			
Commercial Planned Development District	Per Westlake Village Municipal Code			

du/ac: dwelling unit per acre
Source: Civic Solutions 2018.

The proposed Specific Plan also includes design standards and guidelines that would need to be followed by future development projects. These standards and guidelines address the following:

- Minimum Setbacks from Streets
- Off-Street Parking Requirements
- Bicycle Parking Requirements
- Standards for Live-Work Units
- Performance Standards for Hours of Operations, Loading, Noise, Light and Glare, Limitations on Activities, and Security
- Building Siting and Orientation
- Building Form and Facades
- Pedestrian Connectivity
- Plazas and Courtyards and Outdoor Dining
- Open Space in Multi-Family Developments
- Architectural Style and Materials, Finishes, and Colors
- Exterior Lighting
- Service Areas and Mechanical Equipment
- Parking Lots and Parking Structures

The proposed Specific Plan also calls out the applicable zoning regulations in the Westlake Village Municipal Code that would continue to regulate development in the planning area. These include:

- Chapter 9.15 – Design Standards
- Chapter 9.16 – Landscaping Standards
- Chapter 9.18 – Sign Standards

- Chapter 9.21 – Oak Tree Preservation Standards
- Chapter 9.26 – Conditional Use Permits
- Chapter 9.27 – Variances
- Chapter 9.39 – Art in Public Places

As indicated in the proposed Specific Plan, deviations from the standards contained in the Specific Plan may be approved by the City Council if it is determined that:

1) Imposition of one or more of the applicable development standards would prevent or substantially frustrate achievement of development entitlements otherwise authorized by the Specific Plan; and
2) Modified standards, imposed as conditions of approval of a Planned Development Permit, will achieve a high quality of project design consistent with the intent of the Specific Plan.

3.4.4 ROADWAY AND INFRASTRUCTURE IMPROVEMENTS

The proposed Specific Plan outlines a number of roadway, open space, streetscape, and infrastructure improvements that would be implemented by the City or another public entity to serve development within the Specific Plan area. These public improvements are planned to support the development of higher intensity land uses within the planning area. They include new sidewalks, bike lanes, crosswalks, parkway landscaping, fiber-optic cable, bus stops, and street trees.

3.4.5 OPEN SPACES AND STREETSCAPE IMPROVEMENTS

The proposed Specific Plan includes an Open Space Framework for the provision of linear parks, large plazas (Village Greens), courtyards, and passive outdoor spaces in the planning area. A greenbelt or linear parks are required along the ridgeline south of the Mixed Use Corsa and Business Park West Districts to take advantage of available views of the City and the Santa Monica Mountains. The linear parks may include walkways, seating, small terraces, and landscaping.

Common open space areas (such as large urban plazas or “village greens”) are also required in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts to serve residents and to provide a more pedestrian-friendly area. In addition, recreational facilities and common open spaces would be required in proposed mixed use or residential developments.

Streetscape improvements are planned throughout the planning area to enhance the visual and spatial experience of drivers, transit riders, bicyclists, and pedestrians. Street trees have been assigned to individual streets to create a unified theme, to provide shade, add seasonal color, define the street edge, and add to the urban forest. Street furniture shall include benches, trash receptacles, tree grates, and lighting. Exhibit 3-2 shows the Open Space Framework for the planning area, as well as the existing Westlake Village Community Park/YMCA located to the north of the Project site.

3.5 SPECIFIC PLAN IMPLEMENTATION

The Specific Plan area consists of private properties and public street rights-of-way. Approval of the proposed Specific Plan by the City would not be accompanied by new development within the planning area since the Specific Plan would regulate future development but does not propose a

Source: Civic Solutions 2018

Open Space Framework

Exhibit 3-2

North Business Park Specific Plan Draft Program EIR

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specific development project. Specific Plan goals and policies would also not directly lead to changes to the environment. As such, the goals and policies would not have impacts and are not specifically analyzed in this Program EIR. However, compliance with these goals and policies by future development within the Specific Plan area would avoid or reduce certain environmental impacts. Therefore, they are identified as Specific Plan Requirements under each environmental issue in Section 4.0 of this Program EIR.

In addition, the designation of Specific Plan districts, and the accompanying use regulations, development standards, and design guidelines would not in themselves lead to environmental impacts. Instead, these standards and guidelines would be used to review development proposals and would maintain land use compatibility and improve visual quality within the Specific Plan area. They would also promote sustainability and resource conservation. These standards and guidelines are also identified as Specific Plan Requirements under each environmental issue.

Upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure may occur on any lot within the Focus Area that is not in conformity with the provisions of the Specific Plan. At the same time, the City or the Specific Plan does not dictate when development should take place, nor does it specify the business activity and type of individual development proposal. Rather, subsequent to Specific Plan adoption, individual parcels will continue to be under the control of individual property owners. The proposed Specific Plan only promotes development in the planning area through the provision of incentives for land assembly and higher development density and intensity. Therefore, as individual development proposals for a parcel or parcels in the planning area are submitted to the City, they would be reviewed for compliance with the *North Business Park Specific Plan* prior to approval.

Since future development projects that would be allowed by the Specific Plan could lead to potential adverse impacts, the impacts that would accompany future development projects would be considered impacts of the proposed Specific Plan. These impacts are analyzed in this Program EIR, to the extent they reasonably can be foreseen.

Infrastructure upgrades needed to serve individual projects are expected to be incorporated into each development to ensure that adequate services and facilities will serve the development project and the planning area and that the project pays for its fair share of capital, operating, and maintenance costs. The formation of a property-based business improvement district (PBID), community facilities district (CFD, such as a lighting and landscape maintenance district [LLMD]), special assessment district, or infrastructure financing district (IFD); the establishment of development impact fees; or participation in a capital improvement program may be used to fund the needed public facilities and infrastructure. The infrastructure improvements that are part of individual developments or those that would be constructed in the Specific Plan area would also generate impacts, and these impacts are analyzed in this Program EIR.

3.5.1 SPECIFIC PLAN BUILDOUT

The development capacity of the Specific Plan area (or planning area) is based upon assumed levels of development for the different land use districts. The City does not expect that all properties within each district of the planning area would be redeveloped at the maximum densities and intensities as allowed by the Specific Plan. For this reason, the Specific Plan and Program EIR differentiate between “theoretical buildout” and “evaluated maximum buildout” of the Specific Plan.

Theoretical Buildout

Theoretical buildout of the Specific Plan would occur if all parcels within the planning area are developed to the maximum densities and intensities using the maximum floor area ratios and highest residential or commercial densities allowed under the proposed Specific Plan. The theoretical buildout is useful to articulate on a parcel by parcel basis because it is likely that some property owners will try to build out to the maximum capacity, but it is highly unlikely that all properties within the Specific Plan area would develop in this manner.

Site constraints (e.g., lot shape, slope, easements, and access), development standards (e.g., required setbacks, lot coverage, height limits, and landscaping and parking requirements), and design considerations would generally prevent development at maximum density/intensity on every lot. Additionally, some properties are not currently developed to the maximum allowed under the General Plan and Zoning Code and may not be redeveloped. As such, the Specific Plan assumes that a number of existing developments at the southern portion of the planning area would be preserved or maintained in their current state, along with some business parks in the Focus Area.

Assuming the complete redevelopment of existing properties would not be a realistic development scenario for many properties, especially for relatively new developments that might only gain an incremental increase in site density. Because the City does not expect the theoretical buildout potential to be achieved at any time due to various factors, including physical constraints, policy constraints, and economic realities, an assessment of the theoretical buildout of the planning area is not useful. Thus, this Program EIR does not evaluate the environmental impacts of theoretical buildout. Instead, it evaluates the impacts of the evaluated maximum buildout of the planning area, as set forth in the proposed Specific Plan.

Evaluated Maximum Buildout

Since the planning area is currently developed, the evaluated maximum buildout represents new development that would replace existing land uses and introduce new residential and commercial land uses. The *North Business Park Specific Plan* sets forth policies that are intended to preserve existing developments at the southern portion of the planning area, with redevelopment of existing land uses in the northern portion (Focus Area). A number of business parks in the Focus Area are also considered stable and expected to remain at current intensity and activity levels. As discussed above, since the existing land uses that are expected to remain are not developed at maximum densities and intensities, theoretical buildout would not likely occur.

To account for a more realistic future development scenario, an Economic Analysis was prepared for the Specific Plan that includes several assumptions for determining an appropriate maximum buildout for the planning area. The analysis accounts for employment and demographic trends, real estate development trends, market and fiscal assumptions, and pro forma analyses.

As indicated earlier, existing land uses on the southern portion are expected to remain in place; no additional development is anticipated in this area. Future development in the Focus Area assumes that new dwelling units would be developed as part of mixed use developments or on specific parcels in mixed use districts at a maximum allowable density of 30 to 35 units per acre. However, physical conditions and Specific Plan requirements for on-site improvements would generally limit the ability of parcels in the mixed use districts to achieve maximum densities. Also, the projected resident population assumes an average of 2.25 persons per household, which is lower than the 2018 Citywide average of 2.54 persons per household. This smaller household size takes into account the type (e.g., attached multi-family units, live-work units, and

condominiums) and smaller size of dwelling units anticipated to be developed in the Focus Area compared to the City's predominantly single-family detached units.

For the mixed use districts, the assumed ratio of residential to non-residential development is 60 to 40 percent, with approximately 60 percent of the total area developed with residential uses and approximately 40 percent of the total area developed with non-residential uses. Non-residential development would have maximum allowable intensities (i.e., floor area ratios [FAR]) of 0.5 but the maximum buildout projections represent a smaller developable land area for each district and a lower FAR, given current development intensities. With these assumptions, Table 3-2 provides the evaluated maximum buildout, which is also considered the development capacity of the proposed Specific Plan.

TABLE 3-2
EVALUATED MAXIMUM BUILDOUT

District	Land Area (ac)	Residential Development (du)	Non-Residential Development	
			Land Use	Floor Area (sf)
Mixed Use Corsa District	15.56	301[a]	Restaurants Office Subtotal	6,780 80,000 86,780
Mixed Use Lindero District	19.98	716	Office	115,790
Office District	10.79	–	Office	230,000
Design District South	9.93	–	Specialty Retail Retail Other Services[b] Subtotal	89,085 26,490 59,240 174,815
Design District North	19.80	–	Business Park Specialty Retail Subtotal	263,970 99,470 363,440
Mixed Use Cedarvalley District	8.96	–	Business Park Oaks Christian Res/Anc.[c] Subtotal	205,025 83,936 288,961
Business Park East District	9.59	–	Business Park	129,559
Business Park West District	17.09	–	Business Park	242,047
Subtotal	128.63	1,017		1,631,392
Existing Development in southern section[e]	71.37	–	–	2,039,291
Public Rights-of-Way	16.93	–		–
Total	**200.00**	**1,017 du**	–	**3,670,683**

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac

[b] Other services include a pet hotel and spa, an animal hospital, a fitness studio, and a towing company.

[c] Oaks Christian School will be using a portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedarvalley Drive, respectively.

[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.

[e] No change to the Dole Headquarters, Four Seasons Hotel, Westlake Village Studios, Calvary Church, and Oaks Christian Middle and High Schools are expected; these uses are expected to remain in place and would continue to be subject to the City's Zoning Regulations.

Source: Civic Solutions 2018.

As shown in Table 3-2, the Specific Plan area contains 200 acres, and the Focus Area contains 128.63 acres. At buildout, the Specific Plan area would accommodate as many as 1,017 dwelling units and approximately 3.67 million square feet (msf) of non-residential development. Of this, approximately 2.04 msf of existing development would remain in place at the southern section of the planning area. Within the 128-acre Focus Area, 1,017 dwelling units and approximately 1.63 msf of non-residential development is expected to replace existing development. Subsequent references to buildout in this Program EIR refer to the evaluated maximum buildout, as shown in Table 3-2, and not theoretical buildout.

3.5.2 FUTURE DEVELOPMENT

If future development within the planning area consists of a replacement with the same land use at the same intensity or at a lower development intensity, then environmental impacts would be associated only with short-term construction activities. These types of development projects would lead to new structures in the planning area and would improve visual quality but would not change existing land uses or increase development intensities. Under these circumstances, no long-term impacts would occur.

However, future development projects that would involve changes in land use types (e.g., from industrial and flex space uses to residential, commercial, and/or restaurant uses) and the intensification of development (associated with proposed increases in floor areas) would result in new environmental impacts in the planning area and surrounding areas.

Table 3-3 shows the existing development and the evaluated maximum buildout, which represent the changes in development that could occur in the Focus Area and could lead to environmental changes under the proposed Specific Plan. This development potential is considered the main source of environmental impacts from adoption and implementation of the Specific Plan and is analyzed in this Program EIR.

TABLE 3-3
FUTURE DEVELOPMENT IN FOCUS AREA

Specific Plan District	Land Area (acres)	Existing Development		Future Development	
		Land Use	Floor Area (sf)	Land Use	Floor Area/No. of units
Mixed Use Corsa District	15.56 ac	Office Flex Space Subtotal	237,263 sf 86,465 sf 323,728 sf	Restaurants Office Subtotal Residential	6,780 sf 80,000 sf 86,780 sf 301 du[a]
Mixed Use Lindero District	19.98 ac	General Office Corner General Office Garden General Office Khaki Subtotal	115,790 sf 91,435 sf 132,000 sf 339,225 sf	Office Residential – Garden Residential – Khaki Subtotal	115,790 sf 366 du 350 du 716 du[b]
Office District	10.79 ac	General Office	163,249 sf	Office	230,000 sf
Design District South	9.93 ac	Specialty Retail Retail Other Services[c] Subtotal	91,600 sf 23,644 sf 59,240 sf 174,484 sf	Specialty Retail Retail Other Services[c] Subtotal	89,085 sf 26,490 sf 59,240 sf 174,815 sf
Design District North	19.80 ac	Business Park Specialty Retail Auto Services Subtotal	265,048 sf 35,150 sf 64,320 sf 364,518 sf	Business Park Specialty Retail Subtotal	263,970 sf 99,470 sf 363,440 sf
Mixed Use Cedarvalley District	8.96 ac	Business Park	284,279 sf	Business Park Oaks Christian Res/Anc.[c] Subtotal	205,025 sf 83,936 sf 288,961 sf
Business Park East District	9.59 ac	Business Park	129,559 sf	Business Park	129,559 sf
Business Park West District	17.09 ac	Business Park	242,047 sf	Business Park	242,047 sf
Public Rights-of-Way	16.93 ac	–	–	–	–
Total	**128.63 ac**	Existing Development[d]	2,021,089 sf	–	**1,631,392 sf 1,017 du**
Change in Development					***(389,697 sf) 1,017 du***

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac
[b] Other services include a pet hotel and spa, an animal hospital, a fitness studio, and a towing company.
[c] Oaks Christian School will be using a portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedarvalley Drive, respectively.
[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.

Source: Civic Solutions 2018.

With future development confined to the Focus Area, total existing and future development in this area at buildout would include:

- 1,017 new dwelling units
- 6,780 sf of restaurant uses
- 425,790 sf of office uses
- 215,045 sf of specialty retail uses
- 840,601 sf of flex space/business park uses
- 59,240 sf of other service uses
- 83,936 sf of school-related ancillary uses

As shown in Table 3-3, no housing developments exist within the Specific Plan area, and the proposed Specific Plan anticipates as many as 1,017 new dwelling units within the Mixed Use Corsa District and the Mixed Use Lindero District. With these residential developments, the Specific Plan is expected to decrease non-residential development by approximately 389,697 sf. At buildout of the Specific Plan area, approximately 2,288 residents (using an average household size of 2.25 persons per household) and 3,670 employees (based on employment generation by land use) are expected to occupy the Focus Area. It is estimated that there are 5,157 employees at current businesses; thus, a decrease of 1,487 jobs would occur with future development under the proposed Specific Plan.

This Program EIR focuses on the impacts of this incremental development that would occur through the reuse and transition of underutilized lots and their development into other land uses and/or higher intensities, consistent with the proposed Specific Plan. The change in development within the Focus Area is main subject of the environmental analysis in this Program EIR. The analysis includes impacts associated with short-term demolition and construction activities and long-term changes in the operational impacts within the Focus Area due to the changes in land use, development size, population, housing and employment. In addition, the impacts of proposed infrastructure improvements are also analyzed. Impacts beyond the evaluated maximum buildout would have to be considered in a separate or subsequent environmental document (such as a Supplemental or Subsequent EIR or an Addendum), should it be found necessary.

3.5.3 PUBLIC IMPROVEMENTS

The proposed *North Business Park Specific Plan* identifies a number of roadway and infrastructure improvements that would be needed to serve the planning area and would be implemented as part of, or prior to, future development projects. Table 3-4 presents the roadway improvements that are included in the proposed Specific Plan.

TABLE 3-4
PLANNED ROADWAY IMPROVEMENTS

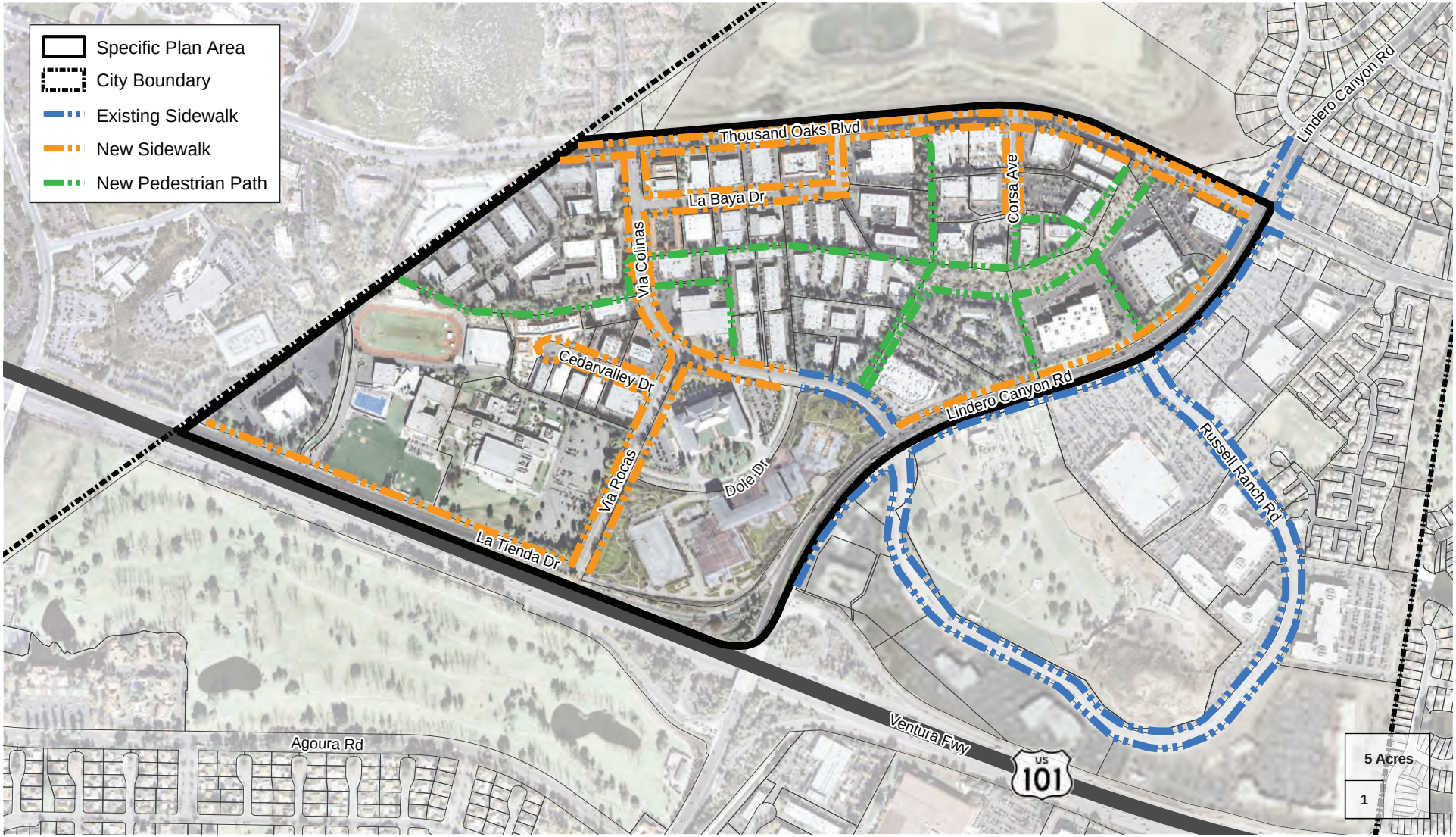
Roadway	Planned improvements
Thousand Oaks Boulevard	Installation of sidewalks along both sides of the roadway
Lindero Canyon Road	Installation of a sidewalk along the west side of the roadway from south of Thousand Oaks Boulevard to Via Colinas
Via Colinas	Restriping of the existing roadway to accommodate two travel lanes in each direction from Via Rocas to Thousand Oaks Boulevard (with removal of on-street parking)
	Installation of Class II bicycle lanes in each direction
	Installation of sidewalks along both sides of the roadway from Thousand Oaks Boulevard to Dole Drive (Existing sidewalks from Dole Drive to Lindero Canyon Road)
Via Rocas	Installation of Class II bicycle lanes in each direction between Via Colinas and La Tienda Drive
	Installation of sidewalks along both sides of the roadway
La Tienda Drive	Installation of Class II bicycle lanes in each direction
	Installation of a sidewalk on the north side of the roadway and a paved buffer on the south side
La Baya Drive	Installation of Class II bicycle lanes in each direction
	Installation of sidewalks along both sides of the roadway
Corsa Avenue	Installation of sidewalks along both sides of the roadway
Cedarvalley Drive	Installation of sidewalks along both sides of the roadway
Potential Private Access Drive	Roadway with two travel lanes and a sidewalk between Thousand Oaks Boulevard and Via Colinas, parallel and west of Lindero Canyon Road.
Source: Civic Solutions 2018.	

Exhibit 3-3 shows the existing and proposed sidewalks. Exhibit 3-4 shows the existing and proposed bike lanes. As discussed above, streetscape improvements are also planned throughout the planning area.

The Specific Plan discusses an infrastructure financing strategy for the implementation of these roadway improvements, along with implementation strategy steps. In addition, the Specific Plan recommends the formation of a Traffic Council/Traffic Management Organization to address traffic, transportation, transit, and parking issues within the planning area. The Traffic Council will be responsible for monitoring traffic levels and congestion, implementing a local transportation demand management program, and promoting business development in the planning area. The Specific Plan also recommends consideration be given to the expansion of the Village Trolley services or a replacement shuttle service that would connect the Specific Plan area, Westlake Village Community Park, nearby commercial and residential areas, and areas south of the freeway.

No upgrades to the water system, sewer system, storm drainage, electrical system, and natural gas system are expected to be necessary to serve future development. However, fiber-optic cable would be installed to improve telecommunications and cable television services to the planning area.

These roadway and infrastructure improvement projects could result in environmental impacts and are evaluated in this Program EIR.



Source: Civic Solutions 2018

Pedestrian Network

Exhibit 3-3

North Business Park Specific Plan Draft Program EIR

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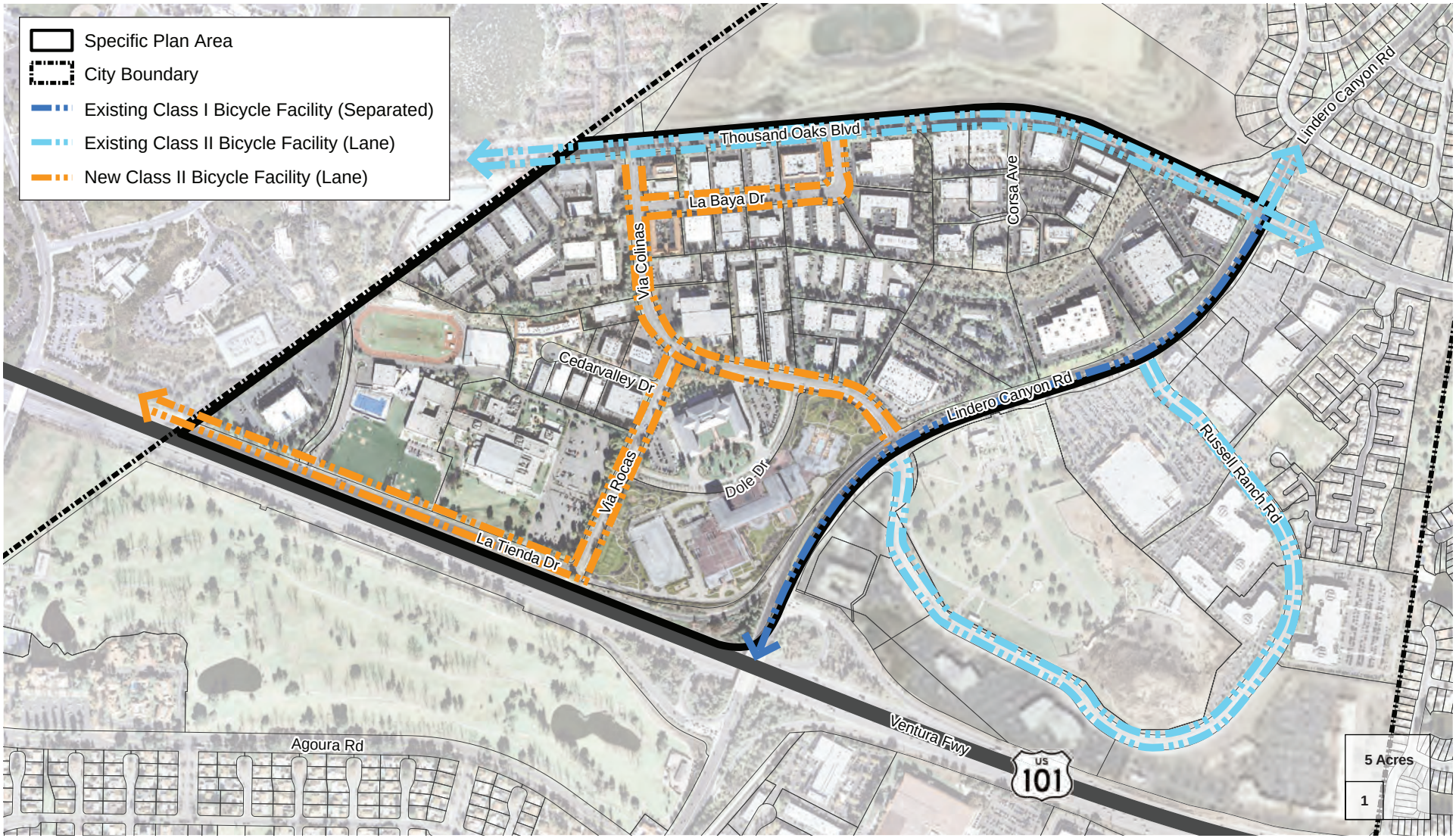

Source: Civic Solutions 2018

Bicycle Network

Exhibit 3-4

North Business Park Specific Plan Draft Program EIR

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3.5.4 GENERAL PLAN AMENDMENT

As part of the approval and adoption of the proposed Specific Plan, the City will need to approve a General Plan Amendment (GPA) that would acknowledge that the *North Business Park Specific Plan* has been adopted by the City. The GPA will include a revision to the Land Use Plan (Figure 8) to change the land use designation of the Specific Plan area to *North Business Park Specific Plan*. See Exhibit 3-5.

The GPA will need to be approved by the City concurrent with adoption of the proposed Specific Plan. Consistency of the proposed Specific Plan with the goals and policies of the Westlake Village General Plan is discussed in Section 4.10, Land Use and Planning and in Appendix C of this Program EIR, which indicate that, with the approval of the GPA, the proposed Specific Plan would be consistent with the applicable goals, objectives, and policies of the Westlake Village General Plan.

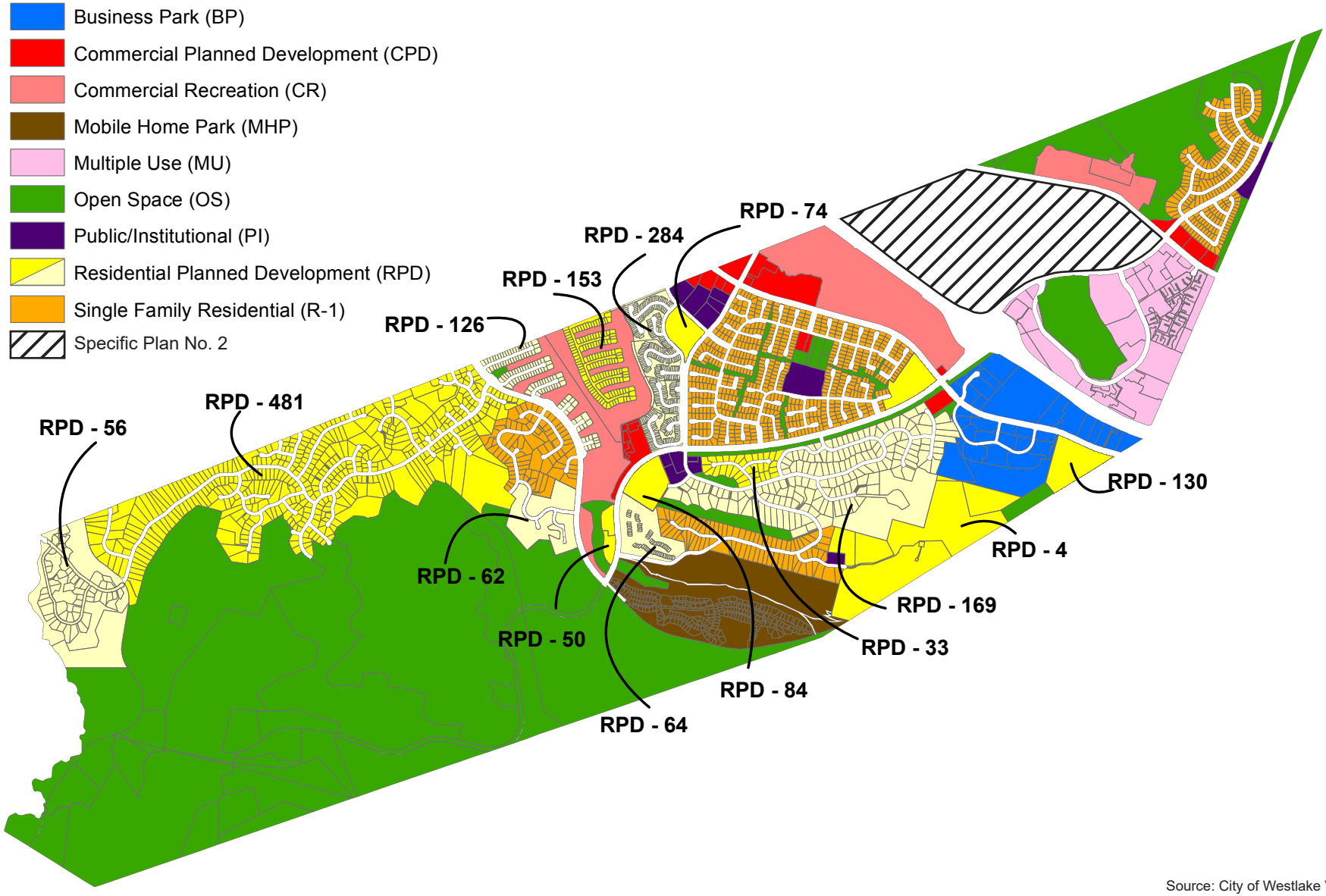
3.5.5 CHANGES TO ZONING REGULATIONS

An amendment to the Zoning Map would be needed for the planning area from the existing zoning to Specific Plan No. 2. The approval of this zone change would allow future development of parcels in the Specific Plan area to be regulated by Specific Plan No. 2 or the *North Business Park Specific Plan.* Exhibit 3-6 shows the proposed zoning for the planning area.

Upon adoption, the *North Business Park Specific Plan* would be codified into the City's Zoning Regulations. The regulations in the proposed Specific Plan would then replace those set forth in Article 9 (Zoning Regulations) of the Westlake Village Municipal Code and any other applicable ordinances as they may relate to development within the planning area. However, the Specific Plan includes Business Park (BP), Commercial Planned Development (CPD) and Public/Institutional (PI) Districts at the southern section of the planning area (which is currently developed with the Four Seasons Hotel, Dole headquarters, Westlake Village Studios, Oaks Christian Middle and High Schools, and Calvary Church), and at the Business Park East District (Westlake Commerce Center) and at the Business Park West District (Westlake Village Industrial Park). As stated in the Specific Plan, existing and future developments within these districts would continue to be regulated by City's Zoning Regulations in accordance with the corresponding BP, CPD, and PI zones in the Westlake Village Municipal Code.

Where land use regulations and/or development standards of the City's Zoning Regulations are inconsistent with the *North Business Park Specific Plan,* the standards and regulations in the Specific Plan shall prevail and supersede the applicable provisions of the Zoning Regulations, unless the Specific Plan specifically notes that Article 9 (Zoning Regulations) of the Westlake Village Municipal Code will remain applicable with regards to a specific regulation or standard.

If the Planning Director or designee determines that an existing use or structure in the Specific Plan area is an existing nonconforming use that does not have to be brought into conformance with the Specific Plan, the regulations and standards of Article 9 (Zoning Regulations) of the Westlake Village Municipal Code will continue to apply. Also, the provisions of the Specific Plan would not apply to development projects for which a vested right has been obtained before the adoption of the Specific Plan, although applicants for such projects have the option to comply with the provisions of the proposed Specific Plan upon its adoption. Applications for projects whose entitlements and/or permits have expired or were denied will be required to conform to the Specific Plan, once it is adopted.



Source: City of Westlake Village 2018

Proposed Zone Change

Exhibit 3-6

North Business Park Specific Plan Draft Program EIR

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3.6 DISCRETIONARY ACTIONS AND OTHER APPROVALS

3.6.1 APPROVALS FROM THE CITY OF WESTLAKE VILLAGE

A discretionary action is a decision taken by a government agency that calls for the exercise of judgment in deciding whether to approve or deny a project. For the proposed Specific Plan, the government agency with discretionary approval authority is the City of Westlake Village.

The following discretionary approvals would be required from the Westlake Village City Council:

- Certification of the Final Program EIR for the Specific Plan
- Approval and adoption of the *North Business Park Specific Plan (Specific Plan No. 2)*
- Approval of the General Plan Amendment (as discussed above)
- Approval of changes to Zoning Regulations (as discussed above)

Subsequent Discretionary and Ministerial Actions

In addition to the discretionary actions listed above, subsequent actions by the City of Westlake Village to approve future development projects within the planning area and to implement the planned roadway and infrastructure improvements outlined in the proposed Specific Plan may require the following approvals:

- Planned Development Permit or Zoning Clearance
- Design Review/Landscape Design Review
- Conditional Use Permit
- Tract Map/Parcel Map Approval
- Lot Line Adjustment
- Oak Tree Permit
- Demolition, Grading, and Building Permits
- Other entitlement actions required by the City's Municipal Code

3.6.2 OTHER PUBLIC AGENCY APPROVALS

Other public agencies may be required to grant approvals or coordinate with the City of Westlake Village as a part of future development allowed under the Specific Plan or the implementation of roadway and infrastructure improvements outlined in the Specific Plan. These agencies include, but are not limited to, the following:

- California Department of Transportation (Caltrans)
- City of Thousand Oaks
- Las Virgenes Municipal Water District
- Las Virgenes Unified School District
- Los Angeles County Consolidated Sewer Maintenance District
- Los Angeles County Department of Building and Safety

- Los Angeles County Department of Public Works
- Los Angeles County Department of Regional Planning
- Los Angeles County Fire Department
- Los Angeles County Flood Control District
- Los Angeles County Sheriff's Department
- South Coast Air Quality Management District
- State Water Resources Control Board
- Los Angeles Regional Water Quality Control Board

Other non-discretionary permits may also be needed from various public agencies depending on the potential of each development proposal and infrastructure improvement to affect the facilities of a public agency or in accordance with the public agency's regulatory functions.

3.7 SPECIFIC PLAN IMPLEMENTATION

Future development in the Specific Plan area would have to be evaluated by the City of Westlake Village for consistency with the *North Business Park Specific Plan* during the development review and permit process.

3.7.1 MONITORING AND IMPLEMENTING MAXIMUM BUILDOUT

The Specific Plan provides an estimate of future development that could occur in the planning area, based on the evaluated maximum buildout discussed in Sections 3.5.1 and 3.5.2 above (i.e., 1,017 dwelling units and 1,631,392 sf of non-residential development). To ensure that development does not exceed the maximum buildout evaluated in the Program EIR, the City would have to monitor and track development within each district in the Focus Area. Should a property owner propose or the market warrant development in excess of what is assumed in the evaluated maximum buildout, additional environmental review under the California Environmental Quality Act (CEQA) may be required prior to the approval of a site-specific project that would result in the additional residential units or non-residential development.

In addition, to avoid any new significant traffic-related impacts, each new development within each district would be required to show that it would not exceed the projected AM/PM peak hour in/out volumes for each district, even for an interim period of time. The trip generation caps are included in the Specific Plan and presented in Table 3-5.

TABLE 3-5
TRIP GENERATION CAPS[a]

District	Daily Trip Ends[b]	AM Peak Hour Volumes			PM Peak Hour Volumes		
		In	Out	Total	In	Out	Total
Mixed Use Corsa District	2,488	104	75	179	106	129	235
Mixed Use Lindero District	4,049	165	162	327	165	204	369
Office District	2,240	230	37	267	42	223	265
Design District North	6,814	370	89	459	258	431	689
Design District South	6,203	96	58	154	301	325	626
Mixed Use Cedarvalley District	2,551	244	43	287	67	191	258
Business Park West District	3,011	288	51	339	79	226	305
Business Park East District	1,612	154	27	181	42	121	163
Total	**28,986**	**1,651**	**542**	**2,193**	**1,060**	**1,850**	**2,910**

[a] Minor reallocation of traffic volumes may be permitted between zoning districts provided that total allowable volumes for the Specific Plan area are not increased.
[b] Trips are one-way traffic movements (entering or leaving).

Source: Civic Solutions 2018

As part of its development monitoring and tracking efforts, the City would require daily and peak-hour trip generation estimates from each new development. Should proposed development exceed the traffic caps for its district, as provided in Table 3-5 above, the project applicant would have to prepare a detailed traffic study analyzing the existing traffic conditions, the impacts of the proposed project on the surrounding roadway network, and mitigation measures necessary to mitigate impacts that exceed applicable City standards (MM 4.16-3).

3.7.2 FUTURE USE OF PROGRAM EIR

As indicated in Section 1.1, this Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the *North Business Park Specific Plan*, including all discretionary approvals requested or required to implement the Specific Plan. Thus, development beyond the evaluated maximum buildout of the planning area would require subsequent environmental review, as this Program EIR only evaluates the impacts associated with the evaluated maximum buildout, as contained in the proposed Specific Plan.

Section 1.1.3, Future Environmental Review, of this Draft Program EIR discusses the instances when additional environmental review and documentation is necessary for individual developments in the Focus Area and infrastructure improvements proposed in the planning area. Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the proposed Specific Plan must be examined in the light of the Final Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an analysis by the City to determine if the activity is within the scope of the Final Program EIR. Because these later activities may have been analyzed in the Program EIR, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change to the anticipated impacts discussed in the previous analysis; (2) a more severe impact; or (3) a new significant impact. This would include review of project compliance with the maximum dwelling unit and/or non-residential floor area buildout and the trip generation caps for each land use district.

Based on the results of the analysis for each development proposal or project, the City would determine which of the following actions is applicable to the later activity:

1. The later activity is a component of and consistent with the *North Business Park Specific Plan* and has been previously analyzed as a part of the Final Program EIR and the findings certified pursuant to the State CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
2. The later activity is a component of the *North Business Park Specific Plan* and has been previously analyzed as a part of the Final Program EIR and the findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Final Program EIR is required (CEQA Guidelines Section 15164).
3. The later activity is either not a component of the *North Business Park Specific Plan*; has not been previously analyzed as part of the Final Program EIR; represents a substantial change to the Specific Plan or the circumstances under which the project is undertaken; or information of substantial importance has become known, in which case an Initial Study and additional environmental review under CEQA would be required (CEQA Guidelines Section 15162), unless the later activity is determined to be exempt under CEQA.

References:

Civic Solutions. 2018. *North Business Park Specific Plan.* San Juan Capistrano, CA: Civic Solutions.

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SECTION 4.0 ENVIRONMENTAL ANALYSIS

Section 4.0 analyzes the potential environmental impacts associated with approval and adoption of the *North Business Park Specific Plan.* While the proposed Specific Plan is a policy document and, as such, would not lead to any immediate or direct changes to the physical environment, the proposed Specific Plan would regulate all future development within the Focus Area. As such, implementation of the Specific Plan could result in environmental impacts. In addition, roadway, infrastructure, and other public improvements that would be implemented in the Specific Plan area to serve and support existing and future developments under the Specific Plan would result in environmental impacts. Therefore, the environmental analyses within this section of the Program Environmental Impact Report (EIR) focus on the impacts resulting from implementation of the proposed Specific Plan and impacts associated with future development and planned roadway and infrastructure improvements.

The following environmental issues are subject to analyses:

Section 4.1: Aesthetics and Visual Quality

Section 4.2: Agriculture and Forest Resources

Section 4.3: Air Quality

Section 4.4: Biological Resources

Section 4.5: Cultural Resources

Section 4.6: Geology and Soils

Section 4.7: Greenhouse Gases

Section 4.8: Hazards and Hazardous Materials

Section 4.9: Hydrology and Water Quality

Section 4.10: Land Use and Planning

Section 4.11: Mineral Resources

Section 4.12: Noise

Section 4.13: Population, Housing, and Employment

Section 4.14: Public Services

Section 4.15: Parks and Recreation

Section 4.16: Transportation

Section 4.17: Tribal Cultural Resources

Section 4.18: Utilities and Service Systems

Each section is organized as follows:

Introduction/Methodology. An introductory statement related to the sources of the information and the analysis in each section is provided. For some sections, a more detailed discussion of the methodology used for the environmental analysis is provided.

Relevant Programs and Regulations. Under each section, the existing regulatory setting identifies, federal, State, county, regional, and local regulations that relate to the environmental issue, the City, and the proposed Specific Plan.

Existing Conditions. The environmental conditions within the Focus Area and the planning area and in the surrounding area are presented to provide the baseline with which environmental changes from the proposed Specific Plan would be analyzed.

Thresholds of Significance. The thresholds used to determine the significance of impacts is then outlined, as derived from Appendix G of the State CEQA Guidelines.

Proposed Specific Plan and Regulatory Requirements. The Specific Plan document contains goals, policies, Specific Plan districts and development standards, and design standards and guidelines for future development, as well as planned roadway and infrastructure improvements. Because the goals, policies, standards, and guidelines are part of the Specific Plan and are therefore components of the project, they do not constitute mitigation measures, as defined by the California Environmental Quality Act (CEQA). However, they are identified for each environmental issue, and individual development projects allowed under the Specific Plan would have to comply with these goals, policies, standards, and guidelines as a matter of course.

Regulatory Requirements (RRs) are existing requirements and regulations based on City, State, or federal regulations or laws that are required independent of CEQA review and, at the same time, serve to offset or prevent specific impacts. Examples of these regulatory requirements include compliance with the provisions of the City's Municipal Code and pertinent South Coast Air Quality Management District rules, among other regulations. The City may also impose additional conditions on future development projects during the approval process, as appropriate. RRs that relate to each environmental issue are listed, but they also do not constitute mitigation measures as defined by CEQA.

Environmental Impacts. Potential impacts that may result from future development in the Focus Area and planned roadway and infrastructure improvements within the planning area are then provided. The analysis addresses each applicable impact threshold and addresses the Specific Plan's potential for short-term, long-term, and direct and indirect impacts.

Cumulative Impacts. The environmental impacts of the proposed Specific Plan, when considered and added with the impacts of other planned, proposed, and recently completed projects in the surrounding area or region, are discussed as the cumulative impacts of the Specific Plan.

Mitigation Measures. MMs are required when a potentially significant environmental effect has been identified. After compliance with the Specific Plan and regulatory requirements, if significant adverse impacts would occur, mitigation measures that would reduce the identified significant adverse impacts are provided. Section 15126.4(a) of the State CEQA Guidelines requires lead agencies to consider feasible mitigation measures (MMs) to avoid or substantially reduce a project's significant environmental impacts.

Level of Significance After Mitigation. The significance of environmental impacts after implementation of the MMs is stated at the end of each environmental issue section.

4.1 AESTHETICS AND VISUAL QUALITY

Information in this section is derived from site visits, review of aerial photographs and public documents, and review of the proposed *North Business Park Specific Plan*.

4.1.1 RELEVANT PROGRAMS AND REGULATIONS

State Scenic Highway Program

The California Department of Transportation's (Caltrans) Scenic Highway Program (as contained in the *California Streets and Highways Code,* Sections 260 to 263) recognizes the visual resources and natural scenic beauty of California highways and adjacent corridors. These highways are designated based on the natural landscape seen by travelers; the scenic quality of the landscape; and the extent to which development is kept away from the corridor to preclude intrusion on the traveler's enjoyment of the view.

The program includes a list of highways that are either eligible for designation as scenic highways or have been officially designated. The status of a scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval and adopts a Corridor Protection Program that (1) regulates land use and density of development along the highway, (2) controls outdoor advertising, (3) provides guidelines for site planning, (4) controls earth-moving and landscaping activities, and (5) provides design guidelines for the appearance of structures and equipment. Caltrans' approval leads to official designation and inclusion in the list of the State's Scenic Highways.

The Scenic Highway Program lists the Ventura Freeway (U.S. 101) as an Eligible Scenic Highway near the planning area evaluated in this Program EIR (Caltrans 2011).

Westlake Village General Plan

The existing and proposed Westlake Village General Plan designate Resource Management Areas to protect significant resources in the City. The Hillside Management Area overlay applies to hillside areas that should be preserved as scenic resources and for protection from natural hazards. These areas are subject to the City's Hillside Development Standards. The planning area is not located within this overlay, although the area to the north across Thousand Oaks Boulevard has a Hillside Management Area overlay. Prominent ridgelines within the hillside areas are also identified in the existing and proposed General Plan.

The existing and proposed General Plan address visual resources and scenic highways and identify scenic and resource-oriented recreation areas, special natural or cultural areas, and watershed buffer areas at the southern section of the City. The Natural Resources chapter of the existing and proposed General Plan calls for the preservation of views along Decker Road and U.S. 101 and the streetscape along the City's major arterials (Westlake Village 1993, 2018).

Assessment Districts

The City has established several assessment districts for the maintenance of street lighting, parkways, and street medians. The subject planning area is located within Lighting Maintenance Assessment District No. 1, which maintains street lighting throughout the City, except for select residential and commercial areas. The planning area is also located within Landscape Maintenance Assessment District No. 1, which maintains arterial street medians and parkway landscaping on Thousand Oaks Boulevard and Lindero Canyon Road.

Westlake Village Municipal Code

Chapter 4.8 of the Westlake Village Municipal Code includes regulations related to property maintenance and identifies public nuisances that are prohibited and should be abated. Chapter 4.11 of the Code addresses view preservation and states that owners and legal occupants have the right to the view in existence at the time of purchase or occupancy of the property. As such, trees that may present unreasonable obstruction are prohibited, and changed views are subject to restorative action. Chapter 4.7 prohibits graffiti and requires its removal as quickly as possible. Chapter 9.18 regulates signs in the City to ensure they are in compliance with City regulations by being compatible with the City's character and environment.

Art in Public Places Ordinance

Chapter 9.39 of the City's Municipal Code is its Art in Public Places Ordinance that requires commercial, industrial, office, or other non-residential development projects costing at least $100,000 to donate a public artwork to the City; install public artwork on the site; or pay an in-lieu art fee that the City will use for public artwork in public places and streetscapes or for performing arts or art education programs.

4.1.2 EXISTING CONDITIONS

Aesthetics generally refer to the presence of visual resources, the quality of one's view, and/or the overall visual perception of the environment. The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as on glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, street lights, and vehicle headlights).

Visual Characteristics

The City of Westlake Village is a suburban community that features wide, tree-lined roadways, distinct residential neighborhoods, linear parks and wide-open spaces, and established office and commercial areas. Travelers on U.S. 101 have views of the Westlake Golf Course on the south side of the highway and commercial, office, and hotel buildings on the north side as they pass through Westlake Village.

The Specific Plan area is located just north of the freeway and is developed with office, industrial, hotel, and institutional uses. Business parks featuring older, single-story, tilt-up industrial buildings on parcels less than 2 acres in size are primarily found in the northern section of the planning area, with a few low-rise, wood-framed office buildings at the northeastern section — an area located on a low hill, with building pads at a higher elevation than the street level.

Newer developments are found on the southern section of the planning area. In this area, a 400,000-square-foot (sf) industrial structure on a 30-acre site has been demolished and replaced with the four-story, 165,000-square-foot (sf) Dole headquarters building; the six-story, 285-room Four Seasons Hotel; and the 202,000-sf Westlake Village Studios. An office and manufacturing facility have been replaced by the Calvary Community Church and the Oaks Christian High School. An adjacent manufacturing building has also been converted to the Oaks Christian Middle School. Exhibits 4.1-1a and 4.1-1b, Photographs of Existing Structures, provide photographs of existing structures in the planning area. As shown, older developments have more simple facades and plain colors, while newer structures provide more visual interest.

The Four Seasons Hotel

Dole corporate headquarters

Oaks Christian School

Westlake Village Studios

Source: Civic Solutions 2018

Photograph of Existing Structures

Exhibit 4.1-1a

North Business Park Specific Plan Draft Program EIR

PSOMAS

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Source: Civic Solutions 2018

Photograph of Existing Structures

Exhibit 4.1-1b

North Business Park Specific Plan Draft Program EIR

PSOMAS

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Views

Views of the City and the planning area are available from the peaks and ridgelines of the Simi Hills to the north and the Santa Monica Mountains to the south. A ridge at the northern section of the planning area also offers southerly views of the City.

The City of Westlake Village cooperated with the cities of Thousand Oaks and Agoura Hills for the designation of U.S. 101 as a Scenic Highway. Caltrans has not approved the designation, but U.S. 101 is an Eligible Scenic Highway (Caltrans 2011). Located at the southern end of the City, Decker Road (extending as Westlake Boulevard north of Mulholland Highway) is also considered a roadway with significant views of natural landscapes in the City's General Plan. This roadway winds through the Santa Monica Mountain Recreation Area and offers views of an undeveloped mountain area and natural environments (Westlake Village 1993).

The Conservation and Natural Resources Element of the County of Los Angeles General Plan identifies scenic resources in the County and includes State Scenic Highways: Angeles Crest Highway, Mulholland Highway, and Malibu Canyon - Las Virgenes Highway (County of Los Angeles 2015). These highways do not have views of the planning area.

The Ventura County General Plan identifies U.S. 101, Westlake Boulevard, and Kanan Road as Eligible Scenic Highways in the County near Westlake Village. It also considers Lake Sherwood a scenic lake (Ventura County 2011).

Light and Glare

Exterior lighting provides visibility for both traffic and for security. The City has nighttime lighting levels typical of a suburban area, which is mainly attributable to security lights at existing developments, streetlights, and parking lot lighting throughout the City. Transient lighting from vehicle headlights also contributes to nighttime illumination. Streetlights, exterior lights, and vehicle headlights are the same sources of light in the planning area.

Daytime glare can be caused by light reflections from pavement, vehicles, and building facades, such as reflective glass and polished surfaces used for windows and doors. Structures in the planning area do not utilize reflective surfaces over large areas; and, as such, glare is not a local concern.

4.1.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on Aesthetics and Visual Quality if it would:

Threshold 4.1a: Have a substantial adverse effect on a scenic vista

Threshold 4.1b: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway

Threshold 4.1c: Substantially degrade the existing visual character or quality of the site and its surroundings

Threshold 4.1d: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

4.1.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies: Goals and policies in the proposed Specific Plan that may reduce environmental impacts related to Aesthetics are listed below:

Land Use and Urban Design

Goal LU/UD-5: Encourage good design and high-quality development within the Specific Plan area.

- Policy LU/UD-5.1: Implement development and design standards that result in high quality development of distinctive character.
- Policy LU/UD-5.2: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas; incorporate façade articulation and vertical setbacks) and include extensive landscaping.
- Policy LU/UD-5.3: Take advantage of the natural setting and dramatic views of the Santa Monica Mountains to enhance the quality of the overall development.
- Policy LU/UD-5.4: Implement development standards and design guidelines to provide an appropriate transition between commercial uses and adjacent residential uses.
- Policy LU/UD-7.3: Locate streetscape elements to enhance the public realm by framing views, screening parking areas, identifying entries, providing shade, etc.
- Policy LU/UD-7.4: Provide for the creation of gathering places within private development, such as plazas, green spaces, and linear parks that capture views.
- Policy LU/UD-7.5: Provide site furniture and lighting appropriate to the "village" environment and unique to the Specific Plan area.

Economic Development

- Policy ED-5.1: Within the commercial and business/industrial areas, encourage the formation of a property-based Business Improvement District (BID) to provide enhanced services, such as marketing, beautification, signage, and property owner coordination and representation.

Infrastructure

Goal I-4: Minimize the impacts of new utilities on view corridors and the natural and built environment.

Policy I-4.1: Require undergrounding of new utility lines, with priority given to the undergrounding of utility lines along major streets. This will also allow trees to reach full height and improve the aesthetics of the area.

Specific Plan Districts. Use regulations and development standards in the proposed Specific Plan are grouped by Specific Plan district to promote compatibility and to prevent land use conflicts between developments in each district and with adjacent districts. The development standards include regulations for maximum floor area ratios, building heights, lot coverage, minimum street and property line setbacks, and open space requirements that would preserve available views of the Santa Monica Mountains to the south and the Simi Hills to the north.

Design Standards and Guidelines. The *North Business Park Specific Plan* contains design standards and guidelines for new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. These design standards and guidelines would promote the aesthetic preferences of the City and will be used in the design review of all new development projects and substantial landscape improvements. The design standards and guidelines that would reduce potential impacts related to Aesthetics include those that address the following:

Chapter 5. Design Guidelines

C. Building Siting and Orientation
D. Building Form and Facades
E. Pedestrian Connectivity
F. Plazas and Courtyards
G. Outdoor Dining
H. Open Space in Multi-Family Developments
I. Architectural Style
J. Materials, Finishes and Colors
K. Exterior Lighting
L. Service Areas and Mechanical Equipment
M. Parking Lots
N. Parking Structures

Chapter 7. Open Space and Streetscape Improvements

B. Open Space
C. Streetscape Improvements
D. General Design Guidelines for Public Rights-of-Way
E. Street Furniture

Public Improvements. The Open Space Framework of the proposed Specific Plan requires the development of linear parks along ridgelines, large urban plazas or “village greens,” and smaller open space areas within residential or mixed use developments. These public places would offer views of the mountains and hills near the City. Planned roadway improvements would also improve existing roads and create a uniform streetscape in the planning area. The required undergrounding of new utility lines (e.g., power, fiber-optic cable, and telephone lines) would also prevent visual clutter in the planning area.

Regulatory Requirements

Compliance with pertinent regulations and programs of the City would be required for all new development and major development. The applicable regulations related to aesthetics are included in the regulatory requirement listed below.

RR 4.1-1: All proposed development in the City are subject to site plan and design review, as specified in Article 9 of the Westlake Village Municipal Code (Zoning Regulations), and applicable provisions of the Municipal Code, such as Design Standards (Chapter 9.15), Landscaping Standards (Chapter 9.16), Signs (Chapter 9.18); Oak Tree Preservation Standards (Chapter 9.21), Nonconforming Buildings and Uses (Chapter 9.22), Conditional Use Permits (Chapter 9.26), Variances (Chapter 9.27), Art in Public Places (Chapter 9.39), Property Maintenance (Chapter 4.8), Graffiti Removal (Chapter 4.7), and View Preservation (Chapter 4.11).

4.1.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would introduce new structures and site improvements that would change the visual quality of individual sites and the planning area, and would introduce new sources of light and glare.

Scenic Vistas

Threshold 4.1a: Would the project have a substantial adverse effect on a scenic vista?

The planning area is developed with urban land uses and is not part of a scenic vista. Future development and roadway and infrastructure improvements would not adversely affect this area.

Scenic vistas that can be viewed from within and near the planning area include views of the distant Santa Monica Mountains to the south and the Simi Hills to the north. Future development could create obstructions to scenic views of the mountains or the hills for adjacent developments. Depending on the building heights of new structures (which could be up to five stories and 70 feet in the Mixed Use Lindero and Office Districts), some views could be partially blocked from certain vantage points.

However, the Development Standards in the proposed Specific Plan include building height, lot coverage, open space, and setback requirements for individual districts to limit and prevent total obstruction of views. Also, the Open Space Framework in the Specific Plan calls for the development of linear parks along the ridgeline at the southern edges of the Mixed Use Corsa and Business Park West Districts and large urban plazas or “village greens” in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts. These open space areas would serve as public vantage points for views of the City and the mountains to the south and the hills to the north. Since the Santa Monica Mountains rise to heights over 2,500 feet above mean sea level (msl) (or approximately 1,300 to 1,500 feet higher than the elevations in the planning area), the mountains would remain partially visible from the planning area and public roads, despite the construction of new and taller structures under the proposed Specific Plan. The design guidelines in Chapter 9.15 of the City’s Municipal Code, which are applicable to future development in the planning area, also require that new residential structures be designed and oriented to preserve views from neighboring properties to the greatest extent feasible.

Planned roadway and infrastructure improvements would be at grade and would not affect views from the planning area.

Less than significant impacts on scenic views would occur; and no mitigation is required.

Scenic Highways

Threshold 4.1b: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No development is anticipated in the southern section of the planning area, which abuts U.S. 101, an Eligible Scenic Highway. The Specific Plan does not propose the removal of trees, rock outcroppings, or historic buildings that are part of the scenic resources along U.S. 101. Future development in the northern section of the planning area would not be visible from the freeway due to the presence of existing buildings and site improvements at the southern section. Roadway and infrastructure improvements along La Tienda Drive, Via Rocas, and Lindero Canyon Road (which are near the freeway) would provide a more uniform streetscape and would not damage scenic resources along the freeway.

The planning area is not visible from Triunfo Canyon Road or Westlake Boulevard, which are located at the central and southern sections of the City, or from Westlake Boulevard and Kanan Road in the City of Thousand Oaks due to distance and the presence of intervening structures. Therefore, no impacts on these local scenic highways would occur.

Potential impacts on scenic highways would be less than significant, and no mitigation is required.

Visual Character and Quality

Threshold 4.1c: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The entire planning area is developed, and the existing land uses at the southern section are unlikely to experience a change in land use type or development intensity over the life of the Specific Plan. Future development is expected to occur only within the Focus Area at the northern section. This future development would change the visual quality of the planning area and individual development sites as older developments are replaced with newer structures and site improvements. As the Focus Area is developed, changes in buildings, site improvements, and development intensities would occur because the Specific Plan promotes development of aging structures with new land uses.

The Specific Plan (Appendix J of this document) includes several photographs of various buildings and site improvements that are expected to be developed in the planning area. The photographs show building architecture, massing, orientation, and site layout that include useable open spaces, pedestrian gathering areas, and plazas. These photographs of other existing developments represent examples of buildings and improvements that reflect the preferred designs that may be built in the planning area under the proposed Specific Plan.

The determination of whether the changes in the visual quality of a site would degrade an area or its surroundings, and therefore, be significant and adverse, is highly dependent on the viewer. Preferences for one architectural style over another and issues related to the preservation of existing structures versus renovation/replacement render a determination of impacts to visual

character a relatively subjective endeavor. Therefore, visual quality, as preferred by the City through design standards that it has adopted, would be used to determine whether impacts would be adverse or not.

Since the Specific Plan has been subject to several reviews and revisions by the City, it is expected to reflect the aesthetic preferences of City. As such, compliance with the goals, policies, and design standards and guidelines in the Specific Plan is expected to avoid adverse aesthetic impacts. The proposed Specific Plan includes goals and policies that address Land Use and Urban Design (Goal LU/UD-5, Policy LU/UD-5.1, Policy LU/UD-5.2, Policy LU/UD-5.3, LU/UD-5.4, Policy LU/UD-7.3, Policy LU/UD-7.4, and Policy LU/UD-7.5), Economic Development (beautification programs under Policy ED-5.1), and Infrastructure (protection of view corridors under Goal I-4 and Policy I-4.1).

The Specific Plan also contains a set of Design Guidelines that were developed to support Specific Plan objectives to:

- Maintain the City's tradition of high quality architecture and landscape design
- Promote compatibility in scale, mass, form, character, and quality with the existing character of the City
- Promote compatibility with the City's natural environmental resources, viewsheds, and open spaces
- Create visual interest in individual buildings, while maintaining a sense of harmony within the project
- Promote design creativity and variation while ensuring consistency in building scale, proportion, and overall character
- Facilitate pedestrian movement and connections within and between mixed use, commercial, and residential developments
- Encourage environmental sensitivity in development

The design guidelines address building siting and orientation, building form and facades, plazas and courtyards, outdoor dining, open space, architectural style, material, finishes, and color, as well as standards for open space, streetscape improvements, street furniture, and screening of rooftop equipment. The Specific Plan also states that development shall comply with Chapter 9.15, Design Standards; Chapter 9.18, Landscaping Standards; Chapter 9.18, Signs, and Chapter 9.22, Nonconforming Buildings and Uses in the Westlake Village Municipal Code. Since these design standards and guidelines reflect the aesthetic preferences of the City, compliance with the standards and guidelines is expected to achieve the desired visual quality for the planning area through the development of aesthetically pleasing structures and improvements.

The Specific Plan states that all development within the Specific Plan area shall be subject to the site/design review process set forth in the City's Municipal Code. New development and improvements greater than 50 percent of the existing building square footage will be subject to professional Design Review by the City at the cost of the Project Applicant/Developer. In addition, all new development projects and substantial landscape improvements will be subject to professional Landscape Design Review by the City at the cost of the Project Applicant/Developer. Compliance with this regulatory requirement (RR 4.1-1) would prevent adverse impacts related to aesthetics and visual quality.

New development would also be subject to other regulations in the City's Municipal Code, including the provision of Art in Public Places (Chapter 9.39); property maintenance and the abatement of nuisances (Chapter 4.8); and the preservation of existing views (Chapter 4.11). Compliance with these regulations would be in keeping with the aesthetic values of the City, and impacts would not be considered significant or adverse. Therefore, future development under the Specific Plan would not degrade the visual character of the planning area.

Planned roadway improvements (i.e., sidewalks, parkways, and medians) would also improve existing roads and create a uniform streetscape in the planning area. These improvements would have beneficial impacts on visual quality and aesthetics.

Changes in visual quality would occur with implementation of the proposed Specific Plan, but impacts would be less than significant, and no mitigation is required.

Light and Glare

Threshold 4.1d: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Future development under the proposed Specific Plan and roadway and infrastructure improvements would be accompanied by new sources of light and glare. These would include new or altered streetlights, exterior security lighting, lighted signs, parking lot lighting, and pedestrian pathway lighting. These new light sources would result in an increase in lighting levels at individual sites and in the planning area overall.

However, new street lighting would be similar to street lighting in other parts of the City, as the planning area is located within the City's Lighting Maintenance Assessment District No. 1. The Specific Plan also includes policies, performance standards, and design guidelines for lighting of exterior areas, sidewalks, entrances, loading areas, and other outdoor spaces that minimizes light trespass; requires lights to be low-mounted and downward casting; uses low energy lights; and adheres to the guidelines of the Dark Sky Association, while promoting security and safety. Thus, compliance with the Specific Plan would prevent light spillover and minimize impacts to nighttime views.

Newly constructed buildings could create new sources of daytime glare in the form of glazed building surfaces, use of mirrors and glass as exterior building surfaces, and other reflective materials that would reflect the sun or light sources and create glare. The Specific Plan includes Policy LU/UD-7.5 and Performance Standards and guidelines that limit light spillover and glare and requires the use of earthen colors and prohibits the use of dark-tinted, reflective and opaque glass. It also states that future development would be subject to the design guidelines in Chapter 9.15 of the City's Municipal Code and parking lot lighting requirements in Section 9.19.080H of the Municipal Code. Section 9.15.030 A specifically prohibits the use of overly bright, shining, reflective, or artificial exterior treatments; and Section 9.15.030 B allows the Planning Director to consider the impact of proposed lighting on adjacent properties or rights-of-way as part of the project review and zoning clearance. Compliance with these design standards and guidelines would avoid impacts related to glare.

Impacts related to light and glare would be less than significant, and no mitigation is required.

4.1.6 CUMULATIVE IMPACTS

The geographic context for cumulative visual impacts generally encompasses the City of Westlake Village and adjacent areas that share viewsheds or lines of sight with the City, as provided by arterial corridors and distant views of the Santa Monica Mountains and the Simi Hills.

Future development in the Focus Area would lead to visual changes in the City that could be cumulatively considerable when assessed in combination with growth and development in the City and adjacent jurisdictions and that would be visible to residents, employees, and visitors. However, this growth and development may not necessarily be considered adverse impacts to the visual character of the area, since areas planned for development are largely developed and other areas are protected as permanent open space. Therefore, limited new development is expected in the surrounding area. Also, the municipal codes of the Cities of Westlake Village, Agoura Hills, and Thousand Oaks include design standards and require new or modified uses and structures to be subject to design review. This would ensure the construction of aesthetically pleasing developments in the shared viewsheds.

Mountain and hillside views are expected to remain available to public views, as a large portion of these areas are preserved as permanent open spaces and their higher elevations will continue to make them visible from most areas in the City and the surrounding communities. The Westlake Village General Plan also contains guidelines for development in hillside areas and ridgelines that would protect these resources. In addition, the Agoura Hills Municipal Code establishes standards for Agoura Hills' hillsides and significant ecological areas. The Thousand Oaks Municipal Code establishes a Hillside Planned Development Zone, a Protected Ridgeline Overlay Zone, and an Open Space Zone to limit development in the hillside areas. Compliance with these regulations would ensure that cumulative impacts to views of the Santa Monica Mountains and Simi Hills would be at less than significant levels.

Existing sources of light and glare in the City and surrounding areas generate ambient lighting levels that define nighttime light intensities. The municipal codes of the Cities of Westlake Village, Agoura Hills, and Thousand Oaks and the Los Angeles County Code include standards for preventing glare and light spillover. Coupled with the Specific Plan design standards and guidelines controlling light spillover and glare, future developments in the shared viewsheds would not incrementally contribute to significant cumulative impacts related to light and glare.

There would be a less than significant cumulative impact related to aesthetics, and no mitigation is required.

4.1.7 MITIGATION MEASURES

No significant adverse impacts related to aesthetics have been identified with implementation of the Specific Plan (i.e., Goals and Policies, Specific Plan Districts, Design Standards and Guidelines, and Public Improvements) and compliance with the regulatory requirement listed above. Therefore, no mitigation is required.

4.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Scenic Vistas

Less Than Significant Impact

Scenic Highways

Less Than Significant Impact

Visual Character and Quality

Less Than Significant Impact

Light and Glare

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact

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4.2 AGRICULTURE AND FOREST RESOURCES

Information in this section is derived from review of the California Farmland Mapping and Monitoring Program and published documents.

4.2.1 RELEVANT PROGRAMS AND REGULATIONS

Farmland Mapping and Monitoring Program

The California Department of Conservation administers the Farmland Mapping and Monitoring Program (FMMP) pursuant to Section 65570 of the *California Government Code*. The FMMP identifies farmlands in the State based on current land use information and the U.S. Department of Agriculture, Natural Resources Conservation Service's (NRCS') soil survey data on soil characteristics that best support crop production. This program also tracks the conversion of farmland to other uses every two years.

In 2016, approximately 22,613 acres of Prime Farmland were mapped in Los Angeles County, along with 770 acres of Farmland of Statewide Importance, 962 acres of Unique Farmland, 3,045 acres of Farmland of Local Importance, and 239,037 acres of Grazing Land. The total of 266,427 acres of Prime, Unique, and Statewide Important Agricultural Land in the County in 2016 reflects a 7,035-acre loss in agricultural land since 2014 (FMMP 2017a).

Land Conservation Act

The California Land Conservation Act of 1965, also known as the Williamson Act, is the State's primary program for the conservation of private land in agricultural and open space use. It is a voluntary program that offers preferential property taxes on lands which are in agricultural use and sets restrictions on their use and future conversion to non-agricultural land through contracts between the individual landowners and local governments.

No lands with Williamson Act contracts are located in the City. Rather, portions of the City's central core are designated as Urban and Built-Up Land, and the rest of the City is designated as Non-Enrolled Land (DLRP 2016).

Santa Monica Mountains National Recreation Area Land Protection Plan

The Santa Monica Mountains National Recreation Area was established in 1978 and includes scattered parcels in the Santa Monica Mountains that cover over 150,150 acres. The National Park Service (NPS) developed the Land Protection Plan to identify and protect the most significant natural, cultural, and recreational resources in the mountains. All lands within the mountain zone were evaluated based on natural resource conservation values, cultural resources conservation values, and recreational resources conservation values to determine the most effective use of limited funds and energies. The Plan includes protection and conservation strategies through fee acquisition, conservation easements, land exchanges, cooperative planning, and habitat conservation banking through partnerships with numerous public and private agencies (NPS 1998).

4.2.2 EXISTING CONDITIONS

No existing agricultural uses occur in the City of Westlake Village or adjacent areas, and no lands with Williamson Act contracts are located in the City. The FMMP does not designate any land in the City or the surrounding areas as Farmland (i.e., Prime Farmland, Farmland of Statewide

Importance, Unique Farmland, Farmland of Local Importance, or Grazing Land). Due to the predominance of urban development, land in the City is designated as Urban and Built-up land, Other Land, and Water. The planning area is designated as Urban and Built-Up Land, with areas to the east, west, and south also designated as Urban and Built Up land and areas to the north designated as Other Land (FMMP 2017b, 2017c).

The City does not have a zoning district for agriculture. Chapter 9.23, Animals, of the City's Municipal Code states that the keeping of animals and pets, including bees, horses, and fowl are subject to the approval of the Planning Director. No existing agricultural uses occur in the planning area.

No designated forest lands or timberlands are present in the planning area. The nearest forest lands are the Santa Monica Mountains National Recreation Area, located over 1.75 miles south of the planning area, which includes the southern portion of the City. The Los Padres National Forest and the Angeles National Forest are located more than 20 miles north and northeast of the City, respectively (USFS 2018).

4.2.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on Agriculture and Forest Resources if it would:

Threshold 4.2a: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

Threshold 4.2b: Conflict with existing zoning for agricultural use, or a Williamson Act contract

Threshold 4.2c: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])

Threshold 4.2d: Result in the loss of forest land or conversion of forest land to non-forest use

Threshold 4.2e: Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

4.2.1 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

The Specific Plan does not address agricultural or forest resources since no agricultural uses or resources or forests are in or near the planning area.

Regulatory Requirements

No existing regulations relating to agriculture and forest resources would be applicable to future development and roadway and infrastructure improvements under the proposed Specific Plan.

4.2.2 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would lead to changes in existing land uses within the planning area.

Important Farmland

Threshold 4.2a: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No lands in the City of Westlake Village are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The FMMP designates the entire planning area as Urban and Built-Up Land (FMMP 2017b). Therefore, future development under the proposed Specific Plan and roadway and infrastructure improvements would have no impact on designated Farmlands. No mitigation is required.

Existing Zoning or Williamson Contract

Threshold 4.2b: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The City does not have an agricultural zoning district. No Williamson Act contracts are within the planning area or in the City. Therefore, future development under the proposed Specific Plan and roadway and infrastructure improvements would have no impact on an agricultural zone or a Williamson Act contract. No mitigation is required.

Forest Land and Timberland

Threshold 4.2c: Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?

The City of Westlake Village does not have a zoning district for forest land or timberland. No forests are in or near the planning area. Riparian forests and woodlands occur within the nearby Santa Monica Mountains, but the proposed Specific Plan does not propose development or infrastructure projects in these mountains. The proposed Specific Plan would be located in an area identified as a Developed Area in the Land Protection Plan for the Santa Monica Mountains National Recreation Area. The planning area is also located away from Protected Core Habitats (NPS 1998). Future development under the proposed Specific Plan and roadway and infrastructure improvements would have no impact on forest lands. No conflict with zoning for forest land or timberland would occur, and no mitigation is required.

Conversion of Forest Land

Threshold 4.2d: Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No forests are within the planning area, and no conversion of forest land to other uses would occur with future development under the proposed Specific Plan. North of the planning area is a community park and some undeveloped land. This area is not considered timberland and does not contain forest resources. Also, future development under the proposed Specific Plan and roadway and infrastructure improvements would not affect or change the use of adjacent areas.

No adverse impacts related to the loss of forest land or the conversion of forest land would occur with future development under the proposed Specific Plan and planned roadway and infrastructure improvements. No mitigation is required.

Conversion of Farmland

Threshold 4.2e: Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No ongoing agricultural or forest operations occur in or near the planning area. Therefore, future development and roadway and infrastructure improvements under the proposed Specific Plan would have no impact on agricultural use or forests, nor would it lead to the conversion of agricultural land or forest land to other uses. The undeveloped land north of the community park would not be converted to other uses by the proposed Specific Plan. No impacts on agriculture and forest resources related to land conversion are expected, and no mitigation is required.

4.2.3 CUMULATIVE IMPACTS

The City of Westlake Village and the surrounding areas comprise the Las Virgenes Subregion of the Southern California region, where no large agricultural lands used for commercial production are present. While agricultural lands are present in Ventura County, these lands are not located anywhere near the planning area. Therefore, future development and planned roadway infrastructure improvements in the planning area, along with other urban developments in the subregion, would not lead to a cumulatively considerable conversion of farmland to urban uses. Implementation of the proposed Specific Plan and other future developments in the subregion would also not lead to the conversion of forest or timberland to other uses. A large portion of the Santa Monica Mountains has been protected as permanent open space, and the Land Protection Plan for the Santa Monica Mountains National Recreation Area identifies implementation strategies to protect and acquire lands in the mountains. No cumulative adverse impacts on farmlands, forest lands, timberland, agricultural operations, and crop production would occur, nor would there be any conflict with agricultural zones or Williamson Act contracts with the proposed Specific Plan.

4.2.4 MITIGATION MEASURES

No significant adverse impacts on agriculture and forest resources have been identified; therefore, no mitigation is required.

4.2.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Important Farmland

No Impact

Existing Zoning or Williamson Contract

No Impact

Forest Land and Timberland

No Impact

Conversion of Forest Land

No Impact

Conversion of Farmland

No Impact

Cumulative Impacts

No Impact

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4.3 AIR QUALITY

4.3.1 METHODOLOGY

Since future development under the Specific Plan is anticipated only in the northern portion (Focus Area) of the planning area (with existing developments in the southern portion remaining in place), the air quality analysis is limited to the impacts of future developments in the Focus Area. Air quality impacts from future development can be divided into two types: short-term impacts and long-term impacts. Short-term impacts are associated with construction activities, and long-term impacts are associated with the continued operation of developed land uses and their associated vehicular trips.

Emissions were calculated by using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod is a computer program prepared under the direction of the South Coast Air Quality Management District (SCAQMD) and other air districts and is used to estimate anticipated emissions associated with land development projects in California (SCAQMD 2017a). The CalEEMod v.2016.3.2 model was used to forecast emissions levels for project operational activity.

Project-specific data (e.g., the amount and type of construction equipment and the maximum daily acres disturbed) are not available at the level of specificity for modeling purposes, as no development proposals will accompany adoption of the Specific Plan. Therefore, regional operational emissions of criteria air pollutants and precursors (e.g., mobile and area sources) were quantified using the CalEEMod computer model based on buildout assumptions for the Specific Plan.

The trip generation rates contained in the Traffic Impact Study for the *North Business Park Specific Plan* were used in the analysis of mobile source emissions (LLG 2018). Additional trip characteristics and fleet percentages were generated based on the applicable trips associated with each land use using the CalEEMod model. Trip lengths for existing and buildout years were estimated with CalEEMod model defaults.

The emissions associated with natural gas use were calculated based on assumptions from the CalEEMod model. The emissions associated with landscape maintenance equipment (lawnmowers, trailers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers) were calculated using the CalEEMod model. Emissions from consumer products, which include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products were estimated by the CalEEMod model. It is assumed that over a period of time, buildings will generate emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. It is conservatively estimated that approximately 10 percent of the buildings built will be repainted every year. Additional details relative to the CalEEMod calculations may be found in Appendix D of this Program EIR.

Other air quality impacts (i.e., local emissions of CO, construction- and operation-related toxic air contaminants [TACs], and odors) were assessed in accordance with methodologies recommended by the California Air Resources Board (ARB) and the SCAQMD.

4.3.2 RELEVANT PROGRAMS AND REGULATIONS

Air quality in the City and surrounding areas is regulated by the U.S. Environmental Protection Agency (USEPA), ARB, and the SCAQMD. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable air pollution control legislation. Although the

USEPA regulations may not be superseded, both State and local regulations may be more stringent. The federal, State, and local regulations for criteria air pollutants and TACs are discussed below.

Federal

Federal Clean Air Act

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The USEPA's air quality mandates are drawn primarily from the Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments made by Congress were in 1990. The USEPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. The standards are shown in Table 4.3-1.

As part of its enforcement responsibilities, the USEPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain and maintain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution by using a combination of performance standards and market-based programs within the SIP-identified time frame.

TABLE 4.3-1
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary[a]	Secondary[b]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	–	–
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM10	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
	AAM	20 µg/m^3	–	Same as Primary
PM2.5	24 Hour	–	35 µg/m^3	Same as Primary
	AAM	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
NO_2	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	–
SO_2	24 Hour	0.04 ppm (105 µg/m^3)	–	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	–
Lead	30-day Avg.	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m^3	

TABLE 4.3-1
CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary[a]	Secondary[b]
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

O_3: ozone; ppm: parts per million; µg/m^3: micrograms per cubic meter; PM10: respirable particulate matter 10 microns or less in diameter; AAM: Annual Arithmetic Mean; –: No Standard; PM2.5: fine particulate matter 2.5 microns or less in diameter; CO: carbon monoxide; mg/m^3: milligrams per cubic meter; NO_2: nitrogen dioxide; SO_2: sulfur dioxide; km: kilometer.

[a] *National Primary Standards:* The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

[b] *National Secondary Standards:* The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Note: More detailed information in the data presented in this table can be found at the ARB website (www.arb.ca.gov).

Source: ARB 2016.

State

California Clean Air Act

The California Clean Air Act articulates the State's air quality goals, planning mechanisms, regulatory strategies, and standards of progress and provides the State with a comprehensive framework for air quality planning regulation. ARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for coordinating and administering both the federal and State air pollution control programs in California. In this capacity, ARB conducts research; sets the California Ambient Air Quality Standards (CAAQS), as shown in Table 4.3-1 above; compiles emission inventories; develops suggested control measures; oversees local programs; and prepares the SIP. For regions that do not attain the CAAQS, ARB requires the air districts to prepare plans for attaining the standards. These plans are then integrated into the State SIP. ARB also establishes emissions standards for (1) motor vehicles sold in California; (2) consumer products (e.g., hair spray, aerosol paints, and barbecue lighter fluid); and (3) various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB regulates TACs through statutes and regulations that generally require the use of Maximum Achievable Control Technology (MACT) and Best Available Control Technology (BACT) to limit emissions.

State Implementation Plan/Air Quality Management Plan

The planning area is located in Los Angeles County, in the South Coast Air Basin (SoCAB), where the SCAQMD is the agency principally responsible for comprehensive air pollution control.

On November 28, 2007, ARB submitted a SIP revision to the USEPA for O_3, PM2.5 (1997 Standard), CO, and NO_2 in the SoCAB; this revision is identified as the "2007 South Coast SIP". The 2007 *Air Quality Management Plan* (AQMP)/2007 South Coast SIP demonstrates attainment of the federal PM2.5 standard in the SoCAB by 2014 and attainment of the federal

8-hour O_3 standard by 2023. The SIP also includes a request to reclassify the O_3 attainment designation from “severe” to “extreme”. The USEPA approved the redesignation effective June 4, 2010. The “extreme” designation requires the attainment of the 8-hour O_3 standard in the SoCAB by June 2024. The USEPA approved the PM2.5 SIP on September 25, 2013, and has approved 46 of the 61 1997 8-hour O_3 SIP requirements (USEPA 2018b). On November 30, 2014, the USEPA proposed a finding that the SoCAB has attained the 1997 PM2.5 standards (USEPA 2014). The comment period closed on January 22, 2015; no subsequent action has been taken.

On September 30, 2015, the USEPA proposed to approve elements of the SCAQMD’s 2012 PM2.5 Plan and 2015 Supplement, which addresses Clean Air Act requirements for the 2006 PM2.5 NAAQS, and proposed to reclassify the area as a ‘serious’ nonattainment area for the 2006 PM2.5 standard. The reclassification is based on the determination that the area cannot practicably attain the 2006 PM2.5 NAAQS by the moderate area attainment date (December 31, 2015). On December 22, 2015, the EPA reclassified the South Coast area as a "Serious" nonattainment area for the 2006 PM2.5 standard. The final reclassification requires the State to submit a “serious area” plan that provides for attainment of the 2006 PM2.5 NAAQS as expeditiously as practicable and no later than December 31, 2019.

The 2016 AQMP was adopted on March 3, 2017, by the SCAQMD Governing Board. The 2016 AQMP evaluates integrated strategies and measures to meet the following NAAQS (SCAQMD 2017b):

- 8-hour O_3 (75 parts per billion [ppb]) by 2032[1]
- Annual PM2.5 (12 micrograms per cubic meter [µg/m^3]) from 2021 to 2025
- 8-hour O_3 (80 ppb) by 2024
- 1-hour O_3 (120 ppb) by 2023
- 24-hour PM2.5 (35 µg/m^3) by 2019

South Coast Air Quality Management District Rules and Regulations

The SCAQMD has adopted rules and regulations applicable to stationary, mobile, and indirect emission sources to maintain clean air in the region. Rules applicable to future development under the proposed Specific Plan may include, but are not limited to:

- **Rule 402, Nuisance.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals (SCAQMD 1976d).
- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or man-made condition capable of generating fugitive dust (SCAQMD 1976e).

[1] On October 1, 2015, the USEPA lowered the 8-hour O3 standard to 0.070 ppm (70 ppb). The SIP (or AQMP) for the 70 ppb standard will be due four years after the attainment/nonattainment designations are issued by the USEPA. Thus, meeting the 70 ppb standard will be addressed in a 2021 AQMP.

- **Rule 1113, Architectural Coatings.** No person shall apply or solicit the application of any architectural coating within the SCAQMD, with volatile organic compounds (VOC) content in excess of the values specified in a table incorporated in the Rule (SCAQMD 1977).
- **Regulation II and associated Rules 201, 202, and 203.** This regulation requires that, "A person shall not build, erect, install, alter or replace any equipment . . ., the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction . . .. A permit to construct shall remain in effect until the permit to operate the equipment . . . unit for which the application was filed is granted or denied, or the application is canceled." The rules prescribe the requirements for obtaining an Authority to Construct and a Permit to Operate from the SCAQMD (SCAQMD 1977, 1976a, 1976b, 1976c).

City of Westlake Village

Westlake Village General Plan

The Natural Resources chapter of the General Plan includes goals, objectives, policies, and programs for the improvement of regional air quality. Consistency of the Specific Plan to the General Plan goals, objectives, and policies is discussed in Section 4.10, Land Use and Planning and provided in Appendix C.

Westlake Village Municipal Code

Section 4.8.010 of the City's Municipal Code states that "the placement or storage on land of hazardous or toxic materials or substances, as so classified by any local, State or federal laws or regulations, or, the creation, generation, release or discharge of particulates, dust, other emissions, or fumes in any manner that is prohibited by local, State or federal law in such a manner as to be contrary to law or regulation, or injurious or potentially injurious to the public health, safety or welfare, or to adjacent properties" is a public nuisance that is prohibited and should be abated. Section 5.3.190 of the Code states that waste bins, boxes, and containers shall, at all times, be kept in a manner that prevents leakage, spillage, and the escape of odors.

Criteria Air Pollutants

Air quality regulations were first promulgated with the Federal Clean Air Act (CAA) of 1970. Air quality is defined by ambient air concentrations of six "criteria air pollutants," which are a group of common air pollutants identified by the USEPA to be of concern with respect to the health and welfare of the general public. Federal and State governments regulate criteria air pollutants by using ambient standards based on criteria regarding the health and/or environmental effects of each pollutant. These pollutants include nitrogen dioxide (NO_2), ozone (O_3), particulate matter (including both PM10 and PM2.5), carbon monoxide (CO), sulfur dioxide (SO_2), and lead. A description of each criteria air pollutant, including source types and health effects, is provided below.

Nitrogen Dioxide

Nitrogen gas, normally relatively inert (nonreactive), comprises about 80 percent of the air. At high temperatures (e.g., in a combustion process) and under certain other conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitrogen oxides (NOx). Nitric oxide (NO), NO_2, and nitrous oxide (N_2O) are important constituents of NOx. NO is converted to NO_2 in the atmosphere. Motor vehicle emissions are the main source of NOx in urban areas.

NO_2 is a red-brown pungent gas and is toxic to various animals and to humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membranes, and skin. In animals, long-term exposure to NOx increases susceptibility to respiratory infections, lowering resistance to such diseases as pneumonia and influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations of NO_2 can suffer lung irritation and, potentially, lung damage. Epidemiological studies have also shown associations between NO_2 concentrations and (1) daily mortality from respiratory and cardiovascular causes and (2) hospital admissions for respiratory conditions.

Although the National Ambient Air Quality Standards (NAAQS) only address NO_2, both NO and NO_2 are precursors for O_3 and fine particulate matter with a diameter of 2.5 microns or less (PM2.5), as discussed below. Because of this, and the fact that NO emissions largely convert to NO_2, NOx emissions are typically examined when assessing potential air quality impacts.

Ozone

Ozone is a secondary pollutant, meaning that it is not directly emitted. It is a gas that is formed when volatile organic compounds (VOCs) (also referred to as reactive organic gases or ROGs) and NOx undergo photochemical reactions that occur only in the presence of sunlight. The primary source of VOC emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust. NOx forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form;[2] as a result, O_3 is known as a summertime air pollutant. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind, and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems, including:

- lung irritation that can cause inflammation much like a sunburn
- wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities
- permanent lung damage to those with repeated exposure to O_3 pollution
- aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis

Particulate Matter

Particulate matter includes both aerosols and solid particles with a wide range of size and composition. Of particular concern are those particles smaller than 10 microns in diameter (PM10) and smaller than or equal to 2.5 microns in diameter (PM2.5). Particulate matter size refers to the aerodynamic diameter of the particle. Smaller particles are of greater concern because they can penetrate deeper into the lungs than large particles.

Particulate matter tends to occur primarily in the form of fugitive dust. Fugitive dust is generated by both local and regional sources; the latter during moderate to high wind episodes. The principal

[2] Ground-level O_3 is not to be confused with atmospheric O_3 or the “ozone layer,” which occurs very high in the atmosphere and shields the planet from some ultraviolet rays.

sources of dust in urban areas are from grading, construction, disturbed areas of soil, and dust entrained by vehicles on roadways.

PM10 is generally emitted directly as a result of mechanical processes that crush or grind larger particles or from the re-suspension of dusts, most typically through construction activities and vehicular entrainment. PM10 generally settles out of the atmosphere rapidly and is not readily transported over large distances.

PM2.5 is directly emitted in combustion exhaust and formed in atmospheric reactions between various gaseous pollutants including NOx, sulfur oxides (SOx), and VOCs. PM2.5 can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne particulate matter are on the respiratory system. Short-term exposures to high PM2.5 and PM10 levels are associated with premature mortality and increased hospital admissions and emergency room visits; increased respiratory symptoms are also associated with short-term exposures to high PM10 levels. Long-term exposures to high PM2.5 levels are associated with premature mortality and development of chronic respiratory disease. According to the USEPA, some people are much more sensitive than others to breathing PM10 and PM2.5. People with influenza and chronic respiratory and cardiovascular diseases and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM10 and PM2.5. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths (USEPA 2018a).

Carbon Monoxide

Carbon monoxide (CO) is a colorless and odorless gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease, and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations are typically found near congested intersections, along heavily used roadways carrying slow-moving traffic, and at or near ground level. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (i.e., up to 600 feet or 185 meters) of heavily traveled roadways. Overall, CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973.

Sulfur Dioxide

Sulfur oxides (SOx) constitute a class of compounds of which sulfur dioxide (SO_2) and sulfur trioxide (SO_3) are of greatest importance. Ninety-five percent of pollution-related SOx emissions are in the form of SO_2. SOx emissions are typically examined when assessing potential air quality impacts of SO_2. The primary contributor of SOx emissions is fossil fuel combustion for generating electric power. Industrial processes, such as nonferrous metal smelting, also contribute to SOx emissions. SOx is also formed during combustion of motor fuels; however, most of the sulfur has been removed from fuels, greatly reducing SOx emissions from vehicles.

SO_2 combines easily with water vapor, forming aerosols of sulfurous acid (H_2SO_3), a colorless, mildly corrosive liquid. This liquid may then combine with oxygen in the air, forming the even more irritating and corrosive sulfuric acid (H_2SO_4). Peak levels of SO_2 in the air can cause temporary

breathing difficulty for people with asthma who are active outdoors. Longer-term exposures to high levels of SO_2 gas and particles cause respiratory illness and aggravate existing heart disease. SO_2 reacts with other chemicals in the air to form tiny sulfate particles, which are measured as PM2.5.

Lead

Lead is a stable compound that persists and accumulates both in the environment and in animals. In humans, it affects the body's blood-forming (or hematopoietic), nervous, and renal systems. In addition, lead has been shown to affect the normal functions of the reproductive, endocrine, hepatic, cardiovascular, immunological, and gastrointestinal systems, although there is significant individual variability in response to lead exposure. Since 1975, lead emissions have been in decline due, in part, to the introduction of catalyst-equipped vehicles and the use of unleaded gasoline. In general, an analysis of lead is limited to projects that emit significant quantities of the pollutant (i.e., lead smelters and battery manufacturers) and are not applied to residential, commercial, or infrastructure projects.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or in serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than the "criteria" pollutants previously discussed because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The solid emissions in diesel exhaust are known as diesel particulate matter (diesel PM). In 1998, California identified diesel PM as a TAC based on its potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Those most vulnerable are children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's known cancer risk from outdoor air pollutants. Diesel engines also contribute to California's PM2.5 air quality problems. In addition, diesel soot causes visibility reduction (ARB 2018a).

Carcinogenic risks (i.e., cancer risks) are estimated as the incremental probability that an individual will develop cancer over his/her lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a probability (e.g., 10 in 1 million). A risk level of 1 in 1 million implies a likelihood that up to 1 person out of 1 million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the specific concentration over 70 years (an assumed lifetime). This would be in addition to those cancer cases that would normally occur in an unexposed population of 1 million people (USEPA 2018a). The Hazard Index (HI) expresses the potential for chemicals to result in non-cancer-related health impacts. HIs are expressed using decimal notation (e.g., 0.001). A calculated HI exposure of less than 1.0 will likely not result in adverse non-cancer-related health effects over a lifetime of exposure. Conversely, an HI greater than 1.0 does not necessarily mean that adverse effects will occur (USEPA 2018a).

4.3.3 EXISTING CONDITIONS

Climate and Meteorology

The SoCAB consists of all or part of four counties—San Bernardino, Riverside, Los Angeles, and Orange. The climate is largely influenced by the air basin's terrain and geographic location. The SoCAB is a coastal plain with connecting broad valleys and low hills, bound by the Pacific Ocean to the southwest and high mountains around the rest of its perimeter. The general region lies in the semi-permanent high pressure zone of the Eastern Pacific region, resulting in a mild climate tempered by cool sea breezes with light, average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. Winds in the Conejo Valley are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by the daytime onshore sea breezes. At night, the wind generally slows and reverses direction traveling toward the sea. Local canyons can also alter wind direction, with wind tending to flow parallel to the canyons (SCAQMD 1993).

The vertical dispersion of air pollutants in the SoCAB is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent high pressure zone in which the SoCAB is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler marine-influenced air near the ground surface, and resulting in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The basin-wide occurrence of inversions at 3,500 feet above mean sea level or less averages 191 days per year (SCAQMD 1993).

The annual average maximum temperature as measured at the Thousand Oaks monitoring station is 73.7 degrees Fahrenheit (°F). The highest monthly average maximum temperature (85.9°F) occurs in July, and the lowest monthly average minimum temperature (43.2°F) occurs in January. The average annual precipitation is 10.49 inches (WRCC 2013).

Existing Air Quality and Attainment Status

The air quality in a region is considered to be in attainment if (1) the measured ambient air pollutant levels for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, and PM10 are not exceeded and all other standards are not equaled or exceeded at any time in any consecutive three-year period; and (2) the federal standards (other than O_3, PM10, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is attained when the fourth-highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

The nearest long-term air quality monitoring station is the Thousand Oaks-Moorpark Road monitoring station located approximately 5 miles northwest of the City of Westlake Village. Data for O_3 and PM2.5 were obtained from this monitoring station. Data for NOx and PM10 were obtained from the Simi Valley – Cochran Street monitoring station, located approximately 8 miles north of the City. The last three years of data are provided in Table 4.3-2, which shows the number of days air quality standards were exceeded.

TABLE 4.3-2
AIR QUALITY READINGS

Pollutant	California Standard	National Standard	Year	Max. Level[a]	Days State Standard Exceeded[b]	Days National Standard Exceeded[b, c]
O_3 (1 hour)	0.09 ppm	None	2015	0.078	0	0
			2016	0.080	0	0
			2017	0.090	0	0
O_3 (8 hour)	0.070 ppm	0.070 ppm	2015	0.069	0	0
			2016	0.076	1	1
			2017	0.074	6	6
PM10 (24 hour)	50 µg/m^3	150 µg/m^3	2015	62.8	3/3	0/0
			2016	156.3	4/4	1/1
			2017	149.8	9/9	0/0
PM10 (AAM)	20 µg/m^3	None	2015	–	–	N/A
			2016	–	–	N/A
			2017	–	–	N/A
NO_2 (1 Hour)	0.18 ppm	0.100 ppm	2015	0.041	0	0
			2016	0.039	0	0
			2017	0.046	0	0
NO_2 (AAM)	0.030 ppm	0.053 ppm	2015	–	–	–
			2016	–	–	–
			2017	–	–	–
CO (8 hour)	9.0 ppm	9.0 ppm	2015	–	0	0
			2016	–	0	0
			2017	–	0	0
PM2.5 (24 Hour)	None	35 µg/m^3	2015	32.2	N/A	0/0
			2016	35.2	N/A	0/0
			2017	32.0	N/A	0/0
PM2.5 (AAM)	12 µg/m^3	15 µg/m^3	2015	–	–	–
			2016	–	–	–
			2017	–	–	–

O_3: ozone; ppm: parts per million; PM10: respirable particulate matter with a diameter of 10 microns or less; µg/m^3: micrograms per cubic meter; AAM: annual arithmetic mean; NO2: nitrogen dioxide; CO: carbon monoxide; PM2.5: fine particulate matter with a diameter of 2.5 microns or less

"–" indicates that the data are not reported or there is insufficient data available to determine the value. N/A indicates that there is no applicable standard.

[a] California maximum levels were used.

[b] For annual averaging times, a "Yes" or "No" response is given if the annual average concentration exceeded the applicable standard.

[c] PM is measured once every 6 days. Where 2 values are shown for PM10 and PM2.5, the first is for the measured value, and the second is the estimated value if monitored every day.

Source: ARB 2018b.

Based on monitoring data from these and other stations in the SoCAB, Table 4.3-3 identifies the attainment designations for the SoCAB.

TABLE 4.3-3
ATTAINMENT STATUS OF SOUTH COAST AIR BASIN

Criteria Pollutant	State Designation	Federal Designation
O_3 (1-hour standard)	Nonattainment	Nonattainment
O_3 (8-hour standard)	Nonattainment	Nonattainment
PM10	Nonattainment	Attainment/Maintenance[a]
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Attainment/Nonattainment[b]
All others	Attainment/Unclassified	No Standards

O_3: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO_2: nitrogen dioxide; SO_2: sulfur dioxide.

[a] Effective July 26, 2013, the SoCAB was redesignated from Serious Nonattainment to Attainment/Maintenance.
[b] Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SoCAB is in attainment of the State Standard.

Source: SCAQMD 2016.

Existing Regional Emissions

Pollutant emissions from existing land uses and development in the Focus Area were estimated using the CalEEMod model, and are provided in Table 4.3-4.

TABLE 4.3-4
EXISTING OPERATIONAL EMISSIONS
(POUNDS PER DAY)

Year	Operational Activities	VOC	NOx	CO	SOx	PM10	PM2.5
Existing 2018	Vehicle Emissions	50	192	587	1	128	35
	Natural Gas Use	1	5	5	<0.5	<0.5	<0.5
	Architectural Coatings	13	<0.5	<0.5	<0.5	<0.5	<0.5
	Consumer Products	43	<0.5	<0.5	<0.5	<0.5	<0.5
	Total Operational Emissions	**107**	**198**	**592**	**1**	**128**	**35**

VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less.

Toxic Air Contaminants

The Multiple Air Toxics Exposure Study (MATES IV) is a monitoring and evaluation study conducted in the SoCAB and is part of the SCAQMD Governing Board's 2003–2004 Environmental Justice Workplan. The study focuses on the carcinogenic risk from exposure to air toxics. It does not estimate mortality or other adverse health effects from particulate exposures.

Multiple Air Toxics Exposure Study IV (MATES IV), was conducted in 2014 and is a monitoring and evaluation study conducted in the SoCAB. The study is a follow-up to previous air toxics studies in the SoCAB and is part of the SCAQMD Governing Board Environmental Justice Initiative. The MATES IV study consisted of several elements, including a monitoring program, an updated emission inventory of TACs, and a modeling effort to characterize risk across the SoCAB. The study focused on the carcinogenic risk from exposure to air toxics. A network of ten fixed sites was used to monitor TACs once every six days for one year. The toxic emissions inventory

for MATES IV consists of four components: (1) point sources, (2) area sources, (3) on-road mobile sources, and (4) off-road (or other) mobile sources. The monitored and modeled concentrations of air toxics were used to estimate the carcinogenic risks from ambient levels. Annual average concentrations were used to estimate a lifetime risk from exposure to these levels, consistent with guidelines established by the California State Office of Environmental Health Hazard Assessment (OEHHA) of the CalEPA. After release of the draft MATES IV Report, OEHHA adopted revised methodology to estimate carcinogenic risk. The OEHHA method uses higher estimates of cancer potency during early life exposures when compared to the previous MATES analysis. The risk estimates in the MATES IV Report should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on current knowledge and a number of assumptions (SCAQMD 2015b). For context, with the application of the revised OEHHA methodology to the modeled air toxics levels, the MATES IV estimated population weighted risk throughout the SoCAB is 897 per 1 million (SCAQMD 2015c).

The planning area lies within four segments of estimated risk on the MATES IV Estimated Risk map. Most of the planning area is within areas of risks of 375.28 and 377.11 per 1 million, and the rest of the area is within an estimated risk of 440.85 and 426.89 per 1 million. The MATES IV study uses monitored data to model risk throughout the SoCAB. The modeled carcinogenic risk for the planning area is between 375 and 441 per 1 million, which is less than the SoCAB average of about 897 per 1 million (SCAQMD 2015).

4.3.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Air Quality if it would:

Threshold 4.3a: Conflict with or obstruct implementation of the applicable air quality plan

Threshold 4.3b: Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Threshold 4.3c: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

Threshold 4.3d: Expose sensitive receptors to substantial pollutant concentrations

Threshold 4.3e: Create objectionable odors affecting a substantial number of people

The SCAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. Table 4.3-5 presents the most current significance thresholds including regional daily thresholds for short-term construction and long-term operational emissions, maximum incremental cancer risk and hazard indices for TACs, and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality.

TABLE 4.3-5
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds (lbs/day)		
Pollutant	**Construction**	**Operation**
VOC	75	55
NOx	100	55
CO	550	550
PM10	150	150
PM2.5	55	55
SOx	150	150
Lead	3	3
Toxic Air Contaminants		
TACs[a]	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
GHG	10,000 $MTCO_2e$/yr for industrial facilities	
Ambient Air Quality For Criteria Pollutants[b]		
NO_2	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (State) 8-hour average ≥ 9.0 ppm (State/federal)	
PM10	24-hour average ≥ 10.4 $\mu g/m^3$ (construction) 24-hour average ≥ 2.5 $\mu g/m^3$ (operation) Annual average ≥ 1.0 $\mu g/m^3$	
PM2.5	24-hour average ≥ 10.4 $\mu g/m^3$ (construction) 24-hour average ≥ 2.5 $\mu g/m^3$ (operation)	
Sulfate	24-hour average ≥ 1.0 $\mu g/m^3$	
Lead 30-day average Rolling 3-month average	1.5 $\mu g/m^3$ (state) 0.15 $\mu g/m^3$ (federal)	

lbs/day: pounds per day; VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SOx: sulfur oxides; TACs: toxic air contaminants; GHG: greenhouse gas emissions; $MTCO_2e$/yr: metric tons of carbon dioxide equivalent per year; NO_2: nitrogen dioxide; ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter.

[a] TACs (carcinogenic and noncarcinogenic)
[b] Ambient air quality threshold based on SCAQMD Rule 403.

Source: SCAQMD 2015a

4.3.5 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may reduce environmental impacts related to Air Quality by reducing vehicle miles traveled (VMT) are listed below:

Land Use and Urban Design

Policy LU/UD-3.2: Implement targeted areas of mixed use zoning that promote employment uses proximate to housing.

Goal LU/UD-6: Encourage sustainable design and development practices.

Policy LU/UD-6.1: Encourage efficient patterns of development within the Specific Plan area by facilitating mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Policy LU/UD-6.6: Require new development to incorporate amenities to encourage bicycling, including bicycle racks, lockers, and bicycle paths between uses where feasible.

Policy LU/UD-7.1: Create pedestrian linkages between districts in the Specific Plan area, as well with the Westlake Village Community Park/YMCA to the north across Thousand Oaks Boulevard.

Policy LU/UD-7.2: Improve the pedestrian environment along all streets within the Specific Plan area with sidewalks and streetscape enhancements, such as street trees and street furniture.

Specific Plan Districts. The proposed Specific Plan proposes land use districts for the Focus Area that would bring together a mix of residential, commercial, and light industrial uses into the Focus Area. In addition, the Mixed Use Corsa and Mixed Use Lindero Districts promote the development of mixed residential-commercial developments.

Design Standards and Guidelines. The *North Business Park Specific Plan* contains design standards and guidelines that will be used for designing new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. While these design standards and guidelines do not dictate site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design standards and guidelines that relate to air quality include Site Design guidelines addressing the interface between non-residential and residential uses and Sustainable Design Standards addressing green building design and resource management.

Public Improvements. The proposed Specific Plan outlines a number of roadway and infrastructure improvements to serve existing and future development in the planning area. These include new sidewalks, bike lanes, crosswalks, linear parks, and potential community shuttle service and bus stops that would promote alternatives to the use of the automobile and associated reductions in vehicle emissions.

Regulatory Requirements

There are existing federal, State, and regional regulations that relate to the maintenance of air quality at healthful levels through reductions in pollutant emissions and toxic air emissions. Compliance with these regulations would be required for all new development. These include the regulatory requirements (RRs) listed below.

RR 4.3-1: Construction projects must comply with the applicable regulatory requirements established by the South Coast Air Quality Management District (SCAQMD), including but not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), Rule 402 (Nuisance Odors), and Rule 1186/1186.1 (Street Sweepers).

RR 4.3-2: In accordance with the *California Code of Regulations* (Title 13, Chapter 10, Section 2485) and the California Air Resources Board's (ARB's) Airborne Toxic Control Measures (ATCM), large commercial, diesel-powered vehicles should not idle for more than five minutes.

RR 4.3-3: Future development must comply with pertinent SCAQMD rules and regulations, including Regulation II and associated Rules 201, 202, and 203 for permits to construct and operate new equipment, Regulation IX for new stationary sources, Regulation X on National Emission Standards for Hazardous Air Pollutants (NESHAPS), Regulation XI for source specific standards, Regulation XIII for new source permits, Regulation XIV for toxic air contaminants (TACs), and Rule 2202 for Motor Vehicle Mitigation, as applicable.

From Section 4.16, Transportation and Traffic

RR 4.16-4: New development with at least 25,000 square feet of gross floor area and that includes non-residential land uses must comply with the City's Transportation Demand and Trip Reduction Measures (Chapter 9.37 Westlake Village Municipal Code), which require the provision of a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes, ridesharing information, bicycle route maps); preferential parking spaces for carpool/vanpool vehicles; loading/unloading zone; bicycle racks; sidewalks or designated pathways; and/or bus stop improvements, depending on the size of development.

From Section 4.17, Utilities and Service Systems

RR 4.18-8: Future development projects must comply with Title 24 of the *California Code of Regulations* in effect at the time of application for building permits. Title 24 Building Energy Efficiency Standards covers the use of energy-efficient building systems, including ventilation, insulation, and construction and the use of energy-saving appliances, conditioning systems, water heating, and lighting; the CalGreen Code requires energy efficiency and conservation in new residential and non-residential projects.

4.3.6 ENVIRONMENTAL IMPACTS

Future development and roadway and infrastructure improvements under the proposed Specific Plan would generate pollutant emissions and would expose residents, employees, visitors, and patrons of the planning area to current and projected air pollution levels.

Air Quality Management Plan Consistency

Threshold 4.3a: Would the project conflict with or obstruct implementation of the applicable air quality plan?

The two principal criteria for determining conformance to the AQMP are (1) whether a project will result in an increase in the frequency or severity of existing air quality violations, cause or

contribute to new violations, or delay timely attainment of air quality standards; and (2) whether a project will exceed the assumptions in the AQMP (SCAQMD 1993).

In terms of Criterion 1, since the SoCAB is in nonattainment for O_3, NO_2, PM10, and PM2.5, generation of these pollutants from construction and use/occupancies of future development in the Focus Area could contribute to existing air quality violations.[3] The forecasted net increases in long-term operational air pollutant emissions are shown in Table 4.3-6 below. NOx and CO emissions from future development would be less than the existing emissions due to improvements in technology and the use of cleaner vehicles, and the increases in the other pollutants would not exceed 20 percent of the SCAQMD CEQA significance thresholds. However, due to the Project having potential exceedances of the Localized Significance Thresholds from construction activities, the Project may contribute to increasing the frequency or severity of existing nonattainment status of the County for O_3 and PM and consequently would have a significant impact relative to Criterion 1.

In terms of Criterion 2, preparation of the AQMP, the SCAQMD and the Southern California Association of Governments (SCAG) relied on population growth projections in the region to forecast, inventory, and allocate regional emissions from land use and development-related sources. The 2016 AQMP relied on demographic growth forecasts developed by SCAG for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). For purposes of analyzing consistency with the AQMP, it may be assumed that if the Specific Plan would allow for population growth substantially greater than what is anticipated in the AQMP, then the Specific Plan would conflict with the AQMP.

As discussed in Section 4.13 Population, Housing and Employment, the population in Westlake Village is projected to increase to 8,800 persons by 2040 (SCAG 2016). Under the proposed Specific Plan, the existing resident population (8,358 persons) could increase by 2,288 residents to 10,646 persons. The projected net increase in residential units (1,107 units) over the 2018 housing stock (3,386 units) would result in a total housing stock of 4,403 units in the City, which exceeds SCAG's 2040 projection for the City of 3,500 households. The projected employment under the Specific Plan would decrease the City's 2016 job base (14,954 jobs) by approximately 1,487 jobs to 13,467 jobs. This range would not exceed SCAG's projected employment base for the City of 15,900 jobs by 2040. As such, population and housing growth associated with the proposed Specific Plan would exceed SCAG's growth forecasts, but employment would be within the SCAG projection. Because the population and housing projections and the associated air pollutant emissions for the proposed Specific Plan were not accounted for in the AQMP, the Project would have a significant impact relative to Criterion 2. Since the Project was found to result in significant impacts relative to Criterion 1 (i.e., project increases in exceedances of the ambient air quality standards) and Criterion 2 (i.e., project exceeds the assumptions within the AQMP), the proposed Specific Plan is not consistent with the AQMP and would therefore have a significant unavoidable impact related to AQMP consistency.

Violation of Air Quality Standards

Threshold 4.3b: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Threshold 4.3c: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality

[3] While the Los Angeles County portion of the SoCAB is nonattainment for lead, these emissions would be negligible from future development under the proposed Specific Plan and have, therefore, not been included in the analysis.

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Short-Term Construction Emissions

During construction, emissions of CO, VOCs, NOx, SOx, PM10, and PM2.5 would result from the burning of fossil fuels in construction equipment, grading, fugitive dust, asphalt paving, and the application of architectural coatings during painting activities. Because the Specific Plan identifies future land uses but does not contain specific development proposals; future development would be at the discretion of multiple property owners in the Focus Area; and the construction of each development would be highly dependent on the proposed land use, development size, timing, construction phasing, equipment in use, grading quantities, and various other factors that cannot be easily quantified, the construction-related emissions associated with future development under the proposed Specific Plan cannot be readily quantified.

Construction activities within the Specific Plan area would be required to comply with the applicable regulatory requirements established by the SCAQMD (RRs 4.3-1, 4.3-2, and 4.3-3). While small development projects and construction activities may result in minimal emissions, would be short term, and would be located at scattered locations, these emissions will add to O_3, NO_2, and PM2.5 levels for which the SoCAB is in nonattainment of State and/or federal standards. To reduce construction emissions from future development and roadway and infrastructure improvements, Mitigation Measure (MM) 4.3-1 requires future development to quantify construction emissions based on proposed building plans and, if the emissions would exceed SCAQMD construction thresholds, measures shall be implemented to reduce emissions to less than significant levels.

Even with compliance with applicable RRs and implementation of MM 4.3-1, the possibility remains for future development to exceed the SCAQMD's thresholds for daily construction emissions and result in significant construction impacts. Therefore, even with mitigation, this impact would remain potentially significant and unavoidable.

Long-Term Emissions

The generation of NOx, VOCs (or other O_3 precursors), and PM2.5 by future development in the Focus Area could contribute to the existing nonattainment status of the SoCAB. Planned roadway and infrastructure improvements would not generate significant stationary-, area- or mobile source pollutant emissions.

Mobile Source Emissions

Mobile source emissions generated by future development under the proposed Specific Plan will result in CO, VOCs, NOx, SOx, and PM2.5, as provided in Table 4.3-6.

Area Source Emissions

Combustion emissions of CO, VOCs, NOx, SOx, PM10, and PM2.5 would be generated by the use of natural gas in future residential, light industrial, commercial, office, and retail developments. Landscape maintenance equipment (e.g., lawnmowers, trailers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers) would also generate emissions from fuel combustion and evaporation of unburned fuel. VOC emissions will also be generated by the use of consumer products such as detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which, when released in the atmosphere, can react to form O_3 and other photochemically reactive pollutants. It is

assumed that, over a period of time, the buildings in the Specific Plan area will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of building maintenance.

An estimate of pollutant emissions for the proposed Specific Plan buildout of the Focus Area are detailed in Table 4.3-6. In order to determine changes in emissions, an estimate of the pollutant emissions of the existing developments by 2040 was also made, which accounts for improvements in the emission generation technologies in the future vehicle fleet and other improvements related to compliance with SCAQMD regulations. This also provides a more conservative comparison of increases/changes in pollutant emissions from developments in the Focus Area, since the 2040 emissions without the Specific Plan are less than the existing 2018 emissions (see Table 4.3-4 above).

TABLE 4.3-6
PEAK OPERATIONAL EMISSIONS
(POUNDS PER DAY)

Year Scenario	Operational Activities	VOC	NOx	CO	SOx	PM10	PM2.5
2040 without Specific Plan	Area Emissions	13	<1	<1	<1	<1	<1
	Energy Use	1	5	5	<0.5	<0.5	<0.5
	Mobile	14	74	180	1	126	34
	Total Operational Emissions	**71**	**79**	**185**	**1**	**126**	**34**
2040 with Specific Plan	Area Emissions	72	<1	84	<1	<1	<1
	Energy Use	1	6	4	0	0	0
	Mobile	16	79	192	1	134	36
	Total Operational Emissions	89	86	279	1	135	37
	Net Difference	*18*	*7*	*94*	*<1*	*9*	*3*
	SCAQMD Regional Threshold	55	55	550	150	150	55
	Significant?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

VOC: volatile organic compound; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less.

Note: totals may not add due to rounding.

Source: SCAQMD 2015a (thresholds). CalEEMod outputs are provided in Appendix D.

The modeling results show that difference in future development under the proposed Specific Plan would result in emissions that would be substantially less than the SCAQMD CEQA significance thresholds. These thresholds identify substantial or significant quantities of emissions.

Decreases in emissions over time result from improved technologies and continued implementation of air quality regulations, including the use of progressively cleaner vehicles by 2040. First adopted in 1990, ARB's Low-Emission Vehicle Program now includes emissions reduction standards through the 2020 model-year. The federal Corporate Average Fuel Economy (CAFÉ) regulations were adopted to improve the average fuel economy of cars and light trucks sold in the United States and now have standards through the 2025 model year. ARB's Advanced Clean Cars program combined the control of smog, soot, and GHGs and requirements for numbers of zero-emission vehicles into a single packet of standards for vehicle model years through 2025. The emissions increase shown is largely attributable to an increase in vehicular trips and associated vehicle miles traveled (VMT) due to additional development.

In addition, the Specific Plan contains policies that promote mixed use developments, the use of alternative transportation, and sustainable development practices (including the construction of new sidewalks and bike lanes) that would reduce pollutant emissions. The City's Transportation Demand and Trip Reduction Measures (RR 4.16-4) would also reduce vehicle trips from future development; and State Energy Efficiency Standards (RR 4.18-8) would reduce energy use and associated emissions from new structures that replace older, less energy-efficient structures. These pollutant reductions are not readily quantifiable and are not included in the CalEEMod assumptions; therefore, the air quality analysis is conservative.

Since emissions would not exceed SCAQMD thresholds, long-term operational impacts would be less than significant. However, future development projects may be proposed that exceed the trip generation, building area, number of residential units or non-residential floor area allowed by the Specific Plan. If development projects proposed under the Specific Plan are within the trip generation, building area, number of residential units, and non-residential floor area parameters used in the analysis in this Program EIR, analysis of future operational emissions would not be required. However, if a future development project would exceed these parameters or feature a change in land use, MM 4.3-2 requires further analysis to determine air quality impacts of the project and the required mitigation. Impacts would be less than significant after mitigation.

Sensitive Receptors

Threshold 4.3d: Would the project expose sensitive receptors to pollutant concentrations?

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when air quality impacts are evaluated. These people include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent or heavy exercise and are most susceptible to respiratory complications. Structures that house these persons or places where they gather are defined as sensitive receptors by the SCAQMD and include schools, pre-schools, nursery schools, convalescent hospitals, senior housing, and hospitals. The nearest off-site sensitive receptors are Oaks Christian Middle School and Oaks Christian High School, located in the southern section of the planning area.

Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Residential uses, parks, and recreational areas are planned in the Focus Area under the proposed Specific Plan.

Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Planned roadway and infrastructure improvements are not considered sensitive receptors, nor would they directly generate stationary source emissions that would affect sensitive receptors. On-road mobile sources are discussed below.

Localized Significance Threshold Analysis

As part of its environmental justice program, the SCAQMD developed a localized significance threshold (LST) methodology (SCAQMD 2008c) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard and were developed based on the ambient concentrations of that pollutant for each source receptor area (SRA).

Construction-Related Emissions

At the programmatic level, the Specific Plan does not propose a specific development project. Thus, the magnitude of potential localized air pollutants that may occur to nearby sensitive receptors from short-term local impacts associated with any future development proposal cannot be readily estimated. Therefore, depending on individual development proposals in the Focus Area, localized emissions for NOx, CO, PM10 and PM2.5 may exceed SCAQMD's LST significance thresholds.

Implementation of RRs 4.3-1 and 4.3-2 and MM 4.3-1 would reduce localized construction and operational impacts on adjacent sensitive receptors. Since development proposals are not known at this time, even with compliance with applicable RRs and implementation of MM, the possibility remains for localized impacts from construction and operation to be significant. Thus, this impact would remain potentially significant and unavoidable.

Future development under the proposed Specific Plan could also include new or modified sources of TACs that may be located near existing sensitive receptors, and new sensitive receptors could be developed near existing sources of TACs. Emissions of TACs during construction of future development envisioned under the Specific Plan (e.g., emissions from heavy-duty diesel equipment) and from operational sources (e.g., emissions from area, stationary, and mobile sources) and the resulting levels of TAC exposure of sensitive receptors are discussed and analyzed below.

Construction-related activities would result in short-term emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., excavation, grading, and clearing); paving; application of architectural coatings; and other miscellaneous activities. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts.

The amount of emissions to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Therefore, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer time period. Construction-related TAC emissions would not expose sensitive receptors to substantial concentrations of TACs because (1) the use of off-road heavy-duty diesel equipment would be temporary and would combine with the highly dispersive properties of diesel PM; (2) further reductions in exhaust emissions would occur; and (3) construction-related activities would be short-term, incremental through time, and would occur at scattered locations throughout the planning area such that an individual receptor location is not expected to be exposed TACs for a prolonged period of time. It is also important to note that compliance with the RRs and equipment exhaust mitigation in MM 4.3-1 would reduce particulate

matter emissions and diesel PM exposure of nearby sensitive receptors. This impact would be temporary and less than significant, and no mitigation is required.

Operational Emissions

Stationary Sources

The proposed Specific Plan anticipates construction of retail, residential, light industrial, and commercial land uses in the Focus Area. These developments would not be exposed to undue carcinogenic risk since the modeled carcinogenic risk for the planning area is between 375 and 441 per 1 million, which is less than the SoCAB average of about 897 per 1 million (SCAQMD 2015). Also, these types of proposed land uses are not typically associated with stationary TAC sources; however, any new or modified stationary sources, including those that may emit TACs, would be subject to applicable SCAQMD rules and regulations (RR 4.3-3). The SCAQMD would analyze or require analysis of such sources (through a health risk assessment) based on their potential to emit TACs. If it is determined that the sources would emit TACs in excess of the SCAQMD's applicable significance thresholds, MACT or BACT would have to be implemented to reduce TACs. If the implementation of MACT or BACT would not reduce the risk below the applicable threshold, the SCAQMD would deny the required permit. As a result, given compliance with applicable rules and regulations, operation of stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SCAQMD's significance thresholds, and this impact would be less than significant.

The proposed Specific Plan would allow a mix of land uses, including commercial, retail, and residential uses in the Focus Area. The 2005 ARB guidance document *Air Quality and Land Use Handbook: A Community Health Perspective* recommends avoiding the placement of new sensitive land uses (e.g., residences and schools) near stationary sources such as gas stations, dry cleaners, and chrome plating operations (ARB 2005). If projects are proposed that would place a sensitive receptor near a stationary source of TACs or if a stationary source of TACs is proposed near a sensitive receptor, MM 4.3-3 would require a health risk assessment to demonstrate that the potential health risks of a project do not exceed the SCAQMD CEQA significance criteria. With compliance with RR 4.3-3 and implementation of MM 4.3-3, impacts would be less than significant.

On-Road Mobile Sources

The 2005 ARB guidance document *Air Quality and Land Use Handbook: A Community Health Perspective* recommends avoiding the placement of new sensitive land uses (e.g., residences and schools) within 500 feet of major freeways (i.e., those with more than 100,000 vehicles per day, such as U.S. 101). The Mixed Use Corsa and Mixed Use Lindero Districts where future residential uses may be developed are located more than 1,000 feet from U.S. 101. Therefore, future residences would not be exposed to potentially substantial diesel PM emissions from the freeway, and impacts would be less than significant.

Future development under the Specific Plan could also place commercial and light industrial land uses near sensitive receptors (e.g., residences in Mixed Use Corsa and Mixed Use Lindero Districts). On-site mobile sources of TACs would be associated primarily with the operation of on-road, heavy-duty diesel trucks used for proposed on-site commercial activities (e.g., unloading/loading). While the *Air Quality and Land Use Handbook: A Community Health Perspective* is an advisory and not a regulatory document, it recommends avoiding the siting of new commercial trucking facilities that accommodate more than 100 trucks per day or 40 trucks equipped with transportation refrigeration units (TRUs) within 1,000 feet of sensitive receptors (e.g., residences).

Operational activities that require the use of diesel-fueled vehicles for extended periods (e.g., commercial trucking facilities or delivery/distribution areas) may expose sensitive receptors to diesel PM emissions. Although commercial uses that would be developed under the Specific Plan have not been identified, it is assumed some of the potential commercial land uses would require large delivery and shipping trucks that use diesel fuel. The diesel PM emissions generated by these uses would be produced primarily at single locations on a regular basis (e.g., loading dock areas). Idling trucks, including TRUs, would increase diesel PM levels at these locations and in the immediate vicinity. Occupants of nearby existing and proposed residences may be exposed to diesel PM emissions on a reoccurring basis.

ARB has adopted an idling restriction ATCM for large commercial, diesel-powered vehicles, which became effective February 1, 2005. In accordance with this measure, affected vehicles are required to limit idling to no longer than five minutes under most circumstances (RR 4.3-2). ARB is currently evaluating additional ATCMs intended to further reduce TACs associated with commercial operations, including a similar requirement to limit idling of smaller diesel-powered commercial vehicles.

It is unknown at this time whether the concentration of diesel PM at any sensitive receptor locations might exceed the threshold for acceptable cancer risk for the maximally exposed individual. It is also unclear what effect ARB's new diesel-engine emission standards and diesel PM regulations would have on the level of emissions from any one facility. Therefore, because of uncertainty with respect to determination and location of tenants, frequency of diesel-fueled trucks visiting the proposed land uses, and distances between trucking activities and sensitive receptors at buildout of the Specific Plan and associated mobile emissions of diesel exhaust, this impact would be potentially significant. However, site-specific analysis shall be conducted to determine whether impacts associated with a particular project are less than significant as required by MM 4.3-3. As such, this impact would be less than significant with incorporation of mitigation.

Local Carbon Monoxide Impacts

CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in poor dispersion), CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. As a result, the SCAQMD recommends analysis of CO emissions at the local and regional levels.

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at level of service (LOS) E or F or causes an intersection that would operate at LOS D or better without the project to operate at LOS E or F with the project, a quantitative screening is required.

According to the traffic analysis for the Specific Plan (LLG 2018), one intersection would operate at LOS E or worse with and without the proposed Specific Plan. This indicates that there would be a potential for a CO hotspot.

In the 2003 SCAQMD AQMP, the SCAQMD modeled the four highest volume intersections in the County to determine the highest potential for a CO hotspot in the SoCAB. When qualitatively comparing the CO modeling locations in the 2003 AQMP to those in the planning area, the planning area can be expected to have lower CO concentrations than the more urbanized areas of the SoCAB due to significantly lower traffic volumes in the City of Westlake Village and in the planning area.

As stated earlier, emissions have also been decreasing over time due to improved technologies and continued implementation of air quality regulations, including the use of progressively cleaner vehicles. In addition, the Bay Area Air Quality Management District (BAAQMD) has established the number of vehicles that are likely to cause a CO hotspot within their CEQA screening criteria. This screening criteria states that if project increases of less than 44,000 vehicles per hour would occur, it would result in less than significant air quality impacts relative to CO hotspots (BAAQMD 2011). Projected traffic volumes are local intersections would be less than 3,000 vehicles per peak hour with the proposed Specific Plan. Also, the vehicle trips associated with future development under the proposed Specific Plan would lead to decreases in vehicle trips during the morning and evening peak periods (LLG 2018). Therefore, these future developments would not result in CO concentrations of such magnitude to exceed the State and federal ambient air quality standards.

Because future development under the proposed Specific Plan would not result in higher CO concentrations than those existing in the region at the time of attainment demonstration, a less than significant impact on CO levels is expected. (This approach is consistent with the California Department of Transportation's [Caltrans'] CO Project-Level Protocol that is utilized in Caltrans Environmental Assessment Reports.) No mitigation is required.

Objectionable Odors

Threshold 4.3e: Would the project create objectionable odors affecting a substantial number of people?

Major Sources of Odors

Although human response to odors is extremely subjective and sensitivity to odors varies greatly among the public, the SCAQMD has identified some common types of facilities that have been known to produce odors: agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, rendering plants, dairies, rail yards, and fiberglass molding operations. This list is not meant to be entirely inclusive but to act as general guidance.

The screening-level distance identified by the SCAQMD under Rule 410 for transfer stations and material recovery facilities is 2,000 feet from sensitive receptors (SCAQMD 2006). The SCAQMD does not identify a screening-level distance for other major sources of odors near sensitive receptors.

The proposed Specific Plan does not propose the development of these land uses or other major odor sources. Therefore, land use conflicts between major odor sources and sensitive receptors are not expected to occur. Planned roadway and infrastructure improvements would not generate objectionable odors. No impact would occur, and no mitigation is required.

Minor Sources of Odors

Minor sources of odors (e.g., exhaust from mobile sources and charbroilers associated with commercial kitchens) are not typically associated with numerous odor complaints but are known to have temporary, less-concentrated odorous emissions.

Minor sources of odors associated with the Specific Plan would be generated during the construction of structures and site improvements and planned roadway and infrastructure improvements. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the

application of architectural coatings may be considered offensive to some individuals. However, because odors associated with diesel fumes and other minor sources would be temporary and would disperse rapidly with distance from the source, construction-generated and mobile-source odors would not result in the frequent exposure of receptors to objectionable odor emissions. Therefore, short-term construction-related and long-term mobile source-related odors would be less than significant.

Minor stationary sources of odors may include restaurants, print shops, or other uses that may be part of future development in the Focus Area are not expected to generate objectionable odors. Compliance with the City's Municipal Code prohibiting odors and fumes from waste containers and storage areas and waste disposal practices, as well as with SCAQMD Rule 402 (RR 4.3-1) would ensure that impacts would be less than significant; no mitigation is required.

4.3.7 CUMULATIVE IMPACTS

Cumulative air quality impacts are considered in terms of Specific Plan contributions to air pollution levels in Los Angeles County and the SoCAB.

The proposed Specific Plan proposes future development in the planning area that was not anticipated in the growth projections used in the development of the 2016 AQMP. Therefore, the Specific Plan would conflict with the AQMP and would contribute to existing air quality violations in the County and the SoCAB. Impacts would be cumulatively considerable and significant.

Compliance with the RRs and implementation of MMs would reduce construction emissions from future development under the proposed Specific Plan, and operational emissions would not exceed the SCAQMD's significance thresholds. However, future development would still contribute to existing clean air standard violations. The proposed Specific Plan would result in a cumulatively considerable increase in pollutant levels in the SoCAB when added to future growth and development in the region and their associated construction and operational emissions. Since impacts from the proposed Specific Plan would be significant and unavoidable, its contribution to a cumulative impact would also be significant and unavoidable.

Future development under the proposed Specific Plan would not create CO hotspots but may locate new sources of TACs near sensitive receptors. Compliance with RRs and implementation of MMs would reduce impacts from exposure to TACs to a less than significant level. Therefore, the cumulative impacts of the proposed Specific Plan on sensitive receptors in the region would also be considered less than significant. No mitigation is required.

Future development under the proposed Specific Plan would not create objectionable odors or expose users to objectionable odors, as discussed above. The proposed Specific Plan would not contribute to cumulative odor impacts. No mitigation is required.

4.3.8 MITIGATION MEASURES

MM 4.3-1: The City shall require Project Applicant/Developer to provide a quantification of construction-related emissions for each development proposal and if the emissions exceed the SCAQMD's construction thresholds, construction-related measures that would reduce these emissions to less than the SCAQMD thresholds shall be put into the development's contract specifications and implemented during construction. Depending on the pollutants that exceed thresholds, these measures may include, but not be limited to, the following:

- Submit a traffic control plan or haul route plan that reroutes construction trucks away from congested streets or sensitive receptors.
- Use coatings with volatile organic compound (VOC) that comply with the SCAQMD's Super Compliant Paints (<10 grams/liter of coatings).
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall require the use of trucks that meet U.S. Environmental Protection Agency (USEPA) 2007 model year nitrogen oxide (NOx) and particulate matter (PM) emissions requirements.
- Require all on-site construction equipment to meet USEPA Tier 3 or higher emissions standards. In addition, all construction equipment shall be outfitted with ARB-certified best available control technology (BACT) devices. Any emissions-control device used by the Contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations.
- Commercial electric power shall be used at the construction site to avoid or minimize the use of portable gas/ diesel-powered electric generators and equipment.
- Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- On-site equipment shall not be left idling when not in use.
- Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.

MM 4.3-2: Future development projects that would result in trip generation, number of residential units, or non-residential floor area that would exceed the permitted development in the Specific Plan and vary from the assumptions used in the analysis in this Program EIR shall have operational-related air quality impacts analyzed using the latest available emissions estimation model, or other analytical method determined in conjunction with the SCAQMD. The analyses shall include mitigation to reduce incremental emissions to below SCAQMD thresholds, as necessary.

MM 4.3-3: Future development that is inconsistent with these recommended buffer distances (siting criteria), as contained in ARB's 2005 *Air Quality and Land Use Handbook: A Community Health Perspective*, shall prepare a site-specific health risk assessment to demonstrate a less than significant impact to sensitive receptors. In addition, future development shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution:

1. Site plan designs shall provide appropriate setback and/or design features that reduce TACs at the source.
2. Project Applicants/Developers shall incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or

other measures) in the planning process to minimize TAC impacts to sensitive receptors.

3. Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors, as feasible.

4.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Air Quality Management Plan Consistency

Significant Unavoidable Impact

Violation of Air Quality Standards

Significant Unavoidable Impact

Sensitive Receptors

Significant Unavoidable Impact

Objectionable Odors

Less Than Significant Impact

Cumulative Impacts

Significant Unavoidable Impact

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4.4 BIOLOGICAL RESOURCES

Information in this section is derived from the inventory/database of the California Native Plant Society and the California Department of Fish and Wildlife, Federal Register notices, and site visits to the planning area.

4.4.1 RELEVANT PROGRAMS AND REGULATIONS

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 protects plants and animals that the government has listed as "Endangered" or "Threatened." The FESA is implemented by enforcing Sections 7 and 9 of the Act. A federally listed species is protected from unauthorized "take" pursuant to Section 9 of the FESA. "Take," as defined by the FESA, means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or to attempt to engage in any such conduct. All persons are presently prohibited from taking a federally listed species unless and until (1) the appropriate Section 10(a) permit has been issued by the U.S. Fish and Wildlife Service (USFWS) or (2) an Incidental Take Permit is obtained as a result of formal consultation between a federal agency and the USFWS pursuant to Section 7 of the FESA and the implementing regulations that pertain to it (*Code of Federal Regulations* [CFR], Title 50, Section 402). "Person" is defined in the FESA as an individual, corporation, partnership, trust, association, or any private entity; any officer, employee, agent, department or instrument of the federal government; any State, Municipality, or political subdivision of the State; or any other entity subject to the jurisdiction of the United States.

A federally listed Endangered species is a species facing extinction throughout all or a significant portion of its geographic range. A federally listed Threatened species is a species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range. The presence of any federally listed Threatened or Endangered species in an area proposed for development leads to a CEQA determination of "significance" and, for wildlife or, where there is a federal nexus, for plants, requires consultation with USFWS, particularly if development would result in "take" of the species or its habitat.

Federally listed "Proposed" species are those officially proposed by the USFWS for addition to the federal Threatened and Endangered species lists. Because species may become listed as Threatened or Endangered prior to or during implementation of a project, they are treated here as though they are listed species.

Clean Water Act/Rivers and Harbors Act

The U.S. Army Corps of Engineers (USACE) regulates activities that discharge dredged or fill materials into waters of the United States[1] under Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. This permitting authority applies to all waters of the United States where the material has the effect of (1) replacing any portion of waters of the United States with dry land, or (2) changing the bottom elevation of any portion of waters of the United States.

Section 401 of the CWA provides the Regional Water Quality Control Board (RWQCB) with the authority to regulate, through a Water Quality Certification, any proposed federally permitted

[1] Waters of the U.S." include navigable coastal and inland waters, lakes, rivers, and streams and their tributaries; interstate waters and their tributaries; wetlands adjacent to such waters; intermittent streams; and other waters that could affect interstate commerce.

activity that may affect water quality. Among such activities are discharges of dredged or fill material that is permitted by the USACE pursuant to Section 404 of the CWA. Section 401 requires the RWQCB to provide "certification that there is reasonable assurance that an activity which may result in the discharge to 'Waters of the U.S.' will not violate water quality standards". Water Quality Certification must be based on a finding that the proposed discharge would comply with water quality standards, which contain numeric and narrative objectives that can be found in each of the nine RWQCB Basin Plans.

Migratory Bird Treaty Act

Pursuant to the Migratory Bird Treaty Act (MBTA) of 1918, federal law prohibits the taking of migratory birds, their nests, or their eggs (16 *United States Code* [USC] Section 703), except as allowed by permit pursuant to 50 CFR 21. The statute states:

> Unless and except as permitted by regulations made as hereinafter provided in this subchapter, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of the [Migratory Bird] Convention for the protection of migratory birds or any part, nest, or egg of any such bird.

Bird species protected under the provisions of the MBTA are identified by the List of Migratory Birds (50 CFR 10.13, as updated by the 1983 American Ornithologists' Union [AOU] Checklist and the USFWS-published supplements through 2006). In 1972, the MBTA was amended to include protection for migratory birds of prey (e.g., raptors).

California Endangered Species Act

Pursuant to the California Endangered Species Act (CESA) and Section 2081 of the *California Fish and Game Code*, an incidental take permit from the California Department of Fish and Wildlife (CDFW) is required for projects that could result in the take of a State-listed Threatened or Endangered species. Under the CESA, a "take" is defined as an activity that would directly or indirectly kill an individual of a species, but the definition does not include "harm" or "harass", as the federal act does. As a result, the criteria for a take under the CESA is less strict than that under the FESA. A CDFW-authorized Incidental Take Permit under Section 2081(b) is required when a project could result in the take of a State-listed Threatened or Endangered Species. The application for an Incidental Take Permit under Section 2081(b) has a number of requirements, including the preparation of a conservation plan, generally referred to as a Habitat Conservation Plan.

The State of California considers an Endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A Threatened species is a species in such small numbers throughout its range that it is likely to become an Endangered species in the near future in the absence of special protection or management. A Rare species is one present in such small numbers throughout its range that it may become Endangered if its present environment worsens. The Rare species designation applies to California native plants listed prior to the CESA. State-listed Threatened and Endangered species are protected against take unless an incidental take permit is obtained from the resource agencies.

California Species of Special Concern is an informal designation used by the CDFW for some declining wildlife species that are not State candidates for listing. This designation does not provide legal protection, but signifies that these species are recognized as special status by the CDFW.

Some species have been downgraded into the Watch List category. This category is prepared jointly by the American Bird Conservancy and the National Audubon Society and reflects a nationwide need for habitat conservancy. These species may have been on previous lists and have not yet been State listed under CESA; were previously State- or federally listed and now are on neither list; or are on the list of "Fully Protected" species and are no longer listed as a California Species of Special Concern.

California Fish and Game Code

Sections 3503 and 3503.5 of the *California Fish and Game Code* make it unlawful to take, possess, or destroy the nests and eggs of birds of prey, except as otherwise provided by or any regulation made pursuant to this code. Section 3513 of the *California Fish and Game Code* duplicates the federal protection of migratory birds and prohibits the taking and possession of any migratory nongame bird, as designated in the MBTA.

Section 1802 of the *California Fish and Game Code* confers upon the CDFW the trustee responsibility and authority for the public trust resource of wildlife in California. As a trustee agency, the CDFW has jurisdiction over certain resources held in trust for the people of California. Trustee agencies are generally required to be notified of CEQA documents relevant to their jurisdiction, whether or not these agencies have actual permitting authority or approval power over aspects of the underlying project (14 *California Code of Regulations* [CCR] Section 15386).

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that support wildlife resources and/or riparian vegetation are subject to CDFW regulations, pursuant to Section 1600 through Section 1603 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person to 1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. For a project that may affect stream channels and/or riparian vegetation regulated under Sections 1600 through 1603, CDFW authorization is required in the form of a Streambed Alteration Agreement.

Westlake Village General Plan

The existing Westlake Village General Plan designates Resource Management Areas to protect significant resources in the City. The Significant Habitat Area Overlay applies to sensitive biological communities found at the northeastern and southeastern edges of the City. The planning area is not located within a Significant Habitat Area.

The Natural Resources chapter also addresses the protection of biological resources. Goals, objectives, policies, and programs are included in this chapter for the preservation of sensitive biological resources in the City. While large open space areas are present in the southern section and northern end of the City, no sensitive biological communities or resources have been identified by the existing and proposed General Plan in the planning area.

Westlake Village Municipal Code

The Westlake Village Municipal Code includes oak tree and heritage tree preservation standards in Chapter 9.21 of the Code. The standards require that a permit from the City be obtained for any activity that would destroy, remove, relocate, or damage any tree of the oak genus which is 12.5 inches or more in circumference (or 4 inches in diameter), as measured 4.5 feet above the mean natural grade. The permit application shall include an oak tree report and plans for the replacement of trees to be removed; protection of oak trees remaining on site; and/or maintenance of oak trees on the property.

4.4.2 EXISTING CONDITIONS

Environmental Setting

The City of Westlake Village is located in the Conejo Valley, north of the Santa Monica Mountains and south of the Simi Hills. While there are large open space areas at the northern, eastern, and southern sections of the City, the planning area is fully developed with urban land uses.

A site visit conducted in 2013 indicated that existing vegetation throughout the planning area consists primarily of ornamental plants within maintained landscaped areas in lot setbacks, gardens, game fields, outdoor areas, slopes, parking fingers, parkways, and street medians. Plant and animal habitats in these areas support mainly non-native species, with some native species. No significant changes to existing land uses have occurred in the planning area since then and existing vegetation is expected to still consist mainly of ornamental landscaping plant materials.

Plant Species

Non-native tree species prevalent throughout the planning area include gum (*Eucalyptus* spp.), sweetgum (*Liquidambar styraciflua*), palm (*Phoenix* sp.; *Washingtonia* sp.), pine (*Pinus* spp.), Peruvian pepper (*Schinus molle*), and Chinese elm (*Ulmus parviflora*). Native trees also present in landscaped areas include California sycamore (*Platanus racemosa*), coast live oak (*Quercus agrifolia*), and California black oak (*Quercus kelloggii*).

Understory shrub and ground cover is dominated by non-native ornamental species, including crimson bottlebrush (*Callistemon citrinus*), iceplant (*Carpobrotus edulis*), and oleander (*Nerium oleander*). Approximately 3 acres on the south- and east-facing landscaped slopes of the Corsa Business Center (northeastern section of the planning area) contain remnant patches of disturbed California sagebrush – California buckwheat scrub. These areas consist of scrub habitat in the understory of ornamental trees that is dominated by California sagebrush (*Artemisia californica*), with coyote brush (*Baccharis pilularis*), buckwheat (*Eriogonum fasciculatum*), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), and laurel sumac (*Malosma laurina*) occurring at lower concentrations.

Non-native, invasive species that were frequently observed include black mustard (*Brassica nigra*), artichoke thistle (*Cynara cardunculus*), castor bean (*Ricinus communis*), and Russian thistle (*Salsola australis*).

Wildlife Species

Because the planning area is currently developed, it provides roosting and foraging habitat primarily for common and ubiquitous wildlife species. Species observed during the site visit and those expected to occur within the planning area are summarized below.

No amphibian species were observed during the site visit. Amphibians expected to occur in the planning area include garden slender salamander (*Batrachoseps major*), western toad (*Anaxyrus boreas*), and Baja California treefrog (*Pseudacris hypochondriaca*).

Reptiles species observed during the site visit include western fence lizard (*Sceloporus occidentalis*) and side-blotched lizard (*Uta stansburiana*). Other reptile species expected to occur in the planning area include alligator lizard (*Elgaria multicarinata*), western skink (*Plestiodon skiltonianus*), and gopher snake (*Pituophis catenifer*).

Bird species observed during the site visit include Canada goose (*Branta Canadensis*), great egret (*Ardea alba*), western gull (*Larus occidentalis*), band-tailed pigeon (*Patagioenas fasciata*), Anna's hummingbird (*Calypte anna*), Allen's hummingbird (*Selasphorus sasin*), Nuttall's woodpecker (*Picoides nuttallii*), downy woodpecker (*Picoides pubescens*), northern flicker (*Colaptes auratus*), black phoebe (*Sayornis nigricans*), American crow (*Corvus brachyrhynchos*), northern rough-winged swallow (*Stelgidopteryx serripennis*), oak titmouse (*Baeolophus inornatus*), bushtit (*Psaltiparus minimus*), northern mockingbird (*Mimus polyglottos*), ruby-crowned kinglet (*Regulus calendula*), orange-crowned warbler (*Oreothlypis celata*), spotted towhee (*Pipilo maculatus*), song sparrow (*Melospiza melodia*), dark-eyed junco (*Junco hyemalis*), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Spinus psaltria*), and house sparrow (*Passer domesticus*). Many other bird species commonly found in urban and suburban communites of the Los Angeles Basin are also expected to occur.

Mammal species observed, or indirectly observed through evidence of presence, during the site visit include desert cottontail (*Sylvilagus audubonii*), California ground squirrel (*Spermophilus beecheyi*), eastern fox squirrel (*Sciurius niger*), and desert woodrat (*Neotoma lepida*). Other mammal species expected to occur in the planning area include Virginia opossum (*Didelphis virginiana*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), and striped skunk (*Mephitis mephitis*).

Special Status Biological Resources

Special status biological resources are plant and wildlife species that have been afforded recognition by federal and State resource agencies, as well as private conservation organizations. In general, the principal reason an individual taxon (i.e., species, subspecies, or variety) is given recognition is the documented or perceived decline or limitations of its population size, geographic range, and/or distribution resulting in most cases from habitat loss. In addition, special status biological resources include jurisdictional drainages and their riparian vegetation. Sources used to determine the special status of biological resources include:

- **Plants:** the California Native Plant Society's (CNPS') Inventory of Rare and Endangered Plants of California (CNPS 2018)[2]; the CDFW's California Natural Diversity Database (CNDDB) (CDFW 2018b); various *Federal Register* notices from the USFWS regarding

[2] The CNPS is a local resource conservation organization that has developed an inventory of California's special status plant species.

listing status of plant species; and the CDFW's List of Special Vascular Plants, Bryophytes, and Lichens (CDFW 2018d).

- **Wildlife:** the CNDDB (CDFW 2018b); various Federal Register notices from the USFWS regarding listing status of wildlife species; the CDFW's List of Special Animals (CDFW 2018a), and the CDFW's *State & Federally Listed Endangered & Threatened Animals of California* (2018c).

Special Status Plants

According to the CNPS' Inventory of Rare and Endangered Plants of California (CNPS 2018) and the CDFW's California Natural Diversity Database (CDFW 2018b), many special status plant species have been reported to occur in the vicinity of the planning area (i.e., within the U.S. Geological Survey [USGS] Thousand Oaks, Calabasas, and Newbury Park 7.5-minute quadrangles). Table 4.4-1 list each special status plant species that has the potential to occur in the project area and includes the status designations, presence or absence of potentially suitable habitat, and its likelihood of occurrence. None were observed in the planning area during the site visit.

TABLE 4.4-1
SPECIAL STATUS PLANT SPECIES

Species	Status			Occurrence Information[a]	Preferred Habitat	Habitat Suitability
	USFWS	CDFW	CNPS			
Astragalus brauntonii Braunton's milk-vetch	FE	None	1B.1	Observed near Medea Creek approximately 3 miles northeast, and in Conejo open space approximately 3.5 miles north of Westlake Village.	Occurs in recently burned areas with saline/ alkaline soils between 650 and 2,130 feet above msl.[b]	Not expected to occur due to lack of suitable habitat.
Calochortus clavatus var. *gracilis* slender mariposa lily	None	None	1B.2	Observed in Chesebro Canyon approximately 4 miles northeast and in Stokes Canyon approximately 6 miles southeast of Westlake Village.	Occurs on grassy patches within chaparral and coastal scrub on shaded slopes with rocky and/or sandy soils between 1,380 and 2,500 feet above msl.	Low potential to occur due to presence of limited marginally suitable habitat.
Calochortus plummerae Plummer's mariposa lily	None	None	4.2	Observed south of Wood Ranch Reservoir approximately 2 miles north and in the Lake Eleanor open space area and approximately 2 miles southwest of Westlake Village.	Occurs in coastal scrub, chaparral, grassland, cismontane woodland, and low elevation coniferous forest with	Low potential to occur due to presence of limited marginally suitable habitat.

TABLE 4.4-1
SPECIAL STATUS PLANT SPECIES

Species	Status			Occurrence Information[a]	Preferred Habitat	Habitat Suitability
	USFWS	CDFW	CNPS			
					rocky and/or sandy soils between 330 and 5,580 feet above msl.	
Chorizanthe parryi var. *fernandina* San Fernando Valley spineflower	PT	SE	1B.1	Observed on Laskey Mesa approximately 6 miles northeast of Westlake Village.	Occurs in coastal scrub with sandy soils between 10 and 3,395 feet above msl.	Low potential to occur due to presence of limited marginally suitable habitat.
Delphinium parryi ssp. *blochmaniae* dune larkspur	None	None	1B.2	Observed in the Lake Eleanor open space area approximately 2 miles southwest of Westlake Village.	Occurs in chaparral or dunes with sandy and/or rocky soils between 98 and 1,230 feet above msl.	Not expected to occur due to lack of suitable habitat.
Eriogonum crocatum Conejo buckwheat	FT	None	1B.2	Observed in the vicinity of Lake Sherwood approximately 2 miles southwest of Westlake Village.	Occurs in chaparral, coastal scrub, and valley and foothill grassland within rocky soils between 165 and 1,900 feet above msl.	Not expected to occur due to lack of suitable habitat.
Monardella hypoleuca ssp. *hypoleuca* white-veined monardella	None	None	1B.3	Observed near Sandstone Peak in the Santa Monica Mountains approximately 7 miles southwest of Westlake Village.	Occurs in chaparral and cismontane woodland within dry slopes between 120 and 5,780 feet above msl.	Not expected to occur due to lack of suitable habitat.
Nolina cismontane chaparral nolina	None	None	1B.2	Observed near Medea Creek approximately 3 miles northeast and in Palo Comado Canyon approximately 6.5 miles northeast of Westlake Village.	Occurs in chaparral and coastal scrub within sandstone and shale substrates between 285 and 2,327 feet above msl.	Not expected to occur due to lack of suitable habitat.

TABLE 4.4-1
SPECIAL STATUS PLANT SPECIES

Species	Status			Occurrence Information[a]	Preferred Habitat	Habitat Suitability
	USFWS	CDFW	CNPS			
Orcuttia californica California Orcutt grass	FE	SE	1B.1	Observed within the Woodland Hills USGS quadrangle. Precise location unknown.	Occurs within vernal pools between 60 and 1,220 feet above msl.	Not expected to occur due to lack of suitable habitat.

USFWS: U.S. Fish and Wildlife Service; CDFW: California Department of Fish and Wildlife; CRPR: California Rare Plant Rank; msl: mean sea level

[a] Unless otherwise indicated, species was observed within the past 50 years.
[b] Elevations presented in feet above msl.

LEGEND:

Federal (USFWS)
FE Endangered
FT Threatened
PT Proposed Threatened

State (CDFW)
SE Endangered

CRPR List Categories
List 1B Plants Rare, Threatened, or Endangered in California and Elsewhere
List 4 Plants of Limited Distribution – A Watch List

CRPR Threat Rank Extensions
.1 Seriously threatened in California (high degree/immediacy of threat)
.2 Fairly threatened in California (moderate degree/immediacy of threat)
.3 Not very threatened in California (low degree/immediacy of threat or no current threats known)

Sources: CDFW 2013a; CNPS 2018.

Special status plants with potential to occur in the planning area include slender mariposa lily, Plummer's mariposa lily, and San Fernando spineflower. These plants have low potential to occur due to presence of limited marginally suitable habitat and/or nearby historical occurrences. Other species are not expected to occur due to lack of suitable habitat.

Special Status Wildlife

Many special status wildlife species are also known to occur in the vicinity of the planning area (i.e., within the USGS Thousand Oaks, Calabasas, and Newbury Park 7.5-minute quadrangles). These species are summarized in Table 4.4-2. None were observed in the planning area during the site visit.

TABLE 4.4-2
SPECIAL STATUS WILDLIFE SPECIES

Species Scientific Name/Common Name	Status		Preferred Habitat	Habitat Suitability
	USFWS	CDFW		
Fish				
Gila orcuttii arroyo chub	—	SSC	Occurs in coastal freshwater streams and rivers with sustained flows and emergent vegetation with substrates consisting primarily of sand or mud.	Not expected to occur due to lack of suitable habitat.
Amphibians				
Anaxyrus californicus arroyo toad	FE	SSC	Occurs in washes/ streams, sandy banks, willows, cottonwoods, or sycamores; riparian habitats of semiarid areas; and small cobbly streambeds.	Not expected to occur due to lack of suitable habitat.
Rana draytonii California red-legged frog	FT	SSC	Occurs in humid forests, woodlands, grasslands and streamsides, especially where cattails and other plants provide good cover.	Not expected to occur due to lack of suitable habitat.
Reptiles				
Anniella stebbinsi. southern California legless lizard	—	SSC	Occurs in coastal dune, valley-foothill, chaparral, and coastal scrub habitats.	Low potential to occur due to presence of limited marginally suitable habitat. Observed immediately north of the planning area.
Aspidoscelis tigris stejnegeri San Diegan tiger whiptail	—	SSC	Occurs in hot and dry areas with sparse foliage and open areas. Found in forests, woodland, chaparral, and riparian areas.	Low potential to occur due to presence of limited marginally suitable habitat.
Diadophis punctatus modestus San Bernardino ringneck snake	—	—	Occurs in moist habitats, including wet meadows, rocky hillsides, gardens, farmland, grassland, chaparral, mixed coniferous forests, and woodlands.	Not expected to occur due to lack of suitable habitat.
Emys marmorata western pond turtle	—	SSC	Occurs in ponds, marshes, rivers, streams, irrigation ditches.	Not expected to occur due to lack of suitable habitat.

TABLE 4.4-2
SPECIAL STATUS WILDLIFE SPECIES

Species Scientific Name/Common Name	Status		Preferred Habitat	Habitat Suitability
	USFWS	CDFW		
Lampropeltis zonata (pulchra) California mountain kingsnake (San Diego population)	—	SSC	Occurs in coniferous forest, oak-pine woodlands, riparian woodland, chaparral, manzanita, and coastal sage scrub. Found in wooded areas near a stream with rock outcrops or rotting logs.	Not expected to occur due to lack of suitable habitat.
Phrynosoma blainvillii coast horned lizard	—	SSC	Occurs in valley-foothill hardwood, conifer, and riparian habitats, pine-cypress, juniper and annual grassland habitats between sea level and 6,000 feet above msl; open country, especially sandy areas, washes; floodplains; and windblown deposits.	Low potential to occur due to presence of limited marginally suitable habitat.
Thamnophis hammondii two-striped garter snake	—	SSC	Occurs in wetlands, freshwater marsh, and riparian habitats with perennial water.	Low potential to occur due to presence of limited marginally suitable habitat.
Birds				
Agelaius tricolor tricolored blackbird	—	CE	Occurs in freshwater marshes, upland habitats, and silage fields.	Not expected to occur due to lack of suitable habitat.
Aquila chrysaetos golden eagle	—	FP	Occurs in mountains, deserts, and open country; prefers to forage over grasslands, deserts, savannahs, and early successional stages of forest and shrub habitats.	Not expected to occur due to lack of suitable habitat.
Athene cunicularia burrowing owl	—	SSC	Occurs in dry grasslands, desert habitats, open pinyon-juniper, and ponderosa pine woodlands between sea level and 5,300 feet above msl; berms, ditches, and grasslands adjacent to rivers; agricultural lands; and scrub areas.	Low potential to occur due to presence of limited marginally suitable nesting habitat.

TABLE 4.4-2
SPECIAL STATUS WILDLIFE SPECIES

Species Scientific Name/Common Name	Status		Preferred Habitat	Habitat Suitability
	USFWS	CDFW		
Polioptila californica californica coastal California gnatcatcher	FT	SSC	Occurs in open sage scrub with California sagebrush (*Artemisia californica*) as a dominant or co-dominant species. More abundant near sage scrub-grassland interface than where sage scrub grades into chaparral. Dense sage scrub is occupied less frequently than more open sites. Mostly absent from coastal areas dominated by black sage (*Salvia mellifera*), white sage (*S. leucophylla*), or lemonadeberry (*Rhus integrifolia*).	Low potential to occur due to presence of limited marginally suitable nesting habitat.
Riparia riparia bank swallow	—	ST	Breeds in riparian areas with vertical cliffs and banks with fine-textured sandy soil in which it digs nesting holes.	Not expected to occur due to lack of suitable habitat.
Vireo bellii pusillus least Bell's vireo	FE	SE	Occurs in perennial and intermittent streams with low, dense riparian scrub and riparian woodland habitats generally between sea level and 2,000 feet above msl (about 4,000 feet on eastern side of the Sierra Nevada).	Not expected to occur due to lack of suitable habitat
Mammals				
Antrozous pallidus pallid bat	—	SSC	Roosts in cliffs, crevices, mine tunnels, caves, house attics, and other man-made structures.	Low potential to occur due to limited presence of suitable roosting habitat.
Macrotus californicus California leaf-nosed bat	—	SSC	Roosts in tunnels and caves with cool temperatures and large spaces for flying.	Not expected to occur due to lack of suitable habitat.
Neotoma lepida intermedia San Diego desert woodrat	—	SSC	Occurs in sagebrush scrub areas, in chaparral, and in deserts and rocky slopes with scattered cactus, yucca,	Low potential to occur due to presence of limited marginally suitable habitat. Woodrat middens were observed in disturbed coastal sage scrub, but

TABLE 4.4-2
SPECIAL STATUS WILDLIFE SPECIES

Species Scientific Name/Common Name	Status		Preferred Habitat	Habitat Suitability
	USFWS	CDFW		
			pine/juniper, and other low vegetation. Will nest in deserted squirrel burrows, building a midden of dried twigs and other fallen debris.	subspecies was not determined.
Taxidea taxus American badger	—	SSC	Occurs in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Badgers are generally associated with treeless regions, prairies, park lands, and cold desert areas but are unlikely in cultivated lands.	Not expected to occur due to lack of suitable habitat.

USFWS: U.S. Fish and Wildlife Service; CDFW: California Department of Fish and Wildlife; msl: mean sea level

LEGEND:

Federal (USFWS)		**State (CDFW)**	
FE	Endangered	SE	Endangered
FT	Threatened	ST	Threatened
SSC	Species of Special Concern	CE	Candidate Endangered
		FP	Fully Protected
—	No Designation	—	No Designation

Source: CDFW 2013a.

Special status wildlife with low potential to occur in the planning area include the southern California legless lizard, San Diegan tiger whiptail, coast horned lizard, two-striped garter snake, burrowing owl, coastal California gnatcatcher, pallid bat, and San Diego desert woodrat, due to presence of suitable habitat (although limited and marginally suitable) and/or nearby historical occurrences. Other species are not expected to occur due to lack of suitable habitat.

4.4.3 THRESHOLDS OF SIGNIFICANCE

The following significant criteria are derived from the State CEQA Guidelines. A project would result in a significant adverse impact related to Biological Resources if it would:

Threshold 4.4a: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS

Threshold 4.4b: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS

Threshold 4.4c: Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means

Threshold 4.4d: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

Threshold 4.4e: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

Threshold 4.4f: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan

4.4.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Design Standards and Guidelines. Design standards and guidelines in the proposed Specific Plan that address Biological Resources include:

Chapter 5. Design Guidelines

F. Plazas and Courtyards

G. Outdoor Dining

M. Parking Lots

N. Parking Structures

Chapter 7. Open Space and Streetscape Improvements

C. Streetscape Improvements

D. General Design Guidelines for Public Rights-of-Way

Public Improvements. The proposed Specific Plan outlines a number of infrastructure improvements to serve existing and future development in the planning area. These include the installation of parkway landscaping and street trees along public roadways in the planning area, including a Street Tree Matrix for the Specific Plan area that identifies trees to be used in the parkways and medians of each roadway.

Regulatory Requirements

There are existing federal, State and City regulations that relate to the protection and preservation of sensitive biological resources. Compliance with these regulatory requirements (RRs) would avoid impacts to biological resources from future developments. These include the following:

RR 4.4-1: Prior to ground disturbance for future development, a qualified Biologist must conduct nesting bird surveys in areas with suitable habitat prior to all construction or site-preparation activities that would occur during the nesting and breeding season of native bird species (typically March 1 through August 15). The survey area must include all potential bird nesting areas within 200 feet of any disturbance. The survey shall be conducted no more than three days prior to the start of ground disturbance activities (i.e., grubbing or grading).

If active nests of bird species protected by the Migratory Bird Treaty Act (MBTA) and/or the *California Fish and Game Code* (which, together, apply to all native nesting bird species) are present in the impact area or within 200 feet of the impact area, a temporary buffer fence shall be erected a minimum of 200 feet around the nest site. This temporary buffer may be greater or lesser depending on the bird species and type of disturbance, as determined by the Biologist and/or applicable regulatory agency permits.

Clearing and/or construction within temporarily fenced areas shall be postponed or halted until juveniles have fledged from the nest and there is no evidence of a second nesting attempt. The Biologist shall serve as a construction monitor during those periods when disturbance activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

RR 4.4-2: Any fill of or alteration to jurisdictional resources—including drainage tributaries, wetlands, and/or riparian vegetation— would require the Project Applicant to obtain appropriate regulatory agency permits and/or agreements from the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW), and the Los Angeles Regional Water Quality Control Board (RWQCB) shall be obtained.

RR 4.4-3: In compliance with the City's Oak Tree and Heritage Tree Preservation Standards (Westlake Village Municipal Code, Chapter 9.21), prior to vegetation clearing or grading, tree surveys must be performed to determine if any protected oak trees are located within disturbance areas. If protected oak trees would be affected, the project applicant/developer must obtain an Oak Tree Permit from the City pursuant to the City's Oak Tree and Heritage Tree Preservation Standards and must comply with the conditions of the permit the replacement of trees to be removed; protection of oak trees remaining on site; and/or maintenance of oak trees on the property.

4.4.5 ENVIRONMENTAL IMPACTS

Future development and roadway and infrastructure improvements under the proposed Specific Plan would include vegetation clearing that could impact biological resources and habitats.

Special Status Plant and Wildlife Species

Threshold 4.4a: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The adoption of the proposed Specific Plan would not directly result in construction, modification, addition, or placement of any building or structure on any lot in the planning area. However, future development allowed under the proposed Specific Plan and planned roadway and infrastructure improvements could affect existing landscaped areas and introduced plant species and affect special status plant and wildlife species (sensitive species) that may be present. The planning area is largely developed or highly disturbed; therefore, it is unlikely to contain sensitive species. However, an approximate 3-acre slope area at the northeastern section of the planning area contains scrub vegetation and may serve as habitat for special status species. Future development under the proposed Specific Plan would result in impacts to this scrub vegetation. Future development in this area may result in the loss of existing natural habitat areas and may impact special status plant and/or wildlife species that may occur therein.

Adverse impacts to special status species that may occur in areas proposed for development or other ground disturbance would be reduced to a less than significant level with implementation of MM 4.4-1, which calls for focused surveys for special status species and appropriate avoidance and/or mitigation measures. Therefore, potential impacts on special status species would be less than significant after mitigation.

Scattered areas throughout the planning area also support trees, shrubs, and other plants that provide nesting habitat. Future development would involve vegetation clearing and/or tree removal that could result in the direct loss of active bird nests or the abandonment of active nests by adult birds. In particular, raptor species are prone to nest abandonment.

Bird nests with eggs or young are protected under the MBTA and the *California Fish and Game Code*. Implementation of RR 4.4-1 would ensure that adverse impacts to nesting birds would be less than significant through minimizing disturbance to nesting birds during construction, through seasonal avoidance, and/or pre-construction surveys and avoidance of designated active nesting areas.

With compliance with RR 4.4-1 and implementation of MM 4.4-1, impacts on special status species would be less than significant.

Riparian Habitat and Wetlands

Threshold 4.4b: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?

Threshold 4.4c: Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands and permanent or intermittent drainages, creeks, and streams are generally subject to the jurisdiction of the USACE under Section 404 of the CWA. By USACE definition, all aquatic or riverine habitats between the "ordinary high water mark" of rivers, creeks, and streams are considered waters of the United States and may fall under USACE jurisdiction. If adjacent wetlands occur, the jurisdictional limits extend beyond the ordinary high water mark to the outer edge of the wetlands. The USACE defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency or duration to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." The presence and extent of wetland areas are normally determined by examining the vegetation, soils, and hydrology of a site. The USACE definition of wetlands requires that all three wetland identification parameters be met.

Streambeds are also subject to CDFW regulation under Sections 1600 et seq. of the *California Fish and Game Code*. A stream is defined under these regulations as a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. This definition includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation. The CDFW jurisdiction typically extends to the edge of the riparian vegetation canopy. In addition, groundwater, surface water, and wetlands fall under RWQCB jurisdiction.

An unnamed north-south drainage is located at the southwestern corner of the planning area, between Schoolhouse Canyon and Windmill Canyon. Although a natural stream course with willow riparian woodland is present to the north of the planning area, the stream has been modified and is presently a concrete V-ditch that crosses the planning area as it flows south of U.S. 101 into a storm drain that is tributary to Triunfo Creek.

No improvement to this channel is proposed under the Specific Plan. Also, future development in the Focus Area would not be located near this channel. However, proposed streetscape improvements (i.e., sidewalks, bike lanes) along La Tienda Drive may affect this channel.

Resource agencies may consider this feature to be a jurisdictional resource, even if it is concrete-lined. While not anticipated, if a proposed sidewalk or other improvement would impact any feature of this channel, direct impacts to this drainage would require formal and/or informal consultation with the USACE and CDFW depending on the determination of jurisdiction and the extent of impacts. A formal jurisdictional delineation would be required to assess this drainage channel and confirm that no other jurisdictional drainages are present within the planning area. Impacts to jurisdictional resources would require habitat preservation or replacement/restoration that will result in no net loss of riparian habitat. Compliance with RR 4.4-2 and the conditions of the regulatory permits would ensure that impacts would be less than significant. No mitigation is required.

Wildlife Movement

Threshold 4.4d: Would the project interfere substantially with the movement of any native or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement activities include (1) dispersal (e.g., juvenile animals from natal areas or individuals extending range distributions), (2) seasonal migration, and (3) movements related to home range activities (e.g., foraging for food or water, defending territories, or searching for mates, breeding areas, or cover). Wildlife corridors link together areas of suitable habitat that are

otherwise separated by rugged terrain, transitions in vegetation, or human disturbance and mitigate the effects of open space fragmentation by (1) allowing animals to move between areas of remaining habitat, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk that catastrophic events, such as fire or disease, will result in population or local species extirpation; and (3) serving as travel routes for individual animals as they move in their home ranges in search of food, water, mates, and other necessary resources.

Wildlife movement is greatly restricted within the planning area due to existing urban developments. No native wildlife nursery sites are known to occur in the planning area. The drainage channel in the southwestern section of the planning area could be considered a wildlife crossing allowing for limited, if any, regional wildlife movement. Wildlife movement in the Conejo Valley more readily occurs at the undeveloped areas to the north and the Santa Monica Mountains to the south and through an existing wildlife corridor in Medea Creek that connects these undeveloped areas.

The drainage channel in the planning area is not proposed for removal or major alteration, and no future development is expected in this area. However, construction of the new sidewalks and bike lanes on La Tienda Drive near the channel could temporarily affect wildlife movement should improvements to the underground storm drain line be necessary. The impacts to wildlife movement in the drainage channel would be indirect and short-term and, therefore, less than significant; no mitigation is required.

Tree Preservation Policies

Threshold 4.4e: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Future development and planned roadway and infrastructure improvements could require the removal of existing trees in the planning area. At the same time, new landscaping would be provided as part of development projects and streetscape improvements, as outlined in the Design Guidelines and Open Space and Streetscape Improvements in the proposed Specific Plan, which call for the use of California native or adapted plants and a sustainable plant palette. The streetscape improvements consider the presence of oak trees in the planning area and other native plants to maintain visual continuity. Also, oaks are proposed along the parkways on Thousand Oaks Boulevard.

As stated in the Specific Plan, future development in the planning area would be subject to the City's Oak Tree and Heritage Tree Preservation Standards, as contained in Chapter 9.21 of the Municipal Code. Compliance with these standards would prevent unnecessary removal and disturbance of oak trees in the planning area and requires appropriate measures to preserve (or prevent potential impacts to) protected oak trees (as RR 4.4-3). Impacts would be less than significant, and no mitigation would be required.

Habitat Conservation Plan or Natural Community Conservation Plan

Threshold 4.4f: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The planning area is not located within a Significant Ecological Area (SEA), as designated by the County of Los Angeles. The Santa Monica Mountains SEA is the nearest SEA, located approximately 0.75 mile southeast of the planning area (LACDRP 2015). While portions of this SEA are located in the City, it does not include the planning area, and the proposed Specific Plan would not impact this SEA.

There is no adopted habitat conservation plan (HCP) or natural community conservation plan (NCCP) for any land within the City of Westlake Village. The Rancho Palos Verdes NCCP is the nearest NCCP, located approximately 33 miles southeast of the planning area. Also, the nearest HCP is the Newhall Farm HCP, located over 22 miles northeast of the planning area. Future development under the proposed Specific Plan and roadway and infrastructure projects would occur on disturbed and developed parcels and would not affect or conflict with an HCP or NCCP in the region.

Since no HCP or NCCP has been adopted in or near the City, no conflict would occur. There would be no impact, and no mitigation is required.

4.4.6 CUMULATIVE IMPACTS

The cumulative impacts on biological resources are evaluated based on the potential impacts of future development and planned roadway and infrastructure improvements in the planning area, with growth and development in the City and in the region. Future development under the Specific Plan could contribute to the cumulative changes in plant and animal habitats found throughout the region due to increasing urbanization and population growth.

Continued urbanization and development on disturbed lands and developed areas throughout the region, which are likely to support non-native species or disturbed habitats, are less likely to have adverse impacts on sensitive plant and animal species. However, new development on vacant and undeveloped lands that contain suitable habitat may impact special status species whose ranges extend to similar vegetation types, designated critical habitats, or habitat preferences in the region. These new developments would be required to conduct biological surveys for sensitive animal species, including nesting birds, special status species, and natural communities. The disturbance or destruction of sensitive or protected species would require a Section 10 or Section 7 consultation and coordination with the resource agencies and would require on-site preservation or off-site mitigation, as stated by existing regulations.

In addition, sensitive habitats such as wetland areas, streams and channels, and riparian habitats would also need to be preserved through on-site or off-site mitigation by individual projects. The biological surveys and requisite mitigation would be made in coordination with the CDFW, the USFWS, the USACE, and the RWQCB, as necessary (MM 4.4-1, RRs 4.4-1 and 4.4.-2). Therefore, while changes in the biological diversity could occur with future growth and development in the region, programs and regulations are in place that would reduce cumulative impacts on sensitive biological resources. Due to the lack of sensitive species in the planning area, cumulative impacts from the proposed Specific Plan would be less than significant with compliance with existing regulations.

Anticipated future development in the planning area would also have a less than significant adverse cumulative impact on wildlife movement due to the extent of existing development and resulting restrictions on wildlife movement opportunities in and near the planning area. Compliance with the City's Oak Tree and Heritage Tree Preservation Standards through RR 4.4-3 would result in less than significant adverse cumulative impact on protected tree resources in the City.

There is no adopted HCP or NCCP for the planning area, the City, or the surrounding area. Therefore, no conflict with a habitat conservation plan or natural community conservation plan is expected with the proposed Specific Plan and with future development in the planning area.

Because potentially significant impacts to biological resources resulting from future development under the Specific Plan would be less than significant with implementation of the RRs and MM, future development is not expected to significantly contribute to cumulative impacts to biological resources in the region. Impacts would be less than significant, and no mitigation is required.

4.4.7 MITIGATION MEASURES

MM 4.4-1: Prior to ground disturbance or vegetation clearing on the slopes behind the developments along Corsa Avenue, a qualified Biologist shall conduct a habitat assessment to check if suitable habitat is present for any special status plant or wildlife species. If potentially suitable habitat is present, the Biologist shall perform the appropriate focused surveys to determine the presence or absence of special status species. If no special status species are observed, construction may proceed. If any special status species are identified on the site, then appropriate avoidance and/or mitigation measures shall be implemented, as approved by the resource agencies and subject to the necessary permits under the Federal Endangered Species Act, the California Endangered Species Act, the *California Fish and Game Code,* and other applicable regulations. Compensation for significant impacts to special status species and their habitats shall be mitigated at a ratio of no less than one to one (e.g., one acre restored for every acre impacted).

4.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Special Status Plant and Wildlife Species

Less Than Significant With Mitigation

Riparian Habitat and Wetlands

Less Than Significant Impact

Wildlife Movement

Less Than Significant Impact

Tree Preservation Policies

Less Than Significant Impact

Habitat Conservation Plan or Natural Community Conservation Plan

No Impact

Cumulative Impacts

Less Than Significant Impact After Mitigation

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4.5 CULTURAL RESOURCES

Information in this section is derived from archaeological records search conducted by BonTerra Consulting (Appendix E-1) and a paleontological records search conducted by the Natural History Museum of Los Angeles County (Appendix E-2). These are summarized below. Tribal Cultural Resources are addressed in Section 4.17 of this Program EIR.

4.5.1 RELEVANT PROGRAMS AND REGULATIONS

National Historic Preservation Act

Cultural resources must be considered during federal undertakings pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended) (NHPA) through one of its implementing regulations (36 *Code of Federal Regulations* [CFR] Section 800, Protection of Historic Properties), as well as under the National Environmental Policy Act (NEPA). Properties of traditional religious and cultural importance to Native Americans are protected under Section 101(d)(6)(A) of the NHPA.

Section 106 of the NHPA (16 *United States Code* [USC] Section 470f) requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (NRHP) and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the significance of any adversely affected cultural resource is assessed and mitigation measures are proposed to reduce the impacts to an acceptable level. Significant cultural resources include resources that are listed or are eligible for listing in the NRHP per the criteria listed at 36 CFR 60.4, as provided below:

> The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:
>
> (a) Are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) Are associated with the lives of persons significant in our past; or
>
> (c) Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> (d) Have yielded, or may be likely to yield, information important in prehistory or history.

Native American Graves and Repatriation Act

The Native American Graves and Repatriation Act (NAGPRA) established a means for Native Americans, including Indian Tribes, to request the return of human remains and other sensitive cultural items held by federal agencies or federally assisted museums or institutions. NAGPRA also contains provisions regarding the intentional excavation and removal of, inadvertent discovery of, and illegal trafficking in Native American human remains and sensitive cultural items.

Secretary of the Interior's Standards

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995) (Secretary of the Interior's Standards) assist in the preservation of a property's historical significance by preserving historic materials and features of historic buildings of all materials, construction types, sizes, and occupancy. The standards include preservation of exterior and interior building components, related landscape features, and the building's site and environment, as well as the compatibility of attached, adjacent, or related new construction. Implementation of these "standards" is identified in Section 15064.5(3) of the CEQA Guidelines as generally resulting in the reduction of an impact on an identified historic resource to a less than significant level.

California Register of Historical Resources

The Office of Historic Preservation (OHP) administers the California Register of Historical Resources (CRHR), established in 1992 through Sections 5020 et seq. of the *California Public Resources Code* (PRC) to be "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]).

The CRHR listing criteria focus on resources of State, rather than national, significance. The CRHR includes the following types of resources, either as an individual property or a contributor to a historic district: (1) properties listed in or determined eligible for listing in the NRHP (automatically included), (2) California Historical Landmarks numbered 770 and higher (automatically included), (3) California Points of Historical Interest recommended for listing by the OHP, and (4) resources nominated for listing and determined eligible by meeting one or more of the CRHR criteria.

PRC 5024.1 requires evaluation of historical resources to determine their eligibility for listing in the CRHR. The purposes of the CRHR are to maintain listings of the State's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with the previously established criteria developed for listing in the NRHP (per the criteria listed at 36 CFR 60.4).

The minimum age criterion for the CRHR is 50 years. Properties less than 50 years old may be eligible for listing if "it can be demonstrated that sufficient time has passed to understand its historical importance". Once listed, the historical resource is protected from any detrimental changes, and any alterations repairs and additions must be reviewed and approved by the State Historical Resources Commission (SHRC) under the State Historical Building Code to ensure that the quality of the resource remains intact.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires a Lead Agency to determine whether a project would have a significant effect on one or more historical resources. A "historical resource" is defined as a resource listed in or determined to be eligible for listing in the CRHR (PRC 21084.1); a resource included in a local register of historical resources (14 *California Code of Regulations* [CCR] Section 15064.5[a][2]); or any object, building, structure, site, area, place,

record, or manuscript that a Lead Agency determines to be historically significant (14 CCR 15064.5[a][3]).

Impacts that affect the historical significance of a resource listed in or eligible for listing in the CRHR are considered to have a significant effect on the environment. Impacts to cultural resources from a project are thus considered significant if the project (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

Senate Bill 18

Senate Bill (SB) 18 (*California Government Code,* Section 65352.3) incorporates the protection of California's traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes prior to the adoption or amendment of any general plan or specific plan proposed on or after March 1, 2005. SB 18 requires that public notice to be sent to tribes listed on the NAHC's SB 18 Tribal Consultation List within the geographical areas affected by the proposed general plan or specific plan (or general plan or specific plan amendment). Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the PRC that may be affected by the proposed adoption or amendment to a general plan or specific plan.

Discovery of Human Remains

Section 7050.5 of the *California Health and Safety Code* provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

Section 5097.98 of the PRC states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours which, in turn, must identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD shall complete their inspection and make a recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code,* Section 5097.98).

Westlake Village General Plan

The existing and proposed Westlake Village General Plan designates Resource Management Areas to protect significant resources in the City. The Cultural Reconnaissance Area Overlay applies to sites with archaeological and historical significance and where an intensive, systematic surface reconnaissance program is required. The planning area is not located within this overlay; however, the area to the east, across Lindero Canyon Road and the area at the northern end of the City, west of Lindero Canyon Road, have a Cultural Reconnaissance Area Overlay in the

existing General Plan. The Cultural Reconnaissance Area Overlay east of the site has been eliminated in the proposed General Plan. The existing and proposed General Plan also identify special natural or cultural areas only at the southern section of the City.

4.5.2 EXISTING CONDITIONS

Cultural Setting

Ethnographic accounts of Native Americans indicate that one group, the Chumash, would have utilized the region that includes the planning area. However, movements of native peoples and conflicting historic accounts have confused the issue of exact territorial limits (Strong 1929; Kroeber 1925).

It is generally believed that human occupation of coastal Southern California dates back to at least 10,000 years before present (YBP).[1] Four cultural periods of precontact occupation of California during the Holocene Epoch (10,000 YBP to present) include the Early Holocene Period, the Early Horizon Period, the Middle Horizon Period, and the Late Horizon Period. During the Early Holocene Period (10,000 to 8,000 YBP), hunters/gatherers utilized lacustrine and marshland settings for the varied and abundant resources found there. Milling-related artifacts are lacking during this period, but the *atlatl* (spear-thrower) and dart are common. Hunting of large and small game occurred, as did fishing. A few, scattered permanent settlements were established near large water sources, but a nomadic lifestyle was more common (Moratto 1984).

Milling-related artifacts first appear in sites dating to the Early Horizon Period (8,000 to 4,000 YBP). Hunting and gathering continue during this period, but with greater reliance on vegetal foods. Mussels and oysters were a staple. This gave way to greater consumption of shellfish in the Middle Horizon Period (4,000 to 2,000 YBP). Use of bone artifacts appears to have increased during this period, and baked-earth steaming ovens were developed. Occupation of permanent or semi-permanent villages also occurred in this period, as did reoccupation of seasonal sites. During the Late Horizon Period (2,000 YBP to the time of European Contact [i.e., AD 1769]), population densities were high and settlement in permanent villages increased (Erlandson 1994; Moratto 1984). Regional subcultures also developed, each with their own geographical territory and language or dialect. These groups, bound by shared cultural traits, maintained a high degree of interaction, including trading extensively with one another.

Chumash

The Conejo Valley area was once inhabited by Native Americans known as the Chumash. There are many Chumash sites within the Thousand Oaks area (PCR 2009; W&S Consulting 1999). According to Gamble, “The Chumash occupied the region from Topanga Canyon in the south to the Monterey County line in the north, and eastward to the San Joaquin Valley” (2008:6); these areas also included some coastal islands (i.e., the Channel Islands) (W&S Consulting 1999). The Chumash culture was as sophisticated as that of any fisher-hunter-gatherer society with a genuine maritime adaptation that included boats.

Grant (1978) reported that the name Chumash was arbitrarily chosen by John Wesley Powell in 1891. Another has reported that the word “Chumash” means “islander” in the Chumash language (W&S Consulting 1999). Along the coast, the Chumash had an abundant supply of maritime resources from the ocean, while inland, in places like the Simi Valley and Conejo Valley, they ate the seeds from sage; acorns from oak trees; and whatever small game animals were available

[1] “Present” is considered to be 1950 and after.

(Altschul and Grenda 2002). The Chumash were capable of successfully exploiting two completely different resource zones.

Gamble (2008:55) reports that the most detailed information on social organization can be found in the ethnographic field notes of John P. Harrington. “Chumash culture was as elaborate as that of any hunter-gatherer society on earth. Theirs was a true maritime adaptation focused on sea mammal hunting and fishing, but not to the exclusion of collecting shellfish, or taking various land mammals and plant foods. Of the latter, acorns and chia (sage) seeds were notable. …The Chumash apparently followed a seasonal round to optimize their use of local resources” (Moratto 2004:118). Gamble (2008:6) states that “The coastal Chumash were hunter-gatherers who subsisted primarily on marine products (including fish, shellfish, and sea mammals) and wild plant foods such as acorns”. They also utilized terrestrial mammals and birds, but to a lesser extent. The Chumash relied heavily on stored goods, especially during the winter months when many foods were less abundant. The Chumash were “complex hunter-gatherers, were semi-sedentary or sedentary, and lived in substantial houses in settlements with relatively high population densities” (Gamble 2008:12). Small huts to large dome-shaped communal houses were common in small and large villages.

The Chumash built plank canoes, using only their stone implements (Altschul and Grenda 2002). The canoes were seaworthy enough for trips to all the Santa Barbara Channel Islands. According to Gamble, “Through the ownership of seaworthy plank canoes, the chiefs and other wealthy individuals managed a critical resource in the form of the island/mainland exchange system that was flourishing at contact” (2008:224).

The Chumash were among the most advanced painters. Cave paintings (pictographs) were elaborate (Anderson 1989). A pictograph at Burro Flats in the Simi Hills is thought to have been an astronomical observatory where celebrations were held at the time of the winter solstice. The Chumash would celebrate the “return of the sun” (Gribin 1981). Anderson (1989:10) believes they are “diagrams or portraits of the religious cosmology”. Whatever their meaning, the pictographs were elaborate and brilliant. In addition, they created fine basketry and were skilled in making wooden bowls (Anderson 1989). Entrepreneurs managed resources for lineage-clan gain.

Gamble (2008:10) continues, “some hundreds of years before historic contact, social ranking was fully developed in the Chumash region and hereditary chiefs were in power.…Families with inherited political power living in the large Chumash population centers possessed considerable wealth, including the ownership of the plank canoes used to transport exchange goods between the islands and the mainland. Chiefly families intermarried only with other chiefly families from surrounding Chumash settlements (cf. Johnson 1988), thereby creating and strengthening sociopolitical ties between regions. Chiefs and wealthy individuals who owned canoes exerted considerable control in the exchange system involving the mainland and the islands” (Gamble 2008:10). At the time of European contact, the Chumash exhibited traits that included hereditary leadership and a monetized economic system based on shell beads (Gamble 2008:12). Management of resources for gain, canoes, ceremony, and skillfully made artifacts would suggest a highly developed people. The Chumash Tradition finally gave way to the Spanish Entrada (arrival).

The Spaniards regarded the Chumash as superior to the other Indian tribes of California. At the time of historic contact, the Chumash existed as a simple chiefdom (Gamble 2008). The more populous historic Chumash settlements were associated with the larger canyons on the mainland coast, where perennial streams and estuaries were situated (Gamble 2008:18). After European contact, the population began a gradual decline, and in the 1800s, the decline became more rapid.

According to Gamble, "The Chumash along the Santa Barbara Channel mainland coast were thriving and prosperous when first encountered by the Spanish" (2008:275). Recorded European contact in the vicinity of the planning area appears to have begun by 1775–1776 with the arrival of the expedition of Juan Bautista de Anza from Mexico (PCR 2009); however, it has been suggested that the Spanish may have made contact with the Chumash during a "protohistoric" period (1542–1769 CE[2]) when intermittent contacts were made with the crews of Spanish ships—including those of Juan Rodriguez Cabrillo's expedition, which wintered in the Santa Barbara Channel in 1542–1543 (Erlandson et al. 2001). By the end of the 1770s, missions and military presidios were established along the coast (Brown 1967). The first mission in Chumash territory was founded in 1772 (Grant 1978), and mission life began to replace the Chumash traditional way of life.

Historic Resources

The greater Thousand Oaks area was a thriving settlement following the Mission Period. The area was claimed for the Spanish king by Spanish explorer Juan Rodriguez Cabrillo, who discovered the area in 1542. The Spanish governor granted 48,671 acres of land grants to loyal soldiers, which included the Conejo Valley a mile north of Westlake Village (Conejo is the Spanish word for rabbit, which are abundant in the area). Throughout the 19th century, early pioneers settled in the area. The first post office was built in 1875, and the small settlement became a stop on the stagecoach route between Los Angeles and San Francisco. With the invention of the automobile and the construction of a highway between those two major cities, the Thousand Oaks area, including Westlake Village, began to thrive.

A review of the 1906 and 1924 15-minute Santa Monica topographic maps shows that very little development had occurred in the general vicinity of present-day Westlake Village. No historic resources are apparent in the planning area at that time.

The City's General Plan states that the City was part of the Albertson Ranch that was part of the former El Conejo land grant. The southern and eastern City limits defined the boundaries of the land grant. Historic villages were located at the City's western border and west of the City. The American Hawaiian Company developed a master planned community called Westlake Village in 1966, which straddled the County line. The western portion of the community (in Ventura County) incorporated as the City of Thousand Oaks in 1968. The eastern portion in Los Angeles County incorporated in 1981 as the City of Westlake Village (Westlake Village 1993, 2018).

Archeological Resources

A records search was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton to determine if any cultural resources technical studies had been conducted in the planning area and if any historic or prehistoric sites had been recorded as a result of those studies. The records search included a one-mile radius around the planning area. In all, 49 cultural resource studies have been conducted within a 1-mile radius of the planning area. Of those, two studies (LA-02843 and LA-00531) included a portion of the planning area and eight studies (VN-00131, VN-00198, VN-00283, VN-00387, VN-00646, VN-01040, LA-01167, and LA-10475) were conducted immediately adjacent to the planning area (see Table 4.5-1.) None of the remaining 39 cultural resource studies were on or immediately adjacent to the planning area.

[2] CE stands for "Common Era".

TABLE 4.5-1
CULTURAL RESOURCES STUDIES
IN AND NEAR THE PLANNING AREA

Report No.	Author(s)/Year	Coverage/Type of Study/No. of Resources Identified	Location
VN-00131	D'Altroy 1978	25 acres/survey/no sites recorded	Outside planning area
VN-00198	Johnson 1978	1 acre/evaluation at VEN-271/	Outside planning area
VN-00283	Drews 1980	1 acre/evaluation at VEN-271/	Outside planning area
VN-00387	Wlodarski and Pence 1981	91.02 acres/survey/1 site recorded	Outside planning area
LA-00531	Rosen 1979	Linear survey/11 sites recorded	Includes portion of planning area
VN-00646	W&S Consultants 1986	80 acres/survey/no sites recorded	Outside planning area
VN-01040	Stelle and Gallardo 1982	Linear survey/1 site recorded	Outside planning area
LA-01167	Pence 1882	100+ acres/survey/9 sites recorded	Outside planning area
VN-02843	Amaglio 2005	1,000+ acres/survey/80 sites recorded	Includes portion of planning area
LA-10475	Toren and Romani 2010	1,234 feet/linear survey/10 sites recorded	Outside planning area
Source: SCCIC 2013			

Based on a review of SCCIC archaeological site records, ten archaeological sites (CA-LAN-271, CA-LAN-461, CA-LAN-462, CA-LAN-466, CA-LAN-565, CA-LAN-671, CA-LAN-726, CA-LAN-970, CA-LAN-971, and CA-LAN-2391) have been recorded within a 1-mile radius of the planning area, but none are located within the planning area. These sites consist of prehistoric lithic scatters and prehistoric shell middens with lithic scatters.

During the SCCIC records search, the OHP's Historic Property Data File (HPDF), as well as a variety of publications and manuscripts were also reviewed. The HPDF includes the following types of properties:

- National Register of Historic Places (NRHP)
- California Historical Landmarks (CHL)
- California Points of Historical Interest (PHI)
- California Register of Historical Resources (CRHR)
- California Historic Bridge Inventory (CHBI)

No additional cultural resources on or within a 1-mile radius of the planning area were located as result of an examination of these references.

Paleontological Resources

A paleontological records search was requested of Dr. Sam McLeod at the Natural History Museum of Los Angeles County. Dr. McLeod responded by letter on March 26, 2013. According to his review, no known vertebrate fossil localities are present within the planning area, but localities from the same sedimentary deposits are located near the planning area. Key results are summarized below.

- Most of the planning area has surface fluvial deposits of terrestrial Quaternary Alluvium. Nearby, a fossil specimen of ground sloth and an American mastodon have been recovered in similar sediments.
- Exposures of the marine middle Miocene Upper Topanga Formation occur just north of the Ventura Freeway (U.S. 101), and may be encountered at depth within some portions of the planning area. Significant fossils (including sharks, fishes, whale, dugong, and bat ray) have been recovered nearby from this unit.
- Exposures of the marine late Miocene Monterey Formation (locally the Modelo or Upper Topanga Formations) are mapped in the elevated terrain in the northern portion of the planning area. Nearby exposures have produced significant fossils of fishes, primitive baleen whales, and other marine mammals.
- Exposures of coarse detrital sediments from the Conejo Volcanics are mapped in the southern portion of the planning area. These deposits are unlikely to contain vertebrate fossils.

Dr. McLeod recommends monitoring of grading into the deeper, older Quaternary Alluvial deposits, as well as any excavations into the Topanga and Monterey Formations that may be encountered at depth and/or in the northern portion of the planning area (McLeod 2013).

Native American Scoping

The Native American Heritage Commission (NAHC), responding to the City of Westlake Village's 1st Notice of Preparation, sent a response letter with a Native American contacts list to the City, suggesting that those contacts be consulted for information on cultural resources in the project area. On March 14, 2013, letters were sent to the following tribes and individuals requesting any information they might have regarding cultural resources in the area:

- Beverly Salazar Folkes, Chumash, Tataviam, Fernandeño
- Carla Rodriguez, Chairwoman, San Manuel Band of Mission Indians
- Ronnie Salas, Cultural Preservation Department, Fernandeño Tataviam Band of Mission Indians
- Ron Andrade, Director, Los Angeles City/County Native American Indian Commission
- Cindi Alvitre, Chairwoman-Manisar, Ti'At Society/Inter-Tribal Council of Pimu
- John Tommy Rosas, Tribal Administrator, Tongva Ancestral Territorial Tribal Nation
- John Valenzuela, Chairperson, San Fernando Band of Mission Indians
- Randy Guzman-Folkes, Chumash, Fernandeño, et al.
- Conrad Acuña, Gabrielino-Tongva Tribe

One response to these letters has been received. Beverly Folkes telephoned on April 4, 2013, and indicated that she has worked in the area in the past and there are sensitive archaeological sites nearby. She recommended archaeological and Native American monitoring during future development activities in the planning area.

The adoption of the proposed Specific Plan and the needed General Plan Amendment are subject to the requirements of SB 18 for Native American consultation, which must be undertaken prior to adoption of the Specific Plan. SB 18 consultation was initiated in April 2013 through a request

of a list of local tribes from the NAHC. Following receipt of this list, the City sent letters to tribes and individuals identified by the NAHC with an offer to consult on May 14, 2013. No responses were received within 90 days of the letters.

With the resumption of the CEQA process in 2018, an offer to consult was sent by the City to the local Native American tribes in May 2018, in compliance with the requirements of AB 52. No responses were received. Offers to consult were also sent to local tribes in August 2018, in compliance with the requirements of SB 18. One tribe requested consultation, and this consultation has been concluded. Additional discussion is provided in Section 4.17, Tribal Cultural Resources, of this Draft Program EIR.

4.5.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are derived from the Environmental Checklist in Appendix G of the CEQA Guidelines. A project would result in a significant adverse impact related to Cultural Resources if it would:

Threshold 4.5a: Cause a substantial adverse change to the significance of a historical resource as defined in CEQA Guidelines Section 15064.5

Threshold 4.5b: Cause a substantial adverse change to the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5

Threshold 4.5c: Directly or indirectly destroy a unique paleontological resource or site or unique geological feature

Threshold 4.5d: Disturb any human remains, including those interred outside formal cemeteries

Section 15064.5 of the State CEQA Guidelines provides significance criteria for historical and unique archaeological resources. Historical resources are defined as:

> (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (PRC Section 5024.1, Title 14 CCR Section 4850 et seq.).
>
> (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the *Public Resources Code*, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
>
> (3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the Lead Agency to be "historically significant" if the resource meets the criteria for listing on the California Register of

Historical Resources (PRC Section 5024.1, Title 14 CCR Section 4852), including the following:

(a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(b) Is associated with the lives of persons important in our past;

(c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(d) Has yielded, or may be likely to yield, information important in prehistory or history.

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources, or identified in an historical resources survey does not preclude a Lead Agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Impacts to cultural resources are considered significant if the project: (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource which contributes to its significance; or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

4.5.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

No Specific Plan goals and policies, land use districts, design standards and guidelines, or public improvements address cultural resources in the Specific Plan area.

Regulatory Requirements

Existing State regulations relating to the preservation of cultural resources are outlined below. Compliance with these regulations as regulatory requirements (RRs) would be required for future development and planned infrastructure projects.

RR 4.5-1: If human remains are encountered during excavation activities, all work must cease; and the County Coroner must be notified in accordance with Section 7050.5 of the *California Health and Safety Code*. The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the *California Public Resources Code*. The MLD will make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation will be

followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If the landowner rejects the recommendations of the MLD, the landowner will have to rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code,* Section 5097.98).

4.5.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan and planned roadway and infrastructure improvements could alter, disturb or modify cultural resources in the planning area.

Historical Resources

Threshold 4.6a: Would the project cause a substantial adverse change to the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

The entire planning area is currently developed with offices, business parks, a hotel, a church, a high school, a middle school, and other developments. The existing developments were constructed in the 1970s and 1980s (within the past 50 years), with newer structures built at the southeastern section of the planning area. The cultural record searches for the project did not identify any historic sites in the planning area. In addition, the City's existing and proposed General Plan do not identify any historic resources in the planning area and do not contain specific goals and policies related to historic structures or sites. Therefore, the existing structures in the Focus Area are not likely to be historically significant; and no impacts to historic resources would occur as a result of demolition activities to accommodate future development, unless sufficient time elapses and existing development reaches the 50-year age threshold. For future development projects, as time elapses and the window for historic significance becomes applicable, proposed demolition, alteration, and other changes to structures that are determined in the future to have the potential to be a historic resource would be a significant impact.

Therefore, as outlined in MM 4.5-1, an Architectural Historian shall be retained to evaluate the significance of any of the built environment that has reached at least 50 years of age prior to its demolition, rehabilitation, or alteration. If historically significant sites or structures are identified, additional CEQA documentation shall be prepared; and any direct or indirect impacts to any known properties that are deemed eligible for inclusion in the NRHP, the CRHR, or a local designation shall be avoided and/or preserved consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Should avoidance and/or preservation of a historical resource not be feasible, a qualified Architectural Historian shall develop a mitigation program that may include, but not be limited to, facade preservation and monumentation. Impacts would be less than significant after mitigation.

Archaeological Resources

Threshold 4.6b: Would the project cause a substantial adverse change to the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?

No archaeological survey was conducted for the planning area because the entire area is developed, and no undeveloped parcels remain. However, 49 cultural resource studies have been conducted within a 1-mile radius of the planning area, with two of these studies including a portion

of the planning area. Ten prehistoric archaeological sites have been recorded within a 1-mile radius of the planning area, although none are located within the planning area. The presence of these sites nearby suggests that archaeological resources may have been present in the area prior to the development of the planning area. These resources may have been destroyed by past development or may remain in place, obscured by existing structures, parking lots, and/or roads. Removal of structures during future development of the planning area and excavation for infrastructure improvements may expose such resources.

To ensure that no archaeological sites will be destroyed by the future development activities or from construction of planned roadway and infrastructure improvements without their being appropriately discovered and evaluated by a qualified archaeologist, an Archaeologist should be retained to evaluate archaeological resources found during ground-disturbing activities. If the archaeological resource is determined to be a “unique archaeological resource” or a “historical resource”, the Archaeologist shall formulate and implement a mitigation plan to preserve or protect the archaeological or historical resource (MM 4.5-2).

Compliance with MM 4.5-2 would be required for all future development and planned infrastructure projects in the planning area. Implementation of this mitigation measure would prevent a significant adverse impact on inadvertent discoveries. Impacts would be less than significant after mitigation.

Paleontological Resources

Threshold 4.6c: Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

According to the records search, most of the planning area has surface fluvial deposits of terrestrial Quaternary Alluvium. Exposures of the marine middle Miocene Upper Topanga Formation occur just to the north but may be encountered at depth within some sections of the planning area. Exposures of the marine late Miocene Monterey Formation are mapped in the elevated terrain in the northern portion of the planning area. Significant fossils have been recovered nearby from all these formations.

Because the entire planning area is covered by existing development, no paleontological survey was completed and no exposed fossils are expected; however, it is possible that during the construction of buildings and excavation for infrastructure improvements associated with implementation of the Specific Plan, sensitive rock formations could be exposed and fossils may be unearthed.

To ensure that no fossil resources will be destroyed by the future development and infrastructure improvements without the fossil resources being salvaged and appropriately evaluated, a qualified Paleontologist shall monitor excavations into sensitive rock formations (i.e., Older Alluvium, Topanga Formation, and Monterey Formation rocks) and evaluate fossil resources found during excavation activities. If a fossil resource is determined to be significant, the Paleontologist shall formulate and implement a plan to recover and/or salvage the resource (MM 4.5-3).

Compliance with MM 4.5-3 would be required for future development and planned infrastructure projects in the planning area. Impacts would be less than significant after mitigation.

Human Remains

Threshold 4.6d: Would the proposed project disturb any human remains, including those interred outside formal cemeteries?

The records search indicates no evidence of human remains on or near the planning area. Earth disturbance associated with future development and planned roadway and infrastructure improvements, however, has the potential to unearth previously undiscovered human remains, resulting in a potentially significant impact.

In compliance with Section 7050.5 of the *California Health and Safety Code,* if human remains are encountered during excavation activities, all work must cease and the County Coroner must be notified (RR 4.5-1). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the qualified Archaeologist, determines that the remains are prehistoric, the Coroner will contact the NAHC. The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the *California Public Resources Code.* Compliance with RR 4.5-1 would ensure that impacts on human remains would be less than significant. No mitigation is required.

4.5.6 CUMULATIVE IMPACTS

Growth and development in the City and surrounding areas may involve the demolition of older structures that may be important to the City's history and that of the Conejo Valley. Compliance with CEQA requirements for the evaluation of impacts to cultural resources would lead to assessment of the historical significance of on-site structures and the preservation of significant resources. However, demolition or alterations that do not follow the Secretary of the Interior's Standards could lead to the cumulative loss of historic resources in the City. Implementation of MM 4.5-1 would prevent significant adverse impacts on historical resources in the planning area and avoid a cumulative contribution to the loss of historical resources.

Future development and roadway and infrastructure improvements under the proposed Specific Plan would lead to ground disturbance, which may affect in situ cultural resources in the planning area. Due to the site-specific nature of cultural resources, it is difficult to determine if significant cumulative impacts to cultural resources would occur on individual development sites. Although the planning area has been highly disturbed by past development, future development on sites with native soils has the potential to yield archaeological resources. Excavations into sensitive rock formations (i.e., Older Alluvium, Topanga Formation, and Monterey Formation rocks) may uncover paleontological resources. The extent or significance of these resources cannot be determined until discovery during monitoring of excavations into native soils. Implementation of MMs 4.5-1, 4.5-2, and 4.5-3 would avoid project contribution to significant cumulative impacts. Implementation of the City's goals and policies for historic and cultural resource preservation—including the requirement for an intensive, systematic surface reconnaissance program in areas designated as a Cultural Reconnaissance Area—would preserve sites with archaeological and historical significance and prevent cumulative adverse impacts. Impacts would be less than significant after mitigation.

Tribal consultation would assist in the prevention of impacts on Native American cultural resources by individual projects if tribes are aware of their existence. Since cultural resources are site-specific, no cumulative significant adverse impacts are expected from future development with compliance with the RRs and implementation of the MMs outlined below, as well as mitigation required of other projects as part of cultural resource studies. The mitigation measures set forth below would prevent adverse impacts on cultural resources in the planning area. Therefore, the

proposed Specific Plan is not expected to have an unavoidable and significant adverse cumulative contribution to the disturbance and/or destruction of cultural resources in the City and the Conejo Valley.

Compliance with RR 4.5-2 related to the disposition of human remains discovered during excavation or grading would prevent significant adverse impacts. Cumulative impacts on human remains would be less than significant.

4.5.7 MITIGATION MEASURES

MM 4.5-1: Prior to the issuance of any demolition or building permit that may affect structures 50 years of age or older, a qualified Architectural Historian shall be retained and shall conduct an assessment to determine the historical significance of the structure(s) and/or site(s). If it is determined that an existing structure has the potential to be a historic resource, and that the structure may be directly or indirectly impacted by a proposed development project, then additional CEQA evaluation shall be conducted as required. The CEQA evaluation shall include a historic evaluation to determine eligibility for listing on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or a local designation, as determined by the Architectural Historian. Project Applicants/Developers shall ensure that, to the maximum extent possible, direct or indirect impacts to any known properties that are deemed eligible for inclusion in the NRHP, CRHR, or a local designation be avoided and/or preserved consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Weeks and Grimmer 1995). Should avoidance and/or preservation not be a feasible option, the Architectural Historian shall develop a mitigation program that may include but not be limited to facade preservation and monumentation. Properties are not equally significant, and some retain more significance than others. Therefore, prior to development decisions, the Architectural Historian shall be retained to evaluate the circumstance regarding the property and planned development and to make management decisions regarding documentation of the property.

MM 4.5-2: Prior to the start of ground disturbance activities in the planning area, a qualified Archaeologist shall be retained and shall be present at the pre-grade conference to inform all construction personnel of established procedures for and timing of archaeological resource surveillance; and, in cooperation with the Project Engineer/Contractor, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate.

Should archaeological resources be discovered, the qualified Archaeologist shall come to the construction site and must first determine whether an archaeological resource uncovered during construction is a "unique archaeological resource" pursuant to Section 21083.2(g) of the *California Public Resources Code* (PRC) or a "historical resource" pursuant to Section 15064.5(a) of the State CEQA Guidelines. If the archaeological resource is determined to be a "unique archaeological resource" or a "historical resource", the Archaeologist shall formulate a mitigation plan in consultation with the City that satisfies the requirements of PRC Section 21083.2 and Section 15064.5 of the State CEQA Guidelines.

Work may proceed in other areas of the site, subject to the direction of the Archaeologist. These actions, as well as final mitigation and disposition of the resources, shall be subject to City approval.

If the Archaeologist determines that the archaeological resource is not a "unique archaeological resource" or "historical resource," s/he shall record the site and submit the recordation form to the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC). The Archaeologist shall prepare a report of the results of any study prepared as part of a testing or mitigation plan following accepted professional practice and the guidelines of the California Office of Historic Preservation. Copies of the report shall be submitted to the City and to the CHRIS at the SCCIC at California State University, Fullerton.

Based on the significance of the find, the Archaeologist shall subsequently monitor and observe grading activities and identify, evaluate, recover, and catalogue archaeological resources discovered during monitoring.

MM 4.5-3: Prior to the start of ground-disturbing activities, a qualified Paleontologist shall be retained to monitor excavations that extend into sensitive rock formations (i.e., Older Alluvium, Topanga Formation, and Monterey Formation rocks). The schedule and extent of monitoring activities shall be established by the Supervising Paleontologist in coordination with the Contractor and the City at a pre-grade meeting. It shall be the responsibility of the Supervising Paleontologist to demonstrate, to the satisfaction of the City, the appropriate level of monitoring necessary based on the on-site soils and final grading plans, when available.

All paleontological work to assess and/or recover a potential resource at the project site shall be conducted under the direction of the qualified Paleontologist. If a fossil discovery occurs during grading operations when a Paleontological Monitor is not present, grading shall be diverted around the area until the Monitor can survey the area. Any fossils recovered during site development, along with their contextual stratigraphic data, shall be donated to the City of Westlake Village or, at the discretion of the City, to the County of Los Angeles or other appropriate institution with an educational and research interest in the materials. The Paleontologist shall prepare a report of the results of any findings as part of a testing/mitigation plan following accepted professional practice.

4.5.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Historical Resources

Less Than Significant Impact After Mitigation

Archaeological Resources

Less Than Significant Impact After Mitigation

Paleontological Resources

Less Than Significant Impact After Mitigation

Human Remains

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact After Mitigation

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4.6 GEOLOGY AND SOILS

Information in this section is derived from published documents by the California Department of Conservation and other public agencies.

4.6.1 RELEVANT PROGRAMS AND REGULATIONS

Alquist-Priolo Earthquake Fault Zoning Act

In response to the 1971 San Fernando Earthquake in Southern California, the Alquist-Priolo Special Studies Zones Act of 1972 was enacted. The Act was renamed in 1994 to the Alquist-Priolo Earthquake Fault Zoning (APEFZ) Act. Under this act, Earthquake Fault-Rupture Zones have been delineated along the traces of active faults to prevent the construction of structures for human occupancy across the trace of active faults. The boundary of the fault zone is approximately 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The State Geologist defines an active fault as a fault that has previous surface displacement within the Holocene period (i.e., within the last 11,000 years). A potentially active fault is defined as any fault that has surface displacement during Quaternary time (i.e., within the last 1,600,000 years) but not within the Holocene period.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (*California Public Resources Code*, Sections 2690–2699.6) directs the California Department of Conservation to identify and map areas subject to earthquake hazards, such as liquefaction, earthquake-induced landslides, and amplified ground shaking. Passed by the State legislature after the 1989 Loma Prieta Earthquake, the Seismic Hazards Mapping Act was aimed at reducing the threat to public safety and minimizing potential loss of life and property in the event of a damaging earthquake event. Under the Seismic Hazards Mapping Program, Seismic Hazard Zone Maps have been prepared to identify areas with liquefaction and landslide hazards as Zones of Required Investigation. Most developments designed for human occupancy that are planned within these zones are required to conduct site-specific geotechnical investigations to identify the hazard and to develop appropriate mitigation measures prior to permitting by local jurisdictions.

California Building Code

The California Building Code (CBC) is promulgated under the *California Code of Regulations* (CCR, Title 24, Parts 1 through 12) and is administered by the California Building Standards Commission (CBSC). The CBSC is responsible for administering California's building codes, including the adoption, approval, publishing, and implementation of codes and standards. The national model code standards adopted into Title 24 apply to the design, construction, and maintenance of all buildings in California, except for modifications to the standards, as adopted by State agencies and local governing bodies.

The CBC requires the preparation of engineering geologic reports, supplemental ground-response reports, and/or geotechnical reports for all new construction; new structures on existing sites; and alterations to existing buildings. It also includes seismic design criteria and requirements for use in the structural design of buildings (i.e., based on seismic hazard maps and the seismic design category) and specifies building components that require special seismic certification.

California Plumbing Code

Part 5 of the California Building Code (Title 24 of the *California Code of Regulations*) is the California Plumbing Code, which provides standards for the design and construction of water and sewer systems, storm drains, and recycled water systems in buildings. It prohibits connection to a septic tank in areas served by a public sewer system and requires the proper abandonment of septic tanks, cesspools, and seepage pits.

Los Angeles County Building Code

Title 26, Building Code, of the Los Angeles County Code adopts the California Building Code, with amendments to make it more stringent on some issues that directly affect the County. Title 21, Subdivisions, of the County Code requires the preparation of a geotechnical investigation report and/or soils report for individual projects, as required by the County Engineer, with the recommendations of the reports incorporated into the grading plans for the project.

Westlake Village General Plan

The Hazards chapter of the existing and proposed Westlake Village General Plan identifies geologic, seismic, and flooding hazards in the City and includes goals, objectives, policies, and programs for minimizing hazards to public health, safety, and welfare. The planning area is not located in any known hazard areas or areas with geologic, seismic and flooding constraints.

Westlake Village Municipal Code

The Westlake Village Municipal Code contains the City's building regulations. Article 8 of the City's Municipal Code adopts Title 26, Building Code, of the Los Angeles County Code as the building code for the City. This article also adopts the County's Fire Code, Electrical Code, Plumbing Code, Mechanical Code, Residential Code, and Green Building Standards Code as the City's codes.

4.6.2 EXISTING CONDITIONS

Geology and Seismicity

The City of Westlake Village is located in the Transverse Ranges geomorphic province (a system of east-west trending valleys and mountains). The City is underlain by basement rock, with shale and siltstone in the hills north of U.S. 101. The basement rock is overlain by alluvium, consisting of varying amounts of sand, silt, and clay. The California Department of Conservation identifies the geologic structures underlying the City as Tertiary[1] volcanic rocks (Tv) in the southern section; Tertiary sedimentary rocks (M) in the northwestern section; and Quaternary[2] deposits (Q) in the central and northeastern sections. The planning area is underlain mainly by Middle Miocene[3] marine deposits that formed during the Tertiary period, except for an area at the northeastern section that is underlain by Quaternary alluvium (CDOC 2018a).

The planning area has slightly rolling topography, with higher elevations at the northeastern and northwestern corners. Ground elevations range from 960 feet above mean sea level (msl) at the

1 The Tertiary Period refers to the geologic time from 1.6 to 65 million years before present (YBP), where 1950 is considered "present".
2 The Quaternary Period refers to the geologic time from the present to 1.6 million YBP, where 1950 is considered "present".
3 The Miocene Epoch is part of the Tertiary Period and refers to the geologic time from 5.3 to 24 million YBP, where 1950 is considered "present".

southern edge of the planning area; 1,040 to 1,080 feet above msl at the northern edge, and 1,180 feet above msl at a small hill west of Lindero Canyon Road and south of Thousand Oaks Boulevard (USGS 2018a).

Soils

The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) identifies soil associations in the planning area as consisting of Urban Land - Linne, Landscaped - Los Osos, landscaped complex on the western edge and Urban Land – Cropley, fill complex on the rest of the planning area (NRCS 2018).

The Linne, Landscaped soils are made up of loam soils on the surface, underlain by very gravelly loam, extremely gravelly loam, and bedrock approximately 26 to 59 inches from the surface. These soils are well-drained and have low water storage capacity. The Los Osos, Landscaped soils are clay loam soils underlain by weathered bedrock at 35 to 59 inches from the surface. These soils are also well-drained and have low water storage capacity.

Cropley fill complex soils consist of sandy loam on the surface, with gravelly sandy clay loam clay and sandy clay loam beneath the surface and underlain by clay soils. These soils are well-drained, non-saline, and have moderate water storage capacity. Cropley soils have high shrink-swell potential and high corrosivity to untreated steel pipes. These soils have slight erosion hazards and very slow runoff potential.

Faults and Seismicity

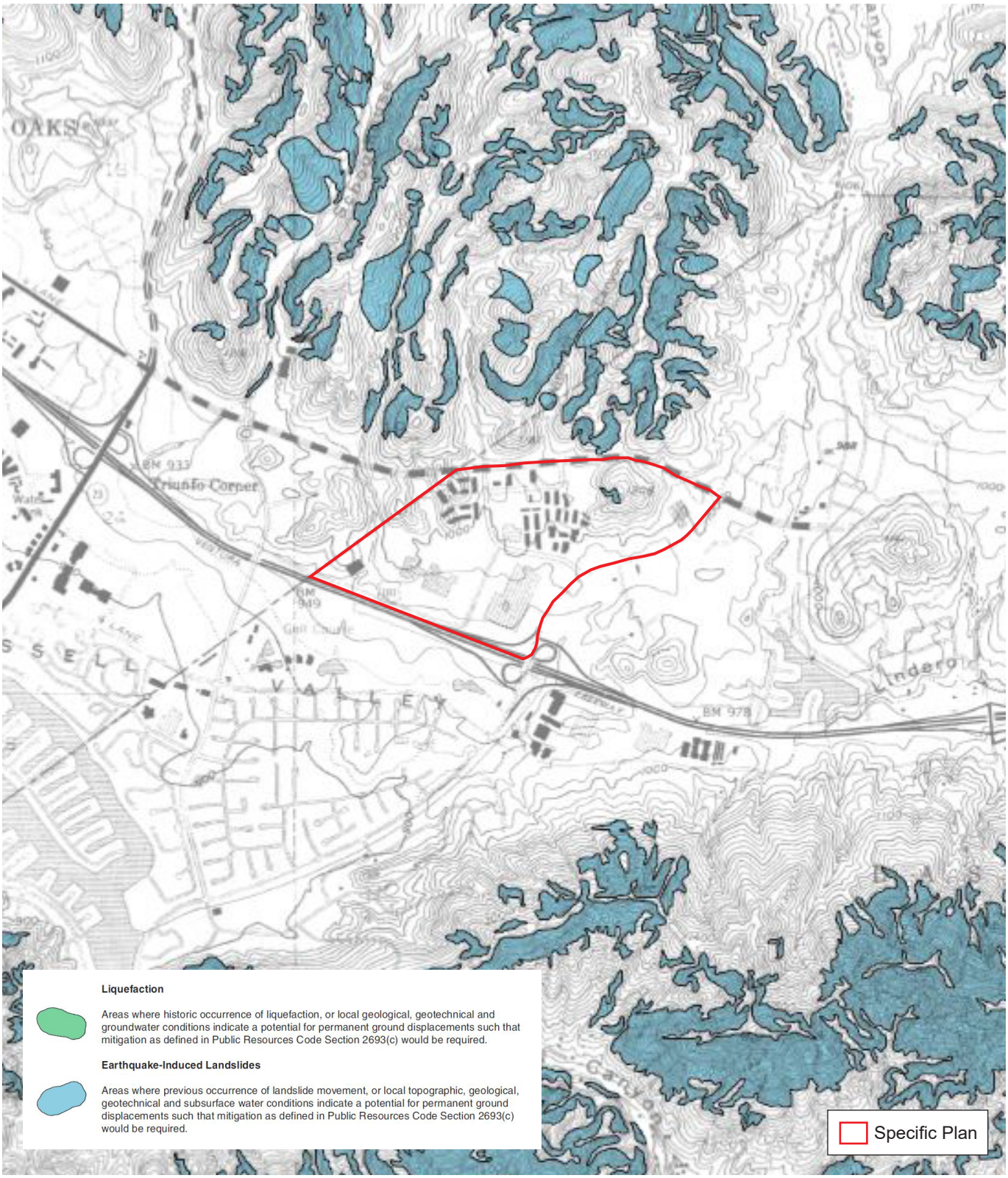
Within the southern California region, including Los Angeles County, numerous regional and local faults are capable of producing severe earthquakes (i.e., with a magnitude [M] of 6.0 or greater). Exhibit 4.6-2, Regional Fault Map, shows the relative location and general extent of faults in and near the City of Westlake Village. As shown, no active and potentially active faults cross the planning area. The nearest faults are a Pre-Quaternary fault northwest of Westlake Lake; the Boney Mountain Fault (approximately 2.6 miles to the northwest) and the Chatsworth Fault (approximately 6.2 miles to the northeast) (CDOC 2018b).

The City of Westlake Village is not located in or near an Alquist-Priolo Earthquake Fault-Rupture Zone. The Westlake Village General Plan identifies three distant earthquake faults that may affect the City. These include the San Andreas Fault, located 42 miles from the City where a magnitude 8.0 to 8.5 earthquake on this fault could lead to ground accelerations of 0.1 to 0.2 gravity (g) in the City. Also, the San Fernando Fault is located 20 miles northeast of the City and its active segments are located east of the 1971 epicenter, away from the City. The Malibu Fault is located a few miles south of the City and a magnitude 6.5 earthquake on this fault could lead to ground accelerations of 0.3 to 0.4g in the City (Westlake Village 1993).

The hillside areas at the southern section and the northern end of the City, as well as a small area in the planning area, are identified in the State's Hazards Mapping Program as having landslide hazards. An area on a slope at the northeastern section of the planning area is identified as a Seismic Hazard Zone, specifically an Earthquake-induced Landslide Zone that is considered as an Earthquake Zone of Required Investigation (CDOC 2000). Exhibit 4.6-1 shows designated Seismic Hazard Zones.

Liquefaction

Liquefaction refers to the transformation of soils into a liquid state due to vibration in the presence of water. It tends to occur in areas with shallow groundwater and where the soils are composed



Source: Calfornia Department of Conservation, 2000

Seismic Hazard Zones

Exhibit 4.6-1

North Business Park Specific Plan Draft Program EIR

N
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Map not to scale

PSOMAS

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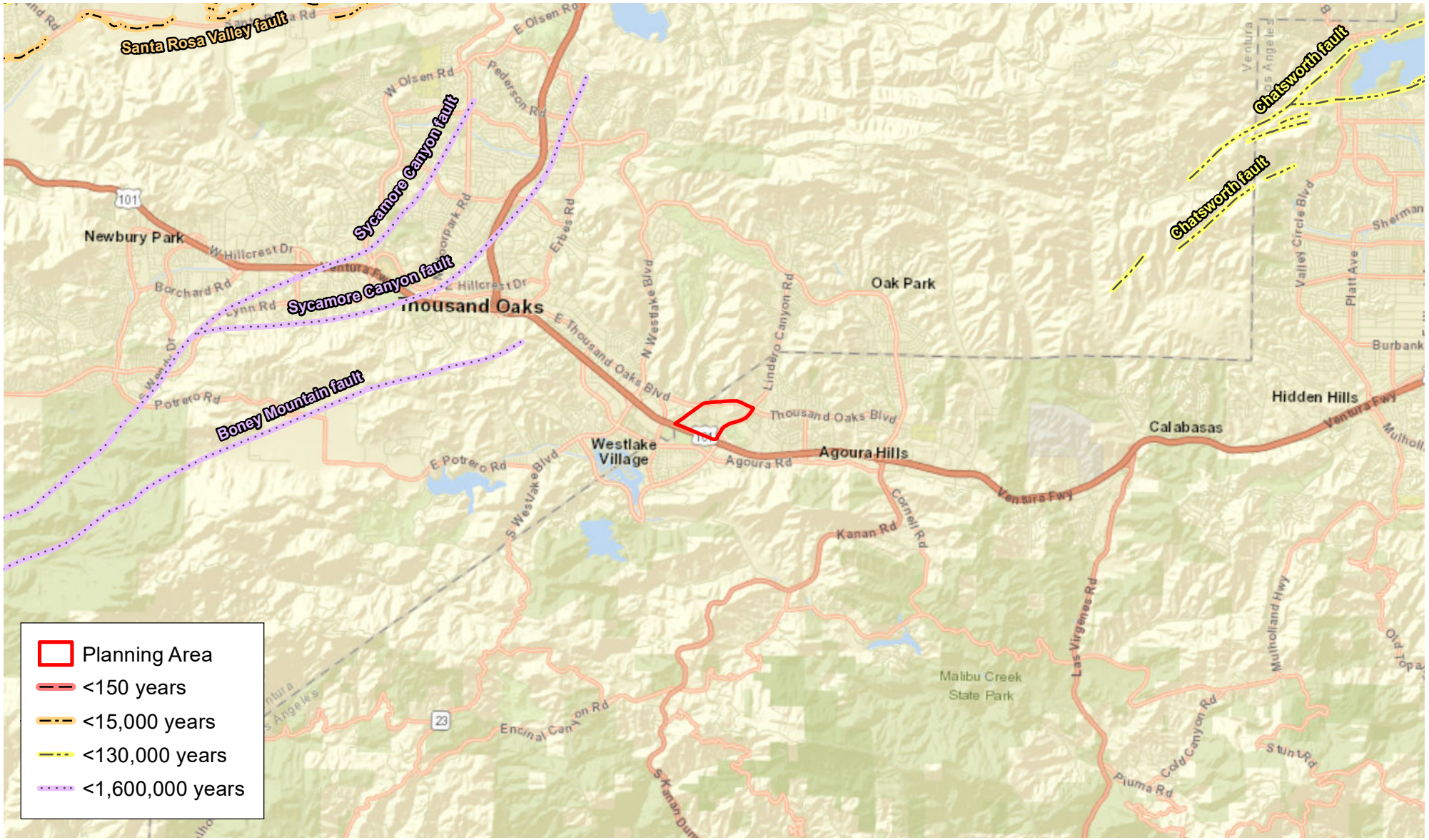

Source: USGS (California Geological Survey), 2006; Esri Streets

Regional Fault Map

Exhibit 4.6-2

North Business Park Specific Plan Draft Program EIR

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of loosely compacted granular materials. During an earthquake, soils subject to liquefaction can lead to damage of overlying structures caused by the loss of bearing strength, ground settlement, or subsidence of the soil; can result in damage to foundations and settlement of aboveground structures; and, in some cases, can uplift buried structures (e.g., pipelines).

The planning area is not located within an area identified with liquefaction hazards (CDOC 2000). The Water Data Library of the California Department of Water Resources (DWR) shows the nearest well is approximately 1.9 miles northwest of the planning area. The most recent data showed groundwater at 894 feet above msl or about 16 feet below the ground surface (DWR 2018). Based on ground elevations at the planning area, groundwater could be present approximately 55 feet below the surface at the southwestern corner of the planning area; approximately 206 feet below the surface at the northwestern edge; and 256 feet below the surface west of Lindero Canyon Road and south of Thousand Oaks Boulevard.

Since groundwater levels are more than 50 feet below the ground surface, liquefaction hazards are not expected to be present in the planning area. This is consistent with the CDOC's Seismic Hazard Zone Map, which shows that there are no liquefaction hazards in the planning area.

4.6.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Geology and Soils if it would:

Threshold 4.6a: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Hazard Fault Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides

Threshold 4.6b: Result in substantial soil erosion or the loss of topsoil

Threshold 4.6c: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

Threshold 4.6d: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property

Threshold 4.6e: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

4.6.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Policies in the proposed Specific Plan that address Geology and Soils are listed below:

Land Use and Urban Design

Policy LU/UD-6.2: Encourage design that takes advantage of the area's natural resources, such as topography, wind, sun, etc., and emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Design Standards and Guidelines. The *North Business Park Specific Plan* contains design standards and guidelines for new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. While these design standards and guidelines do not dictate specific site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design standards and guidelines that relate to Geology and Soils include those that address the following:

Chapter 4. Specific Plan Zoning

F. Other Applicable Zoning Regulations

Chapter 5. Design Guidelines

C. Building Siting and Orientation

Regulatory Requirements

There are existing regulations that address geologic and seismic hazards to structures and infrastructure. Compliance by future development and planned roadway and infrastructure improvement projects with these regulatory requirements (RRs) would reduce the potential for personal injury and property damage associated with geologic and seismic hazards in the planning area. Existing regulations that promote public safety during major earthquake events or prevent exposure to local geologic hazards include:

RR 4.6-1: All development projects in the City must comply with the City's Building Code, which adopts the County's Building Code, and, in turn, adopts the California Building Code (CBC). All development must also comply with any applicable ordinances set forth by the City, or the most recent County building and seismic codes in effect at the time the grading and building plans are approved.

RR 4.6-2: In accordance with the CBC and the County's Building Code, every application for a development permit must include, among other things, an engineering geologic report, supplemental ground-response report, and/or geotechnical report that has been conducted in compliance with the published guidelines and prepared by registered professionals (California Registered Civil Engineer or Certified Engineering Geologist). Recommendations of the report, as they pertain to

structural design and construction recommendations for earthwork, grading, slopes, foundations, pavements, and other necessary geologic and seismic considerations, must be incorporated into the design and construction of the proposed development.

From Section 4.3, Air Quality

RR 4.3-1: Construction projects must comply with the applicable regulatory requirements established by the South Coast Air Quality Management District (SCAQMD), including but not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), Rule 402 (Nuisance Odors), and Rule 1186/1186.1 (Street Sweepers).

From Section 4.9, Hydrology and Water Quality

RR 4.9-1: Prior to construction on sites of one acre or more, the Contractor must prepare and file a Permit Registration Document (PRD) with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved Construction General Permit. The PRD consists of a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement. Pursuant to permit requirements, the project applicant/developer shall develop and incorporate Best Management Practices (BMPs) for reducing or eliminating construction-related pollutants in site runoff.

RR 4.9-2: In accordance with the CalGreen Code, a SWPPP must be prepared prior to construction on sites less than one acre. The contractor shall implement the construction BMPs outlined in the SWPPP. In addition, the Code includes building standards for storm water pollution control (i.e., grading and paving, gray water systems, storm water management) and water conservation (i.e., water efficient plumbing fixtures), among others.

4.6.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan and roadway and infrastructure improvements would be exposed to geologic and seismic hazards present in the planning area.

Seismic Hazards

Threshold 4.6a: Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground failure, including liquefaction; or (iv) landslides?

No active and potentially active faults are present within and near the City, and the planning area is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, future development and planned roadway and infrastructure improvements would not be exposed to surface rupture hazards.

However, future development and planned roadway and infrastructure improvements in the proposed Specific Plan area will be subject to ground shaking hazards during earthquake events. The severity of ground shaking will depend on the magnitude of the earthquake; its distance to the planning area; and site geologic conditions. Local differences in subsurface conditions (e.g., density, water content, grain size, subgrade soil profile classification) could increase the effects of ground shaking. Ground shaking could lead to damage of structures and infrastructure; a potential for personal injury and death; and secondary hazards associated with utility service disruption, fire, explosion, and hazardous material spills. The CDOC's Ground Motion Interpolator shows the planning area could be subject to peak ground accelerations of 0.661g[4], with a 2 percent probability in 50 years (CDOC 2018c).

The City's building regulations, (the CBC and County Building Code) provide the appropriate building design criteria needed to protect the structural integrity of structures and infrastructure against damage and collapse (RR 4.6-1). Seismic design criteria and requirements in the CBC would allow structures and infrastructure to withstand seismic ground shaking and prevent or reduce hazards to persons and property. Compliance with this RR would ensure that ground shaking hazards to future development and planned roadway and infrastructure improvements are less than significant. No mitigation is required.

The sloped area at the northeastern section of the planning area that has been identified to have landslide hazards could become unstable with future development. This area is proposed for mixed use development under the Mixed Use Corsa District. Structures and infrastructure that would be built with future development may be located on unstable slopes in this area. Potential landslide hazards would have to be investigated during project design and recommendations to maintain structural stability included in the geotechnical investigation prepared as part of individual projects.

Thus, development in the planning area would have to comply with the CBC and County Building Code, which requires the preparation of a geotechnical investigation for individual developments (RR 4.6-2). The geotechnical investigation would identify the site-specific geologic characteristics of individual building sites, including landslide hazards, and provide appropriate recommendations for structural design. Compliance with this RR would avoid landslide hazards to future development and planned roadway and infrastructure improvements to less than significant levels. No mitigation is required.

The planning area is not susceptible to liquefaction. Therefore, future development and planned roadway and infrastructure improvements would not be exposed to liquefaction hazards.

Soil Erosion

Threshold 4.6b: Would the project result in substantial soil erosion or the loss of topsoil?

The majority of the planning area is underlain by Cropley soils, which have slight erosion hazards. Since the planning area is largely developed with structures, pavements, landscaped areas, roads, and parking areas with limited areas with bare soils, its erosion potential is low. Future development and planned roadway and infrastructure improvements would also maintain the presence of impervious surfaces and landscaped areas and, therefore, would not create erosion hazards. However, demolition and construction activities associated with future development and planned roadway and infrastructure improvements would lead to the short-term presence of

[4] refers to seismic acceleration measured a s percentage of gravity

exposed soils in the planning area. Exposed soils may be subject to temporary wind and water erosion.

Construction activities are required to implement erosion-control and sediment-control Best Management Practices (BMPs); tracking-control BMPs are also required as part of the Storm Water Pollution Prevention Plans (SWPPP) that are required under the State Water Resources Control Board's (SWRCB's) Construction General Permit. The California Green Building Standards Code (CalGreen Code) also requires the implementation of erosion- and sediment-control BMPs for construction sites less than one acre. Compliance with these permit regulations is discussed in Section 4.9, Hydrology and Water Quality, and is set forth in RR 4.9-1 and RR 4.9-2. Dust-control measures would also be implemented (RR 4.3-1), as discussed in Section 4.3, Air Quality, and would reduce wind erosion. Therefore, construction of future development projects and roadway and infrastructure improvements would be required to implement erosion-control BMPs to reduce soil erosion and to minimize sediments and loose soils from entering the City's roadways, storm drain system, and adjacent areas.

The proposed Specific Plan includes Policy LU/UD-6.2 and design standards and guidelines that call for the integration of new development with the natural topography and maintaining existing landforms. As stated in the Specific Plan, the design standards for manufactured slopes, cut and fill slopes, ridgelines, retaining walls, and the required soils and geology report in Section 9.15 and the landscaping/revegetation of slopes in Section 9.16 of the Westlake Village Municipal Code are also applicable to future development in the planning area. Upon completion of construction activities, any disturbed soils would be covered with pavements, roads, buildings, and landscaping, which would reduce soil erosion potential from both wind and water. This would be similar to existing conditions in the planning area. No long-term erosion impacts would occur.

Therefore, implementation of RR 4.9-1, RR 4.9-2, and RR 4.3-1 would prevent significant adverse impacts associated with temporary soil erosion and/or loss of topsoil during demolition and construction activities associated with implementation of the proposed Specific Plan. Impacts relating to erosion would be short-term and less than significant. No mitigation is required.

Geologic Hazards

Threshold 4.6c: Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As indicated earlier, no liquefaction hazards are present in the planning area. Compliance with existing regulations (RRs 4.6-1 and 4.6-2) would avoid landslide hazards at the northeastern section of the planning area.

Lateral spreading is a liquefaction-induced landslide of a block of soil and sediment deposits that move laterally (along the liquefied zone) by gravitational force. This can cause damage to surface and subsurface structures. Since no liquefaction hazards are present, lateral spreading is also not expected.

Subsidence is the settlement of the ground when large amounts of groundwater or oil have been withdrawn from underlying sediments; when underlying limestone deposits dissolve; or from oxidation of organic soils. Subsidence may cause damage to the overlying structure due to differential settlement. Subsidence has occurred in the Moorpark and Camarillo areas, but these hazards are not known to be present in the planning area (USGS 2018b).

Collapsible soils shrink when the pore spaces become saturated with water, causing loss of grain-to-grain contact. The weight of overlying structures can cause uniform or differential settlement and damage to foundations and walls. Collapses of the ground surface may occur when the rock below the land surface is naturally dissolved by groundwater, leading to sinkholes. The presence of collapsible soils on individual building sites would be determined by geotechnical investigations that are conducted in compliance with the CBC (RR 4.6-2).

The City's building regulations adopt by reference the CBC and County Building Code, which provide building design criteria to protect the structural integrity of structures and infrastructure against geologic hazards such as lateral spreading, subsidence, and soil settlement. Compliance with the City's building regulations (RR 4,6-1) and preparation of a geotechnical investigation for individual developments (RR 4.6-2) would be required for future development and infrastructure projects under the proposed Specific Plan. The geotechnical investigation would identify the geologic characteristics of individual development sites and would recommend measures to prevent geologic hazards. Thus, compliance with RRs 4.6-1 and 4.6-2 would ensure impacts related to geological hazards and ground failure are less than significant. No mitigation is required.

Expansive Soils

Threshold 4.6d: Would the project be located on expansive soil, as defined in Section 1802.3.2 of the 2007 California Building Code, creating substantial risks to life or property?

Expansive soils are soils that are susceptible to significant changes in volume due to expansion under wet conditions and contraction under dry conditions. Depending on the degree of soil expansion, volume changes (shrink and swell) can cause severe damage to slabs, foundations, and concrete flatwork. The majority of the planning area is underlain by Cropley soils, which have high shrink-swell potential.

Soil expansion hazards in the planning area would be identified during the preparation of required geotechnical investigations for individual developments (RR 4.6-2), with recommendations on addressing the soil expansion index on individual building sites as part of the design and construction of proposed structures and infrastructure. Additionally, the CBC and the County's Building Regulations, which have been adopted by the City, provide the appropriate building design criteria to protect the structural integrity of structures and infrastructure against geologic and seismic hazards, including soil expansion (RR 4.6-1). Implementation of RR 4.6-1 and RR 4.6-2 would ensure that soil expansion hazards are less than significant. No mitigation is required.

Septic Tank Limitations

Threshold 4.6e: Does the planning area have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The City, including the planning area, is served by a public sewer system, with the Las Virgenes Municipal Water District (LVMWD) providing sewage treatment. Future development under the proposed Specific Plan would connect to the public sewer system through existing sewer lines on abutting streets that convey sewage and wastewater to LVMWD facilities. Therefore, no septic tanks or alternative wastewater disposal systems are needed to serve future development. Roadway and infrastructure improvements are not expected to generate sewage, nor would these improvements require sewer services. No impacts related to septic tanks or alternative wastewater disposal systems would occur and no mitigation is required.

4.6.6 CUMULATIVE IMPACTS

The impacts associated with the geologic and seismic characteristics of a development site typically have little, if any, cumulative relationship with the impacts of development projects on separate sites. As such, a development project would not alter the geologic events or soil characteristics (such as ground shaking, seismic intensity, or soil expansion) at another site, nor would it change the geologic conditions or hazards at an off-site location.

However, geologic and seismic conditions are regional in nature and affect large areas rather than individual parcels. Therefore, future development under the proposed Specific Plan, as well as future growth and development within the Conejo Valley, would be subject to the same geologic hazards created by earthquake faults (i.e., ground shaking and surface rupture); the local geology (i.e., landslides, mudslides, and expansive soils); and other areawide geologic issues (i.e., subsidence).

Compliance with applicable State and local building regulations would be required of all development in the Conejo Valley. Individual projects would be designed and built in accordance with applicable standards in the CBC and the individual building regulations of local jurisdictions, including pertinent seismic design criteria. Site-specific geologic hazards would be addressed by the engineering geologic report, supplemental ground-response report, and/or geotechnical report required for each development project. Geologic investigations would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable State and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards.

Development projects in the Conejo Valley would have to connect to the public sewer system of the LVMWD where available, as required under the California Plumbing Code (Part 5 of the California Building Code). In areas where public sewer service is unavailable, development may utilize septic tanks or alternative wastewater disposal systems, subject to the permit requirements of the Los Angeles Regional Water Quality Control Board (RWQCB) and the Los Angeles County Public Health Department, Environmental Health Division. These requirements include a geologic assessment and percolation tests that would determine the ability of local soils to support septic systems. Therefore, compliance with applicable State and local building regulations and standard engineering practices would prevent significant cumulative adverse impacts relating to soils incapable of supporting septic systems.

Impacts of the proposed Specific Plan on geology and soils would not be cumulatively considerable with compliance with existing regulations. No mitigation is required.

4.6.7 MITIGATION MEASURES

With implementation of the Specific Plan design standards and guidelines and compliance with existing regulations as regulatory requirements, no significant adverse impacts related to geology and soils would occur from future development and planned roadway and infrastructure improvements under the proposed Specific Plan. Thus, no mitigation measures are required.

4.6.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Seismic Hazards

Less Than Significant Impact

Soil Erosion

Less Than Significant Impact

Geologic Hazards

Less Than Significant Impact

Expansive Soils

Less Than Significant Impact

Septic Tank Limitations

No Impact

Cumulative Impacts

Less Than Significant Impact

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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 METHODOLOGY

Short-term construction greenhouse gas (GHG) emissions for earth-moving and construction equipment, as well as long-term operational GHG emissions from energy sources, mobile sources (i.e., vehicles), and area sources were calculated by using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, as described in Section 4.3, Air Quality. Additional details relative to the CalEEMod calculations may be found in Appendix D of this Program EIR.

4.7.2 RELEVANT PROGRAMS AND REGULATIONS

Clean Air Act

On April 2, 2007, in *Massachusetts v. EPA* (549 U.S. 497 [2007]), the Supreme Court found that GHGs are air pollutants covered by the Clean Air Act (CAA). The Court held that the Administrator of the U.S. Environmental Protection Agency (USEPA) must determine whether or not GHG emissions from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the U.S. Environmental Protection Agency (USEPA) Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act (CAA). The findings state:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6)—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the USEPA's proposed GHG emission standards for light-duty vehicles (USEPA 2015). A light-duty vehicle is defined as any motor vehicle with a gross vehicle weight of 6,000 pounds or less (ARB 2018b).

Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) have developed a National Program of regulations to reduce GHG emissions and to improve fuel economy of light-duty vehicles. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking establishing standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The rules require these vehicles to meet an estimated combined average emissions level of 295 grams of CO_2 per mile by 2012, decreasing to 250 grams per mile by 2016, and finally to an average industry fleet-wide level of 163 grams per mile in model year 2025. The 2016 standard is equivalent to 35.5 miles per gallon

(mpg), and the 2025 standard is equivalent to 54.5 mpg if the levels were achieved solely through improvements in fuel efficiency.

The agencies expect, however, that a portion of these improvements will be made through improvements in air conditioning leakage and the use of alternative refrigerants, which would not contribute to fuel economy. These standards would cut GHG emissions by an estimated 2 billion metric tons and 4 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2017–2025). The combined USEPA GHG standards and NHTSA Corporate Average Fuel Economy (CAFE) standards resolve previously conflicting requirements under both federal programs and the standards of the State of California and other states that have adopted the California standards (USEPA and NHTSA 2012).

California Clean Car Standards

Assembly Bill (AB) 1493 (Pavley) requires the California Air Resources Board (ARB) to develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by ARB to be vehicles whose primary use is noncommercial personal transportation in the State". On September 24, 2009, ARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to merge its rules with the federal CAFE rules for passenger vehicles (ARB 2018c). In January 2012, ARB approved a new emissions-control program for model years 2015 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (ARB 2018d).

Executive Order S-3-05

On June 1, 2005, the Governor signed Executive Order S-3-05, which proclaimed that California is vulnerable to climate change impacts. It declares that increased temperatures could reduce snowpack in the Sierra Nevada Mountains; further exacerbate California's air quality problems; and potentially cause a rise in sea levels. In an effort to avoid or reduce climate change impacts, Executive Order S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

California Global Warming Solutions Act of 2006

Under the California Global Warming Solutions Act of 2006 (AB 32), the California Legislature adopted the public policy position that global warming is "a serious threat to the economic well-being, public health, natural resources, and the environment of California" (*California Health and Safety Code* §38501). Furthermore, the State Legislature has determined that:

> the potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra Nevada snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious disease, asthma, and other human health-related problems.

These public policy statements became law with the enactment of AB 32, the California Global Warming Solutions Act of 2006. AB 32 is now codified as Sections 38500–38599 of the *California*

Health and Safety Code. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020.

Senate Bill 97 and Amendments to the CEQA Guidelines

Senate Bill (SB) 97 directed the California Natural Resources Agency (CNRA) to adopt amendments to the State CEQA Guidelines that require evaluation of GHG emissions or the effects of GHG emissions by January 1, 2010. The CNRA has done so, and the amendments to the State CEQA Guidelines, in a new Section 15064.4, entitled Determining the Significance of Impacts from Greenhouse Gas Emissions, provide that (CNRA 2009):

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

  (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

  (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;

  (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions.

The amendments also add a new Section 15126.4(c), Mitigation Measures Related to Greenhouse Gas Emissions.

Senate Bill 1368

SB 1368 requires the California Energy Commission (CEC) to develop and adopt regulations for GHG emission performance standards for the long-term procurement of electricity by local publicly owned utilities. These standards must be consistent with the standards adopted by the California Public Utilities Commission (CPUC). This effort will help protect energy customers from financial risks associated with investments in carbon-intensive generation by allowing new capital investments in power plants whose GHG emissions are as low as or lower than new combined-cycle natural gas plants by requiring imported electricity to meet GHG performance standards in California and by requiring that the standards be developed and adopted in a public process.

Executive Order S-1-07

Issued on January 18, 2007, Executive Order S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The carbon intensity measures the amount of GHG

emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. ARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the Low Carbon Fuel Standard would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The Low Carbon Fuel Standard is anticipated to lead to the replacement of 20 percent of the fuel used in motor vehicles with alternative fuels by 2020.

Climate Change Scoping Plan

AB 32 requires ARB to develop a Scoping Plan to lower the State's GHG emissions to meet the 2020 limit. The Climate Change Scoping Plan called for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions will be addressed through a combination of higher standards for vehicle fuel economy; implementation of the Low Carbon Fuel Standard; and greater consideration for reducing trip length and generation through land use planning and transit-oriented development. A California cap-and-trade program that links with other Western Climate Initiative partner programs would create a regional market system and caps sources contributing 85 percent of California's GHG emissions. Buildings, land use, and industrial operations will be encouraged and, sometimes, required to use energy more efficiently. Utility energy supplies will change to include at least 33 percent of renewable energy sources in the energy mix through implementation of the Renewables Portfolio Standard (RPS). This will be complemented with emphasis on local generation, including rooftop photovoltaics and solar hot water installations. Additionally, the Climate Change Scoping Plan emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicates that substantial savings of electricity and natural gas will be accomplished through "improving energy efficiency by 25 percent" (ARB 2008).

In the 2008 Scoping Plan, ARB also developed a forecast of 2020 emissions in a business-as-usual scenario (2020 BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. This target was 596 million metric tons of carbon dioxide equivalent ($MMTCO_2e$). The 2020 GHG emissions target of 427 $MMTCO_2e$ required the reduction of 169 $MMTCO_2e$, or about 28.5 percent from the 2020 BAU forecast (ARB 2008).

In 2014, ARB approved the *First Update to the Climate Change Scoping Plan* (First Update or 2013 Update) (ARB 2014). The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments; defines ARB's climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Order S-3-05 (ARB 2018e).

The First Update states that California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32. The set of actions the State is taking is driving down greenhouse emissions and moving the State steadily in the direction of a cleaner energy economy.

Based on new information and analysis, the First Update recalculated the 2020 BAU condition at 509 $MMTCO_2e$ and the 1990 emissions level at 431 $MMTCO_2e$. Thus, under the First Update, achieving the recalculated 1990 emissions level of 431 $MMTCO_2e$ will require a reduction of 78 $MMTCO_2e$, or approximately a 15.3-percent reduction (compared to a 28.5-percent reduction in the 2008 Scoping Plan).

On April 29, 2015, the Governor issued EO B-30-15 identifying a goal of establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. ARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target. The 2030 Target Scoping Plan Update Concept Paper was released on June 17, 2016, for public comment (ARB 2016). Public workshops were held in 2016 and the Scoping Plan was adopted by the Board in December 2017 (ARB 2017, 2018e).

Clean Energy and Pollution Reduction Act of 2015

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of EO B-30-15. The objectives of SB 350 are as follows (California Legislative Information 2018a):

1. To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources

2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation

The text of SB 350 sets a December 31, 2030, target for 50 percent of electricity to be generated from renewable sources.

Senate Bill 32

On September 8, 2016, the Governor signed SB 32 to codify the GHG reduction goals of EO B30-15, requiring the State to reduce GHG emissions by 40 percent below 1990 levels by 2030 (*California Health and Safety Code* §38566). This goal is expected to keep the State on track to meeting the goal set by EO S-3-05 of reducing GHG emissions by 80 percent below 1990 levels by 2050 (California Legislative Information 2018b). SB 32's findings state that ARB will "achieve the State's more stringent greenhouse gas emission reductions in a manner that benefits the State's most disadvantaged communities and is transparent and accountable to the public and the Legislature". AB 197 was signed at the same time as SB 32, to ensure that the SB 32 goals are met. It requires ARB to provide annual reports of GHGs, criteria pollutants, and toxic air contaminants (TACs) by facility, City, and subcounty level and by sector for stationary sources and at the County level for mobile sources. It also requires ARB to prioritize specified emission reduction rules and regulations and to identify specified information for emission-reduction measures (e.g., alternative compliance mechanism, market-based compliance mechanism, and potential monetary and nonmonetary incentive) when updating the Scoping Plan (California Legislative Information 2018c).

Title 24 Energy Efficiency Standards

The Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the *California Code of Regulations* [CCR]) were established to reduce California's energy consumption. The CEC adopted the 2008 standards in order to (1) "Provide California with an adequate, reasonably-priced, and environmentally-sound supply of energy" and (2) "Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020" (CEC 2013). The latest (2016) Building Standards Code became effective January 1, 2017 (CEC 2018a). The 2016 Standards are estimated to be 5 percent more efficient than the 2013 Standards for nonresidential construction to reach zero net energy standards through additional reductions of natural gas and

electricity consumption (CEC 2015). The 2019 Energy Standards has been adopted by the CEC and will go into effect on January 1, 2020.

Green Building Standards Code

The California Green Building Standards Code (24 CCR, Part 11) includes mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California. Also known as the CalGreen Code, it intends to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; and (3) reduce energy and water consumption.

The CalGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

Sustainable Communities and Climate Protection Act of 2008

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) establishes a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires Metropolitan Planning Organizations, including the Southern California Association of Governments (SCAG), to incorporate a Sustainable Communities Strategy (SCS) in their regional transportation plans that will achieve GHG emission reduction targets set by ARB; these targets will be met by reducing vehicle miles traveled (VMT) and encouraging more compact, complete, and efficient communities for the future. In February 2011, ARB adopted GHG emission reduction targets; for SCAG, the targets are an 8-percent reduction in GHG emissions per capita by 2020 relative to 2005, and a 13-percent reduction by 2035 (ARB 2011).

SCAG's Sustainable Communities Strategy (SCS) is included in its 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The goals and policies of the RTP/SCS focus on transportation and land use planning to reduce vehicle miles traveled (VMT) through infill projects; locating residents closer to where they work and play; and designing communities to have access to high quality transit services. The RTP/SCS exceeds the targets issued by ARB identified above, resulting in a 14.7-percent reduction by 2035 and a 22-percent reduction by 2040 (SCAG 2015).

South Coast Air Quality Management District Greenhouse Gas Threshold

Beginning in April 2008, the South Coast Air Quality Management District (SCAQMD) convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. The Working Group met through 2010. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold of 10,000 metric tons of CO_2 equivalent per year ($MTCO_2e/yr$) for industrial projects where the SCAQMD is the lead agency. The policy objective for establishing this significance threshold and the recommended screening thresholds is to capture projects that represent approximately 90 percent of GHG emissions from new sources (SCAQMD 2008). These projects would be subject to further analysis and the incorporation of measures to reduce GHG emissions.

In September 2010, the Working Group proposed extending the 10,000 MTCO2e/year screening threshold currently applicable to industrial projects where the SCAQMD is the lead agency, described above, to other lead agency industrial projects. For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA exemptions, Tier 2 is consistency with a GHG reduction plan, Tier 3 is a screening value or bright-line, Tier 4 is a performance-based standard, and Tier 5 is GHG mitigation offsets. According to the presentation given at the September 28, 2010, Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 MTCO2e/year depending on whether the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a numerical target; instead it referenced the San Joaquin Valley Air Pollution Control District (SJVAPCD) approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize efficiency targets: 2020 targets are 4.8 MTCO2e per year per service population (SP) for project-level thresholds where SP is project residents plus employees and 6.6 MTCO2e per year per SP for a plan-level threshold (SCAQMD 2010a). Targets for 2035 are 3.0 MTCO2e per SP for project level thresholds and 4.1 MTCO2e per year per SP for plan level threshold. The Working Group has not convened since the fall of 2010. As of the publication of this EIR, the proposal to establish a GHG threshold for developments like the Project has not been considered or approved for use by the SCAQMD Board but the methodology has been used by lead agencies to evaluate GHG impacts under CEQA.

4.7.3 EXISTING CONDITIONS

Greenhouse Gases

Greenhouse gases (GHGs) are atmospheric gases and clouds within the atmosphere that influence the Earth's temperature by absorbing most of the infrared radiation that rises from the sun-warmed surface and that would otherwise escape into space. This process is commonly known as the "Greenhouse Effect." GHGs are emitted by natural processes and human activities. The Earth's surface temperature averages about 58 degrees Fahrenheit (°F) because of the Greenhouse Effect. Without it, the Earth's average surface temperature would be somewhere around an uninhabitable 0°F. The resulting balance between incoming solar radiation and outgoing radiation from both the Earth's surface and the atmosphere maintains the planet's habitability.

GHGs, as defined under California's AB 32, include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). General discussions on climate change often include water vapor, atmospheric ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by regulatory bodies (such as ARB) or climate change groups (such as the California Climate Action Registry [CCAR]) as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, atmospheric ozone, or aerosols is provided.

GHGs are global pollutants and are unlike air pollutants such as ozone (O_3), particulate matter and toxic air contaminants (TACs), which are pollutants of regional and local concern. While air pollutants with localized air quality effects have relatively short atmospheric lifetimes (generally a few days), GHGs have long atmospheric lifetimes that range from one year to several thousand years. These long atmospheric lifetimes allow for GHGs to disperse around the globe.

Since GHGs vary widely in the power of their climatic effects, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO_2. For example, since CH_4 and N_2O are approximately 21 and 310 times more powerful than CO_2, respectively, in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310, respectively (CO_2 has a GWP of 1). Carbon dioxide equivalent (CO_2e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO_2e. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.7-1.

TABLE 4.7-1
GLOBAL WARMING POTENTIALS
AND ATMOSPHERIC LIFETIMES

Greenhouse Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12	21
Nitrous Oxide (N_2O)	114	310
HFC-134a	48.3	1,300
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoroethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900
HFC: hydrofluorocarbon; PFC: perfluorocarbon Source: CCAR 2009.		

Global Climate Change

Climate change is a recorded change in the average weather of the earth measured by variables such as wind patterns, storms, precipitation, and temperature. Historical records show that global temperature changes have occurred naturally in the past, such as during previous ice ages. Eleven of the 12 years from 1995 to 2006 rank among the warmest years in the instrumental record of global surface temperature (since 1850). An increase of 0.74 degree Celsius (°C) (or 1.33°F) in the global surface temperature occurred during the 100-year period from 1906 to 2005, and the linear warming trend over the 50 years from 1956 to 2005 is nearly twice that for the 100 years from 1906 to 2005 (IPCC 2007).

Anthropogenic emissions (i.e., those related to human activities) of GHGs into the atmosphere enhance the Greenhouse Effect by absorbing radiation from other atmospheric GHGs that would otherwise escape into space, thereby trapping more radiation in the atmosphere and causing temperatures to increase. CO_2 is the most important and common anthropogenic GHG. The global atmospheric concentration of CO_2 has increased from a pre-industrial period (around Year 1750) value of about 280 parts per million (ppm) to 408.96 ppm in April 2018 (USEPA 2013; NOAA 2018).

Table 4.7-2 shows the magnitude of GHG emissions on the global, national, State, and regional scales.

TABLE 4.7-2
COMPARISON OF WORLDWIDE GHG EMISSIONS

Area and Data Year	Annual GHG Emissions ($MMTCO_2e$)
World (2014)	48,892
United States (2016)	6,511
California (2015)	440
Los Angeles County (2010)	99
$MMTCO_2e$: million metric tons of CO_2e; GHG: greenhouse gas(es)	
Source: WRI 2018, USEPA 2018, ARB 2018a, UCLA 2015.	

Local Greenhouse Gas Emissions

Since future development under the Specific Plan is anticipated only in the northern portion (Focus Area) of the planning area (with existing developments in the southern portion remaining in place), GHG emissions estimates were limited to those from existing developments in the Focus Area.

GHG emissions from existing land uses and development in the Focus Area were estimated using the CalEEMod model, as provided in Table 4.7-3. In order to calculate emissions per service population, the total annual emissions are divided by the service population. Based on the existing service population of 5,157 employees, as discussed in Section 4.13, Population, Housing, and Employment, of this Program EIR, the total emissions of 33,475 $MTCO_2e$ per year from the Focus Area is divided by 5,157 people to reach a per capita GHG emissions estimate of 6.49 $MTCO_2e$/SP/yr.

TABLE 4.7-3
EXISTING OPERATIONAL EMISSIONS

GHG Sources	Estimated GHG Emissions ($MTCO_2e$/yr)
Energy	10,261
Mobile	19,561
Solid Waste	1,048
Water	2,605
Total 2018 Operational Emissions	33,475
2018 Service Population (persons)	5,157[a]
2018 Emissions per Service Population - $MTCO_2e$/SP/yr	**6.49**
GHG: greenhouse gases $MTCO_2e$: metric tons carbon dioxide equivalent; SP: service population	
[a] estimated employment in the Focus Area	
Notes: CalEEMod outputs are included in Appendix D.	

4.7.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant impact related to GHG Emissions if it would:

Threshold 4.7a: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment

Threshold 4.7b: Conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs

Because the magnitude of global GHG emissions is extremely large when compared with the emissions of typical development projects, it is very unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change. As noted by the CNRA, "Due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis" (CNRA 2009). Therefore, the analysis presented in this section represents the cumulative impact analysis of GHG emissions.

4.7.5 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may reduce environmental impacts related to GHG Emissions are listed below:

Land Use and Urban Design

Policy LU/UD-3.1: Implement targeted areas of mixed use zoning that promotes employment uses proximate to housing.

Policy LU/UD-3.2: Introduce higher density housing products to facilitate various levels of housing options, including live/work districts, and to offer housing choices that are less available in Westlake Village.

Policy LU/UD-4.1: Incorporate a range of uses spanning from residential to office to commercial, giving residents and surrounding communities amenities consistent with a mixed use, "village" environment.

Goal LU/UD-6: Encourage sustainable design and development practices.

Policy LU/UD-6.1: Encourage efficient patterns of development within the Specific Plan area by facilitating mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Policy LU/UD-6.2: Encourage design that takes advantage of the area's natural resources, such as topography, wind, sun, etc., and emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy LU/UD-6.3: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy LU/UD-6.4: Through the development process, encourage building orientations conducive to utilizing available solar energy.

Policy LU/UD-6.5: Encourage projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification or other similar certification.

Policy LU/UD-6.6: Require new development to incorporate amenities to encourage bicycling, including bicycle racks, lockers, and bicycle paths between uses where feasible.

Policy LU/UD-7.1: Create pedestrian linkages between districts in the Specific Plan area, as well with the Westlake Village Community Park/YMCA to the north across Thousand Oaks Boulevard.

Policy LU/UD-7.2: Improve the pedestrian environment along all streets within the Specific Plan area with sidewalks and streetscape enhancements, such as street trees and street furniture.

Economic Development

Policy ED-3.3: Build upon city programs, such as improving transit access and parking management that can lead to increased development and enhanced property values.

Policy ED-4.2: Target city programs that increase the transit accessibility between the business park and the entire community.

Circulation

Goal C-1: Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system, providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Policy C-1.2: Implement the Complete Streets concept when considering improvements to the local street system.

Policy C-1.3: Improve pedestrian circulation throughout the Specific Plan to create an environment where people can walk to various activity points within the Specific Plan area and connect with adjacent areas, allow people to accomplish local trips without driving, and to contribute towards a human-scale and sense of community.

Policy C-1.4: Support the development of infrastructure implementation strategies focused on encouraging the use of electric and other non-carbon emitting vehicles.

Parking

Policy P-1.3: Provide bicycle parking for employees, residents and patrons who bicycle to, from, and within the Specific Plan area in such a way as to be attractive, safe, convenient, and to encourage bicycling as a transportation mode.

Infrastructure

Goal I-3: Provide environmentally efficient and sustainable infrastructure improvements.

Policy I-4.2: Implement design standards and guidelines for the provision of green infrastructure, such as solar panels, heat reflective roofs, wind turbines, etc. to minimize overhead visual clutter.

Specific Plan Districts. The Specific Plan proposes land use districts for the Focus Area that would bring together a mix of residential, commercial, and light industrial uses into the Focus Area. In addition, the Mixed Use Corsa District and Mixed Use Lindero District promote the development of mixed residential-commercial developments.

Design Standards and Guidelines. While most of these design standards and guidelines do not dictate site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design standards and guidelines that could reduce potential impacts related to GHG Emissions include those that address the following:

Chapter 4. Specific Plan Zoning

D. Development Standards

Chapter 5. Design Guidelines

C. Building Siting and Orientation

E. Pedestrian Connectivity

J. Materials, Finishes and Colors

Chapter 6. Circulation and Parking

C. Complete Streets

E. Circulation Improvements

F. Pedestrian Circulation

G. Bicycle Circulation

H. Transit

I. Trucks

J. Specific Plan Parking

Chapter 8. Infrastructure Improvements

E. Electrical System

F. Natural Gas System

Public Improvements. The proposed Specific Plan outlines a number of roadway and infrastructure improvements to serve existing and future development in the planning area. These include new sidewalks, bike lanes, crosswalks, linear parks, street trees, and parkway landscaping that would promote alternatives to the use of the automobile and associated reductions in GHG emissions.

Regulatory Requirements

While several legislative actions have imposed requirements on State agencies, utility companies, and the manufacturing and transportation sectors, no regulations for local government operations or for individual development projects have been adopted to reduce GHG emissions. However, a number of regulations aimed at trip reduction, energy and water conservation, and waste reduction would reduce GHG emissions from future development under the proposed *North Business Park Specific Plan.* These include:

RR 4.7-1: All new developments must be built in accordance with the Title 24 Building Efficiency Standards and the Title 24 Green Building Standards Code (CalGreen Code). These include standards for energy-efficient appliances, renewable energy, graywater systems, water-efficient plumbing fixtures, construction waste management, recycling and recycled materials, equipment and systems testing and operations, building design, insulation, flooring and framing, and other applicable standards.

From Section 4.16, Transportation

RR 4.16-4: New development with at least 25,000 square feet of gross floor area that includes non-residential land uses must comply with the City's Transportation Demand and Trip Reduction Measures (Chapter 9.37 of the Westlake Village Municipal Code), which require the provision of a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes, ridesharing information, bicycle route maps); preferential parking spaces for carpool/vanpool vehicles; loading/unloading zone; bicycle racks; sidewalks or designated pathways; and/or bus stop improvements, depending on the size of development.

From Section 4.18, Utilities and Service Systems

RR 4.18-2: All new construction requiring water and sewer services must comply with pertinent regulations in the LVMWD Code regarding the prevention and elimination of leaks; the use of water-efficient appliances; water waste prohibition; water conservation for landscape irrigation; and water use reductions during a water shortage. Water conserving fixture installations are subject to compliance inspections prior to the issuance of final occupancy permits.

RR 4.18-6: All development projects in the City must comply with the City's Integrated Waste Management Ordinance (Chapter 5.3 of the Westlake Village Municipal Code), which requires that a minimum number and size of solid waste, recyclable, and green waste containers be provided for residential, commercial, and industrial properties. The ordinance prohibits the disposal of wastes on public and private properties, unless the wastes are stored in receptacles and subject to regular collection, recycling, and/or landfill disposal. The collection, removal, and disposal of solid wastes shall only be made by authorized haulers who are also required to

offer recyclable and green waste collection programs. Scavenging, waste burning, and burying of solid wastes are prohibited.

4.7.6 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan and planned roadway and infrastructure improvements would generate GHG emissions.

Greenhouse Gas Emissions

Threshold 4.7a: Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction (Short-Term) Greenhouse Gas Emissions

GHG emissions would result from construction activities associated with future development and roadway and infrastructure improvements under the proposed Specific Plan. The primary source of GHG emissions generated by construction activities would be from use of diesel-powered construction equipment and other combustion sources (i.e., generators, worker vehicles, materials delivery, and other sources). In general, site preparation, including demolition, grading, and excavation, would result in the highest levels of GHG emissions. GHGs would not only be emitted by on-site construction equipment but also from off-site haul trucks and construction workers traveling to and from the construction sites.

There are no development proposals for the Specific Plan area; thus, building plans and the actual timing of construction activities are unknown at this time. The timing of development would also be at the discretion of numerous property owners within the Focus Area. To determine a rough order of magnitude of GHG emissions for analysis purposes, the CalEEMod model was used to calculate construction-related GHG emissions from the maximum allowable development in the Focus Area, based on anticipated changes in general land uses and development intensities, accounting for the potential retention of some existing developments. Project activities were also based on default model equipment and scheduling data provided within the CalEEMod model. This provides a conservative estimate of construction-related GHG emissions from the proposed Specific Plan.

Because construction activity impacts are relatively short in duration, they contribute a relatively small portion of the total lifetime GHG emissions of a project. In addition, GHG emissions-reduction measures for construction equipment are relatively limited. In the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies (SCAQMD 2008). The estimated construction related GHG emissions are shown in Table 4.7-4 below, based on default data within the CalEEMod model and general assumptions for future development under the proposed Specific Plan.

TABLE 4.7-4
CONSTRUCTION GHG EMISSIONS
(METRIC TONS PER YEAR)

Construction Year	Estimated GHG Emissions ($MTCO_2e$/yr)
2019	1,212
2020	2,671
2021	2,619
2022	2,557
2023	2,490
2024	399
Total for All Years	11,948
Amortized Over 30 Years	398
GHG: greenhouse gas; CO_2e: carbon dioxide equivalent; $MTCO_2e$: metric tons carbon dioxide equivalent Notes: CalEEMod outputs are included in Appendix D.	

As a conservative estimate, future development under the proposed Specific Plan would result in a total of 11,948 $MTCO_2e$/yr of GHG emissions based on default construction equipment data and schedules provided within the CalEEMod model (e.g., without the implementation of any specific GHG reduction measures by individual developments). The emissions, when amortized over the assumed useful life of 30 years, are estimated at 398 $MTCO_2e$ per year.

Long-Term Greenhouse Gas Emissions

With implementation of the proposed Specific Plan, CO_2, N_2O, and CH_4 emissions are expected to increase from vehicle trips generated by future development and from area sources, energy and water consumption, and waste disposal in the Focus Area. The trip generation rates contained in the Traffic Impact Study for the *North Business Park Specific Plan* have been utilized in the analysis of mobile source emissions (LLG 2018). CalEEMod defaults for each land use were used to estimate emissions from energy sources (i.e., electricity and natural gas). The 2019 Title 24 Energy Standards are expected to reduce energy consumption for low-rise residences by 53 percent and 30 percent for nonresidential buildings and would be required for most of the future developments under the proposed Specific Plan. The estimated emissions conservatively took into account a 30-percent reduction in energy consumption associated with the Title 24 Energy Standards. Water usage, wastewater, and solid waste generation rates were based on the analyses provided in Section 4.18, Utilities and Service Systems, of this Program EIR.

The GHG emission analysis compares CO_2 equivalent GHG emissions in 2040, with and without the Specific Plan, and found that implementation of the proposed Specific Plan would result in a net increase of approximately 1,202 $MTCO_2e$/yr. However, a comparison with the GHG emissions that could be expected in 2040 without the adoption and implementation of the Specific Plan is made to provide a comparison of GHG emissions, since the 2040 estimates account for improvements in the emission generation technologies in the future vehicle fleet and other improvements related to compliance with SCAQMD regulations.

As shown, the per capita GHG emissions would decrease by approximately 0.49 $MTCO_2e$/yr per service population at buildout of the Specific Plan because of the increase in service population in the Focus Area associated with the introduction of 2,288 residents even with a 1,487-person decrease in the number of employees. Long-term Specific Plan GHG emissions

estimates (without the implementation of mitigation measures) are summarized in Table 4.7-5. Planned roadway and infrastructure improvements would not generate GHG emissions in the long term.

TABLE 4.7-5
TOTAL GHG EMISSIONS (METRIC TONS PER YEAR)

Year Scenario	GHG Sources	Estimated GHG Emissions ($MTCO_2e$/yr)
2040 with Specific Plan (without Mitigation)	Construction	398
	Area	13
	Energy	9,214
	Mobile	14,190
	Solid Waste	1,254
	Water	2,545
	Total Construction and Operational Emissions	**27,614**
	Total Service Population	5,958
	Project Emissions per Service Population ($MTCO_2e$/SP/yr)	**4.63**
2040 without Specific Plan	Area	<1
	Energy	10,261
	Mobile	12,498
	Solid Waste	1,048
	Water	2,605
	Total Operational Emissions	**26,412**
	Total Service Population	5,157
	Project Emissions per Service Population ($MTCO_2e$/SP/yr)	**5.12**
Net Change in Total Operational Emissions		1,202
Net Change in Emissions per Service Population ($MTCO_2e$/SP/yr)		-0.49
GHG: greenhouse gas; CO_2e: carbon dioxide equivalent; $MTCO_2e$: metric tons carbon dioxide equivalent Notes: CalEEMod outputs are included in Appendix D.		

The total annual estimated GHG emissions per SP for the Specific Plan is 4.63 $MTCO_2e$/yr. This value is less than the existing (2018) conditions of 6.49 $MTCO_2e$ per SP and less than the estimated 5.12 $MTCO_2e$ per SP without the Specific Plan, representing a net decrease of 0.49 $MTCO_2e$/yr in per capita emissions. On this basis, the proposed Specific Plan would have a beneficial impact on GHG emissions. However, the emissions per SP would exceed SCAQMD's recommended emissions target of 3.0 $MTCO_2e$ per SP by 2035 (no targets for 2040 have been proposed). ARB adopted the 2017 Climate Change Scoping Plan which recommends statewide targets of no more than 2.0 MTCO2e per capita by 2050. The Project would likewise exceed the 2050 GHG emissions target. Therefore, future development under the Specific Plan still has the potential to make a cumulatively considerable contribution to global GHG emissions, and mitigation measures to reduce GHG emissions must be implemented.

Greenhouse Gas Emission Reduction Measures

GHG emission reductions should not reduce emissions to less than a specific threshold level per project, as this would be a disincentive to large projects that can achieve emission reductions in greater quantities and more efficiently than small projects. Rather, GHG emission reductions

should be based on making a substantial contribution to the larger statewide and regional emission reduction goals that have been and are being developed.

The proposed Specific Plan promotes the development of existing structures with more energy-efficient and water-efficient structures through compliance with current regulations (RRs 4.7-1, 4.17-2, and 4.17-6). Also, compliance by future development with the City's Transportation Demand and Trip Reduction Measures (RR 4.16-4) would promote alternatives to vehicle use. Therefore, GHG emissions from future development under the *North Business Park Specific Plan* would be reduced from the values shown in Table 4.7-5 through compliance with RRs and, indirectly, by implementing Statewide measures that include requirements that new vehicles have reduced GHG emissions (i.e., CAFE standards); the low carbon fuel standard; and increased renewable energy generation. In addition, the Specific Plan includes goals and policies that would promote reductions in vehicle trips, VMT, water and energy consumption, and other sustainable practices. The Mixed Use Corsa District and Mixed Use Lindero District allow the development of mixed residential-commercial developments that would reduce vehicle trips. Planned roadway improvements (i.e., new sidewalks and bike lanes) would provide alternatives to vehicle use. Design standards and guidelines encourage the use of sustainable building materials and green roofs and would also reduce water and energy use by individual development projects. Additional GHG reductions would be achieved with compliance with the CalGreen Code as it relates to the provision of facilities for the charging of electric vehicles, provision of bicycle parking, designated parking for clean air vehicles, water conserving plumbing fixtures and fittings, water-efficient landscaping, construction waste reduction, and pollutant control (RR 4.7-1). In addition, implementation of MM 4.7-1 would indirectly reduce energy and water demands and, therefore, reduce GHG emissions associated with electricity, natural gas, and water consumptions, as well as reduce GHG emissions through reduced vehicle trips.

Thus, even with compliance with the Specific Plan components and RRs and with the implementation of MMs, GHG emissions from future development under the Specific Plan would exceed SCAQMD's recommended emissions target of 3.0 $MTCO_2e$ per SP by 2035 and ARB's statewide target of 2.0 MTCO2e per capita by 2050. Thus, GHG emissions would be cumulatively considerable. Impacts would be significant and unavoidable even after mitigation.

Conflict with Greenhouse Gas Reduction Plan, Policy, or Regulation

Threshold 4.7b: Would the project conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

Numerous State plans, policies, and regulations are adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, which has a quantitative goal of reducing GHG emissions in the State to 1990 levels by 2020. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493) and the Low Carbon Fuel Standard (LCFS) are being implemented at the statewide level, and compliance by individual developments or by a Specific Plan is not required. Therefore, the proposed Specific Plan would not conflict with AB 32 and related regulations.

SB 375 is being addressed at the State and regional levels, and the principles of SB 375 are incorporated in the adopted SCAG 2016-2040 RTP/SCS. Because future development under the Specific Plan would include mixed use developments and public improvements to encourage non-vehicular circulation, the *North Business Park Specific Plan* would be consistent with the compact and efficient land use development envisioned by SB 375 and the RTP/SCS. The Specific Plan would make a positive contribution to reducing regional VMT, an important goal of

SB 375 and the RTP/SCS. No conflict with SB 375 or SCAG-proposed policies would occur with approval of the Specific Plan.

Because vehicle emissions are the principal source of GHG emissions, an important goal to address is the reduction of VMT. As described in the California Air Pollution Control Officers Association's (CAPCOA's) Quantifying Greenhouse Gas Mitigation Measures, mitigation strategies titled "Increase Location Efficiency" and "Increase Transit Accessibility" are two effective means of reducing project VMT (CAPCOA 2010). The Specific Plan includes several goals and policies (Policy LU/UD-6.1, Goal LU/UD-7 and supporting policies, Policy P-1.3, Goal C-1, and Goal I-3) aimed at enhancing the pedestrian environment and promoting mixed use developments that will reduce vehicle use.

Future development will reduce per capita GHG emissions with the replacement of older development with new structures that comply with the Title 24 Building Efficiency Standards and the CalGreen Code (RR 4.7-1). Additionally, the Specific Plan includes goals and policies that encourage sustainable design and development practices (Goal LU/UD-6), including utilizing available solar energy and achievement of Leadership in Energy and Environmental Design (LEED) Certification (Policy LU/UD-6.5).

Therefore, the Specific Plan would be consistent with State GHG emissions reduction goals for VMT and energy efficiency. The Specific Plan would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. While future development and planned roadway and infrastructure improvements under the Specific Plan would generate GHG emissions, they would support plans, policies, and regulations for GHG reduction. This impact would be less than significant, and no mitigation is required.

4.7.7 CUMULATIVE IMPACTS

As discussed above, the assessment of GHGs is inherently cumulative because climate change is a global phenomenon. Therefore, the analysis above describes the cumulative impacts of future development and roadway and infrastructure improvements under the proposed Specific Plan. Future growth and development in the City, the County, the State, and the rest of the country would generate GHG emissions that could lead to climate change. While the Specific Plan would reduce per capita GHG emissions from the Focus Area, emissions would still exceed the SCAQMD's recommended emissions target of 3.0 $MTCO_2e$ per SP by 2035. With implementation of the mitigation measure (MMs) below, the Specific Plan's GHG impacts would be reduced but would remain cumulatively significant and unavoidable.

4.7.8 MITIGATION MEASURES

MM 4.7-1: Prior to the issuance of each occupancy permit, the Project Applicant/Developer shall submit for approval to the City of Westlake Village Planning Department a plan for the future building manager to provide educational information to all tenants and employees regarding (1) water conservation; (2) energy conservation, including the use of energy-efficient lighting and the limiting of outdoor lighting; (3) mobile source emission reduction techniques, such as use of Transportation Demand Management (TDM) programs, alternative modes of transportation, and zero- or low-emission vehicles; and (4) recycling services. The plan shall require the provision of this information upon initial tenancy and initial employment and shall be repeated annually or more frequently.

4.7.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Greenhouse Gas Emissions

Significant Unavoidable Impact

Conflict with Greenhouse Gas Reduction Plan, Policy, or Regulation

Less Than Significant Impact

Cumulative Impacts

Significant Unavoidable Impact

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4.8 HAZARDS AND HAZARDOUS MATERIALS

Review of the databases on the United States Environmental Protection Agency, the California Department of Toxic Substances Control, and the State Water Resources Control Board, as well as a government database record search by Environmental Data Resources, Inc. (June 2018), was used to determine hazardous material sites in the planning area.

4.8.1 RELEVANT PROGRAMS AND REGULATIONS

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) serves as the basis for the proper management of hazardous and nonhazardous solid wastes. The RCRA amended the Solid Waste Disposal Act of 1965 and is implemented through the following programs:

- The Solid Waste Program encourages States to develop comprehensive plans to manage non-hazardous industrial solid wastes and municipal solid wastes; sets criteria for municipal solid waste landfills and other solid waste disposal facilities; and prohibits the open dumping of solid wastes.
- The Hazardous Waste Program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, in effect from “cradle to grave”.
- The Underground Storage Tank Program regulates underground storage tanks (USTs) containing hazardous substances and petroleum products.

In November 1984, the RCRA was amended with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA) to phase out the land disposal of hazardous wastes; to increase the enforcement authority of the USEPA; to set more stringent hazardous waste management standards; and to develop a comprehensive UST program. The RCRA has been further amended by the Federal Facility Compliance Act of 1992 (which strengthened the enforcement of RCRA at federal facilities) and the Land Disposal Program Flexibility Act of 1996 (which provided regulatory flexibility for land disposal of certain wastes).

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act and Hazardous Materials Transportation Uniform Safety Act provide regulatory and enforcement authority to the US Secretary of Transportation to reduce risks to life and property from hazards associated with the transport of hazardous materials. These Acts promote uniformity between different State and local highway routing regulations; develop criteria for the issuance of federal permits to motor carriers of hazardous materials; and regulate the transport of radioactive materials. Title 49, Parts 172, 173, 177, and 397 of the *Code of Federal Regulations* (CFR) contains the rules for labeling, packing, shipping, and transporting hazardous materials.

California Hazardous Waste Control Act

The California Hazardous Waste Control Act (HWCA), as contained in Section 25100 et seq. of the *California Health and Safety Code*, authorizes the California Department of Toxic Substances Control (DTSC) and Certified Unified Program Agencies (CUPAs) to regulate facilities that generate or treat hazardous wastes. The HWCA authorizes CUPAs to conduct inspections where hazardous wastes are stored, handled, processed, disposed of, or are being treated; to maintain

compliance records; to permit individuals who may perform on-site treatment of hazardous wastes; and to enforce against violations of the HWCA.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) merged the Federal Accidental Release Prevention Program and California Risk Management and Prevention Program to eliminate the need for two separate programs addressing the prevention of accidental releases of regulated toxic and flammable substances. Businesses using regulated substances exceeding a threshold quantity are evaluated under this program to determine the potential for and impacts of accidental releases. Depending on the potential hazards, business owners may be required to develop and submit a Risk Management Plan (RMP) to the Certified Unified Program Agency (CUPA). The RMP developed by the facility must determine the potential accidental factors and the preventative measures and safeguards that should be implemented. RMPs include safety information, process hazard analysis, hazard review, operating procedures, training, maintenance, compliance audits, incident investigations, and other documentation supporting the implementation of the RMP.

Hazardous Materials Transportation License

Sections 31301 through 34510 of the *California Vehicle Code* contain general requirements regarding the transportation of hazardous materials and wastes. The requirements include route designation; licensing, records, and inspections; design, construction, and maintenance of cargo trucks; amounts and types of cargo and their marking, packing, and labeling; advanced notification of routes and stops; and other provisions. Based on the amount of hazardous materials and the size of the truck, the California Highway Patrol may require a Hazardous Materials Transportation License, hazard warning placards, and inspections for compliance with pertinent regulations.

Fire Hazard Zone Mapping

Sections 4201–4204 of the *California Public Resources Code* and Sections 51175 –51189 of the *California Government Code* direct the California Department of Forestry and Fire Protection (CAL FIRE) to map areas of significant fire hazards. The maps identify Fire Hazard Severity Zones (Very High, High, and Moderate) where the application of various mitigation strategies is needed to reduce risks associated with wildland fires. The Fire Hazard Severity Zones were developed using a computer model that factors in the fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for an area. The severity of the hazard is based on the likelihood that an area will burn over a 30- to 50-year period without fuel-reduction efforts. Given the results of the modeling, the State identifies an area as a "moderate", "high", or "very high" Fire Hazard Severity Zone.

Underground Utility Lines

The *California Code of Regulations* (Title 8; Section 1541, General Requirements) requires excavators to identify subsurface installations prior to opening an excavation and to ensure that the underground lines are marked. The excavators must receive a positive response from all known owners/operators of subsurface installations and lines and must meet with owners/operators of high priority (e.g., high pressure pipelines, natural gas/petroleum pipelines, electrical lines greater than 60,000 volts) subsurface installations that are located within 10 feet of the proposed excavation, before starting the excavation. Only qualified persons (those meeting training and competency requirements) can perform subsurface installation locating activities.

Excavators must be trained in notification and excavation activities (i.e., excavators must immediately notify the subsurface installation owner/operator of any damage discovered during or caused by excavating activities).

Sections 4216–4216.9 of the *California Government Code* require every owner/operator of a subsurface installation, except the Department of Transportation, to become a member of, participate in, and share in the costs of, a regional notification center. Any person planning to conduct an excavation must contact the appropriate regional notification center at least 2 working days, but not more than 14 calendar days, prior to the start of excavation if the excavation will be conducted in an area that is known or that reasonably should be known to contain subsurface installations other than the underground facilities owned or operated by the excavator. The responsibilities of the excavator and regional notification center are in place to prevent undue hazards from accidental damage to underground utility lines and are outlined in the regulations.

Lead Abatement

Lead is regulated as a hazardous material, and inorganic lead is regulated as a toxic air contaminant (TAC). The California Division of Occupational Safety and Health (also known as the California Occupational Safety and Health Administration [CalOSHA]) has adopted regulations to protect worker safety during potential exposure to lead, as contained in the *California Code of Regulations* (Title 8; Section 1532.1, Lead). All demolition that could result in the release of lead must be conducted according to these standards, which were developed to protect the general population and construction workers from respiratory and other health hazards associated with lead exposure. Also, lead abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services (DHS).

Asbestos Abatement

Asbestos is a known human carcinogen, and the U.S. Environmental Protection Agency (USEPA) and the California Environmental Protection Agency (CalEPA) have identified asbestos as a hazardous air pollutant pursuant to Section 12 of the Federal Clean Air Act. The California Air Resources Board (ARB) has also identified asbestos as a TAC pursuant to the *California Health and Safety Code* (Section 39650 et seq.). Asbestos is also regulated as a potential worker safety hazard under the authority of the CalOSHA. These regulations prohibit emissions of asbestos from demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

CalOSHA regulations to protect worker safety during potential exposure to asbestos are contained in the *California Code of Regulations* (Title 8; Section 1529, Asbestos). All demolition that could result in the release of asbestos must be conducted according to CalOSHA standards. These standards were developed to protect the general population and construction workers from respiratory and other health hazards associated with exposure to asbestos. Also, asbestos abatement must be performed and monitored by contractors with appropriate certifications from the California DHS.

Toxic and Hazardous Air Pollutant Emissions

The South Coast Air Quality Management District's (SCAQMD's) Regulations X and XIV address toxic and hazardous air pollutant emissions. Regulation X adopts the National Emission

Standards for Hazardous Air Pollutants (NESHAPS) as part of the SCAQMD rules, as they relate to the emissions of benzene, beryllium, mercury, vinyl chloride, asbestos, and inorganic arsenic from any stationary source. Regulation XIV specifies the limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new, modified or relocated stationary sources that emit toxic air contaminants. The rule provides regulations for various toxic air contaminants, including asbestos, hexavalent chromium, dioxin, ethylene oxide and chlorofluorocarbon, halon, lead, and other toxics. It also specifies the MICR, chronic HI, and acute HI that need to be met before a permit to construct/operate is approved for new stationary sources located within 1,000 feet of an existing school or for a school under construction.

Asbestos Removal

SCAQMD's Rule 1403 provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, structures that may contain asbestos must be surveyed by a Certified Asbestos Consultant (certified by CalOSHA) to identify building materials that contain asbestos. Under this rule, removal of asbestos must include SCAQMD notification; compliance with removal procedures and time schedules; asbestos-handling and clean-up procedures; and storage, disposal, and landfilling requirements.

Los Angeles County as CUPA

The Certified Unified Program consolidated the administrative, permitting, inspection, and enforcement activities of several environmental and emergency management programs. This program is implemented at the local level by government agencies certified by the Secretary of the CalEPA. The CUPA for the City of Westlake Village is the Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department. As the CUPA, HHMD is responsible for implementing various hazardous material management programs, including the following:

Hazardous Waste Generator Program. Generators of hazardous wastes (i.e., waste oil, waste coolant, waste parts cleaner, waste photo developer, waste printing inks, waste dry cleaning solvent, waste paint and spray booth filters) are required to submit a Hazardous Waste Generator Form to the HHMD to determine the necessary permit for the facility. The HHMD inspects, enforces, and permits hazardous material handlers and hazardous waste generating businesses to ensure compliance with federal, State, and local laws and regulations.

Hazardous Materials Release Response Plans and Inventory Program. Hazardous waste generators are required to provide the HHMD with a hazardous materials inventory and contingency plan if the business handles or stores hazardous materials equal to or above the following quantities:

- 55 gallons for liquids
- 500 pounds for solids
- 200 cubic feet for gases
- Quantities of radioactive materials for which an emergency plan is required under federal regulations
- Regulated Substances (RS) which must be reported if the listed Threshold Quantity (TQ) is exceeded

All hazardous material handlers are required to develop and implement an employee training program.

California Accidental Release Prevention Program. This program requires businesses to minimize the possibility of an accidental release by implementing engineering and administrative controls. Owners or operators are also required to develop and implement an accident prevention program. Subsequently, the owner or operator may be required to develop and submit a risk management plan (RMP) to the HHMD for review and compliance with applicable State and federal requirements.

Aboveground Storage Tank (AST) and Underground Storage Tank (UST) Programs. Operators of ASTs containing over 1,320 gallons of petroleum products must prepare and annually submit a Spill Prevention Control and Countermeasure (SPCC) Plan and a Business Plan to the HHMD. The owner or operator has to conduct periodic inspections of the facility and to determine if their SPCC is being implemented and immediately report the release of 42 gallons or more of petroleum. The County Fire Department HHMD inspects the facilities for compliance with SPCC plans and federal, State, and local laws and regulations.

Permits and fees are required for the operation, installation, modification, and removal of a UST. Modifications include changes to the primary and/or secondary containment, piping, under dispenser containment, fill and/or piping sumps, overfill protection, and system monitors. Removal of piping and/or dispensers also requires a closure report. Unauthorized releases that increase the hazard of a fire or deterioration to the tank system must be reported to the HHMD.

Countywide Household Hazardous Waste Program

The Los Angeles County Department of Public Works and the County Sanitation Districts organize regular household hazardous waste collection events that allow residents to discard hazardous materials and wastes; electronic wastes; and items such as paint, used motor oil, pesticides, sharps, batteries, and chemicals that require special handling. These events are held nearly every week, typically on Saturdays, at various locations throughout the County. The County also provides information on collection events and the locations of motor oil recycling centers.

Multi-Jurisdictional Hazard Mitigation Plan

A Multi-Jurisdictional Hazard Mitigation Plan was developed by the Las Virgenes – Malibu Council of Governments and adopted by each city to address natural and manmade hazards within its member cities[1] and to provide a coordinated program for hazard mitigation and emergency response. The plan was developed to meet the requirements of the Disaster Mitigation Act of 2000 for identifying hazards, risks, and vulnerabilities; for prioritizing mitigation actions; and for developing local mitigation that would reduce risks and prevent loss from future hazard events. The plan assesses the risks associated with disasters such as an earthquake, wildfire, windstorm, landslide, flood, and acts of terrorism and includes a list of goals and strategies to protect life, property, and the environment; to increase public awareness; to foster partnerships; and to improve emergency management. The City is implementing local strategies identified in the plan, which include critical infrastructure assessments, emergency shelter identifications, communications improvements, geographic information system (GIS) upgrades, emergency

[1] The Las Virgenes – Malibu Council of Governments is a joint powers agency formed by the Cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village. This agency provides cooperative planning and coordination efforts among the five-member cities and with other cities and regional agencies.

power generation, smoke detector installation, a tree census, advanced emergency training, an annual street resurfacing program, and public emergency preparedness (LVMCOG 2012).

Westlake Village General Plan

The Hazards chapter of the existing General Plan identifies areas subject to fire hazards in and near the City, which include the Santa Monica Mountains to the south. This chapter includes goals, objectives, policies, and programs to protection the community from fire hazards. The proposed General Plan shows areas subject to historical fires and fire hazard areas at the area north of Thousand Oaks Boulevard and at the southern and southeastern sections of the City.

Westlake Village Municipal Code

Chapter 3.4 of the Westlake Village Municipal Code adopts Title 11, Health and Safety, of the Los Angeles County Code, as the City's regulations for general hazards. These regulations address communicable diseases, food safety, garbage, housing, lead hazards, rodent and pest control, swimming pools, and unauthorized discharges of hazardous materials, among others. The City requires that persons in charge of a facility be responsible for the containment and clean up any unauthorized discharge of a hazardous material.

4.8.2 EXISTING CONDITIONS

Hazardous Materials

Hazardous materials commonly encountered in an urban environment generally include petroleum products (including oil and gasoline), automotive fluids, paint, cleaners (dry-cleaning solvents and cleaning fluids), solvents, pesticides, and various chemicals used in industry. By-products generated as a result of activities using hazardous materials are considered hazardous waste. The planning area and the surrounding areas are developed with commercial retail, industrial, medical or other enterprises that likely use or produce hazardous materials and/or hazardous wastes. Fuels, chemicals, and other hazardous materials and hazardous wastes are also transported via major freeways (U.S. 101) and other roadways in the area.

The USEPA maintains the Envirofacts Database, which compiles lists of past and current facilities subject to permitting for their potential environmental hazards to air, water, waste, land, toxics, radiation, facility, regulatory compliance, and other issues. Table 4.8-1 lists the facilities in and near the planning area that are included in the Envirofacts database.

TABLE 4.8-1
FACILITIES IN THE ENVIROFACTS DATABASE

Facility Name	Address	Source Registry
Burroughs Corporation	5411 Lindero Canyon Road	RCRA
California Air Systems	31220 La Baya Drive, Suite 115	RCRA
Century Electronics	5701 Lindero Canyon Road	RCRA
Conejo Histology Lab	31304 Via Colinas, Suite 109	RCRA, HWTS, CERS
Conejo Valley Auto Body	31139 Via Colinas #201	RCRA
Costco Wholesale #117	5700 Lindero Canyon Road	RCRA, HWTS, CERS
Eaton Corporation Ail Systems	31717 La Tienda Drive	RCRA, TRIS, EIS
Graphics Inc.	31117 Via Colinas, Suite 403	RCRA
Holden Color Inc.	31308 Via Colinas, Suite 105	RCRA
Ibis Systems	5775 Lindero Canyon Road	RCRA
Jeffrey Brainard Furniture	31133 Via Colinas	RCRA
Marconi Dynamics	5703 Corsa Avenue	RCRA
Matech	31304 Via Colinas # 102	RCRA, CERS
Monkey Wrench Auto	21260 La Baya Drive	RCRA
MWS Wire Industries	31200 Cedarvalley Drive	RCRA, ICIS, CERS, HWTS, EIS
Paradise Body and Paint	31260 La Baya Drive	RCRA, HWTS, CERS
Practical Peripherals	31245 La Baya Drive	RCRA
Proto Works	31316 Via Colinas, Suite 113	RCRA
Rantec Microwave Systems Inc.	31186 La Baya drive	RCRA, CERS, RMP, ICIS
Road Show Auto Service	31290 La Baya Drive, Suite 7	RCRA
Royce Medical Products	31166 Via Colinas	RCRA
Seal Engineering	31238 Via Colinas, Suite 112	RCRA
Security Door Controls	31280 La Baya Drive	RCRA
The Village Printer	3119 Via Colinas, Suite 209	RCRA
Westar Auto Body	31290 La Baya Drive	RCRA
Westlake Village Hotel and Spa	2 Dole Drive	ICIS, CIWQS

RCRA: Resource Conservation and Recovery Act information (tracks events and activities of facilities that generate, transport, and treat, store, or dispose of hazardous wastes); HWTS: Hazardous Waste Tracking System (provides information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities); CERS: California Environmental Reporting System (list of significant hazardous materials, hazardous waste and compliance and enforcement data as mandated by California law); ICIS: NPDES Compliance Information System (surface water permits issued under Clean Water Act); TRIS: Toxics Release Inventory System (contains information on more than 650 toxic chemicals that are being used, manufactured, treated, transported, or released into the environment, and includes information about waste management and pollution prevention activities); EIS: Emission Inventory System (inventory of large stationary sources and voluntarily reported smaller sources of air point pollution emitters); RMP: Risk Management Plan (database of risk management plans reported by companies that handle, manufacture, use or store certain flammable or toxic substances; CIWQS: California Integrated Water Quality System (database of places of environmental interest, manages permits and orders, tracks inspections, and manage violations and enforcement activities).

Source: USEPA 2018.

The California Department of Toxic Substance Control (DTSC) maintains the Envirostor Database, which compiles hazardous material sites and generators in California that have been identified for cleanup or that are permitted to handle hazardous materials by various regulatory agencies. Review of the Envirostor database shows that Information Management Systems (also Eaton Corporation) operated on a 35-acre site that is now occupied by the Calvary Church and Oaks Christian School. The DTSC identified soil and groundwater contamination at the Eaton facility and entered into a consent agreement for corrective action with the property owner in 1996. The area occupied by the school required no further investigation and was excluded from the

facility in 2002. Groundwater contamination (due to volatile organic compounds [VOCs]) was remediated through a three-year dual phase vapor extraction system that was implemented in 2003 and an in-situ chemical oxidation pilot study implemented in 2009 and Monitored Natural Attenuation (MNA) interim measures. In 2017, DTSC determined that the residual chemicals on the site do not pose any potential health risks for the industrial/commercial use of the property, and the case was closed (DTSC 2018b, 2018c).

The State Water Resources Control Board (SWRCB) maintains a listing of facilities that may impact groundwater (i.e., USTs and land disposal sites) through its GeoTracker. The GeoTracker identifies the Eaton facility on La Tienda Drive as a Historical Waste Discharge Requirement (WDR) site and an Open-Inactive Cleanup Program Site. The Unisys Corporation (former Memorex Facility) is an Open-Verification Monitoring Cleanup Program Site on the parcel that is now developed with the Four Seasons Hotel on Lindero Canyon Road. This site previously had several USTs, clarifiers, and sumps that have since been removed; and contaminated soils have been excavated and disposed of off-site. A dewatering system extracts groundwater and treats it before disposal into the sewer system. In addition, Air Mark Plastic Corporation at 5711 Corsa Avenue had a leaking UST that has since been cleaned up. Near the planning area, Pierce Brothers Memorial Park east of Lindero Canyon Road has a closed case. The Westlake Village Car Wash at 30909 Thousand Oaks Boulevard had a leaking UST that was subject to a site assessment. The case was closed in 2015. Several other USTs are present near the planning area (SWRCB 2018).

In addition, an EDR Radius Map Report (EDR Report) prepared by Environmental Data Resources, Inc. (June 2018) was conducted for the planning area, which involves a records search of federal, State, local, and tribal hazardous materials databases. These databases track the sites of both permitted facilities whose operations use, produce, or transport hazardous materials and the locations of reported releases and/or clean-up operations (remediation). (A single site can be listed in multiple databases due to overlapping hazardous material management programs.) The EDR Report meets national record review requirements in accordance with both the American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and the USEPA Standards and Practices for All Appropriate Inquiries (*Code of Federal Regulations,* Title 40, Part 312). These rules establish specific regulatory requirements for conducting an inquiry into the previous ownership, land uses, and environmental conditions of a property. The listed sites in the EDR Report are summarized below; the complete list of databases searched and identified sites in and near the planning area can be found in Appendix F.

No manufacturing gas plants, NPL sites (i.e., Superfund), Department of Defense sites, Indian Reservations, oil and gas pipelines, or 100-year and 500-year floodplains are in the planning area or near the planning area. There are 32 listed sites within the boundary of the planning area and 32 sites are listed within 0.5 mile of the planning area.

Sites in the planning area include Rantec Microwave Systems, BRE CA, California Air Systems, Holiday Store, Marconi Dynamics, Conejo Valley Autobody, Airmark Plastics, Condor Pacific Industries, Holmes Body Shop, Practical Peripherals, Conejo Histology Lab, Security Door Controls, Proto Works, Westar Auto Body, Road Show Auto, MWS Wire Industries, Monkey Wrench Auto, Superior Paint and Body, Matech, Holden Color, BP Power, Futura Metal Technology, Jeff Brainard Furniture, Royce Medical Products, Eaton Corporation, Seal Engineering, Westlake Wellbeing, Graphics, IBIS Systems, Prudential/Westlake, Flair Cleaners, Westlake Village Dump, and The Village Printer. These sites include previous and current uses in the planning area that are primarily associated with a current or historic UST or are permitted generators of hazardous wastes (i.e., gas stations, auto repair shops, printers, car washes,

medical facilities, manufacturing facilities [plastics, furniture, computers, electronics, etc.], retail/grocery stores, and dry cleaners) and include the same sites listed in the Envirofacts and Envirostor databases.

Pipelines

No major pipelines carrying gas or hazardous materials run through the City or the planning area. The nearest pipeline is a natural gas transmission pipeline in the Cheeseboro and Palo Comado Canyon, located 3.2 miles northeast of the planning area (PHMSA 2018; SCG 2018).

Airports

The nearest airport to the City is the Camarillo Airport, located approximately 15 miles west of the planning area. This airport is a general aviation airport owned by the County of Ventura and is located at 555 Airport Way in Camarillo. The airport has 370 base aircraft consisting mainly of single engine airplanes and has an average of 374 aircraft operations (arrivals and departures) per day (AirNav 2018).

The planning area is not located within the flight tracks of aircraft going to and from the Camarillo Airport and is not located within the designated Camarillo Airport Area that is subject to the Airport Comprehensive Land Use Plan for Ventura County (Ventura County ALUC 2000).

Wildland Fire Hazards

The northern, central-eastern, and southern sections of the City feature hillside areas that are identified as Very High Fire Hazard Severity Zones by CAL FIRE. The planning area is not located within a Very High Fire Hazard Severity Zone. However, it is located just south of a Very High Fire Hazard Severity Zone north of Thousand Oaks Boulevard (CAL FIRE 2011).

4.8.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Hazards and Hazardous Materials if it would:

Threshold 4.8a: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

Threshold 4.8b: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Threshold 4.8c: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

Threshold 4.8d: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment

Threshold 4.8e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use

airport, result in a safety hazard for people residing or working in the project area

Threshold 4.8f: For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area

Threshold 4.8g: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

Threshold 4.8h: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands

4.8.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Design Standards and Guidelines. The Specific Plan's Performance Standards include a limitation on activities that can create noxious gases, odor, smoke, or other impacts, or create a hazard because of materials, processes, products, or wastes within any mixed use district.

Regulatory Requirements

There are numerous federal, State, and local regulations that have been enacted to protect public health and safety, as they relate to Hazards and Hazardous Materials. Compliance with these regulations would be required for future development and roadway and infrastructure improvements under the proposed Specific Plan. These include the regulatory requirements (RRs) listed below.

RR 4.8-1: Hazardous material users and hazardous waste generators must comply with the Hazardous Materials Transportation Act, as administered by the U.S. Department of Transportation and which governs the transport of hazardous materials, such as gasoline, contaminated soil, asbestos, or lead-containing materials. Vehicles transporting hazardous waste materials are required to comply with this regulation, as implemented by the California Department of Transportation (Caltrans). Hazardous material transporters shall also obtain a Hazardous Materials Transportation License, as required under the California Vehicle Code.

RR 4.8-2: Hazardous material users and hazardous waste generators must comply with the Resource Conservation and Recovery Act (RCRA) on the generation, transportation, treatment, storage, and disposal of hazardous wastes; the management of non-hazardous solid wastes; and underground tanks storing petroleum and other hazardous substances. Compliance with this Act also includes corrective action by the owner or operator of a leaking underground storage tank (LUST) or cleanup of an LUST to reduce hazards associated with ground and water contamination by tank leaks, spills or accidental releases.

RR 4.8-3: Hazardous waste generators must comply with the California Hazardous Waste Control Act, which regulates facilities that generate or treat hazardous wastes. Permits for individual facilities allow the Department of Toxic Substances Control (DTSC) and/or the Certified Unified Program Agency (CUPA) to inspect the facilities for compliance and to enforce the provisions of the Act.

RR 4.8-4: Hazardous material users and hazardous waste generators must comply with the regulations of the Los Angeles County Fire Department, which serves as the designated CUPA and which implements the State and federal regulations for the following programs:

- Hazardous Waste Generator Program
- Hazardous Materials Release Response Plans and Inventory Program
- California Accidental Release Prevention Program (CalARP)
- Aboveground Storage Tank (AST) Program
- Underground Storage Tank (UST) Program

RR 4.8-5: Hazardous material users must comply with CalARP, which requires stationary sources that utilize hazardous materials exceeding a threshold quantity to develop and submit a risk management plan that addresses the potential impacts of accidental releases of hazardous materials, along with reducing hazards through prevention, response and remediation measures.

RR 4.8-6: In accordance with the *California Code of Regulations* (Title 8, Section 1541), persons planning new construction, excavations, and new utility lines within 10 feet or crossing existing high pressure pipelines, natural gas/petroleum pipelines, electrical lines greater than 60,000 volts, and other high priority lines are required to notify the owner/operator of the line and must identify the locations of subsurface lines prior to any ground disturbance for excavation. Coordination, approval, and monitoring by the owner/operator of the line must be made to avoid damage to high priority lines.

RR 4.8-7: Demolition and rehabilitation activities must comply with the South Coast Air Quality Management District's (SCAQMD's) Rule 1403, which provides guidelines for the proper removal and disposal of asbestos-containing materials. In accordance with Rule 1403, prior to the demolition, renovation, rehabilitation or alteration of structures that may contain asbestos, an asbestos survey shall be performed by a Certified Asbestos Consultant (certified by the California Occupational Safety and Health Administration [CalOSHA]) to identify building materials that contain asbestos. Removal of the asbestos shall then include prior notification of the SCAQMD and compliance with removal procedures and time schedules; asbestos handling and clean-up procedures; and storage, disposal, and landfilling requirements under this rule.

RR 4.8-8: All demolition or construction activities must comply with the *California Health and Safety Code* (Section 39650 et seq.) and the *California Code of Regulations* (Title 8, Section 1529), which prohibit emissions of asbestos from asbestos-related demolition or construction activities; require medical examinations and monitoring of employees engaged in activities that could disturb asbestos; specify precautions and safe work practices that must be followed to minimize the potential for the

release of asbestos fibers; and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos.

RR 4.8-9: All demolition that could result in the release of lead must be conducted according to the *California Code of Regulations* (Title 8, Section 1532.1) regarding the removal of lead-based paint or other materials containing lead, which must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services.

RR 4.8-10: Hazardous air pollutant generators must comply with SCAQMD Regulations X and XIV, which include regulations for toxic and hazardous air pollutant emissions. Regulation X adopts the National Emission Standards for Hazardous Air Pollutants (NESHAPS) and Regulation XIV specifies the limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new, modified, or relocated stationary sources that emit toxic air contaminants. The rule includes specific limits for MICR, chronic HI, and acute HI that need to be met before a permit to construct/operate is approved for new stationary sources that would be located within 1,000 feet of an existing school or a school under construction.

RR 4.8-11: In compliance with the City's General Hazard Ordinance (Chapter 3.4 of the City's Municipal Code), persons in charge of a facility are responsible for the containment and clean up any unauthorized discharge of a hazardous material. As enforced by the City, a violation of this ordinance is considered a misdemeanor.

RR 4.8-12: The City will continue to implement its Multi-Jurisdictional Hazard Mitigation Plan for the protection of life and property from an earthquake, wildfire, windstorm, landslide, flood, and acts of terrorism. The Plan includes local mitigation strategies that would reduce risks and prevent loss from future hazard events.

From Section 4.14, Public Services

RR 4.14-1: Existing and future development must comply with the County Building Code, County Fire Code, and regulations of the County Fire Department, which have been adopted by the City, and include standards for building construction that would reduce the creation of fire hazards and facilitate emergency response. These standards specify site design and building material and construction that would reduce the demand for fire protection services and facilitate emergency response and evacuation. Building plans are reviewed and structures regularly inspected by the County Fire Department and the Los Angeles County Building and Safety Department for compliance with applicable fire safety, emergency access, and fire flow standards.

From Section 4.16, Transportation

RR 4.16-3: Construction work on public rights-of-way must be performed in accordance with the Standard Specifications for Public Works Construction (Greenbook), which contain standards for maintenance of access, traffic control, and notification of emergency personnel.

4.8.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan could remove or introduce land uses that use, store, handle, generate, and/or transport hazardous materials/wastes or that would be exposed to existing hazards in and near the planning area. Roadway and infrastructure improvements would not affect existing hazardous materials users/generators, nor would these improvements utilize hazardous materials in the long term.

Transport, Use, and Disposal of Hazardous Materials

Threshold 4.8a: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction Impacts

Demolition and construction activities associated with future development and the planned roadway and infrastructure projects under the proposed Specific Plan would generate hazardous wastes and would involve the use of hazardous materials (e.g., paints, thinners, solvents, acids, curing compounds, grease, oils, and other chemicals) for construction which could pose risks to construction workers or lead to soil and groundwater contamination if not properly transported, stored, used, or disposed. Contractors would need to comply with existing regulations to prevent public safety hazards from hazardous materials and wastes.

Operational Impacts

In the long term, commercial and industrial activities that may include the improper handling of hazardous materials or wastes can lead to the release of these materials and the potential contamination of underlying soils and/or groundwater. Also, public health and safety hazards are associated with a fire, explosion, or spill involving hazardous materials or wastes. The proposed Specific Plan would allow commercial and light industrial land uses that may utilize or generate hazardous materials or wastes in quantities that could pose a significant hazard to the public. In addition, small operations, individual households, and maintenance activities are likely to utilize hazardous materials (e.g., paints, thinners, cleaning solvents, fertilizers, pesticides, motor oil, and automotive substances) in limited quantities. These hazardous materials would be stored and used at individual sites and may create a public health and safety hazard through routine transport, use, or disposal.

However, regular household hazardous waste collection events are held by the County to provide residents with opportunities to properly dispose of hazardous wastes. Also, compliance with existing hazardous material regulations would prevent undue hazards. A number of existing regulations require that industrial and commercial users, generators, and transporters provide operational safety and emergency response measures so that no major threats to public health and safety are created. These include the Hazardous Material Transportation Act (RR 4.8-1), the Resource Conservation and Recovery Act (RR 4.8-2), the California Hazardous Waste Control Act (RR 4.8-3), the CUPA (RR 4.8-4), and the California Accidental Release Prevention Program (RR 4.8-5). Chapter 3.4 of the City's Municipal Code also requires persons in charge of a facility to be responsible for the containment and cleanup of any unauthorized discharge of a hazardous material (RR 4.8-11).

Coordination with the owners/operators of high-priority underground lines (RR 4.8-6) prior to excavation would avoid damage to high-pressure pipelines, natural gas/petroleum pipelines, and

electrical lines greater than 60,000 volts that may be present in or near individual construction sites.

With compliance with the regulatory requirements, impacts related to the routine transport, use and disposal of hazardous materials would be less than significant, and no mitigation is required.

Accidental Release of Hazardous Materials

Threshold 4.8b: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction Impacts

Future development and roadway and infrastructure improvement projects under the proposed Specific Plan could involve the use of chemical agents, solvents, paints, fuel for equipment, and other hazardous materials that are needed for construction. These materials are common to typical construction activities; and compliance with existing hazardous material regulations on the storage, use, and disposal of hazardous materials at construction sites would prevent hazards to the public or environment through reasonably foreseeable upset or accident conditions. Contractors would be required to comply with RRs 4.8-1, 4.8-4, and 4.8-5 and other pertinent regulations.

In addition, the demolition of existing structures may lead to the release of asbestos and lead-based paint. Compliance with the following regulations would allow for the cleanup of contaminated soils prior to new development: SCAQMD Rule 1403 (RR 4.8-7), the CalOSHA regulations on asbestos abatement (RR 4.8-8) and lead abatement (RR 4.8-9), any required soil or groundwater remediation under the Resource Conservation and Recovery Act (RR 4.8-2), the California Hazardous Waste Control Act (RR 4.8-3), the CUPA (RR 4.8-4), and the California Accidental Release Prevention Program (RR 4.8-5). Thus, no significant impact is expected from the use and disposal of hazardous materials during construction.

Operational Impacts

Future development may include industrial and commercial uses that would utilize large quantities of hazardous materials. As discussed above, these users would be subject to various State and federal regulations on storage, use, handling, transport, or disposal of hazardous materials and hazardous wastes. As stated, Chapter 3.4 of the City's Municipal Code also requires persons in charge of a facility to be responsible for the containment and cleanup any unauthorized discharge of a hazardous material (RR 4.8-11).

Compliance with pertinent regulations would avoid the creation of a significant hazard to the public and reduce the potential for an accidental release of hazardous materials into the environment. The Specific Plan's Performance Standards also include a limitation on activities that can create noxious gases, odor, smoke, or other impacts, or create a hazard because of materials, processes, products, or wastes within any mixed use district.

With compliance with the regulatory requirements and the Specific Plan standards, impacts related to the potential for accidental release of hazardous materials would be less than significant, and no mitigation is required.

Hazardous Emissions or Hazardous Materials near Schools

Threshold 4.8c: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Oaks Christian School is a middle school and high school located in the southern section of the planning area, and Westlake High School (operated by the Conejo Valley Unified School District) is located 0.22 mile west of the planning area.

Developments that emit hazardous emissions or handle hazardous or acutely hazardous materials or substances could pose hazards to nearby school children in the event of an accidental release or spill. However, compliance with SCAQMD Regulations X and XIV (RR 4.8-10) would regulate the location of stationary sources of toxic air contaminants near schools in and near the planning area. Also, compliance with other hazardous material regulations would prevent undue hazards, as discussed above. These include the Hazardous Material Transportation Act (RR 4.8-1), the Resource Conservation and Recovery Act (RR 4.8-2), the California Hazardous Waste Control Act (RR 4.8-3), the CUPA (RR 4.8-4), and the California Accidental Release Prevention Program (RR 4.8-5).

The Specific Plan allows the development of the mixed use projects and office uses, which would likely utilize less hazardous materials than light industrial uses and business parks. Therefore, future development near the Oaks Christian Schools would reduce hazardous materials use and generation near these schools. Roadway and infrastructure improvements near the schools would not emit hazardous emissions or utilize hazardous materials.

With compliance with the regulatory requirements, impacts related to the potential exposure of school-aged children to hazardous emissions, materials, substances, or wastes would be less than significant, and no mitigation is required.

Known Hazardous Material Sites

Threshold 4.8d: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

Review of the Cortese Hazardous Waste and Substances Sites List, compiled pursuant to Section 65962.5 of the *California Government Code,* shows no sites in the planning area or within the City are identified on the Cortese List (DTSC 2018a). However, past and existing land uses in the planning area handle hazardous materials, as listed in various government databases. Corrective actions are ongoing in the southern section of the planning area; but, since no alteration of the existing land uses is planned for this area, no change in exposure to hazard materials/wastes would occur. The proposed Specific Plan would not conflict with or obstruct ongoing corrective actions and any remediation needed in the planning area.

There is a potential that past and ongoing hazardous materials use in the planning area may have led to soil and groundwater contamination that is not known to the property owner, the City, or regulatory agencies. To ensure that any unknown contamination does not pose public safety hazards to the demolition and construction crews and to future users of the sites, the City shall require that a Phase I Environmental Site Assessment (ESA) be conducted for parcels that historically or currently utilize hazardous materials or generate hazardous wastes (MM 4.8-1). The

Phase I ESA will determine the need for further investigation and/or remediation, which will have to be completed prior to new development on these parcels. Remediation activities must be made with oversight from regulatory agencies and reduce contaminant concentrations to below established maximum contaminant levels (MCLs) prior to reuse of the site. This MM would reduce impacts to less than significant levels.

Demolition and construction activities and operation of existing or new facilities on sites currently utilizing hazardous materials would have to comply with existing regulations to promote public health and safety and to reduce hazards to life and property. With compliance with the RRs above, impacts from demolition and construction activities would be less than significant.

Future development in the Focus Area would remove some of the existing hazardous material users and generators. However, light industrial and commercial uses that may handle hazardous materials would continue to be allowed in this area under the Specific Plan. Compliance with existing regulations would ensure that no public safety hazards are created. Roadway and infrastructure improvements would be located on existing public rights-of-way and would not create a significant hazard to the public.

Impacts related to the presence of soil and/or groundwater contamination and the potential reuse of known and unknown hazardous material sites would be less than significant after mitigation.

Airport Hazards

Threshold 4.8e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The nearest airport to the planning area is the Camarillo Airport, located 15 miles to the west. No impacts related to aircraft operations of the Camarillo Airport and no airport safety hazard to people residing or working in the planning area would occur with the proposed Specific Plan.

Private Airstrip Hazards

Threshold 4.8f: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No private airstrips are in or near the City; therefore, no hazards from airstrips would occur. No impact on airstrips would occur from future development and roadway and infrastructure improvements under the proposed Specific Plan.

Emergency Response or Evacuation

Threshold 4.8g: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The planning area is served by a developed roadway network that provides emergency access and evacuation routes to existing developments. U.S. 101 runs east-west through the City and would serve as a major evacuation route for the planning area.

Existing developments in the planning area have emergency access to public roadways, and future development would not interfere with emergency response or evacuation of individual sites. The Los Angeles County Fire Department will review the building plans of future development projects to ensure that adequate access for emergency vehicles and personnel is available (RR 4.14-1). Also, no changes to the roadway alignments are proposed, outside of street widening; restriping; new sidewalks, medians, and bike lanes; traffic signals; and crosswalks. Therefore, no change in emergency access or emergency evacuation routes would occur with the proposed Specific Plan. Rather, roadway and infrastructure improvements would improve emergency response and evacuation. Also, during short-term construction activities, travel lane obstruction would be minimized by compliance with RR 4.16-3, which requires the implementation of temporary traffic-control measures for the maintenance of access to individual lots; vehicle traffic and pedestrian safety; reduced congestion and traffic flow interruptions; and notification of emergency personnel.

The City's Multi-Jurisdictional Hazard Mitigation Plan identifies earthquake, wildfire, windstorm, landslide, flood, and acts of terrorism hazards in the City and lists goals and strategies to protect life, property, and the environment; to increase public awareness; to foster partnerships; and to improve emergency management. With continued implementation of the projects/strategies in the City's Multi-Jurisdictional Hazard Mitigation Plan (RR 4.8-12) and compliance with RRs 4.14-1 and 4.16-3, impacts related to emergency response and evacuation would be less than significant, and no mitigation is required.

Wildland Fires

Threshold 4.8h: Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The planning area could be exposed to wildland fire hazards at the adjacent hillside area at the northern end of the City. However, the planning area is separated from this Very High Fire Hazard Severity Zone by Thousand Oaks Boulevard. Also, the area immediately across Thousand Oaks Boulevard is under construction for the City's community park/YMCA. Therefore, future development under the proposed Specific Plan would be at least 500 feet from hillside areas where wildfires may occur. In addition, the Specific Plan would not create fire hazards in or near the planning area. Impacts related to wildland fires would be less than significant, and no mitigation is required.

4.8.6 CUMULATIVE IMPACTS

The cumulative impacts related to hazards and hazardous materials are analyzed within the Conejo Valley (Valley). Existing developments in the Valley pose risks to public health and safety, as they relate to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. Future growth and development in the City and in the rest of the Conejo Valley would increase these risks as more facilities or operations utilize hazardous materials.

Hazardous material explosions or contamination may potentially occur with future commercial and industrial developments that would handle these materials in large quantities. State, federal, regional, and County agencies are responsible for regulating hazardous materials use, storage, handling, generation, transport, and disposal throughout the Valley. Monitoring and enforcement by the Los Angeles County Fire Department, as the CUPA, would increase compliance with existing regulations.

There are numerous regulations that serve to protect public health and safety at all levels of government. Compliance of individual projects with pertinent regulations would preserve public health and safety and would prevent hazards to existing and future developments. Therefore, future growth and development in the Valley are not expected to present significant risks to public health and safety. Future development projects in the Valley would also need to be made part of emergency planning efforts for natural or manmade disasters that may occur in the area.

Future growth and development would be subject to review and approval by the jurisdictional fire departments/agencies for fire safety and preparedness, as well as the provision of adequate emergency access and evacuation. Compliance with pertinent requirements of the fire agencies would prevent the creation of fire hazards and would reduce wildland fire hazards. Impacts are expected to be less than significant.

Compliance by individual developments with existing health and safety regulations would prevent the creation of health risks and public safety hazards. Therefore, while the potential for public safety risks would increase with the increased population and urban development in the Valley, these risks would be minimized by existing regulations. Cumulative adverse impacts would be less than significant.

4.8.7 MITIGATION MEASURES

MM 4.8-1: Prior to new development on parcels in the Specific Plan area that historically or currently utilize hazardous materials or generate hazardous wastes, the City shall require the property owner to prepare a Phase I Environmental Site Assessment (ESA) to determine the potential for soil and/or groundwater contamination from past land uses. In accordance with the recommendations of the Phase I ESA, additional evaluation and testing shall be completed by the property owner to confirm the presence or absence of hazardous materials contamination, if specified in the report. If the results of the testing show that chemical levels are present below regulatory levels, proposed development may proceed accordingly. Otherwise, remediation and/or removal of the contamination shall be completed prior to development if chemical levels are above regulatory standards. Remediation shall be conducted with the oversight of applicable regulatory agencies such as the Los Angeles County Fire Department, the SCAQMD, the California Department of Toxic Substances Control (DTSC), and/or the U.S. Environmental Protection Agency in compliance with established maximum contaminant levels (MCLs).

4.8.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Transport, Use and Disposal of Hazardous Materials

Less Than Significant Impact

Accidental Release of Hazardous Materials

Less Than Significant Impact

Hazardous Emissions or Hazardous Materials Near Schools

Less Than Significant Impact

Known Hazardous Material Sites

Less Than Significant Impact After Mitigation

Airport Hazards

No Impact

Private Airstrip Hazards

No Impact

Emergency Response or Evacuation

Less Than Significant Impact

Wildland Fires

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact

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4.9 HYDROLOGY AND WATER QUALITY

Information in this section is derived from a review of existing regulations and published documents and information on existing site conditions.

4.9.1 RELEVANT PROGRAMS AND REGULATIONS

Clean Water Act and National Pollutant Discharge Elimination System

In 1972, the Federal Water Pollution Control Act was subject to a major amendment and became the Clean Water Act (CWA). The CWA was amended in 1977 to establish the National Pollutant Discharge Elimination System (NPDES) Program, which regulates the discharge of pollutants into waters of the United States from point sources. In 1987, the CWA was again amended to require that the U.S. Environmental Protection Agency (USEPA) establish regulations for non-point sources, such as municipal and industrial discharges of storm water and non-storm water. The USEPA published final regulations for storm water and non-storm water discharges on November 16, 1990. The regulations require that municipal separate storm sewer system[1] (MS4) discharges to surface waters be regulated by an NPDES permit.

In addition, the CWA requires States to adopt water quality standards for water bodies. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those beneficial uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water necessary to support a particular beneficial use. Because California has not established a complete list of acceptable water quality criteria, the USEPA established numeric water quality criteria for certain toxic constituents in the form of the California Toxics Rule (40 *Code of Federal Regulations,* Section 131.38).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), which provides flood insurance, floodplain management, and flood hazard mapping. Communities subject to flood hazards voluntarily participate in the NFIP by adopting and enforcing floodplain management ordinances that would reduce the potential for flood damage. In turn, the NFIP offers federally funded flood insurance to homeowners, renters, and business owners in participating communities. Under this program, FEMA produces Flood Insurance Rate Maps (FIRMs) that identify properties and buildings in flood insurance risk areas. Flood hazards related to storm events are generally described in terms of the 100- or 500-year floods. These are floods that, respectively, have a 1.0 percent and 0.2 percent chance of occurring every year.

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1970 (California Porter-Cologne Act) grants the State Water Resource Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) broad powers to protect water quality in the State and to implement California's responsibilities under the Federal CWA. Under the Porter-Cologne Act, the SWRCB and the

[1] MS4s are systems of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains) used for collecting or conveying storm water (but not wastewater or combined sewage) that are owned or operated by a public agency with jurisdiction over the disposal of sewage, industrial wastes, storm water, or other wastes.

RWQCBs (1) adopt plans and policies for water quality control, (2) regulate discharges to surface water and groundwater, (3) regulate waste disposal sites, and (4) require the cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, and oil or petroleum products.

Each RWQCB has adopted a water quality control plan for its region to reflect the policies in the Porter-Cologne Act and other State policies for water quality control. These plans include water discharge prohibitions applicable to particular conditions, areas, or types of wastes within the region. The RWQCBs implement the plans by (1) enforcing set discharge limitations, (2) preventing violations of the limitations, and (3) conducting investigations to determine the quality of any waters of the State. Civil and criminal penalties are imposed on persons who violate the requirements of the Porter-Cologne Act or any SWRCB/RWQCB order.

Water Quality Control Plan for the Los Angeles Region

The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) seeks to preserve and enhance water quality and protect the beneficial uses of water bodies in the region (Los Angeles RWQCB 2014). The Basin Plan provides quantitative and narrative criteria for a range of water quality constituents applicable to receiving water bodies and groundwater basins in the project region. The Basin Plan also designates beneficial uses for surface and ground waters and describes implementation programs to protect all waters in the region. Applicable SWRCB and RWQCB plans and policies and other pertinent water quality policies and regulations are incorporated by reference into the Basin Plan. Compliance with the Basin Plan occurs primarily through the issuance of Waste Discharge Requirements (WDRs), including regulatory enforcement actions, as necessary.

The water bodies that are located in the City of Westlake Village include Triunfo Canyon Creek (Triunfo Creek) Reach 2, Westlake Lake, and Las Virgenes (Westlake) Reservoir. The underlying groundwater basins in the City include the Russell Valley and Thousand Oaks Groundwater Basins. The Basin Plan lists the existing, potential or intermittent beneficial uses of water bodies and groundwater basins as follows:

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR):** Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- **Industrial Process Supply (PROC):** Uses of water for industrial activities that depend primarily on water quality.
- **Industrial Service Supply (IND):** Uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of ground water for purposes of future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- **Freshwater Replenishment (FRSH):** Uses of water for natural or artificial maintenance of surface water quantity or quality (e.g., salinity).
- **Navigation (NAV):** Uses of water for shipping, travel, or other transportation by private, military, or commercial vessels.

- **Hydropower Generation (POW):** Uses of water for hydropower generation.
- **Water Contact Recreation (REC1):** Uses of water for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Limited Water Contact Recreation (LREC-1):** Uses of water for recreational activities involving body contact with water, where full REC-1 use is limited by physical conditions such as very shallow water depth and restricted access and, as a result, ingestion of water is incidental and infrequent.
- **Non-Contact Water Recreation (REC2):** Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **High Flow Suspension:** The High Flow Suspension shall apply to water contact recreational activities associated with the swimmable goal as expressed in the federal CWA Section 101(a)(2) and regulated under the REC-1 use, non-contact water recreation involving incidental water contact regulated under the REC-2 use, and the associated bacteriological objectives set to protect those activities.
- **Commercial and Sport Fishing (COMM):** Uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.
- **Aquaculture (AQUA):** Uses of water for aquaculture or mariculture operations including, but not limited to, propagation, cultivation, maintenance, or harvesting of aquatic plants and animals for human consumption or bait purposes.
- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
- **Cold Freshwater Habitat (COLD):** Uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- **Inland Saline Water Habitat (SAL):** Uses of water that support inland saline water ecosystems including, but not limited to, preservation or enhancement of aquatic saline habitats, vegetation, fish, or wildlife, including invertebrates.
- **Estuarine Habitat (EST):** Uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).
- **Wetland Habitat (WET):** Uses of water that support wetland ecosystems, including, but not limited to, preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which enhance water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.
- **Marine Habitat (MAR):** Uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).

- **Wildlife Habitat (WILD):** Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- **Preservation of Biological Habitats (BIOL):** Uses of water that support designated areas or habitats, such as Areas of Special Biological Significance (ASBS), established refuges, parks, sanctuaries, ecological reserves, or other areas where the preservation or enhancement of natural resources requires special protection.
- **Rare, Threatened, or Endangered Species (RARE):** Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under State or federal law as Rare, Threatened, or Endangered.
- **Migration of Aquatic Organisms (MIGR):** Uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- **Spawning, Reproduction, and/or Early Development (SPWN):** Uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
- **Shellfish Harvesting (SHELL):** Uses of water that support habitats suitable for the collection of filter-feeding shellfish (e.g., clams, oysters, and mussels) for human consumption, commercial, or sports purposes.

The beneficial uses of water bodies and groundwater basins in the City and those that convey storm water runoff from the City are noted in Table 4.9-1 below.

Municipal Separate Storm Sewer System Permit

The NPDES Storm Water Program requirements for Los Angeles County (except Long Beach) are set forth in NPDES Permit No. CAS004001, Order No. R4-2012-0175, which reflects the most recent updates in November 2012. Also known as the Los Angeles County MS4 Permit, it regulates storm water and non-storm water discharges from areas within the County under the jurisdiction of the Los Angeles RWQCB, including 84 cities (which include the City of Westlake Village). The Permit's requirements include three fundamental elements: (1) a requirement to effectively prohibit non-storm water discharges through the MS4; (2) requirements to implement controls to reduce the discharge of pollutants to the maximum extent practicable (MEP); and (3) other provisions the Regional Water Board has determined appropriate for the control of such pollutants. Pursuant to Section 13263(a) of the *California Water Code,* the requirements of this Permit implement the Basin Plan.

Order No. R4-2012-0175 identifies non-storm water discharge prohibitions; sets effluent and receiving water limitations and compliance requirements with waste load allocations and total maximum daily loads (TMDLs); spells out the responsibilities of the permittees (including public information and outreach, source tracking, construction tracking, inspection, development controls, local ordinances, progressive enforcement and interagency coordination); and listing the requirements for public agency activities and facilities (including the storm drain system).

TABLE 4.9-1
BENEFICIAL USES OF RECEIVING WATERS

Water Body	Beneficial Uses															
	MUN	IND	PROC	AQUA	AGR	GWR	NAV	WARM	COLD	EST	MAR	WILD	RARE	MIGR	SPWN	WET
Surface Water																
Malibu Lagoon	–	–	–	–	–	–	E	–	–	E	E	E	E	E	E	E
Malibu Creek	P	–	–	–	–	–	–	E	E	–	–	E	E	E	E	E
Malibou Lake	P	–	–	–	–	–	E	E	–	–	–	E	E	–	–	E
Medea Creek Reach 1	P	–	–	–	–	I	–	I	P	–	–	E	E	–	–	E
Lindero Creek Reach 1	P	–	–	–	–	–	–	I	–	–	–	E	–	–	–	–
Triunfo Creek Reach 1	P	–	–	–	–	–	–	I	–	–	–	E	–	–	–	–
Triunfo Creek Reach 2	P	–	–	–	–	I	–	I	–	–	–	E	E	–	–	–
Westlake Lake	P	–	–	–	–	–	E	E	–	–	–	E	–	–	–	–
Las Virgenes (Westlake) Reservoir	E	E	E	–	E	–	–	P	–	–	–	E	–	–	–	–
Groundwater Basin																
Russell Valley Basin	E	P	–	E	–											
Thousand Oaks Basin	E	E	E	E	–											

E: Existing Beneficial Use; P: Potential Beneficial Use; I: Intermittent Beneficial Use; –: not a beneficial use for the water body; Shaded cells indicated beneficial uses that do not apply to groundwater basins.

Source: LARWQCB 2014, as amended.

Minimum control measures for construction and storm water management are outlined in the permit, along with source-control Best Management Practices (BMPs) for commercial and industrial facilities and performance criteria for new development. Select BMPs for all construction sites (including those less than one acre) are also required through each permittee's erosion- and sediment-control ordinance or building permit. The Los Angeles County MS4 Permit also provides an option for permittees to develop a watershed management program to comply with the permit requirements.

The City of Westlake Village participated in the Malibu Creek Enhanced Watershed Management Plan (EWMP), which was approved by the Los Angeles RWQCB on April 27, 2016.

Construction General Permit

Pursuant to Section 402(p) of the CWA, the SWRCB issued a Statewide NPDES General Permit for storm water discharges from construction sites (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ). The SWRCB's NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities is referred to as the "Construction General Permit". Under the Construction General Permit, construction sites with a disturbed area of one acre or more or projects that disturb less than one acre but are part of a larger common plan of development are required to either obtain individual NPDES permits for storm water discharges or to be covered by the Construction General Permit.

Coverage under the Construction General Permit requires submission of Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), a construction site risk assessment to determine appropriate coverage level, and a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include BMPs to be implemented during construction, site maps, a Construction Site Monitoring Program (CSMP), and sediment basin design calculations. The primary objective of the SWPPP is to ensure that the responsible party properly constructs, implements, and maintains the BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site. The SWPPP shall also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels (NALs) set by the Construction General Permit. In addition, the Construction General Permit includes post-construction requirements for projects to match pre-project runoff volume through the use of non-structural or structural measures. For sites larger than two acres, a project shall also maintain the site's pre-project runoff rate.

Green Building Standards Code

The California Green Building Standards Code (*California Code of Regulations,* Title 24, Part 11) (CalGreen Code) requires the use of green building principles and practices in site planning and building design to promote energy and water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The voluntary and mandatory standards in the CalGreen Code apply to the planning, design, operation, construction, use and occupancy of new low-rise and high-rise residential buildings, residential building additions and alterations, newly constructed non-residential buildings, building additions of 1,000 square feet or greater, and/or building alterations with permit valuations of $200,000 or above. The CalGreen Code includes mandatory measures for site development, erosion control BMPs, stormwater drainage and retention, grading and paving, bicycle parking, electric vehicle charging spaces, light pollution reduction measures, energy and water efficiency standards, construction waste reduction, building maintenance and operation measures, and indoor air quality measures. It requires the development of SWPPPs and implementation of construction BMPs on construction sites smaller than one acre and provides standards for storm water management, among others.

Industrial General Permit

The Industrial Storm Water General Permit (Order No. 2014-0057-DWQ and amendments) is an NPDES permit regulating discharges of storm water associated with industrial activities, including those generated by the following:

- Facilities subject to storm water effluent limitations guidelines, new source performance standards, or toxic pollutants effluent standards
- Manufacturing facilities
- Oil and gas/mining facilities
- Hazardous waste treatment, storage, or disposal facilities
- Landfills, land application sites, and open dumps
- Recycling facilities
- Steam electric power generating facilities
- Transportation facilities
- Sewage or wastewater treatment works

This permit does not cover discharges from construction activities (which are covered under the Construction General Permit) but does include authorized non-storm water discharges, such as fire hydrant flushing; potable water sources, including potable water related to the operation, maintenance, or testing of potable water systems; drinking fountain water and atmospheric condensates including refrigeration, air conditioning, and compressor condensate; irrigation drainage and landscape watering; uncontaminated springs, groundwater, foundation or footing drainage; sea water infiltration where the sea waters are discharged back into the source; and incidental windblown mist from cooling towers. Other industrial discharges require individual NPDES permits or WDRs.

To obtain coverage under the Industrial General Permit, the facility operator must electronically submit permit registration documents for Notice of Intent or No Exposure Certification coverage, including a SWPPP that demonstrates compliance with the requirements of the Industrial General Permit and identifies the BMPs that would be implemented by the facility when necessary to support attainment of water quality standards (e.g., such as TMDLs, effluent limitation guidelines [ELG], and NALs). It also requires a Monitoring Implementation Plan which includes sampling, visual inspection and BMP effectiveness evaluations. The Permit requires self-reporting of violations, compliance with exceedance response actions, and response to RWQCB comments on compliance reports, as necessary.

The SWRCB is in the process of amending the Industrial General Permit, which began in 2017, but is yet to be finalized and adopted.

Discharges of Groundwater to Surface Waters

Los Angeles RWQCB Order No. R4-2013-0095 contains the waste discharge requirements for discharges of groundwater from construction and project dewatering to surface waters in the coastal watersheds of Los Angeles and Ventura Counties (General NPDES Permit No. CAG994004). This order regulates the discharge of treated or untreated groundwater from dewatering operations or other wastewater discharges not covered in other general or individual NPDES permits. It requires that dewatering activities prevent water quality degradation and

protect the beneficial uses of receiving surface water bodies. The order also includes effluent and surface water limitations.

Malibu Creek Enhanced Watershed Management Plan

In compliance with the Los Angeles County MS4 Permit (Order R4-2012-0175), the Cities of Calabasas, Agoura Hills, Hidden Hills, and Westlake Village, the County of Los Angeles, and the Los Angeles County Flood Control District developed the Enhanced Watershed Management Program (EWMP) for the Malibu Creek Watershed to comply with the Los Angeles County MS4 Permit.

The Malibu Creek EWMP protects water quality and beneficial uses, as well as provide flood protection and recreation, protection water supply and enhance aesthetic values in the Malibu Creek watershed. The EWMP evaluated water quality conditions and identified priorities for watershed control measures. It also included BMPs and implementation measures to achieve water quality objectives, including existing and proposed control measures. The proposed measures included institutional and source controls, regional structural BMPs, and distributed BMPs. The EWMP also includes a reasonable assurance analysis, a financial strategy, and a monitoring and review process to track compliance with water quality objectives.

The EWMP states the City of Westlake Village has implemented trash capture measures, a median bioswale retrofit, regular street sweeping, and public information program. The City has also adopted regulations for illicit connection/illegal discharges, industrial/commercial facilities pollutant control, and development construction; and has a program to reduce stormwater pollutants from City operations. It also identifies various institutional and source control measures that the City is implementing.

The EWMP identifies proposed regional BMPs in Westlake Village to include a large infiltration basin at Three Springs Park, stormwater harvest and use facilities through Green Streets, and infiltration chambers in its Low Impact Development (LID) ordinance. These BMPs will remove pollutants (e.g., bacteria) in stormwater, as well as provide flow reduction and groundwater recharge. Together with other BMPs and programs by participating cities and agencies, the EWMP would meet the Los Angeles County MS4 Permit requirements and the TMDLs for the Malibu Creek watershed.

Westlake Village General Plan

The Westlake Village General Plan designates Resource Management Areas to protect significant resources in the City. The Flood Hazard Area Overlay applies to flood hazard areas along Triunfo Canyon in the existing General Plan. The planning area is not located within this flood hazard area. The areas along Triunfo Canyon Creek, Lindero Creek, and Lake Lindero are identified as flood hazard areas in the proposed General Plan. Westlake Lake, Triunfo Canyon Creek, and Malibu Creek are also identified as inundation areas for the Las Virgenes Reservoir (also called the Westlake Reservoir) in the proposed General Plan.

As shown in the existing and proposed General Plan, the Watershed Area Overlay applies to the Las Virgenes Reservoir and Triunfo Canyon watersheds. The planning area is also not located within this overlay. The Natural Resources chapter of the General Plan calls for the preservation of watershed areas to protect water quality in the Las Virgenes Reservoir and Westlake Lake.

The Hazards chapter of the General Plan addresses flood hazards and dam safety, and contains goals, objectives, policies and programs to reduce hazards and to promote public health, safety, and welfare.

Westlake Village Municipal Code

Chapter 3.5 of the Westlake Village Municipal Code adopts Title 20, Utilities, Division 5, Flood Control District Property and Facilities, Chapter 20.94, Channels, of the Los Angeles County Code as the City's Flood Control Channel Ordinance. This ordinance prohibits obstructions, refuse, and contaminating substances in public drainage channels or any action that may damage, destroy, or use a flood control, storm drain, or water conservation structure or facility without a permit from the County Flood Control District.

Chapter 5.5 of the Municipal Code is the City's Stormwater Management and Discharge Control Ordinance. This ordinance protects water quality in water courses, water bodies and wetlands, in accordance with the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the Los Angeles County MS4 permit. It prohibits illicit discharges and connections to the storm drain system; refuse, rubbish, garbage, or any other discarded or abandoned objects in streets, alleys, sidewalks, storm drains, catch basins or drainage structures; disposal of landscape debris, wash water, wastewater, or other discharges from gas stations, auto repair shops, mobile commercial and industrial operations, machinery and equipment, and swimming pools in the storm drain system; and the disposal of hazardous materials that may cause a discharge into the storm drain system. The ordinance also lists good housekeeping provisions for owners and property occupants that would reduce pollutants in the storm water. It requires industrial, commercial and construction activities to comply with the permit conditions from the USEPA, the SWRCB, and the RWQCB. New development and redevelopment projects are required to implement low impact development (LID) requirements in accordance with the LID Standards Manual and prepare a Stormwater Mitigation Plan that identifies permanent BMPs that would be implemented to prevent or minimize storm water pollution from facility operations, in accordance with the MS4 Permit.

Chapter 8.8 of the City's Municipal Code adopts Title 31, the Green Building Standards Code, of the Los Angeles County Code, which in turn, adopts the California Green Building Standards Code.

4.9.2 EXISTING CONDITIONS

Hydrology

Surface Water

The Malibu Creek watershed drains a 109-square-mile area at the northwestern end of Los Angeles County and the southern end of Ventura County. The watershed is largely undeveloped and consists primarily of public open space and rural developments, except for some urban land uses in the Cities of Malibu, Westlake Village, Calabasas, Thousand Oaks, and Agoura Hills. Malibu Creek winds through the Santa Monica Mountains and eventually drains into the Santa Monica Bay through the Malibu Lagoon. Tributaries to the creek include Lindero Creek, Lake Lindero, Medea Creek, Palo Comado Creek, Cheeseboro Creek, Las Virgenes Creek, Westlake Lake, Triunfo Creek, Stokes Creek, Malibou Lake, Malibu Creek, and Cold Creek.

The City of Westlake Village is located in the northern (upper) section of the watershed of Malibu Creek, comprising about 5 percent of the watershed. Approximately two-thirds of the City drains into Westlake Lake and Triunfo Creek. Triunfo Creek flows southeasterly toward Malibu Creek, which then flows southerly into the Santa Monica Bay. The other third of the City (north of Thousand Oaks Boulevard and the northeastern edge of the City) drains into Lake Lindero and its downstream water bodies – Lindero Creek, Medea Creek, and Malibu Creek (Malibu Creek Watershed Management Group 2016a).

Water Quality

Water quality monitoring in the Malibu Creek watershed has been conducted by various agencies since the early 1980s, initially focusing on bacteria and pathogens and later including dry weather monitoring, biological surveys, and habitat assessments. Monitoring results from 1971 to 2010 indicate various water quality problems ranging from high algal growth, exceedances of selenium, lead, mercury chloride, sulfate, and specific conductivity water quality objectives, which has precluded its use for municipal drinking water supply. Malibu Creek is also extraordinarily salty, with high levels of sulfate, phosphate, selenium and other metals. Lead and mercury levels have been declining through the years but bacteria levels regularly exceed body contact limits. Maximum contaminant levels for drinking water are exceeded for multiple parameters (i.e., specific conductivity, total dissolved solids, sulfate, hardness, alpha and beta emission). Fish consumption guidelines for metals, including arsenic, chromium, copper, lead, nickel, selenium and silver are sometimes exceeded (LVMWD 2012).

The Coordinated Integrated Monitoring Program for the Malibu Creek Watershed monitors surface water quality at various stations, points, sites, and outfall monitoring locations to characterize water quality and determine compliance with established TMDLs for bacteria (i.e., Escherichia coli), trash, nutrients (i.e., total phosphorus, total nitrogen and nitrate as nitrogen plus nitrite as nitrogen), and benthic community impacts (e.g., dissolved oxygen, total nitrogen, ammonia, total phosphorus, chlorophyll a, total suspended solids, turbidity, benthic algal coverage, and benthic community diversity), 303(d) parameters, field parameters (i.e., flow, dissolved oxygen, pH, conductivity, and temperature), aquatic toxicity, and constituents with associated Minimum Levels (MLs) (Malibu Creek Watershed Management Group 2016a). This monitoring program is used as part of the implementation of the Malibu Creek Enhanced Watershed Management Plan in order to meet MS4 Permit requirements and the TMDLs for the Malibu Creek watershed.

Water bodies that do not meet water quality standards are considered “impaired” under Section 303(d) of the federal Clean Water Act, and responsible RWQCBs are required to develop TMDLs for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety”). Once established, the TMDL is allocated among current and future pollutant sources that discharge to the water body.

Table 4.9-2 below summarizes the pollutants affecting the water quality of water bodies downstream of the planning area, their TMDL requirement status, and potential pollutant sources, as provided on the SWRCB’s current 303(d) list.

TABLE 4.9-2
SUMMARY OF 303(d) LIST FOR THE PROJECT RECEIVING WATER BODIES

Water Body	Pollutant	TMDL Requirement Status*	Potential Pollutant Sources
Reach 2 of Triunfo Canyon Creek	Benthic Community Effects	5A (2021)	Unknown
	Lead	5A (2019)	Unknown
	Mercury	5A (2019)	Unknown
	Sedimentation/Siltation	5A (2019)	Unknown
Reach 1 of Triunfo Canyon Creek	Benthic Community Effects	5A (2029)	Unknown
	Lead	5A (2019)	Unknown
	Mercury	5A (2019)	Unknown
	Sedimentation/Siltation	5A (2019)	Unknown
Malibou Lake and Malibu Creek	Benthic Community Effects	5B (2013)	Unknown
	Fish Barriers (Fish passage)	5A (2019)	Unknown
	Indicator Bacteria	5B (2002)	Nonpoint source, point source
	Invasive Species	5A (2021)	Unknown
	Nutrients (Algae)	5B (2003)	Agriculture (animal), atmospheric deposition, golf course activities, groundwater loadings, irrigated crop production, major municipal point source (dry and/or wet weather discharge), nonpoint source, on-site wastewater systems (septic tanks), urban runoff/storm sewers
	Scum/Foam - unnatural	5B (2003)	Agriculture (animal), atmospheric deposition, golf course activities, groundwater loadings, irrigated crop production, major municipal point source (dry and/or wet weather discharge), on-site wastewater systems (septic tanks), urban runoff/storm sewers
	Sedimentation/Siltation	5B (2013)	Unknown
	Selenium	5A (2019)	Unknown
	Sulfates	5A (2019)	Unknown
	Toxicity	5A (2027)	Unknown
	Trash	5B (2009)	Nonpoint source
Santa Monica Bay Offshore/Nearshore	Arsenic	5A (2027)	Unknown
	DDT	5B (2012)	Unknown
	Mercury	5A (2027)	Unknown
	PCB	5B (2012)	Unknown
	Trash	5B (2012)	Unknown

TMDL: total maximum daily load; DDT: Dichlorodiphenyltrichloroethane; PCBs: Polychlorinated Biphenyls

* 5A – TMDL required (expected completion date reported in 303[d] list in parentheses); 5B – pollutant being addressed by U.S. Environmental Protection Agency-approved TMDL.

Source: SWRCB 2017 and 2018.

Storm Drainage

The Los Angeles County Flood Control District owns the storm drainage facilities in Westlake Village, including those in the planning area. Storm water in the City flows in gutters along streets, alleys, and sidewalks and in underground storm drains, catch basins, and natural and concrete-lined drainage channels. Storm water in the City generally drains into Westlake Lake. Excess storm water drains out of the lake into Triunfo Canyon and Malibu Creeks, through the Malibu Lagoon and into the Pacific Ocean. A small area at the northeastern edge of the City drains into Lake Lindero in Agoura Hills (Westlake Village 1993).

Storm drainage in the planning area is provided by underground reinforced concrete pipes ranging in size from 18 to 78 inches in diameter and running under major streets. In the planning area, underground lines in Thousand Oaks Boulevard convey storm water to a drainage line located west of the intersection of La Baya Drive and Thousand Oaks Boulevard; this drainage line runs southeasterly through the Oaks Christian School toward Via Colinas and then easterly to Lindero Canyon Road. Another line in Thousand Oaks Boulevard runs easterly to Lindero Canyon Road. A third line runs easterly in Thousand Oaks Boulevard toward Lindero Canyon Road, where the underground storm drain line follows the roadway in a southwesterly direction. The line crosses U.S. 101, and storm water is directed to an open channel located south of the freeway, east of Lindero Canyon Road. See Exhibit 4.18-1, Existing Water, Sewer and Storm Drain Lines in Section 4.18, Utilities and Service Systems, of this Program EIR. Farther south, this open channel runs in a southwesterly direction along the east side of Lindero Canyon Road and eventually discharges flows into Triunfo Canyon Creek, which runs in a southeasterly direction along Triunfo Canyon toward Malibu Creek.

A retention basin at the end of Russell Creek in the City of Thousand Oaks is located immediately west of the planning area, with overflows from the basin going into a 26-foot-wide trapezoidal channel that cuts through the Oaks Christian School campus. This channel becomes an underground culvert across La Tienda Drive and U.S. 101 and becomes an open channel again running in an easterly direction along the south side of the freeway before joining the open channel along the east side of Lindero Canyon Road before eventually discharging into Triunfo Canyon Creek (JMC2 2010).

City Storm Water Programs

The City implements a number of programs to reduce water pollution and to protect storm water quality in downstream lakes, rivers, and the ocean. The City's public outreach and participation program provides residents, businesses, and schools with information on reducing pollutants in storm water runoff. City streets are swept weekly and catch basins cleaned out yearly to reduce unwanted materials entering the storm drain system that connects to Westlake Lake, Triunfo Canyon Creek, Malibu Creek, Malibu Lagoon, and the Pacific Ocean. The City also prohibits littering and illegal connections and discharges into the storm drain system and performs annual catch basin clean outs, storm drain stenciling, and debris removal from open channels and landscaped areas. In addition, the City has specific requirements for storm water management by new development projects and inspects businesses for the implementation of best management practices (BMPs). Trash mitigation structural BMPs (e.g., mechanical trash excluders in catch basins, debris basin standpipes with filter fabric, clarifier devices, and continuous deflective separation systems) have been installed by private developments throughout the City.

The City has retrofitted all catch basins north of U.S. 101 with catch basin inlet screens to meet the trash TMDL. The inlet screens prevent trash and debris from entering the storm drain system and help minimize pollutants entering Lake Lindero. It has also installed trash receptacles at all bus stops and public gathering areas.

Groundwater Resources

The City of Westlake Village is underlain by the Russell Valley and Thousand Oaks Groundwater Basins, which are both unadjudicated basins. A small portion of these basins underlie the planning area.

The Russell Valley Groundwater Basin is a 4.9-square-mile alluvial basin bound by the Santa Monica Mountains to the north, east, and south and the Thousand Oaks Groundwater Basin to the west. The basin underlies the northern section of the City of Westlake Village. The basin's groundwater storage capacity is estimated at 11,000 acre-feet in alluvium, with recharge primarily from percolation of rainfall. Water quality is considered hard (due to high levels of total dissolved solids and sulfate) (DWR 2004a).

The Thousand Oaks Groundwater Basin underlies a small valley between Thousand Oaks and Lake Sherwood, and the central section of the City of Westlake Village. The basin is surrounded by semi-permeable rocks of the Santa Monica Mountains, with groundwater mainly found in alluvium. The basin has a storage capacity of 130,000 acre-feet, and recharge is primarily by percolation of rainfall and stream flow. Groundwater quality is poor due to high alkalinity and hardness (MWD 2007; DWR 2004b). Two Las Virgenes Municipal Water District (LVMWD) groundwater wells pump water from the Thousand Oaks Groundwater Basin. Due to low water quality, the groundwater is discharged into the sewer collection system as needed to supplement its recycled water supplies (LVMWD 2016).

The Water Data Library of the California Department of Water Resources (DWR) shows the nearest well is approximately 1.9 miles northwest of the planning area in the Thousand Oaks Groundwater Basin. The 2018 data shows groundwater at 887 feet above mean sea level (msl) or about 24 feet below the ground surface (DWR 2018). Based on ground elevations at the planning area, groundwater could be present approximately 73 feet below the surface at the southern edge of the planning area; approximately 153 to 193 feet below the surface at the northern edge; and 293 feet below the surface west of Lindero Canyon Road and south of Thousand Oaks Boulevard.

Flood Hazards

Flooding

Flood hazards in the City are confined to the Triunfo Canyon area, Las Virgenes Reservoir, and Westlake Lake, as designated by FEMA (FEMA 2018). The planning area is located several miles from Triunfo Canyon, Las Virgenes Reservoir, and Westlake Lake.

Dam Inundation

In the City, both the Las Virgenes Reservoir and Westlake Lake were created by dams. The Las Virgenes Reservoir features a 160-foot-high, 2,000-foot-long earthen dam at the southern section of the City. The reservoir covers 160 acres and drains a 0.9-square-mile area around the reservoir; it holds nearly 3 billion gallons) of water (LVMCOG 2012). The planning area is not located downstream of this reservoir and would not be subject to inundation from dam failure.

The Potrero Dam is a 40-foot-high dam that created Westlake Lake. The lake has a 791-acre-foot capacity and drains 28.9 square miles upstream of Triunfo Canyon. The planning area is not located downstream of the Potrero Dam and would not be subject to inundation due to dam failure (Westlake Village 1993).

4.9.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Hydrology and Water Quality if it would:

Threshold 4.9a: Violate any water quality standards or waste discharge requirements

Threshold 4.9b: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)

Threshold 4.9c: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site

Threshold 4.9d: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

Threshold 4.9e: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff

Threshold 4.9f: Otherwise substantially degrade water quality

Threshold 4.9g: Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map

Threshold 4.9h: Place within a 100-year flood hazard area structures which would impede or redirect flood flows

Threshold 4.9i: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam

Threshold 4.9j: Result in inundation by seiche, tsunami, or mudflow

From Section 4.18, Utilities and Service Systems

Threshold 4.18c: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

4.9.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may reduce environmental impacts related to Hydrology and Water Quality are listed below:

Land Use and Urban Design

Policy LU/UD-1.1: Provide for intensification at appropriate locations provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability.

Infrastructure

Policy I-1.1: Continue to coordinate with and fully utilize the resources of the various coordinating agencies to provide sufficient levels of water, sewer, and storm drain service throughout the Specific Plan area.

Policy I-3.1: Enforce the State of California Low Impact Development (LID) practices for all new development, which will provide for conservation of natural features and reduce long-term maintenance and life cycle costs.

Policy I-3.3: Require the expanded use of recycled wastewater for irrigation, dust control, soil compaction, fire protection, and other uses as they are developed, as a means of reducing impacts on ground water resources.

Design Standards and Guidelines. Design standards and guidelines that would reduce potential impacts related to Hydrology and Water Quality include those that address stormwater management, low impact development strategies, and the construction of Green Streets, as provided in:

Chapter 5. Design Guidelines

F. Plazas and Courtyards
L. Service Areas and Mechanical Equipment

Chapter 7. Open Space and Streetscape Improvements

D. General Design Guidelines for Public Rights-of-Way

Chapter 8. Infrastructure Improvements

D. Storm Drain System

Public Improvements. The proposed Specific Plan states that future development is not likely to require an upgrade of the storm drain system since the planning area is developed and would remain developed. Incorporating LID practices and project requirements into individual developments would reduce off-site runoff volumes through site design and on-site storm water management.

Regulatory Requirements

There are existing federal, State, regional, and local regulations that relate to hydrology and water quality issues. Compliance with these regulations would be required for all new development in the City. These include:

RR 4.9-1: Prior to construction on sites of one acre or more, the Contractor must prepare and file a Permit Registration Document (PRD) with the State Water Resources Control Board in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved Construction General Permit. The PRD consists of a Notice of Intent (NOI); a Risk Assessment; a Site Map; a Storm Water Pollution Prevention Plan (SWPPP); an annual fee; and a signed certification statement. Pursuant to permit requirements, the project applicant/developer shall develop and incorporate Best Management Practices (BMPs) for reducing or eliminating construction-related pollutants in site runoff.

RR 4.9-2: In accordance with the CalGreen Code, a SWPPP must be prepared prior to construction on sites less than one acre. The contractor shall implement the construction BMPs outlined in the SWPPP. In addition, the Code includes building standards for storm water pollution control (i.e., grading and paving, gray water systems, storm water management) and water conservation (i.e., water efficient plumbing fixtures), among others.

RR 4.9-3: Future development must comply with the requirements of the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit and Waste Discharge Requirements (Order No. R4-2012-0175) issued to the County of Los Angeles and cities in the County (except Long Beach), the Malibu Creek EWMP, and City regulations. New development and redevelopment projects shall implement storm water control measures for construction, including select BMPs for all construction sites (including those less than one acre). Permanent on-site BMPs that include storm water management practices, source-control BMPs for commercial and industrial facilities; and compliance with set performance criteria shall be identified in a Stormwater Mitigation Plan that is prepared for each project and approved during the development permit process.

RR 4.9-4: Future industrial land uses that discharge into the local storm drain must comply with the Los Angeles Regional Water Quality Control Board's (RWQCB's) Industrial Storm Water General Permit (Order No. 2014-0057-DWQ and amendments) or obtain an individual permit from the Los Angeles RWQCB for discharges of storm water associated with industrial activities. This permit requires an NOI, an SWPPP, and annual reports through the Storm Water Multiple Application and Report Tracking System (SMARTS), along with the implementation of required BMPs and storm water monitoring and sampling protocols to monitor 303(d) impairments (since the planning area drains into Malibu Lagoon, Malibu Creek, Malibu Lake, and Triunfo Creek, which are all impaired water bodies) and for compliance with established Numeric Action Levels (NALS). In addition, Exceedance Response Actions must be prepared when an NAL is exceeded.

RR 4.9-5: Land uses and activities within the City must comply with Chapters 3.5 and 5.5 of the City's Municipal Code. These City regulations serve to protect flood control, storm drain, and water conservation facilities from damage and prohibit illicit discharges and connections to the storm drain system. Refuse, rubbish, garbage, discarded or abandoned objects, landscape debris, wash water, wastewater, hazardous materials, and other discharges from gas stations, auto repair shops, mobile commercial and industrial operations, machinery and equipment, and swimming pools are not allowed in the storm drain system.

RR 4.9-6: Construction activities that will result in discharges of groundwater and dewatering activities that could result in discharges to surface waters must comply with the effluent limitations, discharge prohibitions, receiving water limitations, and other provisions outlined in the Los Angeles RWQCB's Order No. R4-2013-0095. This ordinance requires that a Notice of Intent (NOI) be filed with the Los Angeles RWQCB prior to dewatering activities. The Los Angeles RWQCB reviews the NOI and the proposed discharge; authorizes the discharge; and prescribes an appropriate monitoring and reporting program.

4.9.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan and roadway and infrastructure projects would lead to changes in local hydrology and water quality in the planning area and downstream areas.

Water Quality and Waste Discharge Standards

Threshold 4.9a: Would the project violate any water quality standards or waste discharge requirements?

Threshold 4.9f: Would the project otherwise substantially degrade water quality?

Construction Impacts

Future development and roadway and infrastructure improvements under the proposed Specific Plan will involve demolition and construction activities that would generate pollutants that may enter storm water runoff. Demolition activities may lead to sediments, building materials and wastes, and other on-site materials entering the storm drain system. Storm water runoff from individual construction sites could contain pollutants (e.g., loose soils and sediments from grading and excavation activities) and petroleum-related pollutants due to spills or leaks from heavy equipment and machinery. Common pollutants that may be generated by construction activities include solid or liquid chemical spills; concrete and related cutting or curing residues; wastes from paints, stains, sealants, solvents, detergents, glues, acids, lime, plaster, and cleaning agents; and oil, grease, fuels and heavy metals from equipment.

Construction site runoff would flow into the storm drain inlets in the planning area and into Triunfo Creek, eventually entering Malibu Creek and Malibu Lagoon. With Malibu Lagoon, Malibu Creek, Malibou Lake, and Triunfo Creek considered as impaired water bodies, pollutants in the storm water could add to further degradation of water quality and violation of TMDLs for these water bodies.

However, the CWA establishes a framework for regulating potential water quality impacts from construction activities through the NPDES program. Construction activities that disturb one acre or more of land are required to obtain an NPDES permit from the SWRCB, Division of Water Quality. Coverage under the NPDES Construction General Permit is accomplished by completing and filing a PRD (including an NOI, an SWPPP, an annual fee, and a signed certification) with the SWRCB prior to start of construction activities. The BMPs in the SWPPP are implemented during construction activities and would include (1) erosion-control BMPs such as hydraulic mulch, soil binders, and geotextiles to stabilize soils; (2) sediment controls such as fiber rolls along disturbed areas, temporary desilting basins, and gravel bags around storm drain inlets; (3) watering of exposed soils and covering of soil stockpiles; (4) stabilization of construction entrance/exit points to reduce tracking sediments; and (5) management practices to prevent hazardous wastes and other wastes from entering the runoff. Implementation of the SWPPP would reduce storm water pollutants to the maximum extent practicable. The Los Angeles County MS4 Permit and the CalGreen Code also require SWPPPs to be prepared and implemented for construction sites that are less than one acre.

Compliance with the requirements of the NPDES Construction General Permit (RR 4.9-1), CalGreen Code (RR 4.9-2), and Los Angeles County MS4 Permit and Malibu Creek EWMP (RR 4.9-3) regarding the preparation of SWPPPs and implementation of BMPs would reduce the short-term construction impacts of future development projects and roadway and infrastructure improvements on surface water quality. Any dewatering activities would also need to (1) comply with the Los Angeles RWQCB's waste discharge requirements (RR 4.9-6) to prevent groundwater discharges from resulting in water quality degradation of receiving surface water bodies and (2) protect beneficial uses of water. As such, impacts to surface water and groundwater from short-term construction activities associated with future development projects and roadway and infrastructure improvements under the proposed Specific Plan would be less than significant; and no mitigation is required.

Operational Impacts

Potential pollutants that could be generated by the operation of future development projects and roadway and infrastructure projects under the proposed Specific Plan could include but are not limited to bacteria/virus, heavy metals, nutrients, pesticides, organic compounds, sediments, trash and debris, oxygen-demanding substances, and oil and grease. Specific pollutants would depend on the type of land use and the site improvements proposed by individual projects in that residential developments, industrial or commercial developments, restaurants, parking lots, and streets would have different storm water pollutant generation potential due to the different activities involved and associated potential discharges.

Existing developments in the planning area drain into Triunfo Creek, Malibu Creek, and Malibu Lagoon, which are listed as "impaired" water bodies. Existing land uses in the planning area are contributing to the impairments of these water bodies and stormwater runoff and discharges from future development and roadway and infrastructure projects in the planning area would also contribute to the impairment of these water bodies.

Under the Los Angeles County MS4 Permit, new development and major redevelopment projects to meet specified performance criteria or the regional or subregion shall develop and implement a storm water mitigation program. The Malibu Creek EWMP serves as the subregional storm water mitigation program for the Cities of Calabasas, Agoura Hills, Hidden Hills, and Westlake Village; the County of Los Angeles; and the Los Angeles County Flood Control District for developments in the Malibu Creek Watershed, in compliance with the Los Angeles County MS4 Permit.

The Malibu Creek EWMP identifies proposed regional BMPs in Westlake (i.e., large infiltration basin at Three Springs Park) and promotes the use of storm water harvest and use facilities through Green Streets and infiltration chambers in its Low Impact Development (LID) ordinance. It also includes minimum control measures for construction and storm water management; source-control BMPs for commercial and industrial facilities, performance criteria for new development; and BMPs for all construction sites (including those less than one acre) that will be required through the City's erosion- and sediment-control ordinance or building permit.

In accordance with the Los Angeles County MS4 Permit, the City requires preparation of individual Stormwater Mitigation Plans that address potential pollutant runoff from vehicle or equipment fueling areas; vehicle or equipment maintenance areas, including washing and repair; commercial or industrial waste handling or storage; outdoor handling or storage of hazardous materials; outdoor manufacturing areas; outdoor food handling or processing; outdoor animal care, confinement, or slaughter; or outdoor horticulture activities. The Stormwater Mitigation Plans must include a drainage concept and storm water quality plan that reduces peak storm water runoff discharge rates to pre-development conditions; conserves natural areas; minimizes storm water pollutants of concern; protects slopes and channels; provides storm drain system stenciling and signage; properly designs outdoor material storage areas and trash storage areas; and provides proof of ongoing BMP maintenance through structural or treatment-control BMPs.

Future development projects and infrastructure projects in the planning area would have to comply with the City requirements and the Malibu Creek EWMP (RR 4.9-3).

Individual development projects and some roadway and infrastructure improvements (i.e., parking structure, street drainage) would also need to comply with the storm water pollution control measures in the CalGreen Code (RR 4.9-2). These would reduce the pollutants from long-term runoff from future development projects and roadway and infrastructure improvements.

Industrial activities are also regulated by the Industrial Storm Water General Permit (Order No. 2014-0057-DWQ and amendments), which seeks to reduce pollutant discharges of storm water associated with industrial activities (RR 4.9-4). The permit requires implementation of minimum BMPs; storm water monitoring and sampling; compliance with NALs (with preparation of Exceedance Response Actions when an NAL is exceeded); and monitoring for 303(d) impairments since the planning area drains into impaired water bodies. Compliance with the Industrial Storm Water General Permit would reduce potential pollutants from industrial activities in the planning area from impacting downstream impaired water bodies.

As stated in RR 4.9-5, the City also prohibits the discharge of specific pollutants into the storm water and requires development projects to implement BMPs to reduce pollutants in the storm water, as outlined in Chapter 5.5 of the City's Municipal Code.

Since existing developments in the planning area were built before current storm water quality regulations were adopted, changes in land uses and development are expected to lead to the incorporation of permanent BMPs that would improve storm water quality from the planning area. Compliance with RRs 4.9-2, 4.9-3, 4.9-4, and 4.9-5 would prevent long-term water quality impacts from future development and roadway and infrastructure improvements in the planning area. Continued implementation of the City's storm water programs would also reduce pollutants in the storm water runoff that enters downstream water bodies. The implementation of regional projects in the Malibu Creek EWMP would further improve water quality in Malibu Creek and its tributaries.

In addition, the Specific Plan includes policies requiring the use of LID practices (Policy I-3.1) and expanded use of recycled wastewater (Policy I-3.3), along with design standards and guidelines for Plazas and Courtyards, Service Areas and Mechanical Equipment, General Design Guidelines for Public Rights-of-Way, and Storm Drain System improvements that would protect storm water quality. The discussion of the storm drain system in the Specific Plan also identifies LID practices and project requirements that would be incorporated into individual development projects to reduce off-site runoff volumes through site design and on-site storm water management that would mimic the pre-development runoff volume and rate at individual sites. These would reduce the downstream water quality impacts of future development under the proposed Specific Plan. Long-term operational impacts would be less than significant, and no mitigation is required.

Groundwater Recharge and Supplies

Threshold 4.9b: Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The planning area is entirely developed and does not serve as a groundwater recharge area. Future development would keep the planning area developed, with no major increase in impervious surfaces (i.e., roadways, building foundations, parking lots, and other concrete or asphalt surfaces). Rather, linear parks and other open spaces that would be provided as part of future development projects may slightly decrease impervious surfaces in the planning area. No measurable change in soil infiltration would occur.

Construction Impacts

Groundwater elevations in the planning area are expected at approximately 73 feet below the surface at the southern edge of the planning area, approximately 153 to 193 feet below the surface at the northern edge, and 293 feet below the surface west of Lindero Canyon Road and south of Thousand Oaks Boulevard, based on water elevations at the nearest well.

Excavation and grading activities for future development projects and roadway and infrastructure projects may have the potential to extend to 73 feet or more below the surface, depending on the proposed building height and underlying soil strength. Therefore, excavation and grading could affect the underlying groundwater resources and could require “dewatering” activities. The presence of contaminated groundwater in the southern section of the planning area (as discussed in Section 4.8, Hazards and Hazardous Materials) may also lead to the discharge of polluted groundwater. The Los Angeles RWQCB’s Order No. R4-2013-0095 regulates dewatering activities and the discharge of groundwater to surface waters (RR 4.9-6). The order includes effluent limitations, discharge prohibitions, receiving water limitations, and other provisions to protect water quality.

Depending on the groundwater quality and the water quality objectives for the receiving water, individual project developers/applicants would need to specify the biological, chemical, physical, or thermal treatment systems to be employed to remove toxic or conventional pollutants in groundwater to applicable permit limits. This would include identifying potential contaminants in the groundwater and those from project construction and the steps needed to prevent contamination of the groundwater and discharges into surface waters. Treatment options include (1) air stripping, carbon absorption, or chemical oxidation treatment systems to remove volatile

organic compounds in groundwater; (2) reverse osmosis, ion exchange, or pH adjustment to remove conventional pollutants and metals; and (3) the use of biological systems to degrade or remove semi-volatile organic compounds. Compliance with RR 4.9-6 would prevent water quality impacts to exposed groundwater that could result from dewatering activities. Water quality impacts due to groundwater discharges would be less than significant, and no mitigation is required.

Construction-related dewatering activities are site-specific and temporary in nature and would not result in a substantial depletion of groundwater supplies that could result in a lowering of the groundwater table. Impacts to groundwater supplies from dewatering activities would be less than significant since the Thousand Oaks and Russell Valley Groundwater Basins are not used as local water sources for domestic water supplies.

Operational Impacts

The project area does not contain spreading basins or other features designed to recharge groundwater. Thus, no direct impact to groundwater recharge would occur. The LVMWD provides water services to the City and the planning area. Water demand from the planning area at buildout is estimated at a total of 740 acre-feet per year (afy) or 249 afy over existing demand (see Section 4.18, Utilities and Service Systems). Irrigation water demand for landscaped areas within parkways and medians would be limited (estimated at 15 afy) and would be met by recycled water, which would indirectly come from wastewater generated by existing and future development in the planning area and within the LVMWD's service area. Potable water demand from implementation of the proposed Specific Plan would be met by imported water supplies. Therefore, the proposed Specific Plan would not have adverse impacts on local groundwater resources.

The Water Supply Assessment (WSA) Amendment for the proposed Specific Plan indicates that the LVMWD has the capability to provide water to the *North Business Park Specific Plan* area, including future development under the Specific Plan (LVMWD 2018). New water supplies needed to serve future development and infrastructure improvements during a normal year, a single dry year, or multiple dry years would be met by changes in land use, water conservation, expansion of the recycled water system, and on-site retrofitting of landscape irrigation to convert potable water use to recycled water. While the LVMWD's future recycled water supplies would be supplemented by groundwater and/or potable water, no significant adverse impacts on groundwater resources are expected with implementation of the Specific Plan, and no mitigation is required.

Drainage Patterns and Erosion

Threshold 4.9c: Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Threshold 4.9d: Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The planning area is developed and served by a storm drain system consisting of gutters, catch basins, underground pipelines, and a concrete-lined channel for conveyance to Triunfo Creek and

downstream water bodies. Future development in the area would not alter the general drainage patterns. Storm water runoff is anticipated to flow towards the same drainage lines and facilities as they do under existing conditions. Also, future development will generate little or no increase in the runoff flowing into the existing drainage system, since the Focus Area is fully developed and pervious surfaces are limited to landscaped areas on individual parcels. Thus, it can be assumed that more than 90 percent of the Specific Plan area is already impervious and will remain impervious. Therefore, erosion or siltation would not occur.

Although drainage patterns would change on individual sites as buildings, parking lots, and impervious areas are demolished and replaced with new structures, runoff from these areas would continue to flow toward existing curbs and gutters, storm drain pipes, catch basins, and the drainage channel that serves the area. Changes in drainage patterns would be confined to individual development sites and would not affect major underground storm drain lines and concrete-lined channels in the City. Roadway and infrastructure improvements on public rights-of-way are not expected to change drainage patterns as they would be at-grade or underground. No major alteration of existing drainage patterns would occur.

During construction, exposed soils may be subject to erosion during heavy rains. RRs 4.9-1, 4.9-2, and 4.9-3 require short-term construction activities to comply with the NPDES Construction General Permit, the Los Angeles County MS4 Permit, and the CalGreen Code through implementation of erosion-control BMPs outlined in individual project SWPPPs. Also, the CalGreen Code, MS4 Permit, and the Malibu Creek EWMP require the incorporation of permanent BMPs into the project design of future development projects to prevent erosion and the retention of existing storm water runoff volumes and rates at individual development sites (RRs 4.9-2 and 4.9-3). Compliance with LID policies and design standards in the Specific Plan would further reduce erosion and maintain existing hydrology (runoff flow volumes and rates).

Compliance with RRs 4.9-1, 4.9-2, and 4.9-3 would prevent short-term construction and long-term operational activities from resulting in substantial erosion or siltation and impacts would be less than significant. No mitigation is required.

Surface Runoff and Storm Drain Facilities

Threshold 4.9e: Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?

Threshold 4.18c: Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As previously discussed, the planning area is entirely developed with commercial and light industrial land uses. The Specific Plan indicates that no storm drain system upgrades are needed to accommodate future development. Future development and roadway and infrastructure improvements under the proposed Specific Plan are not expected to increase the amount of impervious surfaces. Rather, proposed linear parks and open spaces that would be provided as part of future development projects under the Specific Plan are expected to slightly increase the amount of pervious areas in the planning area. This would reduce the amount of runoff, as more rainwater would percolate into the ground. Therefore, it is not expected that an upgrade of the existing storm drain lines serving the planning area would be needed. Compliance with the Los Angeles County MS4 Permit, Malibu Creek EWMP, CalGreen Code, and the LID policies and

design standards in the Specific Plan would also retain local hydrology, with no increase in storm water runoff volumes and rates in downstream areas. Future development and roadway and infrastructure improvements would have no impact on the capacity of existing storm drain facilities serving the planning area. No downstream flooding would be created by the proposed Specific Plan.

In compliance with the Los Angeles County MS4 Permit, Malibu Creek EWMP, and City regulations (RR 4.9-3), future development would have to provide on-site storm water treatment-control measures and maintain runoff volumes and rates at existing conditions. The reduction in storm water runoff volume and pollutants would prevent negative impacts to downstream storm drain facilities and drainage channels. It would also avoid the need for larger storm drain lines and channels to serve future development. Policy LU/UD-1.1 and Policy I-1.1 in the Specific Plan also call for development in areas with infrastructure capacity and availability and coordination with various agencies to provide adequate levels of storm drainage in the planning area.

Chapter 8, Infrastructure Improvements, discusses the storm drain system of the planning area and identifies LID practices and project requirements that would remove pollutants in the storm water and maintain the pre-development runoff rates and volumes on individual properties. Therefore, impacts related to surface runoff and storm drainage capacity will be less than significant and no mitigation is required.

Flood Hazards

Threshold 4.9g: Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Threshold 4.9h: Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The planning area is not located within a 100-year flood hazard area, as mapped by FEMA (FEMA 2018). Future development and roadway and infrastructure improvements under the proposed Specific Plan, including residential structures, would not be exposed to flood hazards. The planning area is entirely developed and future development would not increase impervious areas or increase runoff volumes and rates that could result in flooding. Structures that would replace existing developments would not impede or redirect flood flows, as storm drainage is provided by underground pipes and an existing open channel (concrete V-ditch) where no development is proposed. No impacts related to flooding would occur, and no mitigation is required.

Dam Inundation and Mudflows

Threshold 4.9i: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Threshold 4.9j: Would the project result in inundation by seiche, tsunami, or mudflow?

Dam Inundation

The planning area is not located within the inundation areas of Potrero Dam and the Las Virgenes Reservoir Dam, which are both located south of U.S. 101. Future development and roadway and infrastructure improvements under the proposed Specific Plan would not be subject to dam inundation. Also, the proposed Specific Plan does not propose the construction of a dam or a large water body that may pose inundation hazards to the surrounding areas.

Mudflows

A hillside area is located north of the planning area, across Thousand Oaks Boulevard. This area is developed with a community park, with landscaped manufactured slopes along the north side of Thousand Oaks Boulevard to stabilize the slopes and prevent mudflow. Therefore, existing and future development in the planning area would not be exposed to mudflow hazards from adjacent hillsides.

While the planning area features a slightly sloping terrain, building pads have been created for existing development and manufactured slopes are landscaped. While future development under the proposed Specific Plan could alter these building pads, due to parcel sizes and existing streets, future development projects would not likely create steep slopes that may generate mudflow. Erosion-control measures outlined in project SWPPPs are implemented as part of individual Stormwater Mitigation Plans and incorporated into projects in compliance with LID policies and design standards in the Specific Plan. These measures prevent erosion by maintaining landscaping on slopes. Therefore, future development and roadway and infrastructure improvements under the proposed Specific Plan would not create mudflow hazards.

Tsunami

Tsunami (sea wave) hazards are not present in the City of Westlake Village due to the City's elevation and distance from the ocean (i.e., over 8.5 miles). The City is located outside the tsunami inundation areas, as identified in the Los Angeles County Tsunami Inundation Maps prepared by the California Emergency Management Agency (CalEMA 2009). Future development and roadway and infrastructure improvements under the proposed Specific Plan would not be exposed to tsunami hazards.

Seiche

A seiche is the formation of large waves in landlocked bodies of water due to seismic activity. In the event of an earthquake, a seiche can occur in an open water body and potentially cause major flooding and water inundation damage. No large, open water bodies are present in or near the planning area that may pose seiche hazards to existing and future development. Westlake Lake and Las Virgenes Reservoir are located downstream and 0.8 and 1.8 miles from the planning area, respectively. Any potential seiche on these water bodies would not affect the planning area.

Future development and roadway and infrastructure improvements would not be exposed to hazards associated with dam inundation, mudflow, tsunami, or seiche; and the proposed Specific Plan would not create these hazards. No impacts would occur, and no mitigation is required.

4.9.6 CUMULATIVE IMPACTS

Cumulative hydrology and water impacts are considered within the Malibu Creek watershed, where the planning area is located.

Water Quality

Future growth and development in the Malibu Creek watershed, which includes the City of Westlake Village and the planning area, would generate new sources of urban pollutants, which could impact water quality and add to existing impairments of water bodies in this watershed.

However, construction activities on one acre or more are required to implement BMPs in individual SWPPPs required under the NPDES Construction General Permit. The CalGreen Code also requires SWPPPs for projects on sites less than one acre. Compliance with these regulations would prevent short-term construction activities from resulting in significant water quality impacts.

Under the County's MS4 Permit, Cities and the County have adopted programs for long-term storm water pollution mitigation through the requirement for Stormwater Mitigation Plans for individual developments and compliance with the Malibu Creek EWMP, and the adoption of local storm water management ordinances. Compliance with the CalGreen Code would also reduce storm water pollutants and runoff volumes and rates from individual development sites. The Los Angeles RWQCB's WDRs for industrial uses and other pollutant discharges also impose regulations for individual developments that may lead to discharges into the storm drain system or surface water bodies. These regulations implement the Basin Plan for the Los Angeles Region and help meet the established water quality objectives for both groundwater and surface water bodies.

With the retention of existing runoff flow rates and volumes at pre-development conditions and the implementation of treatment-control and source-control BMPs, as well as construction of regional projects and individual project compliance with standards in the Malibu Creek EWMP, future growth and development within the Malibu Creek Watershed would not increase pollutant loads in storm water runoff flowing into Malibu Creek such that TMDLs would be exceeded. Cumulative adverse impacts related to water quality would be less than significant. No mitigation is required.

Groundwater

Increases in the resident population and intensity of development in the watershed would translate to a greater demand for water. Individual developments would coordinate with the LVMWD for water service. The LVMWD does not use the Thousand Oaks or Russell Valley Groundwater Basins for domestic water supplies. The rest of the watershed consists of the Santa Monica Mountains, where no underlying groundwater basins are present. Therefore, no cumulative adverse impacts related to groundwater recharge or groundwater supplies would occur with future growth and development in the Malibu Creek Watershed. No mitigation is required.

Hydrology and Storm Drainage

Future growth and development in the watershed would increase impermeable surfaces and decrease water percolation areas. Increase in impervious surfaces would increase storm water volumes and flow rates in local and regional drainage channels. However, all development is subject to the Los Angeles County MS4 Permit, Malibu Creek EWMP, CalGreen Code, and local municipal code standards for reducing storm drain capacity impacts; preventing flood hazards;

and maintaining pre-development site runoff rates and volumes. Future development in flood hazard areas would also need to comply with floodplain management regulations to reduce the potential hazards to life and property from flood events. Therefore, no cumulative adverse impacts related to flood hazards or inadequate storm drainage would occur. No mitigation is required.

Dam and Reservoir Facilities

Lake Sherwood, Las Virgenes Reservoir, Westlake Lake, Malibou Lake, Rindge Dam, and the Tapia Water Reclamation Facility pose inundation hazards in the event of dam failure. Failure of any of these dams and facilities could affect existing and future developments within identified inundation areas in the Malibu Creek watershed. The potential for property damage and personal injury is decreased by the construction of dams in accordance with State and federal dam safety regulations and the preparation of the required emergency action plans for individual dams, which include warning, evacuation, and post-disaster actions. Cumulative impacts from dam inundation would be less than significant.

The hazards associated with a tsunami are confined to the shoreline and coastal areas along Malibu Beach. Future development in inland areas would not be exposed, nor would these areas add to this hazard. Seiche hazards would affect local areas adjacent to an open water body or reservoir and would not create cumulative impacts. Future development on steep hillside areas in the watershed may be exposed to potential mudflow hazards. Debris basins in the Santa Monica Mountains that have been constructed by the Los Angeles County Department of Public Works are expected to reduce storm water flows and debris volumes, preventing mudflow hazards. Therefore, cumulative adverse impacts related to dam inundation, tsunami, seiches, and mudflows would be less than significant. No mitigation is required.

4.9.7 MITIGATION MEASURES

With implementation of the Specific Plan policies, design standards and guidelines, and public improvements and with compliance with existing regulations as regulatory requirements (as outlined above), no significant adverse impacts related to hydrology and water quality would occur. Therefore, no mitigation measures are required.

4.9.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Water Quality and Waste Discharge Standards

Less Than Significant Impact

Groundwater Recharge and Supplies

Less Than Significant Impact

Drainage Patterns and Erosion

Less Than Significant Impact

Surface Runoff and Storm Drain Facilities

Less Than Significant Impact

Flood Hazards

No Impact

Dam Inundation and Mudflows

No Impact

Cumulative Impacts

Less Than Significant Impact

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4.10 LAND USE AND PLANNING

Information in this section is derived from existing land use plans and policies of the City of Westlake Village and the Southern California Association of Governments (SCAG).

4.10.1 RELEVANT PROGRAMS AND REGULATIONS

Regional Comprehensive Plan

SCAG developed the Regional Comprehensive Plan (RCP) to address the Southern California region's challenges related to Land Use and Housing, Open Space and Habitat, Water, Energy, Air Quality, Solid Waste, Transportation, Security and Emergency Preparedness, and the Economy. The RCP vision was derived from the Compass Growth Vision that seeks to improve the mobility of all residents through an efficient transportation system; to foster livability in safe and healthy communities; to enable prosperity for all people by promoting economic vitality through job training and education; and to promote sustainability for future generations by promoting responsible development and growth that uses natural resources efficiently.

The RCP includes goals, outcomes, and an action plan of policies and initiatives that may be used by SCAG, State and local governments, transportation commissions, resource agencies and conservation groups, the private sector, and the general public in the following endeavors:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life
- Providing quality information services and analysis for the region
- Using an inclusive decision-making process that resolves conflicts and encourages trust
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity (SCAG 2008)

As indicated in the resolution adopting the RCP, the RCP serves as an advisory document for local agencies in the SCAG region.

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is addressed in Section 4.16, Transportation, and consistency of the proposed *North Business Park Specific Plan* with the RTP/SCS discussed in Table 4.16-14. SCAG's growth forecasts for the City of Westlake Village are presented in Section 4.13, Population, Housing, and Employment, of this Program EIR.

Westlake Village General Plan

The Westlake Village General Plan serves as a comprehensive management plan for logical and orderly development in the City. The General Plan seeks to retain the City as a desirable place to live by regulating future land uses; providing high levels of public services; maintaining the City's economic vitality; protecting public health and safety; and effectively managing environmental resources.

The City is currently in the process of updating the technical information in the existing General plan and re-affirming the goals, policies and objectives. For the most part, the structure, format, and content of the General Plan remains the same. Any differences between the existing and proposed General Plan are called out in this section.

The existing and proposed Westlake Village General Plan is organized into four chapters (Community Development, Infrastructure and Community Services, Natural Resources, and Hazards) that address land use, housing, circulation, open space, conservation, noise, and public safety. Each chapter includes goals, objectives, policies, and implementation programs for achieving the goals of the General Plan.

Community Development

The Community Development chapter addresses land use, housing, and fiscal resources in the City. This chapter talks about existing land uses (including developed and undeveloped areas); the City's development policies for the maintenance, intensification or expansion of existing land uses; planned land uses; resource management overlays for hillside areas; cultural reconnaissance; flood hazards; watershed areas; and significant biological habitats.

The goals, objectives, and policies in this chapter call for the preservation of existing land uses and open space; promote the revitalization of older areas; increase housing for senior residents; protect local resources; ensure land use compatibility; and maintain high quality development. It also includes the City's Housing Element, which has been updated through the years in compliance with Section 65580 et seq. of the *California Government Code.* The most recent Housing Element was last updated in January 2014. The existing General Plan includes in this chapter a summary of the fiscal impact analysis of the City's revenues and expenditures at buildout. This information is no longer in the proposed General Plan.

The Community Development chapter contains the City's Land Use Plan, which identifies the type, extent, location, intensity, and distribution of permitted land uses in the City. Table 4.10-1 provides a breakdown of land use designations in the planning area. The Business Park land use designation accommodates office and industrial uses. The General Commercial designation applies to commercial uses, including office, retail, hotel, and entertainment uses. The Institutional designation applies to quasi-public uses, such as religious facilities, private schools, and hospitals. The General Plan identifies areas with an approved Specific Plan with an SP Overlay designation. The planning area currently does not have the SP Overlay designation.

TABLE 4.10-1
EXISTING GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designation	Allowable Intensity	Land Area (acres)	Development Capacity (million sf)
Business Park	FAR 0.35	128.58	1.96
General Commercial	FAR 0.35	19.74	0.30
Institutional	FAR 0.47	34.76	0.71
Roadways	–	16.92	–
	Total	**200.00**	**2.97**

FAR: floor area ratio; sf: square feet
Source: The Arroyo Group 2012.

Exhibit 4.10-1 shows the land use designations for the planning area in the City's Land Use Plan.

Infrastructure and Community Services

The Infrastructure and Community Services chapter calls for the provision of adequate public services and facilities in the City and addresses the City's circulation and transportation system,

Source: City of Westlake Village 2018

Existing Land Use Plan

Exhibit 4.10-1

North Business Park Specific Plan Draft Program EIR

N W E S

0 2500 5000 1000 Feet

PSOMAS

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utility and infrastructure systems, institutional facilities, public safety services, recreation facilities, and solid waste/source reduction and recycling services.

This chapter addresses the existing roadway network in Westlake Village and identifies improvements needed to accommodate buildout traffic volumes. It sets the Level of Service (LOS) standard for roadways and intersections at LOS C or better, except for the segment of Lindero Canyon Road from Via Colinas to Agoura Road, which may operate at LOS D.

This chapter also discusses the provision of adequate utilities (i.e., water services, storm drainage, sanitation service, solid waste disposal, natural gas, and electrical power), discussing existing infrastructure and facilities, as well as planned system improvements and programs. It also addresses institutional facilities such as the civic center, Las Virgenes Unified School District services and facilities, and libraries.

In addition, the Infrastructure and Community Services chapter calls for the adequate provision of law enforcement and fire protection services, health care facilities, and recreation to meet the needs of residents and businesses in the City. Open space resources near the Westlake Reservoir and within the Santa Monica Mountains National Recreation Area and area trails are planned for preservation.

Natural Resources

The Natural Resources chapter focuses on the management of natural resources in the City. This chapter addresses biological resources, visual resources and scenic highways, open space, watershed areas, energy and water resources, and air quality.

Sensitive biological resources are present in large undeveloped areas at the northern, eastern, and southern ends of the City, where gentle to steep slopes are present. Goals, objectives, policies, and programs for the preservation and management of sensitive biological communities, hillsides, watershed areas, and air quality are provided in this chapter.

Hazards

The Hazards chapter evaluates geologic, seismic, flooding, and fire hazards and noise in the City. This chapter identifies areas in the City with seismic, geologic, and flood hazards and sets goals, objectives, policies, and programs to protect public health, safety, and welfare. It also discusses fire hazards and the City's efforts to reduce the loss of life and property from fire. The noise environment and noise standards are discussed, along with available noise-control measures. This chapter outlines City goals and policies for controlling excessive noise from various sources.

Westlake Village 2025 Strategic Plan

The *City of Westlake Village 2025 Strategic Plan* is an update of its 2015 Strategic Plan and outlines the City's vision for its future by articulating its values, goals, strategies, and implementation programs to achieve its vision. The vision statement in the Strategic Plan states that Westlake Village is a "unique master-planned community with a special small town charm" and wants to remain as it is today with its "beautiful, natural setting and well-maintained streets, landscaping and infrastructure" with a high quality of life, vibrant and small town charm, open space, parks and public gathering areas, and outstanding public services, programs and capital projects. The Strategic Plan also includes the City's external community core values for public safety, quality of life, active and engaged citizenry, unique setting, education, economic development, collaboration, effective local government and lance of land uses, along with internal

organizational core values of dedication to service, excellence, fiscal responsibility, transparency and openness, honesty, integrity and accountability, contract service orientation and teamwork. The Strategic Plan will guide the City Council by considering the core values in all its actions and decisions to achieve the long-term vision of the community. It also calls for a yearly review of the Strategic Plan, a community survey in 2020, and an advisory committee to refine the Strategic Plan programs and strategies in the future (Westlake Village 2016).

The vision statement for the 2025 Strategic Plan sees the City of Westlake Village as a "unique master-planned community with a special small town charm characterized by an incredibly high quality of life, a beautiful and picturesque setting, and a strong sense of identity, pride, high expectations and standards. The community features safe and quiet neighborhoods coupled with a vibrant, balanced economy of commercial and office centers. Westlake Village's residents care deeply about their City and fellow neighbors, and they are actively engaged in many aspects of community life."

The Strategic Plan includes 11 key goals for achieving the vision, which focus on the following:

- Public Safety
- Quality of Life
- Civic Involvement and Collaboration
- Economic Vitality
- Educational Support
- City Setting
- Fiscal Stability
- Balance of Land Uses
- Information Technology
- Housing Opportunities
- Accessible and Effective Government

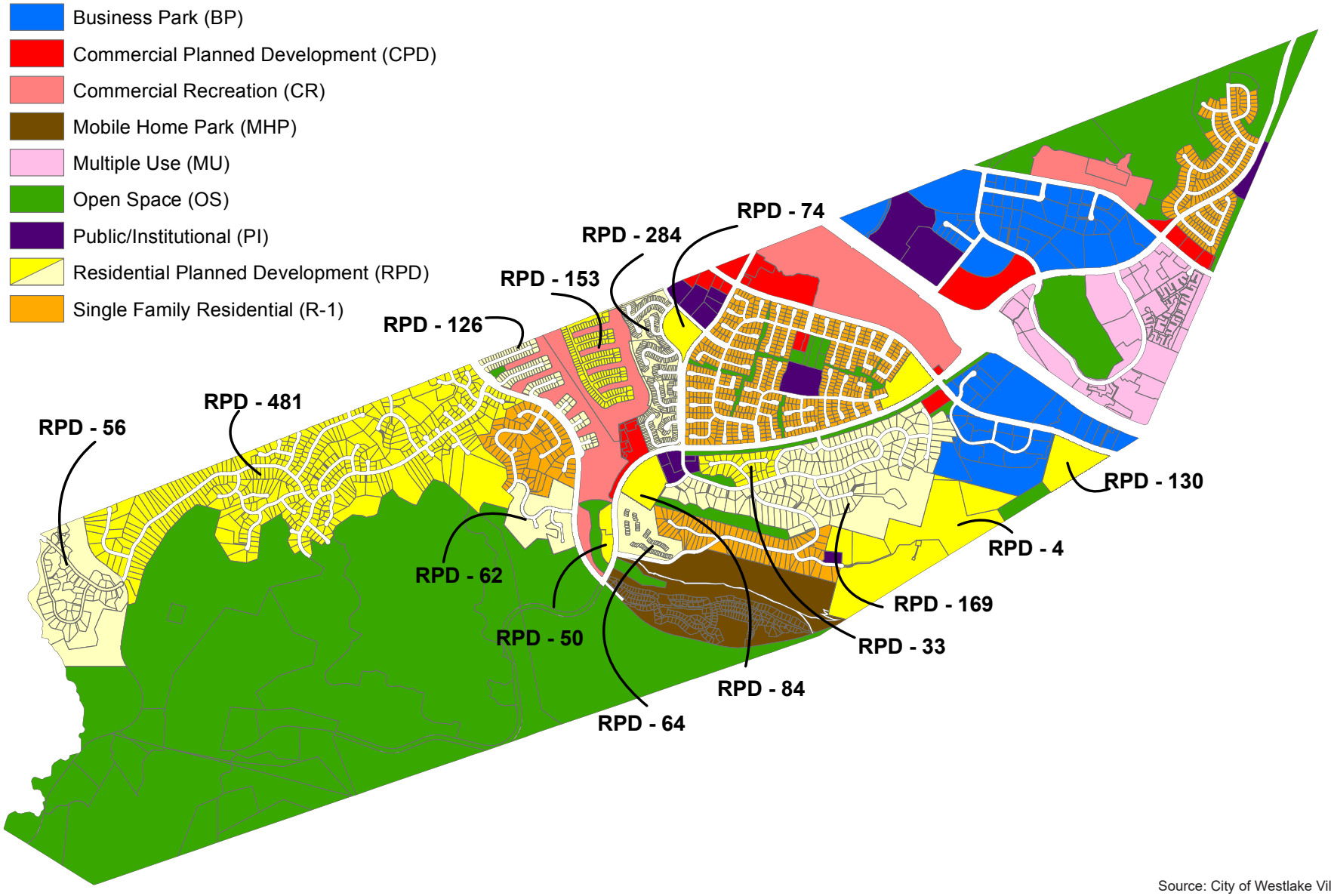
Westlake Village Zoning Regulations

Article 9 of the City's Municipal Code contains the City's Zoning Regulations, which serve to implement the Land Use Plan in the City's General Plan. These regulations identify the permitted land uses on all parcels in the City through assigned zones, along with applicable development standards (i.e., maximum building height, setbacks, fences/walls, lot coverage), design standards (i.e., for dwelling units, solar energy design, antennae), landscaping, hillside development, parking and loading, signs, oak tree preservation, and nonconforming building/use regulations. Exhibit 4.10-2 shows the zoning map for the City and the planning area.

Table 4.10-2 lists the existing zones and corresponding land use designations that are found in the Specific Plan area.

TABLE 4.10-2
ZONE/DISTRICT AND CORRESPONDING LAND USE DESIGNATION

Symbol	Zone	Corresponding Land Use Designation	Land Area
BP	Business Park	Business Park	128.58
CPD	Commercial Planned Development	General Commercial	19.74
I	Public/Institutional	Institutional	34.76
–	Roadways	Roadways	16.92
		Total	**200.00**



Source: City of Westlake Village 2018

Existing Zoning

Exhibit 4.10-2

North Business Park Specific Plan Draft Program EIR

N W E S

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4.10.2 EXISTING CONDITIONS

Existing Land Uses

The Specific Plan area is developed with light industrial and commercial land uses, including general office, auto repair, distribution center/warehouses, a school, a hotel, and several business parks. Oaks Christian Middle School and High School and Calvary Church are located at the southwestern section of the planning area, north of U.S. 101 and La Tienda Drive, west of Via Rocasm. The Four Seasons Hotel and the Dole Headquarters Office are located at the southeastern section of the planning area, north of U.S. 101, east of Via Rocas and west of Lindero Canyon Road. Office uses are located at the northeastern section of the planning area along Lindero Canyon Road, north of Via Colinas and south of Thousand Oaks Boulevard. These include the Guitar Center corporate headquarters, Arden Realty, and Lindero Corporate Center. Business parks are located at the northwestern and northern sections of the planning area, south of Thousand Oaks Boulevard and on both sides of Via Colinas. These business parks are occupied by office and light industrial uses, auto repair shops, distribution centers, and warehouses that were originally developed in the 1970s and 1980s.

Future development is generally expected only within the northern two-thirds of the planning area, since the southern section is developed with relatively newer structures (i.e., Four Seasons Hotel, Dole Headquarters, Westlake Village Studios, Oaks Christian Middle School and High School, and Calvary Church). This northern section includes approximately 49 parcels on 112 acres and 16 acres of public rights-of-way. Two business parks in this area along Via Colinas (Westlake Commerce Center and the Westlake Village Industrial Park) are expected to remain in place or be redeveloped with the same land uses and development sizes. The rest of the parcels are less than 2 acres in size and are developed with office, business park, and light industrial uses. The buildings consist largely of single-story, tilt-up structures with high ceiling bays and loading doors and low-rise, wood-frame buildings.

Table 4.10-3 provides the land area and building floor area of existing developments in the planning area. Exhibit 2-4, Existing Land Uses, in Section 2.0 of this EIR shows existing land uses in the planning area.

TABLE 4.10-3
EXISTING DEVELOPMENT

Land Use	Land Area (acres)	Building Floor Area (sf)
Office	45.09	949,872
Industrial	26.97	466,342
Flex space	37.57	563,570
Home Improvement Retail	12.31	210,035
Hotel	13.82	473,685
Studios	5.92	202,860
Church	16.59	685,371
Schools	24.81	508,646
Subtotal	183.08	4,060,471
Public Rights-of-Way	16.92	–
Total	***200.00***	***4,060,471***

sf: square feet
Source: The Arroyo Group 2012.

4.10.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines. A project would result in a significant adverse impact related to Land Use and Planning if it would:

Threshold 4.10a: Physically divide an established community

Threshold 4.10b: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

Threshold 4.10c: Conflict with any applicable habitat conservation plan or natural community conservation plan

4.10.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may reduce environmental impacts related to Land Use and Planning are listed below:

Land Use and Urban Design

Goal LU/UD-1: Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.

- Policy LU/UD-1.1: Provide for intensification at appropriate locations provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability.
- Policy LU/UD-1.2: Establish land use districts that have complimentary rather than competitive uses and maintain the integrity of, and interrelationships among, the districts.
- Policy LU/UD-1.3: Accommodate employment, service, and residential uses, as well as local and regional-serving amenities within a comprehensive mixed use environment.

Goal LU/UD-2: Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.

- Policy LU/UD-2.1: Diversify the mix of land uses to respond to market demand, create a vibrant and more active environment, make the most

efficient use of available land, and ensure a balance of land uses within the community.

Policy LU/UD-2.2: Facilitate the development of larger-scaled unified projects, rather than piecemeal development, by incentivizing the consolidation of parcels where appropriate.

Policy LU/UD-2.3: Identify site opportunities and actively recruit developers of projects that integrate compatible uses and pedestrian amenities.

Policy LU/UD-2.4: Take advantage of the Specific Plan area's prominent location and accessibility along the Ventura Highway (101 Freeway) by encouraging land uses with a regional draw, in addition to serving the local community.

Policy LU/UD-2.5: Assist in the redevelopment of auto-related uses (repair, sales, body work, parts, car wash, etc.) in the Specific Plan to provide opportunities for commercial uses consistent with the intent of the Design District.

Policy LU/UD-2.6: Consider prioritizing investment in public improvements (streetscape improvements, signage, banners, etc.) along La Baya Drive in the Design District to "kick start" redevelopment of the area.

Policy LU/UD-3.1: Implement targeted areas of mixed use zoning that promotes employment uses proximate to housing.

Goal LU/UD-4: Create a vibrant environment for both residents and visitors.

Policy LU/UD-4.1: Incorporate a range of uses spanning from residential to office to commercial, giving residents and surrounding communities amenities consistent with a mixed use, "village" environment.

Policy LU/UD-5.4: Implement development standards and design guidelines to provide an appropriate transition between commercial uses and adjacent residential uses.

Economic Development

Goal ED-3: Diversify and increase City revenues that lead to a more fiscally balanced community.

Policy ED-3.1: Facilitate efforts to increase the sales tax revenues from such activities as retail development that serves the business park and community residents, such as: convenience retail, specialty retail, restaurants and food establishments.

Policy ED-3.2: Facilitate efforts to expand the presence of businesses that constitute a design district that also generate taxable sales.

Policy ED-3.4: Coordinate with property owners and businesses in marketing efforts that help establish a strong sub-regional presence as specialty retail and design district destination.

Policy ED-3.5: Encourage residential development that is compatible with commercial uses and can support community serving businesses.

Policy ED-3.6: Prepare a set of performance indicators to monitor ongoing fiscal health of the business park.

Goal ED-4: Provide incentives for future development to assemble and make efficient utilization of land.

Goal ED-5: Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Policy ED-5.1: Within the commercial and business/industrial areas, encourage the formation of a property based Business Improvement District (BID) to provide enhanced services, such as marketing, beautification, signage, and property owner coordination and representation.

Policy ED-5.5: Continue to coordinate with neighboring jurisdictions in efforts that increase the economic development competitiveness of the sub-region.

Specific Plan Districts. Use regulations and development standards in the proposed Specific Plan are grouped by Specific Plan district to promote compatibility and prevent land use conflicts between developments in each district and with different districts. The use regulations identify the permitted and conditionally permitted land uses within each district. The development standards include regulations for maximum floor area ratios, building heights, lot coverage, minimum setbacks, and open space requirements.

Design Standards and Guidelines. The *North Business Park Specific Plan* contains design standards and guidelines for new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. While these design standards and guidelines do not dictate site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design standards and guidelines that would reduce potential impacts related to Land Use and Planning include those that address the following:

Chapter 4. Specific Plan Zoning

D. Development Standards

E. Performance Standards

Chapter 5. Design Guidelines

C. Building Siting and Orientation
E. Pedestrian Connectivity
F. Plazas and Courtyards
G. Outdoor Dining
H. Open Space in Multi-Family Developments
L. Service Areas and Mechanical Equipment\
M. Parking Lots

Chapter 7. Open Space and Streetscape Improvements

B. Open Space

Regulatory Requirements

The regulation of land use and development is within the City's jurisdiction. Compliance with pertinent regulations and programs would be required for all new development in the City. These include the regulatory requirements listed below.

RR 4.10-1: All proposed land uses and development in the City must comply with the Westlake Village General Plan, which serves as the primary land use policy document for the City. Consistency with the goals, policies, and programs of the Westlake Village General Plan, as amended, shall be required for future development projects.

RR 4.10-2: Development projects must comply with the City's Zoning Regulations, including applicable development standards and design guidelines for the development of individual parcels. Upon approval of the changes to the Zoning Regulations that would occur concurrent with the Specific Plan approval, future development in the Specific Plan area shall comply with Specific Plan No. 2 - *North Business Park Specific Plan,* as adopted.

4.10.5 ENVIRONMENTAL IMPACTS

Future development would lead to changes in the existing business park and office land uses in the Focus Area into mixed use, commercial retail, office, residential, and light industrial land uses, as allowed under the proposed Specific Plan.

Division of Established Communities

Threshold 4.10a: Would the project physically divide an established community?

The City is developed with 20 separate residential neighborhoods, which are considered established communities. The Specific Plan area does not contain residential land uses and is not considered an established community or part of the neighborhood. Adjacent residential neighborhoods include the Hidden Canyon community (located on Via Colinas north of Thousand Oaks Boulevard, northwest of the planning area in the City of Thousand Oaks), the Westlake Canyon Oaks community (located along Lindero Canyon Road, north of Thousand Oaks Boulevard and northeast of the planning area in Westlake Village) and the Westlake Renaissance community (located at the eastern boundary of the City, south of Thousand Oaks Boulevard and east of the planning area in Westlake Village). Other residential communities in the City are located south of U.S. 101. The project would not divide the residential communities located near the planning area or in the City.

The proposed Specific Plan calls for residential uses as part of future mixed use developments within the Mixed Use Corsa District and Mixed Use Lindero District. As many as 1,017 new dwelling units can be built within the Specific Plan area, with no loss in dwelling units in the planning area or within the City.

Future residential development in the planning area could form communities within the districts where they would be located. The transformation of the Focus Area from a suburban business park into a mixed use neighborhood would not physically divide established communities. Also, roadway and infrastructure improvements would occur on existing public rights-of-way and would not divide established communities. No impacts would occur, and no mitigation is required.

Plan Consistency

Threshold 4.10b: Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Consistency with the General Plan

The General Development Policy Map in the existing General Plan shows that the north portion of the planning area is designated as Maintenance areas and the southern portion is designated as Intensification areas. With the construction of the Dole Headquarters, Four Seasons Hotel, Westlake Village Studios, Oaks Christian High School and Middle School, and Calvary Church at the southern portion, the southern portion is now proposed to be designated as Maintenance areas and the northern portion designated as Intensification areas in the proposed General Plan. As the Focus Area is designated as an Intensification area and the Specific Plan proposes future development in this area, the Specific Plan consistent with the proposed General Plan.

Approval and implementation of the proposed Specific Plan would lead to future changes in existing land uses in the City that were not anticipated by the existing Westlake Village General Plan when it was updated in 1993. While the City has been working on the proposed Specific Plan for a number of years, it has not been adopted and, thus, is not shown in the existing or proposed General Plan.

As discussed in Section 3.0, Project Description, a General Plan Amendment (GPA) would have to be approved by the City to change the land use designation of the Specific Plan area to Specific Plan No. 2, concurrent with the adoption of the proposed Specific Plan. This change would acknowledge the *North Business Park Specific Plan* as the land use policy for the planning area (see Exhibit 3-5, Proposed Land Use Plan, for the proposed change to the City's Land Use Plan).

Under the proposed Specific Plan, the land use designations (General Commercial, Institutional, and Business Park) for the southern section of the planning area would remain. The Business Park designation for the Business Park East and Business Park West districts would also remain. The rest of the Focus Area's Business Park designation would accommodate the Specific Plan's proposed Mixed Use Corsa, Mixed Use Lindero, Office, Mixed Use Cedarvalley, and Design Districts. The Mixed Use Corsa and Mixed Use Lindero Districts would allow residential uses with commercial development that is not currently allowed by the City's Land Use Plan.

With the approval of the GPA, no conflict between the City's Land Use Plan and the proposed Specific Plan would occur, although changes in the City's development buildout would occur.

Table 4.10-4 shows the change between existing development and future development in the Focus Area. Existing development in the rest of the Specific Plan area includes approximately 2,039,291 square feet (sf) of office, hotel, studio, school, and church uses that are expected to remain in place. As shown in the table, future development under the Specific Plan would result in an increase in residential development by 1,017 new dwelling units and a reduction of 389,698 sf in non-residential floor area.

TABLE 4.10-4
PROPOSED DEVELOPMENT CAPACITY

Specific Plan District	Land Area (acres)	Existing Development		Future Development	
		Land Use	Floor Area (sf)	Land Use	Floor Area/No. of units
Mixed Use Corsa District	15.56	Office Flex Space Subtotal	237,263 86,465 323,728	Restaurants Office Subtotal Residential	6,780 sf 80,000 sf 86,780 sf 301 du[a]
Mixed Use Lindero District	19.98	General Office Corner General Office Garden General Office Khaki Subtotal	115,790 91,435 132,000 339,225	Office Residential – Garden Residential – Khaki Subtotal	115,790 sf 366 du 350 du 716 du[b]
Office District	10.79	General Office	163,249	Office	230,000 sf
Design District South	9.93	Specialty Retail Retail Other Services[c] Subtotal	91,600 23,644 59,240 174,484	Specialty Retail Retail Other Services[c] Subtotal	89,085 sf 26,490 sf 59,240 sf 174,815 sf
Design District North	19.80	Business Park Specialty Retail Auto Services Subtotal	265,048 35,150 64,320 364,518	Business Park Specialty Retail Subtotal	263,970 sf 99,470 sf 363,440 sf
Mixed Use Cedarvalley District	8.96	Business Park	284,279	Business Park Oaks Christian Res/Anc.[c] Subtotal	205,025 sf 83,936 sf 288,961 sf
Business Park East District	9.59	Business Park	129,559	Business Park	129,559 sf
Business Park West District	17.09	Business Park	242,047	Business Park	242,047 sf
		Subtotal for Focus Area	2,021,089 sf[d]		1,631,392 sf 1,017 du
Business Park	16.87	School Office Subtotal	143,548 168,729 312,277	[e]	[e]
Public/Institutional	34.76	School Church Subtotal	365,098 685,371 1,050,469	[e]	[e]
Commercial Planned Development	19.74	Hotel Studio Subtotal	473,685 202,860 676,545	[e]	[e]
Public Rights-of-Way	16.93	–	–	–	–
Total	200.00		4,060,471	–	**1,631,392 sf 1,017 du**
Change in Development					***(389,697 sf) 1,017 du***

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac
[b] Other services include a pet hotel and spa, an animal hospital, a fitness studio, and a towing company.
[c] Oaks Christian School will be using a portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedarvalley Drive, respectively.
[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.
[e] No change in existing development

Source: The Arroyo Group 2012, Civic Solutions 2018.

A number of General Plan Objectives and Policies would be specifically implemented by the proposed Specific Plan. These include:

Objective 9.3: Encourage the revitalization and reuse of the business park uses north of the Ventura Freeway and west of Lindero Canyon Road for the development of a mix of uses.

Policy 9.3.1: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping.

Policy 9.3.2: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants.

Policy 9.3.3: Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed-use development.

Review of the General Plan goals, objectives, and policies indicates that the proposed Specific Plan is consistent with applicable goals, objectives, and policies. The General Plan consistency analysis is provided in Appendix C.

Consistency with Westlake Village 2025 Strategic Plan

The proposed Specific Plan would be consistent with the vision and goals of the *Westlake Village 2025 Strategic Plan*, as the Specific Plan meets the Strategic Plan's goals for the following:

- **Public Safety.** The proposed Specific Plan would not compromise the health, welfare, and safety of residents. Mixed use residential uses in the planning area would lead to the introduction of residents that would complement the existing daytime population, improving the sense of community for residents and businesses.
- **Quality of Life.** The Specific Plan includes development standards and design guidelines for quality development and the provision of amenities, adequate infrastructure and services.
- **Civic Involvement and Collaboration.** The Specific Plan has been developed with extensive opportunities for civic involvement and collaboration between residents, businesses, property owners, various groups, and other stakeholders.
- **Economic Vitality.** Future development would accommodate the demand for mixed use, office, business park, and design-oriented businesses in the area and would expand the City's economy.
- **Educational Support.** Future development in the planning area would pay school impact fees to the Las Virgenes Unified School District, which would serve the future residents of the planning area.
- **City Setting.** Linear parks, large urban plazas, and common open space areas would be provided in the planning area, capitalizing on views of the Santa Monica Mountains to the south, which defines the City's setting.
- **Fiscal Stability.** The Specific Plan would redevelop older developments, as well as revitalize existing developments in the planning area, improving the fiscal stability of the City.

- **Balance of Land Uses.** The Specific Plan would accommodate a mix of residential, office, commercial retail, and business park uses in the northern section of the City to provide a balance of land uses.
- **Information Technology.** Infrastructure improvements called out in the Specific Plan would improve the availability and use of technology in the planning area.
- **Housing Opportunities.** The Specific Plan provides additional housing capacity for the City and would promote affordable housing opportunities in mixed use developments.
- **Accessible and Effective Government.** The Specific Plan would be implemented by the individual property owners, with approval from the City; and residents and businesses in the planning area are expected to be provided with accessible and effective government.

In addition, key goals and objectives in the Strategic Plan that would be accomplished by the proposed Specific Plan include:

Goal 4: Promote economic growth and development.

Objective: Assess aging business parks and/or commercial areas of the City for potential redevelopment opportunities.

Goal 8: Undertake advance land use planning to ensure a continuation of a balance of land uses within the community.

Objective: Focus on aging business park areas of the community in need of long-term redevelopment with uses consistent with the City's General Plan.

Strategy: Adopt and implement the *North Business Park Specific Plan*.

Goal 10: Promote housing opportunities to accommodate all segments of the community including young adults, families and seniors.

Objective: Where feasible, implement the Housing Element strategies contained in the City's General Plan.

Strategy: Adopt the *North Business Park Specific Plan* and facilitate various levels of housing options, including live/work districts.

Consistency with Zoning Regulations

The proposed Specific Plan requires a Zone Change for the planning area from its current zoning designations of Business Park (BP), Commercial Planned Development (CPD), and Public/Institutional (PI) to Specific Plan No. 2, as discussed in Section 3.0 of this EIR and shown in Exhibit 3-6, Proposed Zone Change. The *North Business Park Specific Plan* would also be codified as part of the City's Zoning Regulations.

The regulations in the proposed Specific Plan would replace those set forth in Article 9 (Zoning Regulations) of the Westlake Village Municipal Code and any other applicable ordinances as they may relate to development within the planning area. Where land use regulations and/or development standards of the City's Zoning Regulations are inconsistent with the *North Business Park Specific Plan,* the standards and regulations in the Specific Plan shall prevail and supersede the applicable provisions of the Zoning Regulations. However, the southern portion of the planning area and two business parks along Via Colinas, which are designated as BP, CPD, and PI would

continue to be regulated by the Zoning Regulations in the City's Municipal Code. In addition, a number of other issues specifically noted in the Specific Plan would continue to be subject to Article 9 (Zoning Regulations) of the Westlake Village Municipal Code. Also, if the Planning Director or designee determines that an existing use or structure in the Specific Plan area is an existing nonconforming use that does not have to be brought into conformance with the Specific Plan, the regulations and standards in the City's Zoning Regulations would continue to apply to these uses.

With the adoption of the proposed Specific Plan and approval of the changes to the Zoning Regulations and Zoning Map, no conflict with the Zoning Regulations would be created by the proposed Specific Plan.

Consistency with Regional Comprehensive Plan

The fundamental goal of the RCP is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability, prosperity, and sustainability.

The Specific Plan's consistency with the guiding principles of the RCP is discussed below.

- **Improve Mobility for All Residents.** The planned roadway and infrastructure improvements called out in the proposed Specific Plan would improve the local transportation network and allow people to move in and through the planning area and the City. These improvements would improve mobility for area residents, employees, patrons, and visitors. The Specific Plan would also intensify development along U.S. 101, a major transportation route for the region.
- **Foster Livability in All Communities.** The proposed Specific Plan allows mixed use developments that would accommodate residential units with commercial land uses. This would locate goods and services nearer residences and would locate residences near or within employment sites. The Specific Plan would also increase housing opportunities in the City and create walkable communities, which foster livability.
- **Enable Prosperity for All People.** Future development under the proposed Specific Plan would allow for re-investment in the planning area and help meet the anticipated demand for mixed use, residential, office, commercial retail, business park, and design-oriented businesses in the City. The housing opportunities that could be developed in the planning area would also meet the needs of different income groups.
- **Promote Sustainability for Future Generations.** The proposed Specific Plan includes goals, policies, and design standards and guidelines that encourage sustainable design and development. Compliance with these goals, policies, and design standards and guidelines would improve air quality and water quality and promote water conservation, energy conservation, waste management, and resource conservation.

Table 4.10-5 assesses the proposed *North Business Park Specific Plan's* consistency with the goals of the RCP. As demonstrated through this analysis, the Specific Plan is consistent with the goals of the RCP.

TABLE 4.10-5
REGIONAL COMPREHENSIVE PLAN CONSISTENCY

RCP Issue	RCP Goal	Specific Plan Consistency
Land Use and Housing	Focusing growth in existing and emerging centers and along major transportation corridors.	**Consistent.** Future development under the Specific Plan would be located along U.S. 101, a major transportation corridor.
	Creating significant areas of mixed-use development and walkable, people-scaled communities.	**Consistent.** The Specific Plan promotes mixed use developments and the creation of walkable communities.
	Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.	**Consistent.** The Specific Plan would allow mixed use commercial-residential developments and increase housing opportunities in the City.
	Targeting growth around existing and planned transit stations.	**Not Applicable.** There is no existing or planned transit station in Westlake Village.
	Preserving existing, stable single-family neighborhoods.	**Consistent.** No single-family neighborhood would be directly affected by the proposed Specific Plan.
	Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	**Consistent.** The Specific Plan proposes to redevelop existing older developments in the planning area.
	Protecting important open space, environmentally sensitive areas, and agricultural lands from development.	**Consistent.** Future development under the Specific Plan would not occur in open space, in environmentally sensitive areas, or in agricultural lands.
Open Space and Habitat	Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by: • Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems; • Conserving wildlife linkages as critical components of the region's open space infrastructure; • Coordinating transportation and open space to reduce transportation impacts to natural lands.	**Not Applicable.** Future development under the Specific Plan would not occur in areas preserved as open space.
	Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: • Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the	**Consistent.** The proposed Specific Plan's Open Space Framework requires future development in the Mixed Use Corsa and Business Park West Districts to locate linear parks along the ridgelines and to provide common open space in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts.

TABLE 4.10-5
REGIONAL COMPREHENSIVE PLAN CONSISTENCY

RCP Issue	RCP Goal	Specific Plan Consistency
	changing and diverse needs of communities; Improving existing community open space through urban forestry and other programs that provide environmental benefits.	
	Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region by: • Maintaining a viable level of agriculture to support economic and food supply needs for the region while supporting sustainable energy, air quality and transportation policies; Promote and support a strong locally-grown food system by encouraging community farming and developing cooperative farming initiates that use sustainable farming practices.	**Not Applicable.** There are no agricultural lands in or near the Specific Plan area.
Water	Develop sufficient water supplies through environmentally sustainable imports, local conservation and conjunctive use, reclamation and reuse to meet the water demands created by continuing regional growth.	**Consistent.** The Specific Plan promotes water conservation through the use of native plants for landscaping and includes design standards and guidelines for water efficiency and conservation, as discussed in Section 4.18, Utilities and Service Systems, of this Program EIR.
	Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan includes design standards and guidelines for water efficiency and landscape design standards and guidelines for storm water management, as discussed in Section 4.18, Utilities and Service Systems, of this Program EIR.
	Foster comprehensive and collaborative watershed planning within the region that produces waterwise programs and projects with multiple benefits and ecosystem protections, integrating local government planning efforts with those of special districts, environmental advocates and other watershed stakeholders.	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan includes landscape design standards and guidelines for storm water management.

TABLE 4.10-5
REGIONAL COMPREHENSIVE PLAN CONSISTENCY

RCP Issue	RCP Goal	Specific Plan Consistency
Energy	Reduce our region's consumption of non-renewable energy by: • Supplying the energy needs of the region today in a way that reduces the negative environmental impacts, social inequities, and economic hardship on future generations; • Developing the infrastructure and social capital to adapt to a future energy economy with a constrained supply.	**Consistent.** The Specific Plan encourages design and development practices for energy efficiency and conservation, as stated in the goals, policies, and design standards and guidelines of the Specific Plan.
	Increase the share of renewable energy in the region by: • Ensuring the resiliency of the region's economy by encouraging and supporting renewable energy infrastructure; and • Developing renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels.	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan has goals, policies, and design standards and guidelines for energy efficiency and conservation, as discussed in Section 4.18, Utilities and Service Systems, of this Program EIR.
	Increase the share of renewable energy in the region by: • Ensuring the resiliency of the region's economy by encouraging and supporting renewable energy infrastructure; and • Developing renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels.	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan has goals, policies, and design standards and guidelines for energy efficiency and conservation, as discussed in Section 4.18, Utilities and Service Systems, of this Program EIR.
Air Quality	Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.	**Consistent.** The Specific Plan calls for mixed use developments that would reduce vehicle use and associated emissions. It also includes new sidewalks and bicycle lanes to promote alternative transportation and reduce vehicle emissions. This is discussed in Section 4.3, Air Quality, of this Program EIR.
	Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	**Consistent.** The Specific Plan includes design standards that would lead to energy and water conservation and reduce vehicle use, which in turn would reduce greenhouse gas (GHG) emissions. This is discussed in Section 4.7, GHG Emissions, of this Program EIR.

TABLE 4.10-5
REGIONAL COMPREHENSIVE PLAN CONSISTENCY

RCP Issue	RCP Goal	Specific Plan Consistency
	Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine), and carbon monoxide.	**Consistent.** The Specific Plan does not allow heavy industrial uses that are generally stationary sources of toxic air pollutants.
	Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	**Consistent.** The Specific Plan includes design standards that embody green building practices.
Solid Waste	A region that conserves our natural resources, reduces our reliance on landfills, and creates new economic opportunities in the most environmentally responsible manner possible.	**Consistent.** The Specific Plan promotes future development in currently developed areas and would preserve open space and natural resources in the City. Future development would comply with existing solid waste regulations, as discussed in Section 4.18, Utilities and Service Systems, of this Program EIR.
Transportation	A more efficient transportation system that reduces and better manages vehicle activity.	**Consistent.** The Specific Plan includes roadway and infrastructure improvements that would improve traffic operations in the planning area.
	A cleaner transportation system that minimizes air quality impacts and is energy efficient.	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan would improve pedestrian connectivity to encourage walking instead of vehicle use. It proposes new sidewalks and bicycle lanes to promote alternative transportation and reduce vehicle emissions.
Security and Emergency Preparedness	Ensure transportation safety, security, and reliability for all people and goods in the region.	**Not Applicable.** The Specific Plan would not change the roadway network in the planning area or the City.
	Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network and the regional economy.	**Not Applicable.** This is a broad goal outside the Specific Plan's scope. Future development would not create health and safety hazards.
Economy	Achieve economic development while being consistent with the region's sustainability goals for land use, air quality, and other resource areas.	**Consistent.** The Specific Plan would encourage redevelopment of older land uses and includes design standards that embody green building practices.
	Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).	**Consistent.** The Specific Plan would encourage investment and development in the planning area to improve the profitability and competitiveness of existing businesses.

TABLE 4.10-5
REGIONAL COMPREHENSIVE PLAN CONSISTENCY

RCP Issue	RCP Goal	Specific Plan Consistency
	Ensure that the maximum number of residents participate in the growth of prosperity in the SCAG region.*	**Consistent.** This is a broad goal outside the Specific Plan's scope. At the local level, the Specific Plan promotes the replacement of older developments for renewed growth and prosperity in the planning area.
	Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness.	**Consistent.** Future development under the Specific Plan would diversify the City's economy and meet the anticipated demand for a mix of land uses.
	Ensure a healthy, flourishing economy that provides sufficient employment opportunities to decrease poverty and meet the basic needs of all the people who participate in our economy by promoting education and workforce training policies that give residents an opportunity to compete for the full range of jobs available with good wages and benefits.	**Consistent.** Future development under the Specific Plan would not increase employment opportunities in the City but would allow for the development of land uses that would meet the anticipated demand for new mixed use, office, business park, commercial retail, and design-oriented businesses.

PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAG: Southern California Association of Governments.

* Note that the goal of broadly shared prosperity does not imply a strategy of redistributing today's income. It is based on expanding opportunity and the commitment of business and government leaders to recognize that individuals and communities left behind today must be made full partners in the growth of tomorrow's economy.

Land Use Compatibility

Future development under the proposed Specific Plan has been evaluated during the planning process to create a balance among land uses and to promote land use compatibility within the Specific Plan area and surrounding areas. Goals and policies in the Specific Plan that promote land use compatibility are identified above, along with those that address the needs of the local and regional community and promote efficient use of the land and economic growth.

Development standards for individual Specific Plan districts include requirements for setbacks, lot coverage, floor area ratio, density, and open space to ensure compatibility between differing land uses that may be located adjacent to each other in the planning area. Also, planned office uses and mixed use developments west of Lindero Canyon Road would be compatible with the existing commercial uses and cemetery located east of this road. Future office uses, mixed use developments, specialty retail, and light industrial uses along Thousand Oaks Boulevard would be compatible with the community park and open space areas located north of this road. Existing and future business parks at the northwestern section of the planning area would also be compatible with adjacent business park uses in the City of Thousand Oaks. The U.S. 101 would provide separation between the planning area and the golf course to the south of the freeway.

Site design standards and guidelines in the Specific Plan address building setbacks from streets, building siting and orientation, entrance locations, and the interface between non-residential and residential uses as a way to avoid land use conflicts. Compliance with the goals and policies, development standards, and design standards and guidelines in the proposed Specific Plan would prevent land use incompatibility. Compatibility in terms of noise, air quality, traffic, and aesthetics

are discussed separately in other sections of this Program EIR. Land use impacts would be less than significant, and no mitigation is required.

Planned roadway and infrastructure projects would occur on existing public rights-of-way and would not change land uses and, thus, would not conflict with local and regional land use plans, policies, and programs.

Conflict with Habitat Conservation Plan

Threshold 4.10c: Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

The planning area is not located in a Significant Ecological Area (SEA), as designated by the County. The Santa Monica Mountains SEA is the nearest designated area, located approximately 0.75 mile southeast of the planning area (LACDRP 2015). While portions of this SEA are located in the City, it does not include the planning area and the proposed Specific Plan would not impact this SEA.

There is no adopted habitat conservation plan (HCP) or natural community conservation plan (NCCP) for any land within the City of Westlake Village. The Rancho Palos Verdes NCCP is the nearest NCCP, located approximately 33 miles southeast of the planning area. Also, the nearest HCP is the Newhall Farm HCP, located over 22 miles northeast of the planning area. Future development under the proposed Specific Plan and roadway and infrastructure projects would occur on disturbed and developed parcels and would not affect or conflict with an HCP or NCCP in the region.

Since no HCP or NCCP has been adopted in or near the City, no conflict would occur with the proposed Specific Plan. There would be no impact, and no mitigation is required.

4.10.6 CUMULATIVE IMPACTS

Growth and development in the City and surrounding jurisdictions would be accompanied by changes in existing land uses throughout the Conejo Valley and the Las Virgenes Subregion. A number of planned, proposed, and recent development projects are located in the Cities of Westlake Village, Thousand Oaks, and Agoura Hills (as listed in Section 2.3.1, Planned, Proposed and Recent Projects, of this EIR) that would lead to increased urbanization in the area. Projected growth in the Las Virgenes Subregion (as discussed in Section 2.3.2, Regional Growth and Development, of this EIR) is also expected to result from new construction and changes in land uses. New development on vacant areas and underutilized lots would lead to an intensification of housing development and commercial and industrial land uses, as well as public and institutional uses, throughout the region.

SCAG estimates a resident population of 8,800 persons, 3,500 households, and 15,900 jobs in the City by 2040. It estimates a 2040 population of 91,520 persons in the Las Virgenes Subregion and 11,514,800 persons in the County. It estimates that there would be approximately 33,338 households in the Las Virgenes Subregion and 3,946,600 households in Los Angeles County by 2040. In addition, approximately 68,759 jobs in the subregion and 5,225,800 jobs countywide are expected by 2040 (SCAG 2016a, 2016b).

Increasing urbanization and development in the City, subregion, and the County are indicative of the ongoing growth and development in the region, as vacant lands are replaced with more urban land uses and as underutilized lots are redeveloped with land uses that are more intensive.

The proposed Specific Plan would not divide established communities. It would also not result in the introduction of incompatible uses in the area, with compliance with the Specific Plan's development standards; design standard and guidelines; and the City's plans, policies, regulations. Thus, no cumulative impacts on established communities would occur with the Specific Plan.

New development is generally evaluated for consistency with the local jurisdiction's land use policies, including the General Plan and Zoning Ordinance. Each proposed development project in the Las Virgenes Subregion would be subject to the jurisdictional City's or County's development review process and, if discretionary actions are needed, would be subject to evaluation for potential environmental impacts as required by CEQA. As part of permit processing, the development review processes for new development and redevelopment projects would analyze project conformity to applicable land use plans and policies, and within the context of existing and planned developments relative to the environmental goals, objectives, and policies of the applicable General Plan. Projects requiring General Plan Amendments or Zone Changes/Variances would need to show consistency with the goals of the applicable General Plan and the purposes of the Zoning Ordinance and, thus, are not expected to lead to land use incompatibilities or conflicts.

Planned infrastructure and public facilities would provide the necessary facilities and services to existing and future developments. Thus, these projects would complement development projects. The cumulative land use impacts of growth and development in the Las Virgenes Subregion would be less than significant.

Future development under the proposed Specific Plan would not contribute to cumulative impacts on an SEA, HCP, or NCCP as no SEA, HCP, or NCCP is located in or near the City.

Cumulative impacts on land use would be less than significant, and no mitigation is required.

4.10.7 MITIGATION MEASURES

No significant land use impacts have been identified with implementation of the Specific Plan and the regulatory requirements above; therefore, no mitigation is required.

4.10.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Division of Established Communities

No Impact

Plan Consistency

Less Than Significant Impact

Conflict with Habitat Conservation Plan

No Impact

Cumulative Impacts

Less Than Significant Impact

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4.11 MINERAL RESOURCES

Information in this section is derived from published documents by the California Department of Conservation.

4.11.1 RELEVANT PROGRAMS AND REGULATIONS

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA), as codified in the *California Public Resources Code* (Section 2710 et seq.), provides a comprehensive surface mining and reclamation policy to minimize adverse environmental impacts and to allow mined lands to be restored to a usable condition. SMARA also encourages the production, conservation, and protection of the State's mineral resources. Section 2207 of the *California Public Resources Code* provides annual reporting requirements for all mines in the State, and the State Mining and Geology Board (SMGB) is granted authority and obligations under this section.

SMARA mandates the classification of lands with valuable mineral resources so that land use decisions that may affect mineral-bearing lands can be made with the knowledge of these resources.

4.11.2 EXISTING CONDITIONS

Mineral resources are naturally occurring chemicals, elements, or compounds formed by inorganic processes or organic substances. These resources include bituminous rock; gold; sand; gravel; clay; crushed stone; limestone; diatomite; salt; borate; potash; and geothermal, petroleum, and natural gas resources. Construction aggregate, another mineral resource, refers to sand and gravel (natural aggregates) and crushed stone (rock) that are used as Portland-cement-concrete (PCC) aggregate, asphaltic-concrete aggregate, road base, railroad ballast, riprap, fill, and other construction materials.

Based on the California Department of Conservation maps, there are no oil, gas, or geothermal resources in the City of Westlake Village or the surrounding area (DOGGR 2001). California Department of Conservation maps showing oil wells in Los Angeles and Ventura Counties indicate the only well drilled in Westlake Village is a plugged and abandoned well (dry hole) owned by Morgan Brown, Inc. and located north of Via Colinas and west of Lindero Canyon Road at the eastern-central section of the planning area (DOGGR 2018). This area is developed with an office building. No oil pumping operations are ongoing at this well, and no underlying resources are present in the area.

The City of Westlake Village is not located in an area that the California Department of Conversation, Division of Mines and Geology (CDMG) has identified as having aggregate resources (CDMG 1981). The planning area and the majority of the City is designated as Mineral Resources Zone (MRZ) 1, which includes areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. The Westlake Village General Plan does not identify the presence of mineral resources in or near the City (Westlake Village 1993, 2018). No sand or gravel mining operations are currently ongoing in the City or the surrounding area.

4.11.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on Mineral Resources if it would:

Threshold 4.11a: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State

Threshold 4.11b: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan

4.11.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

No mineral extraction operations or known mineral resources are present within the planning area; thus, the Specific Plan does not address mineral resources nor allow mineral extraction activities.

Regulatory Requirements

No federal, State, or regional regulations related to mineral resources would be applicable to future development and roadway and infrastructure improvements under the proposed Specific Plan.

4.11.5 ENVIRONMENTAL IMPACTS

Future development allowed under the proposed Specific Plan, including the planned roadway and infrastructure improvements, would require mineral resources for the construction of proposed structures and infrastructure.

Regional Mineral Resources

Threshold 4.11a: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Future development and roadway and infrastructure improvements under the proposed Specific Plan would require sand and gravel and oil and gas resources for the construction and operation of proposed structures and infrastructure. This demand would be incremental as individual projects are constructed and is not expected to represent a substantial amount of sand and gravel resource production or oil and gas resources in the region or the State (when compared to the total demand and resources). Demand for natural gas is discussed in Section 4.18, Utilities and Service Systems, of this Program EIR. Impacts on regionally or significant aggregate resources would be less than significant, and no mitigation is required.

Local Mineral Resources

Threshold 4.11b: Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Future development allowed under the proposed Specific Plan and roadway and infrastructure improvements would not occur in areas identified by the State to have oil, gas, or mineral resources or significant aggregate resources. Also, no future mining operations are expected in the planning area due to the lack of resources. Therefore, there would be no impact related to the loss of availability of a locally important mineral resource as a result of the proposed Specific Plan.

4.11.6 CUMULATIVE IMPACTS

No ongoing mining operations occur in the City or the surrounding area. Also, no regionally or locally significant mineral resources are present in the City or the surrounding area that may be subject to future extraction activities under the Specific Plan. Therefore, the proposed Specific Plan would not result in cumulative impacts related to the loss of availability of regionally or locally important mineral resources. No mitigation is required.

4.11.7 MITIGATION MEASURES

No significant adverse impacts on mineral resources have been identified. Therefore, no mitigation measures are required.

4.11.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Regional Mineral Resources

Less Than Significant Impact

Local Mineral Resources

No Impact

Cumulative Impacts

No Impact

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4.12 NOISE

4.12.1 METHODOLOGY

Since future development under the Specific Plan is anticipated only in the northern portion (Focus Area) of the planning area (with existing developments in the southern portion remaining in place), the noise analysis is limited to the impacts of future developments in the Focus Area. To estimate existing and future traffic noise levels, the following methods and procedures were used to model and analyze the noise environment and to develop noise contour locations for the Existing, Existing with Specific Plan, and 2040 with Specific Plan scenarios. Construction and operational noise impacts are based on typical stationary noise sources from such activities.

Traffic Noise Prediction

Traffic noise depends on the three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the percentage of heavy trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires.

Federal Highway Administration Traffic Noise Prediction Model

The projected roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major and arterial); the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway); the total average daily traffic (ADT); the travel speed; the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume; the roadway grade; the angle of view (e.g., whether the roadway view is blocked); the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping); and the percentage of total ADT that flows each hour throughout a 24-hour period.

Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground, as compared with a 3.0 dBA drop-off rate over hard ground such as concrete, stone, and very hard packed earth. Hard site conditions were used to calculate traffic noise contours for Lindero Canyon Road, Thousand Oaks Boulevard, and Via Colinas, where future buildings may be located close to the road and sites will likely have considerable paving or similar hard surfaces. Soft site conditions were used to calculate traffic noise contour from U.S. 101 because the Specific Plan Area (planning area) is located more than 900 feet from U.S. 101, and the model typically overpredicts noise levels at distances greater than approximately 200 feet. In addition, soft site conditions account for the effect of existing topography, noise barriers, or buildings that may alter the freeway noise levels.

Traffic Noise Prediction Model Inputs

The existing ADT and vehicle mix for U.S. 101 were obtained from the California Department of Transportation (Caltrans 2018a, 2018b). The existing ADTs, roadway parameters and growth factors were obtained from the Traffic Impact Study (LLG 2018; see Appendix G). Growth factors to adjust ADTs for Existing, Existing with Specific Plan, and 2040 without and with Specific Plan

analyses were 0.3 percent per year over existing traffic volumes and an increase in traffic volumes that would be generated by other known development projects in the vicinity of the planning area.

4.12.2 RELEVANT PROGRAMS AND REGULATIONS

California Building Code

Title 24 of the *California Code of Regulations,* also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the State. Section 1207.11.2 requires that residential structures other than detached single-family dwellings be designed to prevent the intrusion of exterior noise so that the interior noise attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room. Section 1207.12 states, "if interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior requirement. The ventilation system must not compromise the dwelling unit or guest room noise reduction".

Westlake Village General Plan

The Hazards chapter of the existing and proposed General Plan includes the equivalent of a General Plan Noise Element. The standards for noise and land use compatibility in the Hazards chapter of the General Plan are shown in Table 4.12-1.

TABLE 4.12-1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Residential – Low density single family, duplex, mobile homes							
Residential – Multi-family							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							

TABLE 4.12-1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80	85
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Interpretation

CLEARLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirement.

CONDITIONALLY ACCEPTABLE
New construction or development should generally 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.

NORMALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the 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 generally not be undertaken.

Source: Westlake Village 1993, 2018.

The City's General Plan also includes ". . . provisions which restrict the generation of noise within the community". Tables 4.12-2 through 4.12-6 are included in the General Plan as ". . . some of the existing City limitations on noise produced by equipment operation, human activities, construction, loading operations, and refuse collection".

Exterior Noise. Operation of any source of sound which causes the exterior noise levels in Table 4.12-2 to be exceeded on any other property is prohibited.

TABLE 4.12-2
MAXIMUM EXTERIOR NOISE LEVELS

Land Use of Receptor Property	Time Interval	Exterior Noise Level
Designated noise-sensitive area	Anytime	45 dB(A)
Residential	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	45 dB(A) 50 dB(A)
Commercial	10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	55 dB(A) 60 dB(A)
Industrial	Anytime	70 dB(A)

dB(A): A-weighted decibel.
Source: Westlake Village 1993, 2018.

Interior Noise for Multi-Family Residential. Operation or creation of any source of sound within a dwelling unit which causes the noise level inside a neighboring receiving unit to exceed the limits in Table 4.12-3 is prohibited.

TABLE 4.12-3
MAXIMUM INTERIOR NOISE FOR MULTI-FAMILY RESIDENTIAL USES

Time Interval	Noise Level
10:00 PM to 7:00 AM	40 dB(A)
7:00 AM to 10:00 PM	45 dB(A)
dB(A): A-weighted decibel. Source: Westlake Village 1993, 2018.	

Construction Noise. Operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 PM and 7:00 AM or anytime on Sundays or holidays is prohibited.

Mobile Equipment. Maximum noise levels for intermittent operation for less than ten days are outlined in Table 4.12-4.

TABLE 4.12-4
MAXIMUM CONSTRUCTION NOISE FROM MOBILE EQUIPMENT

Time Interval	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial	Commercial
Daily, except Sundays and legal holidays, 7:00 AM to 7:00 PM	75 dB(A)	80 dB(A)	85 dB(A)	85 dB(A)
Daily, 7:00 PM to 7:00 AM, and all day Sunday and legal holidays	60 dB(A)	64 dB(A)	70 dB(A)	85 dB(A)
dB(A): A-weighted decibel. Source: Westlake Village 1993, 2018.				

Stationary Equipment. Maximum noise levels for repetitively scheduled operation for ten days or more are outlined in Table 4.12-5.

TABLE 4.12-5
MAXIMUM CONSTRUCTION NOISE FROM STATIONARY EQUIPMENT

Time Interval	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 AM to 7:00 PM	60 dB(A)	65 dB(A)	70 dB(A)
Daily, 7:00 PM to 7:00 AM, and all day Sunday and legal holidays	50 dB(A)	55 dB(A)	60 dB(A)
dB(A): A-weighted decibel. Source: Westlake Village 1993, 2018.			

Loading and Unloading Operations. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between 10:00 PM and 6:00 AM in such a manner as to cause a noise disturbance is prohibited.

Refuse Collection Vehicles. Collection of refuse with a vehicle or operation of compacting mechanism between 10:00 PM and 6:00 AM in a residential zone or within 500 feet thereof is prohibited.

Residential Air Conditioning or Refrigeration Equipment. Operation of air conditioning or refrigeration equipment in such a manner as to exceed the sound levels in Table 4.12-6 is prohibited.

TABLE 4.12-6
MAXIMUM NOISE LEVELS FROM RESIDENTIAL AIR CONDITIONING OR REFRIGERATION EQUIPMENT

Measurement Location	Units Installed Before 1-1-80	Units Installed On or After 1-1-80
Any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall	60 dB(A)	55 dB(A)
Center of neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall	55 dB(A)	50 dB(A)
Outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface	55 dB(A)	50 dB(A)
dB(A): A-weighted decibel. Source: Westlake Village 1993, 2018.		

The General Plan also contains goals, objectives, policies, and programs to protect residents, employees, and visitors from excessive noise. The Specific Plan's consistency with the General Plan goals, objectives, and policies is discussed in Section 4.10, Land Use and Planning, of this Program EIR and provided in Appendix C.

Westlake Village Noise Ordinance

The City's Noise Ordinance (Article 4, Chapter 4.4 of the City of Westlake Village Municipal Code) prohibits "unreasonable, unnecessary, excessive or annoying noise and vibration in order to protect the public health and welfare from the harmful effects such noise has on people of ordinary sensitivity."

Section 4.4.035, Property Noise Levels, states:

A. Except as otherwise allowed in this Chapter, no person shall create or allow the creation of noise, sound or vibration on any residential property or any property which abuts residential property, which causes the noise level to exceed five (5) dB(A) above the local ambient noise level as measured at any property line.

B. Except as otherwise allowed in this Chapter for those properties not governed by subsection A, no person shall create or allow the creation of noise, sound or vibration on any property, which causes the noise level to exceed eight (8) dB(A) above the local ambient noise level as measured at any property line.

Section 4.4.040, Prohibited Acts, includes the following text:

> Notwithstanding any other provisions of this Chapter, the following acts and the causing or permitting thereof, are declared to be in violation of this Chapter:
>
> A. Unnecessary or Unreasonable Noises. The unnecessary or unreasonable making of, or knowingly and unnecessarily permitting to be made, any loud, boisterous and unusual noise, disturbance, commotion or vibration in any boarding facility, dwelling, place of business or other structure, or upon any public street, park or other place or building, except the ordinary and usual sounds, noises, commotion or vibration incidental to the operation of said places when conducted in accordance with the usual and normal standard of practice acceptable thereto and in a manner which will not disturb the peace and comfort of adjacent residences or which will not detrimentally affect the operators or customers of adjacent places of business. . .
>
> F. Loading and Unloading. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause noise disturbance.
>
> G. Construction. Operating or causing the operation of any tools, equipment, impact devices, derricks or hoists used in or otherwise engaging in any aspect of construction, drilling, repair, alteration, demolition or earthwork before 7:00 a.m. and after 7:00 p.m. Monday through Friday, before 8:00 a.m. and after 5:00 p.m. Saturday, and at any time on Sunday or holidays, except as provided in Section 4.4.050(D) herein." (Section 4.4.050(D) allows exemptions from these hours pursuant to the express written permission of the City Manager.)

Vibration Standards

There are no applicable quantitative federal or State vibration standards. The Westlake General Plan states that the operation of a device that creates vibration above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property or at 150 feet from the source if on a public space or public right-of-way is prohibited. The City's Noise Ordinance prohibits extraordinary vibration that disturbs the peace and comfort of adjacent residences or which detrimentally affects the operators or customers of adjacent places of business.

4.12.3 EXISTING CONDITIONS

Noise Basics and Terminology

Sound is a vibratory disturbance that is created by a moving or vibrating source and that is capable of being detected. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment.

Decibels and Frequency

In its most basic form, a continuous sound can be described by its frequency or wavelength (pitch) and its amplitude (loudness). Frequency is expressed in cycles per second, or hertz. Frequencies are heard as the pitch or tone of sound. High-pitched sounds produce high frequencies; low-pitched sounds produce low frequencies. Sound pressure levels are described in units called the decibel (dB).

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Therefore, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Perception of Noise and A-Weighting

A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. The local sources can vary from an occasional aircraft or train passing by, to intermittent periods of sound (such as amplified music), to virtually continuous noise from, for example, traffic on a major highway.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the “A-weighted” noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are written as dB(A) or dBA. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA, while loud jet engine noises equate to 110 dBA, which can cause serious discomfort. Table 4.12-7 shows the relationship of various noise levels to commonly experienced noise events.

Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. Two noise sources do not “sound twice as loud” as one source. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a 3 dBA increase or decrease, (2) a change of 5 dBA is readily perceptible, and (3) an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013a).

TABLE 4.12-7
TYPICAL NOISE LEVELS FOR COMMON EVENTS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Carrier Deck Jet Operation	150	
	140	Initial Pain Threshold
	110	Rock Band
Jet Fly-over at 300 m (1,000 ft), Jet Takeoff at 200 ft	100	
Gas Lawn Mower at 1 m (3 ft), Heavy Truck	90	
Diesel Truck at 15 m (50 ft) at 80 km/hr (50 mph)	80	Food Blender at 1 m (3 ft), Garbage Disposal at 1 m (3 ft), Alarm Clock
Noisy Urban Area, Daytime Gas Lawn Mower at 30 m (100 ft), Freeway Traffic at 50 ft	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area, Heavy Traffic at 90 m (300 ft)	60	Conversation, Normal Speech at 1 m (3 ft)
Quiet Urban Daytime, Light Auto Traffic at 100 ft	50	Large Business Office, Dishwasher in Next Room
Quiet Urban Nighttime	40	Library, Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Whisper
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing
dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour Source: Westlake Village 1993, Caltrans 2013a.		

Noise Propagation

From the source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise level as the distance from the source increases. The manner in which noise reduces with distance also depends on ground absorption; wind speed and atmospheric effects; geometric spreading from point and line sources; and shielding by natural and man-made features, noise barriers, diffraction, and reflection.

Noise Descriptors

Several rating scales (or noise "metrics") exist to analyze effects of noise on a community. These scales include the equivalent noise level (L_{eq}), the community noise equivalent level (CNEL), and the day-night average sound level (DNL or L_{dn}). Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq}, which is the equivalent noise level for that period of time. The period of time averaging may be specified; $L_{eq(3)}$ would be a 3-hour average. When no period is specified, a one-hour average is assumed. It is important to understand that noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Therefore, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a 1-hour period.

To evaluate community noise impacts, L_{dn} was developed to account for human sensitivity to nighttime noise. The L_{dn} represents the 24-hour average sound level with a penalty for noise occurring at night. The L_{dn} computation divides the 24-hour day into two periods: daytime

(7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM). The nighttime sound levels are assigned a 10 dBA penalty prior to averaging with daytime hourly sound levels. CNEL is similar to L_{dn} except that it separates a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a 5 dBA penalty, and the nighttime sound levels are assigned a 10 dBA penalty prior to averaging with daytime hourly sound levels.

Several statistical descriptors are also often used to describe noise, including L_{max}, L_{min}, and L_x. L_{max} and L_{min} are, respectively, the highest and lowest A-weighted sound levels that occur during a noise event. The L_x signifies the noise level that is exceeded x percent of the time; for example, L_{10} denotes the level that was exceeded 10 percent of the time.

Noise-Sensitive Receptors

Noise-sensitive locations include areas where an excessive amount of noise would interfere with normal operations or activities and where a high degree of noise control may be necessary. The Westlake Village General Plan identifies noise-sensitive land uses and/or receptors as residences, schools, libraries, and health care facilities.

Vibration Basics and Terminology

Vibration is the periodic movement of mass over time. Ground vibration can be annoying to people. The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential (Caltrans 2013b).

Vibration Descriptors

Vibration is described in terms of frequency and amplitude and, unlike sound, there is no standard way of measuring and reporting amplitude. Vibration levels are usually expressed as single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (ppv) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second (in/sec). Since it is related to the stresses that are experienced by buildings, ppv is often used in monitoring blasting vibration and ground vibration due to heavy construction equipment. Vibration is also described in decibel units, written as VdB, to distinguish from noise level decibels

The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations reduce much more rapidly than low frequencies so that low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances. When vibration encounters a building, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under certain circumstances, the ground-to-foundation coupling may also amplify the vibration level due to structural resonances of the floors and walls.

Vibration Sources and Responses

Construction vibration is generally associated with pile driving and rock blasting. However, large bulldozers, vibratory compactors, and loaded trucks can cause perceptible vibration levels at close proximity. Numerous studies have been conducted to characterize the human response to vibration and over the years, and numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. These studies suggest that the thresholds for perception and annoyance vary according to duration, frequency, and amplitude of vibration. Exhibit 4.12-1, Typical Vibration Amplitudes and Thresholds, illustrates common vibration sources and typical human and structural responses.

Vibration-Sensitive Receptors

Vibration-sensitive receptors are generally considered to be humans who are engaged in activities or who are utilizing land uses that may be subject to significant interference from vibration. Activities and land uses often associated with vibration-sensitive receptors are similar to those associated with noise-sensitive receptors, but also include land uses with sensitive equipment or instrumentation. Vibration generated by construction activity has the potential to cause structural damage (i.e., cracking of floor slabs, foundations, columns, beams, or walls) or cosmetic/architectural damage (i.e., cracked plaster, stucco, or tile). Older, fragile buildings are of particular concern.

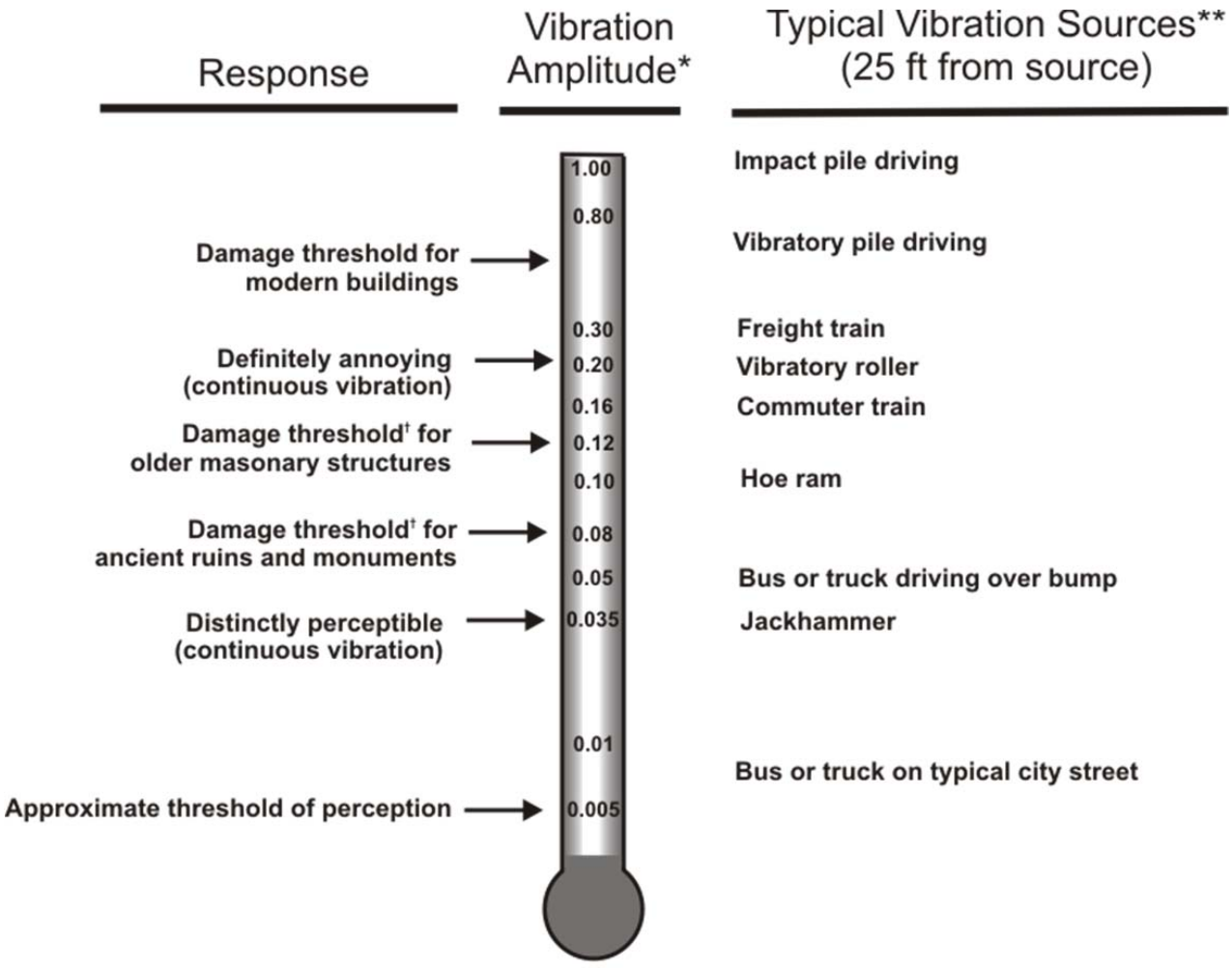
Sensitive Receptors

Existing noise-sensitive uses within the Specific Plan area include:

- Oaks Christian Middle and High Schools in the southern section of the planning area and adjacent to the Focus Area
- Calvary Church in the southern section of the planning area
- Four Seasons Hotel in the southeastern section of the planning area and approximately 200 feet from the Focus Area

Existing residential developments near the planning area are located at the following locations:

- Via Colinas north of Thousand Oaks Boulevard, approximately 175 feet from the nearest point of the Focus Area
- Lindero Canyon Road north of Thousand Oaks Boulevard, approximately 450 feet from the nearest point of the Focus Area



* Peak particle velocity (inches/sec)
** Actual vibration levels are dependent on many factors
† Approximate threshold for cosmetic damage

Source: WIA et al. 2012

Typical Vibration Amplitudes and Thresholds — Exhibit 4.12-1

North Business Park Specific Plan Draft Program EIR

PSOMAS

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- Thousand Oaks Boulevard between Lindero Canyon Road and Reyes Adobe Road, approximately 800 feet from the nearest point of the Focus Area

The residences that may be developed in the Mixed Use Corsa and Mixed Use Lindero Districts would be noise-sensitive receptors.

Existing Noise Environment

The primary existing noise sources affecting the planning area are vehicle traffic on U.S. 101, Lindero Canyon Road, and Thousand Oaks Boulevard. Other noise sources include outdoor activities at the schools, church, and other existing developments; loading and unloading operations at scattered locations; and outdoor and landscape maintenance equipment.

Existing Traffic Noise Levels

Noise contours represent the distance to noise levels of a constant value and are measured from the centerline of the roadway. The existing traffic noise levels were estimated based on the traffic volumes on specific roadway segments, Table 4.12-8 presents the CNEL noise contour boundaries for the 60-, 65-, and 70-dBA noise levels along roadways in the planning area under existing conditions.

TABLE 4.12-8
MODELED EXISTING ROADWAY NOISE LEVELS

Road	Segment	ADT Volume	CNEL at 50 feet (dBA)	Distance to Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
U.S. 101	w/o Lindero Canyon Rd	168,000	87	711	1,532	3,301
Thousand Oaks Blvd	w/o Corsa Ave	12,515	70	53	166	526
Thousand Oaks Blvd	e/o Lindero Canyon Rd	13,445	71	56	179	565
Lindero Canyon Rd	n/o Via Colinas	26,035	73	109	346	1,093
Lindero Canyon Rd	n/o Janlor Dr	22,090	73	93	293	928
Via Colinas	n/o Via Rocas	7,365	64	13	42	132
Via Colinas	s/o Via Rocas	13,960	67	25	79	250

ADT: average daily traffic; dBA: A-weighted decibels; CNEL: Community Noise Equivalent Level; w/o: west of; e/o: east of; n/o: north of; RW: Within right-of-way; s/o: south of.

Note: The distance values do not take into account the effect of any noise barriers, topography, or final roadway grades that may affect ambient noise levels.

Existing Bus Routes

The planning area is currently served by Thousand Oaks Transit (TOT), the City of Los Angeles Department of Transportation-Commuter Express, and the Metropolitan Transit Authority (Metro) (LLG 2018). The TOT and Metro buses travel on Thousand Oaks Boulevard; the Commuter Express and Metro buses travel on Lindero Canyon Road. The number of bus trips is small compared to the total vehicle volume, and the effect of bus noise on the total vehicle noise is negligible.

Existing Airport Noise Levels

The nearest airport to the City is the Camarillo Airport, located approximately 15 miles west of the planning area. This airport is a general aviation airport owned by the County of Ventura. The forecasted 2018 60-dBA CNEL airport noise contour does not approach the City of Westlake Village or the planning area (Ventura County ALUC 2000).

Existing Railroad Noise Levels

The nearest railroad line is approximately 9 miles north of the Specific Plan Area. Existing railroad noise is negligible in the planning area.

4.12.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The project would result in a significant adverse impact related to Noise if it would:

Threshold 4.12a: Cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Threshold 4.12b: Cause exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels

Threshold 4.12c: Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

Threshold 4.12d: Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

Threshold 4.12e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels

Threshold 4.12f: For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels

4.12.5 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Specific Plan Districts. Use regulations and development standards in the proposed Specific Plan are grouped by Specific Plan district to promote compatibility and to prevent land use conflicts between developments in each district and with different districts. The use regulations identify the permitted and conditionally permitted land uses in each district. The development standards include regulations for street setbacks, lot coverage, building setbacks, and open space requirements.

Design Standards and Guidelines. Design standards and guidelines that would reduce potential impacts related to Noise include those that address the following:

Chapter 4. Specific Plan Zoning

E. Performance Standards

F. Plazas and Courtyards

Chapter 5. Design Guidelines

H. Open Space in Multi-Family Developments

L. Service Areas and Mechanical Equipment

Chapter 7. Open Space and Streetscape Improvements

C. Streetscape Improvements

Regulatory Requirements

Existing City regulations address limitations on construction times, residential interior noise limits, and the impacts of stationary noise sources on adjacent land uses. Compliance with the regulatory requirements below would reduce noise impacts and prevent excessive noise levels in the City.

RR 4.12-1: Construction activities must comply with Chapter 4.4 of the City of Westlake Village's Municipal Code, which limits noise-generating construction-related activities to occur only between the hours of 7:00 AM and 7:00 PM Monday through Friday and between the hours of 8:00 AM and 5:00 PM on Saturdays. Construction is prohibited on Sundays and major holidays.

RR 4.12-2: Existing and future development must comply with the noise standards in the City's General Plan.

RR 4.12-3: Residential development must comply with Title 24, Chapter 12 of the California Building Code, which requires that residential structures other than detached single-family dwellings be designed such that the interior Community Noise Equivalent Level (CNEL) shall not exceed 45 A-weighted decibels (dBA) in any habitable room.

4.12.6 ENVIRONMENTAL IMPACTS

Construction and operation of future development projects under the proposed Specific Plan and construction of roadway and infrastructure improvements outlined in the Specific Plan would generate new vehicle trips and stationary noise sources that could increase existing noise levels in and near the planning area.

Construction Noise and Vibration

Threshold 4.12a: Would the project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Threshold 4.12d: Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction Noise

Future development and roadway and infrastructure improvements would generate noise impacts during construction. Construction noise has a short-term impact on ambient noise levels and is related primarily to the use of heavy equipment. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days at a time, with either a fixed-power operation (such as pumps, generators, and compressors) or a variable noise operation (such as pile drivers, rock drills, and pavement breakers). Mobile equipment (such as bulldozers, graders, and loaders) moves around a construction site with power applied in cyclic fashion. Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts for mobile construction equipment emanate from the center of the equipment activity or construction site. For linear construction, such as a roadway or pipeline, construction noise is considered to emanate from the centerline of the alignment.

The noise level from construction equipment is also dependent on variations in power requirements. To determine the L_{eq} of the equipment's operation, the power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity (i.e., the average length of time the equipment typically operates at full power). Typical maximum noise levels and duty cycles of representative types of equipment are listed in Table 4.12-9, Typical Maximum Noise Levels and Duty Cycles for Construction Equipment.

TABLE 4.12-9
TYPICAL MAXIMUM NOISE LEVELS AND DUTY CYCLES FOR CONSTRUCTION EQUIPMENT

Equipment	Noise Level (dBA) at 50 ft	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pile Driver, Impact (diesel or pneumatic)	95	20%
Pile Driver, Vibratory	95	20%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

KVA = kilovolt amps; ft = feet

Source: Thalheimer 2000.

Each stage of construction has a different equipment mix, depending on the work to be accomplished during that stage. Each stage also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels. The L_{eq} of each stage is determined by combining the L_{eq} contributions from each piece of equipment used. Grading activities generate the highest noise levels, as grading involves the largest equipment (e.g., bulldozers, excavators, dump trucks, front-end loaders, graders, and industrial/concrete saws).

As shown in Table 4.12-9, noise levels generated by heavy construction equipment can range up to 90 dBA when measured at 50 feet. Noise from pile driving can exceed 100 dBA at 50 feet, but it diminishes with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 85 dBA measured at 50 feet from the noise source to the receptor would be reduced to 79 dBA at 100 feet from the source to the receptor and would be further reduced by another 6 dBA to 73 dBA at 200 feet from the source to the receptor.

Typically, the maximum noise level of a single piece of mobile equipment operating at the edge of a building site, excluding pile driving, is 90 dBA L_{max}. With a 40-percent duty cycle, the noise level at a distance of 50 feet would be 86 dBA L_{eq}. At a distance of 175 feet, the noise level would be reduced to 75 dBA L_{eq}, which is the noise limit in Table 4.12-4 for mobile equipment noise at single-family residential receptors. The combined noise level of multiple pieces of equipment operating on a construction site and calculated as being in the center of the site would not typically exceed 89 dBA L_{eq} at a distance of 50 feet; at a distance of 250 feet, the noise level would be reduced to 75 dBA L_{eq}.

As stated in RR 4.12-1, the City's Noise Ordinance prohibits the operation of any tools or equipment used in construction or demolition work before 7:00 AM and after 7:00 PM Monday through Friday, before 8:00 AM and after 5:00 PM on Saturday, and at any time on Sunday or holidays. This would avoid construction noise impacts to noise-sensitive receptor activities (i.e., sleep, rest, relaxation) in the evening, nighttime, and early morning hours and on Sundays and holidays. Compliance with the noise standards in the City's General Plan and Municipal Code would also reduce noise from mobile and stationary construction equipment and loading and unloading operations (RR 4.12-2).

To ensure that development projects and roadway and infrastructure improvements would not violate the City's noise standards, construction noise-control measures would have to be implemented by individual projects to bring the noise level down to an acceptable level, as outlined in MM 4.12-1 and MM 4.12-2.

Noise from pile driving and blasting could also result in significant noise impacts. Pile driving noise impacts can be reduced by using driving equipment with lower basic noise levels; cushion blocks that may reduce noise up to 26 dBA; sound blankets around the driving head; or alternate methods, such as vibratory driving or cast-in-place piles. Blasting noise impacts can be quantified and controlled by selecting blast charge weight; by setting blast frequency and duration; and by informing the public. MM 4.12-3 requires a specific noise analysis for projects that would involve pile driving or blasting; the implementation of the necessary mitigation would reduce impacts to less than significant levels.

Construction noise from future development projects and roadway and infrastructure improvements would be temporary (short term), would occur at scattered sites, and would be intermittent as phases of construction change. Compliance with RRs 4.12-1 and 4.12-2 and implementation of MMs 4.12-1, 4.12-2, and 4.12-3 would ensure that individual projects meet the

City's noise standards and would reduce construction noise impacts to less than significant levels after mitigation.

Vibration

Threshold 4.12b: Would the project expose people or structures to or generation of excessive groundborne vibration or groundborne noise levels?

Groundborne vibration generated by construction projects is usually highest during pile driving, blasting, soil compacting, and demolition-related activities. Future development in the Focus Area would likely include demolition activities. Next to demolition, grading activity has the greatest potential for vibration impacts as the largest and heaviest equipment would be used during this stage.

Table 4.12-10 summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment at a distance of 25 feet and calculates these levels at a distance of 10 feet. A distance of 10 feet was selected because it is possible that heavy construction could occur within 10 feet of existing buildings.

TABLE 4.12-10
VIBRATIONS LEVELS DURING CONSTRUCTION

Equipment		ppv at 25 ft (in/sec)	ppv at 10 ft (in/sec)
Pile driver (impact)	upper range	1.518	5.00
	typical	0.644	2.12
Pile driver (sonic)	upper range	0.734	2.42
	typical	0.170	0.56
Large bulldozer		0.089	0.24
Caisson drilling		0.089	0.24
Loaded trucks		0.076	0.21
Jackhammer		0.035	0.096
Small bulldozer		0.003	0.008
ppv: peak particle velocity; in/sec: inch(es) per second; ft: feet Vibration from blasting is highly variable and is not included in the vibration levels above. Source: FTA 2006.			

Although it is possible for vibration from construction projects to cause building damage, vibration from construction activities is almost never of sufficient amplitude to cause more than minor cosmetic damage to buildings (Caltrans 2004).

There are no applicable standards for structural damage from vibration. The California Department of Transportation's (Caltrans') vibration damage potential threshold criteria are shown in Table 4.12-11.

TABLE 4.12-11
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

ppv: peak particle velocity; in/sec: inch(es) per second

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2013b.

As shown in Table 4.12-10, with the exception of pile drivers, the highest potential vibration level of 0.24 ppv in/sec would be less than the structural damage guidelines shown in Table 4.12-11 for old buildings and modern industrial/commercial buildings. With respect to structural integrity and resistance to damage from vibration, the existing buildings within and adjacent to the Focus Area are equal to or more substantial than “Historic and some old buildings”. As shown, if a future development project or roadway and infrastructure improvement would not include pile driving, there would be no potential for structural damage to existing structures near the planning area. However, if pile driving or blasting is required for new construction or development, MM 4.12-3 requires the implementation of measures to ensure that vibration from pile driving or blasting would not cause structural damage.

Aside from structural damage, vibration can cause annoyance to affected persons. Caltrans provides guidance, but not standards, for annoyance from vibration, as shown in Table 4.12-12.

TABLE 4.12-12
VIBRATION ANNOYANCE POTENTIAL GUIDELINE

Human Response	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

ppv: peak particle velocity; in/sec: inch(es) per second

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2013b.

As shown in Table 4.12-10, if large equipment were to operate frequently within 10 feet of an occupied building, the vibration could be distinctly to strongly perceptible. The operation of heavy equipment very near the buildings adjacent to a development site would be occasional and relatively brief, as the close approach to the buildings would be part of tasks covering larger areas and the frequency and duration of distinctly perceptible vibration would not be substantial. Therefore, the level of annoyance experienced by persons occupying adjacent structures would not be excessive. However, if pile driving or blasting is required for construction, MM 4.12-3 also requires the implementation of measures to ensure that vibration from pile driving or blasting would not detrimentally affect residents or the operators or customers of adjacent places of business, as per City regulations. Impacts would be less than significant after mitigation.

Operational (Long-Term) Noise

Threshold 4.12c: Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Land Use Compatibility

Land use compatibility is determined by the future noise level anticipated on a site and the type of existing or proposed land use on that site. In an urban environment (such as the Focus Area), transportation-related noise is the primary concern. The primary source of noise in the Focus Area is traffic on Lindero Canyon Road, Thousand Oaks Boulevard, Via Colinas, and U.S. 101. Existing noise levels would increase as traffic volumes on area roadways increase. Therefore, noise-land use compatibility impacts were determined using the estimated 2040 with-project traffic ADT volumes, which were estimated from peak-hour traffic volume data.

Table 4.12-13 provides the distances of CNEL noise contours from the roadway centerline. These noise contours were estimated using soft site conditions for U.S. 101 and hard site conditions for the remainder of the roads. The table shows the CNEL noise level at 50 feet from the centerline of the roadway for each of the roadway segments, as well as the distance to the 60, 65 and 70 dBA CNEL noise contours. These contours do not take into account the effect of any noise barriers, topography, or final roadway grades that may reduce traffic noise levels.

TABLE 4.12-13
ROADWAY NOISE CONTOURS: 2040 WITH SPECIFIC PLAN

Road	Segment	ADT Volume	CNEL at 50 feet (dBA)	Distance to Contour (feet)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
U.S. 101	w/o Lindero Canyon Rd	178,547	88	741	1,596	3,438
Thousand Oaks Blvd	w/o Corsa Ave	13,655	71	57	181	573
Thousand Oaks Blvd	e/o Lindero Canyon Rd	13,895	71	58	185	583
Lindero Canyon Rd	n/o Via Colinas	25,320	73	106	336	1,063
Lindero Canyon Rd	n/o Janlor Dr	23,005	73	97	305	966
Via Colinas	n/o Via Rocas	7,605	64	14	43	136
Via Colinas	s/o Via Rocas	13,670	67	24	77	245

ADT: average daily traffic; Ave: Avenue; Blvd: Boulevard; dBA: A-weighted decibels; CNEL: Community Noise Equivalent Level; Dr: Drive; w/o: west of; e/o: east of; n/o: north of; Rd: Road; RW: Within right-of-way; s/o: south of.

Future development in the Focus Area would include multi-family residential, retail, office, and light industrial uses. As shown in Table 4.12-13, future noise levels at buildings adjacent to or near Thousand Oaks Boulevard or Lindero Canyon Road could exceed 70 dBA CNEL but would not exceed 75 dBA CNEL. For multi-family residential uses, noise levels in the 70 to 75 dBA CNEL range are classified as "conditionally acceptable" for compatibility, as shown in Table 4.12-2. For retail, office, and light industrial use, noise levels in the 70 to 75 dBA CNEL range are classified as "normally acceptable". Each of these classifications requires a project-specific noise analysis to ensure that adequate exterior to interior noise-reduction features are included in the building design. With compliance with RRs 4.12-2 and 4.12-3 and with the implementation of MMs 4.12-4 and 4.12-5, which require acoustical analysis for individual development projects, future land uses in the Focus Area would be compatible with the future noise environment, and impacts would be less than significant.

Area Noise Sources

Future development projects in the Focus Area may be located adjacent to existing facilities that generate noise from outdoor activities; on-site equipment such as heating, ventilating, and air conditioning (HVAC) systems; commercial activities; or industrial processes. At the same time, future development would include HVAC systems, indoor and outdoor equipment, and other activities that may generate noise on adjacent land uses.

The proposed Specific Plan divides the Focus Area into districts to promote compatibility and to prevent land use conflicts between developments in each district and with different districts. The use regulations identify the permitted and conditionally permitted land uses within each district. The development standards include regulations for street setbacks, lot coverage, building setbacks, and open space requirements that would reduce noise intrusion into adjacent differing land uses. The proposed Specific Plan also includes performance standards for hours of operations from 7 AM to 10 PM daily; the control of noise and vibration through walls, insulation, and other building features; and limitations on activities that would affect the health and safety of residents due to noise and vibration impacts. The design guidelines in the Specific Plan require equipment screening to reduce noise from stationary equipment and noise impacts on sensitive receptors (e.g., residences, schools).

In addition, existing and future noise sources would have to be operated and/or used in compliance with City regulations (RR 4.12-2) and would have to be considered in the analyses required by MMs 4.12-4 through 4.12-6. Impacts would be less than significant after mitigation.

Traffic Noise Impacts on Sensitive Receptors

Table 4.12-14 shows the traffic noise levels for the Year 2040 scenarios on roadways within and near the planning area that have adjacent sensitive receptors. The table compares the estimated noise levels without and with future development under the proposed Specific Plan. Noise levels are shown to the tenth of a decibel in order to show the relative differences; however, estimates to the tenth of a decibel are not meaningful on an absolute basis. The largest noise increase attributable to future development is 0.2 dBA, which would occur on Thousand Oaks Boulevard, west of Corsa Avenue under the With Specific Plan scenario. A noise increase of 0.2 dBA would not be discernible. The increase would also be less than the 5-dBA threshold specified in Section 4.4.035A of the Noise Ordinance. Therefore, this impact would be less than significant, and no mitigation is required.

TABLE 4.12-14
CHANGE IN YEAR 2040 ROADWAY NOISE LEVELS

Roadway	Segment	CNEL at 50 feet (dBA)			
		Without Specific Plan	With Specific Plan	Specific Plan Contribution	Potential Impact?
U.S. 101	w/o Lindero Canyon Rd	87.6	87.6	0.0	No
Thousand Oaks Blvd	w/o Corsa Ave	70.4	70.6	0.2	No
Thousand Oaks Blvd	e/o Lindero Canyon Rd	70.6	70.7	0.1	No
Lindero Canyon Rd	n/o Via Colinas	73.5	73.3	-0.2	No
Lindero Canyon Rd	n/o Janlor Dr	72.8	72.9	0.1	No
Via Colinas	n/o Via Rocas	64.3	64.3	0.1	No
Via Colinas	s/o Via Rocas	67.0	66.9	-0.1	No

Ave: Avenue; Blvd: Boulevard; dBA: A-weighted decibels; CNEL: Community Noise Equivalent Level; Dr: Drive; Rd: Road; w/o: west of; e/o: east of; n/o: north of; s/o: south of

* rounded off.

Noise Impacts from On-Site Sources

On-site stationary sources, including HVAC systems, mechanical equipment, loading dock activity, and entertainment noise have the potential to result in noise impacts to adjacent on-site and off-site uses. As a part of individual project design, mechanical equipment and site design would need to be chosen so that it does not generate noise levels that would exceed the exterior noise limits of the City's Noise Ordinance, as shown in Tables 4.12-3 and 4.12-7. When noise generation is considered in the design of a mechanical system, the system can be designed to meet the specified limits. RR 4.12-2 requires compliance with the Noise Ordinance, and MM 4.12-6 requires City approval of the design of on-site stationary noise sources to ensure that impacts would be less than significant. With incorporation of MM 4.12-6, impacts would be less than significant.

Airport and Airstrip Noise

Threshold 4.12e: Would the project expose people residing or working in the project area to excessive noise levels, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?

Threshold 4.12f: Would the project expose people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip?

As discussed previously, the nearest airport to the City is the Camarillo Airport, located approximately 15 miles west of the planning area. This airport is a general aviation airport owned by the County of Ventura. As stated earlier, the forecasted 2018 60-dBA CNEL noise contour for Camarillo Airport does not include the planning area. Aircraft noise would not affect future development under the proposed Specific Plan. No significant impact would occur, and no mitigation measures are required.

4.12.7 CUMULATIVE IMPACTS

Future development under the Specific Plan would add traffic to local roads, resulting in increased traffic noise levels. Table 4.12-15 shows the traffic noise levels on roadways within and near the planning area that have adjacent sensitive receptors for the Existing and Year 2040 with Specific Plan scenarios. The differences between the two scenarios are the cumulative noise increases representing future increases in traffic volumes from ambient growth, cumulative projects, and the proposed Specific Plan.

TABLE 4.12-15
CUMULATIVE TRAFFIC NOISE LEVELS

Roadway	Segment	CNEL at 50 feet (dBA)				
		Existing	2040 With Specific Plan	Cumulative Increase	Specific Plan Contribution	Potential Impact?
U.S. 101	w/o Lindero Canyon Rd	87.3	87.6	0.3	0.0	No
Thousand Oaks Blvd	w/o Corsa Ave	70.2	70.6	0.4	0.2	No
Thousand Oaks Blvd	e/o Lindero Canyon Rd	70.5	70.7	0.2	0.1	No
Lindero Canyon Rd	n/o Via Colinas	73.4	73.3	-0.1	-0.2	No
Lindero Canyon Rd	n/o Janlor Dr	72.7	72.9	0.2	0.1	No
Via Colinas	n/o Via Rocas	64.2	64.3	0.1	0.1	No
Via Colinas	s/o Via Rocas	67.0	66.9	-0.1	-0.1	No

Ave: Avenue; Blvd: Boulevard; CNEL: Community Noise Equivalent Level; dBA: A-weighted decibels; Dr: Drive; Rd: Road; w/o: west of; e/o: east of; n/o: north of; s/o: south of

* rounded off.

The largest cumulative noise increase is 0.4 dBA, which would occur on Thousand Oaks Boulevard, west of Corsa Avenue. A noise increase of 0.4 dBA would not be discernible and would be less than the 5-dBA threshold specified in Section 4.4.035A of the City's Noise Ordinance. Therefore, cumulative noise impacts would be less than significant, and no mitigation is required.

Cumulative noise impacts from growth and development in the City and the surrounding area would lead to increases in ambient noise levels. However, these increases would be incremental, as individual projects are constructed at various locations over a long period of time. No one project is expected to lead to a significant increase of 5 dBA as this will require a more than doubling of the existing traffic volumes in an area that is largely developed. Individual projects would have to implement project-specific mitigation to comply with the noise ordinance and noise standards of the local jurisdiction. Also, future noise-sensitive receptors would have to meet the noise standards of the city where it would be located and would not be exposed to excessive noise levels. Thus, the cumulative noise impacts of the proposed Specific Plan would be less than significant after mitigation.

4.12.8 MITIGATION MEASURES

MM 4.12-1: Prior to issuance of demolition, grading, or building permits for future development or roadway and infrastructure projects, the Project Applicant/Developer shall submit a noise mitigation plan to the Planning Department that shows compliance with the City's Noise Ordinance and noise standards and that calls for the

implementation of the following noise-reduction measures, which shall be included as requirements on the construction plans and specifications:

- During all demolition, excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
- The construction contractor shall place noise-generating stationary construction equipment as far as feasible from noise-sensitive receptors (i.e., schools and residences) and so that emitted noise is directed away from the noise-sensitive receptors.
- When feasible, the construction contractor shall locate equipment and materials staging in areas that will provide the greatest distance between staging area noise sources and noise sensitive receptors.
- The construction contractor shall limit all construction-related activities that would result in high noise levels, according to the construction hours set forth in the Municipal Code.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction activities. To the extent feasible, haul routes shall not pass noise-sensitive land uses or residential dwellings.

MM 4.12-2: Prior to the issuance of demolition, grading or building permits for future development projects, Project Applicants/Developers shall submit evidence to the Planning Department for implementation of the following noise-reduction measures, which shall be included as requirements on the construction plans and specifications:

- If the construction site boundary is closer than 175 feet to a residence or school, or if the center of the construction site is closer than 250 feet to a residence or school, the project plans or specifications shall include measures to reduce noise from mobile equipment to meet the standards in the General Plan. Measures may include, but not be limited to, the provision of noise barriers and the use of quieter equipment.
- If stationary equipment will be operated for more than ten days, the project plans or specifications shall include measures to reduce noise from stationary equipment to meet the standards in the General Plan.

MM 4.12-3: Prior to the issuance of demolition, grading or building permits for projects that require pile driving or blasting, the Project Applicant/Developer shall submit a Noise Study (for pile driving) or a Blasting Plan, which must adequately demonstrate how noise levels would meet City standards. Pile driving mitigation could include, but not be limited to equipment noise limits; the use of cushion blocks; installation of noise barriers and blankets; and alternate methods of pile installation. The Blasting Plan, in addition to specifying charge weight, blast frequency, blast duration, and anticipated noise levels, shall include a public information program for adjacent land uses. In addition, the Project Applicant/Developer shall submit a Vibration Study, which must adequately demonstrate that vibration impacts would not cause structural damage or detrimentally affect the operators or customers of adjacent places of business. The Project Applicant/Developer shall submit evidence to the City that the noise- and

vibration-reduction measures in the Noise Study/Blasting Plan and Vibration Study are stated as requirements on the construction plans and specifications.

MM 4.12-4: Prior to the issuance of building permits for future development with a residential component, the Project Applicant/Developer shall submit a detailed Acoustical Study, which must describe and quantify the noise sources impacting residential areas, the amount of outdoor-to-indoor noise reduction provided in the architectural plans, and any upgrades required to meet the California Building Code interior noise standards (i.e., 45 dBA CNEL in habitable rooms, see RR 4.12-3). The measures described in the Study shall be incorporated into the architectural plans for the development and shall be implemented with building construction.

MM 4.12-5: Prior to the issuance of building permits for non-residential land uses, the Project Applicant/Developer shall either (1) submit an Acoustical Study based on measurements or modeling showing that the proposed land use would be in the "Clearly Acceptable" noise exposure zone, as defined in the Land Use Compatibility matrix in the City's General Plan; or (2) if the proposed land use would not be in the "Clearly Acceptable" noise exposure zone, submit an acoustical study including architectural plans describing and quantifying the noise sources impacting the proposed building(s) and the amount of noise reduction provided by site design and/or architectural features. The noise-attenuation measures described in the study shall reduce noise exposure to "Clearly Acceptable" levels as contained in the City's General Plan and shall be incorporated into the site plan and architectural plans for the buildings and implemented with building construction.

MM 4.12-6: Prior to the issuance of building permits for future development projects, the Project Applicant/Developer shall submit an Acoustical Study analyzing the impacts of on-site noise sources. The study shall utilize noise data provided by the manufacturer(s) of the equipment that would be utilized by the project or noise measurements from substantially similar equipment to estimate noise levels at noise-sensitive uses (on and off the site). Compliance with the City's Noise Ordinance and General Plan noise standards shall be demonstrated, and any measures required to meet the noise standards shall be described and incorporated into the building plans. These measures may include, but are not limited to, selection of quiet models, construction of barriers, equipment enclosures, and placement of the equipment. The Project Applicant/Developer shall submit evidence to the City that the noise-reduction measures are stated as requirements on the construction plans and specifications.

4.12.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Construction Noise and Vibration

Less Than Significant Impact After Mitigation

Operational Noise

Less Than Significant Impact After Mitigation

Airport and Airstrip Noise

No Impact

Cumulative Impacts

Less Than Significant Impact After Mitigation

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4.13 POPULATION, HOUSING, AND EMPLOYMENT

Information in this section is derived from published documents and reports by the California Department of Finance, the California Economic Development Department, and the Southern California Association of Governments.

4.13.1 RELEVANT PROGRAMS AND REGULATIONS

California Relocation Assistance Act

In 1970, the State adopted the California Relocation Assistance Act (*California Government Code,* Section 7260 et seq.), which follows the federal Uniform Relocation Assistance and Real Property Acquisition Act. This State law requires public agencies to provide procedural protections and benefits when they displace businesses, homeowners, and tenants in the process of implementing public programs and projects. The act calls for fair, uniform, and equitable treatment of all affected persons through the provision of relocation benefits and assistance to minimize the hardship of displacement on the affected persons.

California Housing Element Law

As part of statewide housing policy, the California Legislature mandates that all cities and counties include a Housing Element as part of their adopted General Plan. Section 65583 of the *California Government Code* requires the preparation of a Housing Element and specifies that a Housing Element include a needs assessment; a statement of goals, objectives, and policies; a five-year schedule of program actions; and an assessment of past programs. This law also requires the regular update of the Housing Element to address the changes in existing and future housing needs of each jurisdiction, as determined by the Regional Housing Needs Assessment (RHNA).

Regional Housing Needs Assessment

State law requires all regional councils of government (COGs), also known as municipal planning organizations (MPOs), which includes the Southern California Association of Governments (SCAG), to determine the existing and future housing needs for its region (*California Government Code,* Sections 65580 et seq.). SCAG is also required to determine the housing allocation that must be accommodated in each city and county in the SCAG region.

SCAG's RHNA provides an allocation of the existing and future housing needs by jurisdiction, which is based on income level; existing housing needs within each city and county; and the fair share allocation of the projected regional population growth. The RHNA is used for land use planning; developing local housing programs; prioritizing local resource allocation; addressing identified existing housing deficiencies; and accommodating future housing needs resulting from population, employment, and household growth.

SCAG defines "existing needs" as (1) the number of low-income households overpaying for housing (defined as paying more than 30 percent of their income), (2) households in severely overcrowded (more than 1.5 persons per room) conditions, (3) farm worker needs for housing, and (4) affordable housing units at risk of conversion to market rate housing.

SCAG defines "future needs" as the number of new housing units by income level that will have to be created in the City as a fair share of the region's projected housing needs based on the estimated population growth in the city and region. SCAG calculates future housing needs based

on each individual city's household growth forecasts plus a certain number of units needed to (1) account for an ideal level of vacancy necessary to promote housing choice, (2) account for moderate cost increase, (3) avoid the concentration of lower income households, and (4) provide for replacement housing.

The City of Westlake Village's 2014-2021 existing and future housing needs allocation is provided in Table 4.13-1.

TABLE 4.13-1
CITY OF WESTLAKE VILLAGE 2014–2021 HOUSING ALLOCATION

	Income Category				
	Very Low	**Low**	**Moderate**	**Above Moderate**	**Total**
Future Housing Need (units)	12	7	8	18	45
Percent*	26.7%	15.6%	17.8%	40.0%	100%
* Percentages may not add up to 100% due to rounding.					
Source: SCAG 2012.					

As shown, the City of Westlake Village had a future housing construction need of 45 dwelling units for the 2014–2021 planning period.

Westlake Village Housing Element

The Westlake Village Housing Element was last updated in January 2014 and covers the 2013-2021 planning period. This Housing Element identifies goals, policies, and programs that:

- Promote accessibility to housing opportunities
- Preserve housing and neighborhoods
- Preserve affordability
- Ensure availability of adequate sites
- Provide housing for all economic segments
- Support job/housing balance policies

The Housing Element includes the City's RHNA allocation for the 2014-2021 planning period, as set by SCAG. In addition, it acknowledges that the City has an unaccommodated carryover need of 52 units from the prior planning period (2006-2014), since HCD did not approve the adequacy of the site inventory in the City's prior Housing Element and very few residential units were constructed in the City since January 2006. Considering the prior planning period need for 52 units and the current planning period need for 45 units, the City's cumulative housing need for the 2014-2021 planning period is 97 units, as provided in Table 4.13-2.

TABLE 4.13-2
CUMULATIVE RHNA 1/1/2014-10/1/2021

Income Category	Additional Units Needed by 2021			
	2006-2014 Need	2014-2021 Need	Total Units	Percent
Very Low (less than 50% of County median income)	14	12	26	27%
Low (50 to 80% of County median income)	9	7	16	17%
Moderate (80 to 120% of County median income)	9	8	17	17%
Above moderate (over 120% of County median income)	20	18	38	39%
Total	52	45	97	100%

Source: Westlake Village 2014 (Table 9 of Housing Element).

To meet its housing needs, the Housing Element identifies three areas within the Specific Plan area as potential housing sites, which may be developed with at least 401 new dwelling units, along with scattered individual lots in the City. Table 4.13-3 shows the City's housing needs and quantified objectives.

TABLE 4.13-3
HOUSING NEEDS AND QUANTIFIED OBJECTIVES

Income Category	Additional Units needed by 2021[a]	Units that could be constructed by 2021	Units that could be rehabilitated	Units that could be conserved/preserved[b]
Extremely Low	13	13	0	15
Very Low	13	13	6	35
Low	16	22	26	50
Moderate	17	32	0	50
Above Moderate	38	329	0	0
Total	97	409	32	150

Notes:
[a] SCAG RHNA 2012 adjusted to include un-accommodated need for 52 units from prior planning period (2006-2014); see Table 4.13-2 above
[b] Affordable housing units that could be preserves through retention of Mobile Home Park (MHP) zoning designation for Oak Forest Estates

Source: Westlake Village 2014 (Table 16 of Housing Element).

4.13.2 EXISTING CONDITIONS

Westlake Village is developed primarily with residential uses within 20 separate neighborhoods. No residential land uses are in the planning area. The nearest homes are located in the Hidden Canyon community on Via Colinas, north of Thousand Oaks Boulevard outside the Westlake Village city limits in the City of Thousand Oaks. The Westlake Canyon Oaks community is located along Lindero Canyon Road, north of Thousand Oaks Boulevard (northeast of the planning area). The Westlake Renaissance community is located at the eastern boundary of the City, south of Thousand Oaks Boulevard (east of the planning area). Other residential communities in the City are located south of U.S. 101.

Population

As of January 2018, the City's total resident population is estimated at 8,358 persons, within a housing stock of 3,386 dwelling units. The average household size is 2.54 persons per household and the vacancy rate is 4.4 percent (DOF 2018). At the same time, the Los Angeles County had a total population of 10,283,729 persons, with a housing stock of 3,546,853 dwelling units. The average household size in the County is 3.03 persons per household and the vacancy rate is 5.9 percent (DOF 2018).

Table 4.13-4 shows historic population growth in the City. As shown, Westlake Village has experienced limited population growth over the past two decades, with a population decrease between 2005 and 2010 and between 2015 and 2018. Population growth rates in the adjacent Cities of Agoura Hills, Thousand Oaks, and the County of Los Angeles were lower than Westlake Village's growth between 1990 and 2000. From then on, the City's growth has been relatively low (less than 1.0 percent per year), and has been lower than the population growth in the County of Los Angeles from 2000 to 2018.

TABLE 4.13-4
POPULATION GROWTH 1990–2018

	Westlake Village		Agoura Hills		Thousand Oaks		Los Angeles County	
Year	Population	Annual Growth	Population	Annual Growth	Population	Annual Growth	Population	Annual Growth
1990	7,455	–	20,385	–	104,381	–	8,863,052	–
2000	8,368	1.22%	20,537	0.07%	117,005	1.21%	9,519,330	0.74%
2005	8,518	0.36%	21,624	1.06%	124,169	1.22%	9,816,153	0.62%
2010	8,270	(0.58%)	20,330	(1.20%)	126,683	0.40%	9,818,605	0.00%
2015	8,375	0.25%	20,993	0.65%	131,437	0.75%	10,150,617	0.68%
2016	8,370	(0.06%)	21,015	0.10%	131,292	(0.11%)	10,182,961	0.32%
2017	8,370	0.00%	21,018	0.01%	131,457	0.13%	10,241,278	0.11%
2018	8,358	(0.14%)	20,878	(0.675)	130,196	(0.96%)	10,283,729	0.08%

(##) – reduction or decrease
Source: DOF 2007, 2012, and 2018.

Housing

The majority of the housing units in the City were built in the 1960s and 1970s, with 20 percent of the housing stock built in the 1980s. Since then, housing stock growth has been limited. The City's housing stock in 2000 consisted of 3,347 housing units, which increased to 3,384 housing units by January 2005 and has remained at 3,384 units until 2015. Since then, only two units have been added to make up the 2018 housing stock (DOF 2012, 2018). Table 4.13-5 shows historic housing growth in the City. As shown below, Westlake Village has experienced a relatively minor growth in housing since 2000.

TABLE 4.13-5
HOUSING STOCK GROWTH 1990–2018

Year	Westlake Village	
	Housing Units	Annual Growth
1990	3,006	–
2000	3,347	1.13%
2005	3,384	0.22%
2010	3,384	0.00%
2015	3,384	0.00%
2016	3,385	0.03%
2017	3,386	0.03%
2018	3,386	0.00%
Source: DOF 2007, 2012, and 2018.		

The breakdown of Westlake Village's housing stock by type is provided in Table 4.13-6. As shown below, the City's housing stock consists mainly of single-family homes (88.5 percent), with limited multi-family units (7.7 percent) and mobile homes (3.8 percent). Of the total 3,386 dwelling units in the City, approximately 3,238 units are occupied, for a vacancy rate of 4.4 percent. The average household size in 2018 is 2.54 persons per household, which is lower than the County's average household size of 3.03 persons per household (DOF 2018).

TABLE 4.13-6
2018 HOUSING TYPES

Housing Type	Number of Units	Percent of Total
Single-Family Detached	2,372	70.0%
Single-Family Attached	626	18.5%
Total Single-Family	*2,998*	*88.5%*
Multi-Family (2–4 Units)	109	3.2%
Multi-Family (5+ Units)	152	4.5%
Total Multi-Family	*261*	*7.7%*
Mobile Homes, Trailer, and Other	127	3.8%
Total	**3,386**	**100.0%**
Source: DOF 2018.		

Employment

The City had approximately 13,886 jobs in 2015, which included 563 jobs in the manufacturing sector, 535 construction jobs, 1,345 jobs in retail trade, and 3,329 jobs in professional and management sector (SCAG 2017a). In 2016, it is estimated that the City had 14,954 jobs, a 7.7-percent increase (SRHA 2017).

Over 640 businesses operate in the City and major employers include Bank of America, Move, Inc., Four Seasons Hotel Westlake Village, Farmers Insurance, Conversant LLC, Dole Food Company, Keller Williams Realty, Costco Wholesale Corporation, Oaks Christian School, and Securitas Security Services USA (Westlake Village 2018).

It is estimated that the Focus Area currently has 5,157 employees; this employment represents approximately 34.5 percent of the City's 2016 employment base.

Based on the 2010 Census, the City's labor force consisted of 3,432 persons (i.e., City residents aged 16 years or older), of which 2,174 persons, or 63.3 percent, worked in Managerial/Professional positions, while 262 persons, or 7.6 percent, were employed in service occupations and 873 persons, or 25.4 percent, were in sales and office occupations. In 2016, the labor force increased to 3,839 persons, with 2,445 persons, or 63.7 percent, working in Managerial/Professional positions, while 350 persons, or 9.1 percent, were employed in service occupations and 813 persons, or 22.2 percent, are in sales and office occupations (U.S. Census 2018). The average annual salary of jobs in the City was $78,724 in 2015, which is higher than the County average of $56,700 (SCAG 2017a, 2017b).

According to the California Employment Development Department (EDD), Westlake Village's labor force (i.e., residents aged 16 years or older) consisted of 4,100 persons in May 2018, of which 100 persons were unemployed. This provides the basis to calculate the City's unemployment rate of 2.5 percent, which is lower than the County-wide unemployment rate of 4.0 percent for the same time period (EDD 2018).

Growth Projections

Growth projections for individual cities and counties have been prepared by SCAG as part of its regional planning efforts for the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the RHNA. Table 4.13-7 presents the growth projections for Westlake Village.

TABLE 4.13-7
GROWTH PROJECTIONS FOR WESTLAKE VILLAGE

	Year			
	2012	**2020**	**2035**	**2040**
Population	8,300	8,400	8,600	8,800
Households	3,300	3,300	3,400	3,500
Employment	13,300	14,600	15,500	15,900
Source: SCAG 2016c.				

4.13.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact related to Population, Housing, and Employment if it would:

Threshold 4.12a: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

Threshold 4.12b: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere

Threshold 4.12c: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

4.13.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that address the provision of housing and the development of employment opportunities are listed below:

Land Use and Urban Design

Policy LU/UD-1.3: Accommodate employment, service and residential uses, as well as local and regional-serving amenities within a comprehensive mixed-use environment.

Goal LU/UD-3: Create a range of housing opportunities and choices.

Policy LU/UD-3.1: Implement targeted areas of mixed use zoning that promotes employment uses proximate to housing.

Policy LU/UD-3.2: Introduce higher density housing products to facilitate various levels of housing options, including live/work districts, and to offer housing choices that are less available in Westlake Village.

Goal LU/UD-4: Create a vibrant environment for both residents and visitors.

Policy LU/UD-4.1: Incorporate a range of uses spanning from residential to office to commercial, giving residents and surrounding communities amenities consistent with a mixed use, “village” environment.

Economic Development

Policy ED-3.5: Encourage residential development that is compatible with commercial uses and can support community serving businesses.

Policy ED-4.1: Target city programs that can provide financial assistance for the provision of a range of housing types and prices/rents.

Policy ED-5.2: Include representation in the BID of the residential development in order to create dynamic and compatible mixed use development.

Specific Plan Districts. A number of land use districts would allow housing development:

The *Mixed Use Corsa District* would provide for the development of a mix of residential, restaurant, and office uses, as well as the development of a pedestrian-oriented environment. As many as 301 dwelling units are expected to be developed in this district.

The *Mixed Use Lindero District* allows for the development of office and medium/high density residential uses. As many as 716 dwelling units are expected to be developed in this district.

The *Mixed Use Cedarvalley District* allows student housing as an accessory use to Oaks Christian School.

Regulatory Requirements

Numerous federal, State, and regional regulations or regulatory requirements (RRs) protect residents, households, businesses, and employees. One that would avoid adverse impacts from future development under the proposed Specific Plan is listed below. Compliance with this regulation would prevent undue population and housing displacement impacts:

RR 4.13-1: In accordance with the State Relocation Assistance Act, public agencies (such as the City) must provide adequate notice, fair compensation, and housing and business relocation assistance when a displacement of residents, households, businesses, or tenants occurs as part of their activities.

4.13.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would increase population, housing, and employment in the Focus Area and in the City. Planned roadway and infrastructure projects would not increase the local population, create a demand for housing, or provide long-term employment in the City.

Substantial Population Growth

Threshold 4.12a: Would the project induce substantial population growth in an area, either directly (for example, by proposed new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed Specific Plan calls for residential uses in mixed use developments in the Mixed Use Corsa and the Mixed Use Lindero Districts. Future development in the Focus Area is estimated to include as many as 1,017 dwelling units, which would lead to increases in the City's resident population and housing stock. Future non-residential development would create job opportunities for residents of the City and the surrounding area.

The proposed Specific Plan would serve as a guide for the location and type of development. No specific development proposal or immediate development is expected to accompany the adoption of the proposed Specific Plan, although some interest has been shown by property owners and developers that may result in future development proposals. Future development would be mainly under the control of property owners and influenced by market demand. As such, the length of time it will take for all the dwelling units and non-residential development to be constructed will depend on property owner discretion and the rate of private investment. The buildout estimate for the Specific Plan considers a worst-case scenario where 1,017 dwelling units and 1,631,392 square feet (sf) of non-residential development would be found in the planning areas by 2040.

Population

With the construction of as many as 1,017 new dwelling units in the Focus Area, the City's population would increase by approximately 2,288 residents, which assumes each unit would be occupied by an average of 2.25 persons per household. This smaller household size takes into account the type (e.g., attached multi-family units, live-work units, and condominiums) and smaller size of dwelling units anticipated to be developed in the Focus Area compared to the City's predominantly single-family detached units and 2018 average household size of 2.54 persons per household. The future residents of the planning area would increase the City's 2018 population

of 8,358 residents to 10,646 residents at buildout of the Specific Plan area. Since these residents would be directly tied to the new housing units that would be built in the planning area, no adverse impact is anticipated with this population growth.

Housing

Future development would include 1,017 new dwelling units in the Mixed Use Corsa and Mixed Use Lindero Districts, which would likely consist of townhomes, condominiums, live-work units, and multi-family units at a density of 30 to 35 units per acre. These units would range in size from 1,100 sf for rental units (which would comprise 30 percent of the dwelling units or 301 units) to 1,600 sf for condominiums (716 units). A total of approximately 1,269,200 sf of residential uses (including 30,000 sf of common circulation areas) could be built in the Focus Area.

The goals and policies in the proposed Specific Plan call for the development of residential uses (Policy LU/UD-1.3) and a range of housing opportunities (Goal LU/UD-3, Policy LU/UD-3.1, Policy LU/UD-3.2, and Policy ED-4.1) to serve City residents. The goals and policies also promote mixed use developments (Goal LU/UD-4, Policy LU/UD-4.1, Policy ED-3.5, and Policy ED-5.2).

The 1,017 new dwelling units in the Focus Area would represent a 30-percent increase in the City's existing housing stock of 3,386 units, as of January 2018 (see Table 4.13-6). These dwelling units would help provide housing for the City's future population and are anticipated to meet the City's future housing need of 52 units for the 2006–2014 planning period and the City's 2014–2021 future housing need for 45 units under the current 2014-2021 planning period under the RHNA (see Table 4.13-2). The allowance for new dwelling units would also diversify the City's housing stock by providing different housing types at more affordable costs. This is considered a beneficial impact.

Employment

The proposed Specific Plan will allow 1,631,392 sf of non-residential development in the Focus Area (consisting of a mix of existing and future developments), which would provide employment opportunities for residents of the City and the surrounding area. Table 4.13-8 estimates the employment generation of the anticipated non-residential development. At full occupancy, non-residential development under the proposed Specific Plan could generate as many as 3,670 total jobs. Based on average floor area per employee for each land use, it is estimated that there are currently 5,157 jobs in the planning area. With future development projected to decrease the total non-residential floor area, a decrease of 1,487 jobs over the existing employment base in the Focus Area could occur.

TABLE 4.13-8
EMPLOYMENT GENERATION

District	Existing Employment[a]	Non-Residential Development		
		Land Use	Floor Area (sf)	Future Employment[b]
Mixed Use Corsa District	1,064	Restaurants Office Subtotal	6,780 80,000 86,780	17 320 337
Mixed use Lindero District	1,357	Office	115,790	463
Office District	653	Office	230,000	920
Design District South	349	Specialty Retail Retail Other Services Subtotal	89,085 26,490 59,240 174,815	178 53 118 350
Design District North (La Baya)	641	Business Park Specialty Retail Subtotal	263,970 99,470 363,440	440 199 639
Mixed Use Cedarvalley District	474	Business Park Oaks Christian Res/Anc. Subtotal	205,025 83,936 288,961	342 -- 342
Business Park East District	216	Business Park	129,559	216
Business Park West District	403	Business Park	242,047	403
Total	**5,157**		**1,631,392**	**3,670**
			Change/Decrease	1,487

sf: square feet

[a] This does not include employment in the southern section of the planning area (Four Seasons Hotel, Dole Headquarters, Westlake Village Studios, Oaks Christian Middle School and High School, and Calvary Church) where no change in development is anticipated.

[b] Totals may not add up due to rounding.

Source: Civic Solutions 2018b.

The decrease in employment in the planning area would be incremental over time as individual parcels are redeveloped with different land uses. Also, employee and business displacement is expected to be voluntary as property owners inform business tenants and employees of future plans for new development, as leases expire and are revised or not renewed, and as negotiations and agreements for relocation are made prior to future development. Thus, the decrease in employment would not be considered a significant adverse impact.

Growth Projections

As discussed above, the projected increase in population with implementation of the Specific Plan is 2,288 residents, resulting in a total City population of approximately 10,646 residents. This is higher than the SCAG projection of 8,800 persons by 2040 (see Table 4.13-7).

The projected increase in residential units with implementation of the Specific Plan is 1,017 dwelling units, resulting in a total housing stock of 4,403 units in the City. This also exceeds SCAG's 2040 projection for the City of 3,500 households.

The projected employment under the Specific Plan is 3,670 jobs, which is a decrease of 1,487 jobs and would decrease the City's job base from 14,954 jobs in 2015 to 13,467 jobs. This range would not meet or exceed SCAG's projected employment base for the City of 15,900 jobs

by 2040. Based on the estimated population, housing, and employment generation under the proposed Specific Plan compared to SCAG's projections, the proposed Specific Plan would result in substantial population and housing growth in the City beyond what has been projected by SCAG to occur in 2040.

SCAG's forecasts were based on input from the City in accordance with its General Plan and local development trends. The exceedance of growth forecasts means that the proposed Specific Plan would induce growth that was not considered by the City and SCAG. However, future SCAG forecasts will include the City's changed development capacity based on the proposed Specific Plan, once it is adopted. Therefore, the exceedance of SCAG's housing, household, and employment forecasts for 2040 would be temporary and would disappear in the next SCAG forecast to be developed in 2018. Also, future development under the Specific Plan would be incremental over time and may not occur within the same time frame as the SCAG projections. Thus, impacts related to the potential exceedance of population and household projections would be temporary but are considered significant. There is no feasible mitigation for this impact.

While the proposed Specific Plan would allow for the development of housing units (which would increase the local population) and would result in a decrease in non-residential development (which could decrease the number of jobs in the planning area), future development may not be built to the extent that the Specific Plan allows; and housing units and new land uses would occur only if the market forces are in place to promote development at the discretion of property owners.

Since increases in population, housing, and employment would be incremental over time as each property is developed, future development under the Specific Plan would not lead to concentrated and substantial growth at any one time. The demand for goods and services that may be created by new residents and employees could indirectly lead to impacts. Commercial goods and services would be provided by existing commercial uses in the City and the surrounding areas, as well as by future commercial developments in the Focus Area. Private business ventures are expected to meet market demand from the Focus Area.

The demand for public services and the impacts of future development on these services are discussed in Section 4.14, Public Services, and Section 4.15, Recreation. Demands for utility services are discussed in Section 4.18, Utilities and Service Systems. Planned infrastructure improvements that have been included in the Specific Plan would also meet telecommunication demands from future development projects. These indirect impacts related to the increase in City residents and changes to its employment base would be considered less than significant after mitigation of impacts on utilities.

A number of Specific Plan goals and policies address the provision of increased housing opportunities in the City (i.e., Policy LU/UD-1.3, Goal LU/UD-3, Policy LU/UD-3.1, Policy LU/UD-3.2, Goal LU/UD-4, Policy LU/UD-4.1, Policy ED-3.5, Policy ED-4.1, and Policy ED-5.2, as listed below). Two Specific Plan districts would allow residential development in the Focus Area: the Mixed Use Corsa and Mixed use Lindero Districts.

As a result of very limited housing development occurring in the City since 2005, the City's RHNA allocations have not been met. Future housing development in the Focus Area would meet the existing and future housing needs of the City, as identified by the RHNA and the City's Housing Element. The Specific Plan would also provide new housing opportunities that may be more affordable than existing housing units in the City and that could decrease the number of overpaying households in the City. Therefore, the Specific Plan would have beneficial impacts on housing and would meet the City's housing goals to provide capacity to meet future housing needs

of the local population. Impacts associated with increases in housing stock would be less than significant; no mitigation is required.

Infrastructure

The proposed Specific Plan calls for the construction and improvement of roadways and utility infrastructure systems in the planning area. Since the planning area is already developed, planned improvements would not extend new infrastructure systems into vacant areas. Therefore, no inducement in population growth due to roadway or infrastructure improvements is expected with the Specific Plan. This topic is discussed further in Section 6.4, Growth-Inducing Impacts, of this Program EIR.

Impacts related to substantial population growth would be temporary but significant. Indirect impacts associated with increases in population, housing, and employment would be less than significant. No mitigation is required.

Housing Displacement

Threshold 4.13b: Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Currently, no dwelling units or residents are present in the Specific Plan area, and no housing or household displacement would occur with future development projects. Also, the proposed Specific Plan is not expected to have any displacement impacts on the City's residential neighborhoods (i.e., Westlake Canyon Oaks and Westlake Renaissance) or the Hidden Canyon community in Thousand Oaks, as these neighborhoods are not located in the Specific Plan area. Impacts related to air quality, traffic, and noise that may affect adjacent residents are discussed in separate sections of this EIR.

The proposed Specific Plan calls for the development of mixed use projects with a residential component. It encourages residential development in the Mixed Use Corsa and the Mixed Use Lindero Districts. As many as 1,017 new dwelling units can be built within the Specific Plan area with no loss of existing dwelling units within the City.

Planned roadway and infrastructure improvements would occur on existing public rights-of-way and would not result in housing displacement but would serve the needs of existing and future developments. Under the Specific Plan, no replacement housing is required as part of future development or as part of roadway and infrastructure improvements. No housing displacement impacts would occur. No mitigation is required.

Population Displacement

Threshold 4.13c: Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Future development could result in the displacement of existing employees, businesses, and commercial tenants in the Focus Area. However, prior to development, property owners are expected to have made plans to move their businesses and employees to other locations or to have informed employees of the need to relocate. If business tenants are present, property owners are expected to abide by the terms of the lease (i.e., waiting until the leases expire), revise leases or eliminate any long-term lease agreements, or negotiate with tenants for the early termination of leases. This will provide tenants with compensation and/or adequate notice and

time to vacate the property prior to development. Therefore, displacement would not be involuntary, and impacts would be less than significant.

When roadway and infrastructure projects are implemented by the City or other public agency, property acquisition and displacement would have to be conducted in compliance with the California Relocation Assistance Act. This requires adequate notification of affected properties and provision of fair compensation and relocation assistance. Implementation of RR 4.13-1 would prevent sudden displacement and hardships related to the relocation of businesses and tenants due to public projects.

With compliance with RR 4.13-1, impacts related to the displacement of businesses and employees would be less than significant, and no mitigation is required.

4.13.6 CUMULATIVE IMPACTS

Increases in the population and housing stock of the City of Westlake Village and the Las Virgenes Subregion are expected over time due to in-migration and birth rate. Future growth and development in the City and in the Las Virgenes Subregion, in alignment with the proposed Specific Plan, would lead to the development of new homes, the creation of new jobs, and increases in the resident population of the City and the subregion. SCAG estimates that there could be as many as 91,520 persons, 33,338 households, and 68,759 jobs throughout the Las Virgenes Subregion by 2040 (SCAG 2016d). This would include the growth projections for the City of 3,500 households with 8,800 residents and an employment base of 15,900 jobs by 2040 (SCAG 2016b). If buildout of the Specific Plan area occurs by 2040, the City would have as many as 10,646 residents, 4,403 dwelling units, and 13,467 jobs. These would be within SCAG projections for the Las Virgenes Subregion.

The increase in population itself is not expected to be a significant cumulative adverse impact as long as housing can adequately accommodate the population and goods and services are available to meet residents' needs. (The increase in the City's population is directly due to the construction of dwelling units in the Focus Area; and, thus, the new dwelling units would house the future residents.) The cumulative increase in population in the Las Virgenes Subregion would be accompanied by an increase in housing stock, as projected by SCAG. Thus, housing would be available for the future population. Whether this housing is adequate will depend on the rate of housing development and the success of housing programs in the various cities and communities in the Las Virgenes Subregion.

The RHNA identifies the existing and future housing needs for each city and county in the SCAG region. State law requires each city and county to provide adequate sites to accommodate future needs and to offer programs to meet existing housing needs. For the 2014–2021 planning period, the City of Westlake Village is expected to provide capacity for 97 new dwelling units to meet its future needs (Westlake Village 2014), while the Las Virgenes Subregion is expected to accommodate 649 new households between 2012 and 2020 (SCAG 2016d). Implementation of the programs in the Housing Elements of each city and the County is expected to meet the housing needs of existing and future residents. As required, regular updates of the Housing Elements of cities and the County would identify adequate sites for housing development to meet local and regional growth projections. Demand for commercial goods and services is expected to be met by existing businesses and new business ventures that serve the marketplace. This may include businesses not just in the planning area but in Westlake Village and adjacent cities and counties as well.

Public service demand by future residents is expected to be met by various public service providers in the Las Virgenes Subregion, including the City. This is discussed in Section 4.14, Public Services, of this EIR. Cumulative impacts would be less than significant.

Development projects that occur on currently developed or underutilized lots in the City and the Las Virgenes Subregion may involve some displacement of local housing stock or population. However, the City's vacant housing stock and the Las Virgenes Subregion's vacant housing stock are expected to provide sufficient alternative accommodation for displaced households and residents, and significant displacement is not anticipated in the Las Virgenes Subregion. Compliance with State regulations regarding fair compensation and relocation assistance for resident and business displacement caused by public projects would ensure that cumulative displacement impacts are less than significant. No significant cumulative adverse impacts on population, housing, or employment would occur with the proposed Specific Plan and future development in the Focus Area.

Cumulative impacts related to population, housing, and employment would be less than significant and no mitigation is required.

4.13.7 MITIGATION MEASURES

The proposed Specific Plan would result in substantial population and housing growth in the City beyond what has been projected by SCAG to occur in 2040. This impact would be temporary but is considered significant. There is no feasible mitigation for this impact.

4.13.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Substantial Population Growth

Significant Unavoidable Impact

Housing Displacement

No Impact

Population Displacement

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact

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4.14 PUBLIC SERVICES

Public service providers in the City were contacted to determine if the proposed Specific Plan would significantly impact any of the providers' ability to provide services or if future development under the proposed Specific Plan would require new or physically altered facilities. Where service agencies provided responses, the responses are summarized below and provided in Appendix I of this Program EIR.

4.14.1 RELEVANT PROGRAMS AND REGULATIONS

California Fire Code

The California Fire Code (*California Code of Regulations,* Title 24, Part 9) contains the minimum requirements for the construction, alteration, movement, enlargement, replacement, repair, maintenance, removal, and demolition of new and existing buildings and structures in order to protect people and property from fire, explosion, or dangerous conditions. This Code adopts the International Fire Code by reference, and the Code applies to buildings and structures regulated by State agencies and all occupancies and applications not regulated by a State agency, unless modified by local ordinance.

California Disaster and Civil Defense Master Mutual Aid Agreement

The California Disaster and Civil Defense Master Mutual Aid Agreement is an agreement between the State of California, its departments and agencies, and the various political subdivisions, municipal corporations, and other public agencies of the State of California that implement the California Emergency Services Act. The mutual aid agreement allows for the use of all resources and facilities of the participating agencies in preventing and combating the effect of disasters, such as flood, fire, earthquake, pestilence, war, sabotage, and riot. It also commits the participating agencies to voluntarily aid and assist each other in the event of a local disaster, through the interchange of services and facilities, including fire, police, medical and health, communication, and transportation services and facilities, as necessary to provide rescue, relief, evacuation, rehabilitation, and reconstruction. However, aid is obligatory under a state of emergency or war.

California Fire Service and Rescue Emergency Mutual Aid Plan

The California Fire Service and Rescue Emergency Mutual Aid Plan provides guidelines for the implementation of mutual aid between the State, its departments and agencies, its political subdivisions, and municipal corporations and other public agencies for the mobilization of fire and rescue resources in the event of a natural or man-caused disaster or emergency. The Mutual Aid Plan facilitates comprehensive and compatible training, resource inventories, communication, and emergency response through voluntary mutual aid between Cities, Counties, fire districts, special districts, and State agencies by outlining the responsibilities of assigned coordinators for each agency and the procedures for requesting and providing mutual aid.

California Law Enforcement Mutual Aid Plan

The California Law Enforcement Mutual Aid Plan includes standard procedures that are used to acquire law enforcement mutual aid resources and ensure coordination of law enforcement planning and readiness at the local, State, and federal levels. This Plan implements the mandates in the *California Government Code,* the California Emergency Plan, and the Master Mutual Aid

Agreement, with the California Emergency Management Agency (CalEMA) responsible for maintaining the Law Enforcement Mutual Aid System.

Under this Plan, when an incident becomes or is beyond the control of local law enforcement resources, the chief of police of the local jurisdiction may request mutual aid from the operational area law enforcement mutual aid coordinator. In response to the request, the County Sheriff will coordinate operational area response from unaffected municipalities, the California Highway Patrol, and other law enforcement agencies. If the resources of the operational area are depleted, the regional coordinator will organize the response of resources within the region, with the State coordinator providing support. If the combined resources of a region are not adequate to respond to the situation, the State coordinator will coordinate responses from regions throughout the State through the various regional coordinators, as well as assist the local agency in seeking assistance from federal agencies or resources. For minor incidents, police officers from nearby agencies may respond to emergencies (in accordance with department policy) even if a formal mutual aid request has not been made.

School Facilities Act

Assembly Bill (AB) 2926 or the School Facilities Act was enacted in 1986 by the State of California and added to the *California Government Code* as Section 65995. The Act authorizes school districts to collect development fees based on demonstrated need and generate revenue for capital acquisitions and improvements. It also establishes the maximum fees (adjustable for inflation) that may be collected under the Act.

Senate Bill (SB) 50 subsequently revised the School Facilities Act by defining the Needs Analysis process in Sections 65995.5–65998 of the *California Government Code* and allowing school districts to collect fees higher than previously permitted to offset the costs associated with increasing school capacity needs as a result of new development. The Level One fees are assessed based on the floor area of residential, commercial/industrial, and/or parking structure uses as originally allowed by a Fee Justification Study. Level Two fees are alternative fees with 50 percent funding from the State and 50 percent funding from the developer for construction costs associated with accommodating students in new schools, as presented in a Needs Analysis. Level Three fees require the developer to pay the full cost of accommodating the students in new schools and would be implemented at the time State funds available from Proposition 1A (bond for school funding approved in 1998) are no longer available, subject to an analysis of the school district's long-term facilities needs and costs. Approval of the Kindergarten-University Public Education Facilities Bond Act of 2004 provided $10 billion in general obligation bonds for school funding, and precludes the imposition of the Level Three fees until funds are no longer available.

The payment of school mitigation impact fees authorized by SB 50 is deemed to provide "full and complete mitigation of impacts" on school facilities from the development of real property" (*California Government Code,* Section 65995). SB 50 provides that a State or local agency may not deny or refuse to approve the planning, use, or development of real property based on a developer's refusal to provide mitigation in amounts in excess of that established by SB 50.

Los Angeles County Fire Code

Title 32 of the Los Angeles County Code is the County's Fire Code, which adopts the California Fire Code (and the International Fire Code for sections that were not adopted as part of the California Fire Code) by reference. New construction, rehabilitation, alteration, and/or expansion are required to comply with the County's Fire Code, with the County Fire Department having authority to inspect buildings and premises for compliance and to correct conditions which may

cause fire or contribute to its spread. Requirements include construction materials and methods, fire protection systems, emergency access requirements, water supplies, and other fire safety issues. The Code also addresses construction in fire hazard areas; the storage, use, handling, and transport of hazardous materials; and the use of equipment and activities involving fire.

Westlake Village General Plan

The Infrastructure and Community Services chapter of the Westlake Village General Plan calls for the provision of adequate public services in the City. This chapter discusses institutional facilities (such as schools and libraries) and contains goals, objectives, policies, and programs to enhance school, library, civic, and other institutional services available to the City. It also addresses public safety services (such as law enforcement, fire protection, and health care) and outlines the City's goals, objectives, policies, and programs for maintaining adequate service levels through coordination and cooperation with the service agencies.

Westlake Village Municipal Code

Chapter 3.1 of the Westlake Village Municipal Code adopts Title 32, Fire Code, of the Los Angeles County Code, as the City's Fire Code. Article 8 of the Municipal Code also adopts Title 26, Building Code, of the Los Angeles County Code as the building code for the City, along with more stringent requirements for roof coverings and development in Fire Zone 3 or 4 (Very High Fire Hazard Severity Zone) to address wildfire hazards in the City.

Article 4, Public Peace, of the Municipal Code contains regulations related to permitted and prohibited activities in the City.

4.14.2 EXISTING CONDITIONS

Fire Protection and Emergency Medical Services

The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services to contract cities and all unincorporated areas, including the City of Westlake Village. Fire protection services are provided in the City of Westlake Village through Fire Station 144, located at 31981 Foxfield Drive in the central section of the City. This station is the jurisdictional station (first due) and is located approximately 1.2 miles south of the planning area.

Fire Station 144 provides fire suppression, rescue, and fire prevention activities to the City, which include responding to structural, mobile, and natural vegetation fires, rescue and emergency medical calls, special incidents, and disaster response. This station is staffed by four persons on duty at all times. The station is equipped with one engine company with paramedic supplies, a patrol vehicle and a water tender. The average response time from this fire station is 4 to 6 minutes (Westlake Village 2018d).

Other nearby fire stations include Los Angeles County Fire Station 89 (29575 Canwood Street in Agoura Hills) and Los Angeles County Fire Station 65 (4206 Cornell Road in Agoura), which are located 2.0 and 3.2 miles to the southeast of the planning area, respectively. Fire Station 125 in Calabasas may also serve the City and the planning area and is located 5.6 miles east of the planning area. Response times from these fire stations also ranges from 4 to 6 minutes (Westlake Village 2018d).

The City has formed a disaster response team of volunteers who have undergone basic training, including Community Emergency Response Training (CERT) on fire safety, light search and

rescue, team organization, and disaster medical operations. This team aids local neighborhoods and assists emergency response personnel in the event of a disaster, at the request of the City Council, City Manager, Sheriff's Department, or Fire Department (LVMCOG 2012).

A mutual aid agreement is an agreement in which participating agencies guarantee the provision of available resources to a requesting agency in the event of an emergency. An automatic aid agreement provides for the routine exchange of services across jurisdictional boundaries under pre-defined conditions. These services are reciprocal and balanced in nature but limited in scope.

The LACFD has automatic aid agreements with several cities in the County to provide fire protection services during a fire or medical emergency regardless of territory. In addition, the LACFD has an automatic aid agreement with the Ventura County Fire Protection District. Under this agreement, when a call regarding an incident is received, the dispatcher calls the appropriate unit to respond, but if the unit is unavailable, the dispatcher calls the closest available alternate unit.

Police Protection and Law Enforcement Services

The Los Angeles County Sheriff's Department (LACSD) provides police protection and law enforcement services to the City through the Malibu/Lost Hills Sheriff's Station, which is located at 27050 Agoura Road in Calabasas. This station serves a 175-square-mile area in the Cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village and the nearby unincorporated areas of Chatsworth Lake Manor, Malibou Lake, Topanga, and West Hills. The station is located approximately 5.3 miles southeast of the Specific Plan area.

One full-time patrol unit provides law enforcement services to the City, with three other units available as needed. The patrol unit consists of two deputies on the early morning shift and one deputy on the day and evening shifts. The majority of calls for service are medical emergencies that are the responsibility of the Fire Department (Westlake Village 2018d).

The most recent crime statistics for the City are provided in Table 4.14-1. As shown, in 2016, violent crimes in Westlake Village included 4 rapes, 2 robberies, 10 aggravated assaults; property crimes included a total of 204 burglaries, motor vehicle thefts, and larceny thefts; and 1 arson (DOJ 2018).

TABLE 4.14-1
CRIME STATISTICS FOR 2014–2016

Crime	2014	2015	2016
Homicide	0	0	0
Forcible Rape	5	2	4
Robbery	1	2	2
Aggravated Assault	1	2	10
Burglary	49	47	37
Motor Vehicle Theft	8	6	6
Larceny Theft	116	142	161
Arson	1	1	1
Total	181	202	221
Source: DOJ 2018.			

The LACSD has mutual aid agreements with all surrounding jurisdictions. These agreements are activated during natural disasters or events (i.e., riots) that exceed the LACSD's capacity to handle.

To support the LACSD, the City of Westlake Village operates a Volunteers on Patrol Program that utilizes a group of volunteers who have been trained by the Sheriff's Department to patrol neighborhoods, shopping centers, and businesses; report suspicious activities to the Sheriff's Department; and respond to civilian requests. The group also serves as a mobile Neighborhood Watch (Westlake Village 2018a).

School Services

The Las Virgenes Unified School District (LVUSD) provides educational services to the Cities of Westlake Village, Agoura Hills, Hidden Hills, and Calabasas and adjacent unincorporated communities through one preschool, eight elementary schools, three middle schools, two high schools, and one alternative school. Schools serving the City of Westlake Village and the planning area are listed in Table 4.14-2, along with their current enrollments, capacities, and facilities.

TABLE 4.14-2
SCHOOL ENROLLMENT AND FACILITIES

Grade Levels	School Name and Address	Enrollment (Capacity)*	Facilities
Preschool	Buttercup Preschool 6098 Reyes Adobe Road Agoura Hills	160 students (--)	within Yerba Buena Elementary School campus
K - 5	White Oak Elementary 31761 Village School Road Westlake Village	456 students (512 students)	8.75 acres with 32 permanent classrooms, 7 portable classrooms, a media center, a multi-purpose room, a staff room, 2 computer labs, and 2 playgrounds.
6 - 8	Lindero Canyon Middle School 5844 Larboard Lane Agoura Hills	981 students (837 students)	13.32 acres with 7 permanent buildings (42 classrooms), media center, gymnasium, cafeteria, 7 staff prep rooms, staff lounge, computer lab, and athletic fields.
9 - 12	Agoura High School 28545 West Driver Avenue Agoura Hills	2,055 students (1,890 students)	54 acres with 18 permanent buildings (77 classrooms), 4 shop buildings, pool, gymnasium, media center, cafeteria/multi-purpose room, 4 computer labs, administration building, athletic fields, and a pre-fabricated building with 16 classrooms.
Alternative High School	Mariposa School of Global Education 6050 Calmfield Avenue Agoura Hills	369 students (--)	within Sumac Elementary School campus

* Enrollments are able to exceed capacity by adjusting class size in targeted areas.

Source: LVUSD 2018a, 2018b, 2018d; DOE 2018a, 2018b, 2108c, 2018d; Cooperative Strategies 2018.

As shown, the elementary school serving the planning area is not overcrowded (e.g., school capacity is greater than student enrolment), but the middle school and high school are overcrowded. LVUSD has indicated that enrollment exceedances of a school's capacity are accommodated by adjusting the class sizes in targeted areas. It also indicated that there are no identified deficiencies in school services (LVUSD 2018d).

In Ventura County, the Conejo Valley Unified School District (CVUSD) provides educational services to students in the Thousand Oaks, Newbury Park, and Westlake areas. Westlake High School is located at 100 North Lakeview Canyon Road, less than 0.5 mile west of the Specific Plan area. However, the Specific Plan area is not within the service boundaries of this school (CVUSD 2018).

The California Community College system has 72 districts with a total of 114 community colleges that offer post-secondary education. These community colleges are open to residents of the State, with residents of other states or other countries subject to additional fees (CCC 2018).

The City is located within the boundaries of the Los Angeles Community College District (LACCD), which operates nine community colleges in the County. Pierce Community College at 6201 Winnetka Avenue in Woodland Hills is located 12 miles east of the planning area. Pierce College is a two-year college offering classes in over 80 disciplines leading to 75 associate degrees, 52 State-approved certificates, GED, or transfer to four-year colleges. It has an average enrollment of more than 22,000 students per semester (LACCD 2018).

Moorpark Community College is located at 7075 Campus Road in Moorpark, approximately 9.5 miles northwest of the planning area. This college is operated by the Ventura County Community College District (VCCCD) and has an average enrollment of approximately 15,000 students. Moorpark Community College offers 1,500 classes per semester in 70 disciplines, which can lead to associate degrees, certificates, or transfer to four-year colleges (VCCCD 2018a).

Numerous other public and private colleges and universities in the region are available to residents of the area.

Oaks Christian Middle School and High School are private schools located at the southern section of the planning area, north of La Tienda Drive and west of Via Rocas. During the 2016–2017 school year, there were 360 students in the Middle School (grades 5–8) and 1,908 students in the High School (grades 9–12) (Oaks Christian School 2018). St. Jude the Apostle School is located on Lindero Canyon Road, south of U.S. 101.This school is adjacent to the church and has 245 students in Grades K-8 (Westlake Village 2018d).

Library Services

The County of Los Angeles Public Library system operates the Westlake Village Library located beside City Hall at 31220 Oak Crest Drive. This 11,500-square-foot library includes a children's area, teen space, study rooms, public computers, 100 seats, and a book drop. It houses a collection of 47,385 book volumes and other materials, including a non-English collection, large print collection, and online collection. The Library features a young adult resource center, several study rooms, electronic workspaces, children's programs, and a bookstore operated by the Friends of the Westlake Village Library (Westlake Village 2018b; Los Angeles County Public Library 2018b).

From July 2017 to June 2018, the Library had 75,726 visitors, 17,271 card holders, 170,277 borrowed materials, and 3,367 program participants. It is staffed by three full-time employees and seven part-time employees. There are no identified deficiencies and no plans to expand the Library (Los Angeles County Public Library 2018b).

The County Library indicated that it uses service level guidelines of a minimum of 0.50 gross square foot of library facility space per capita; 2.75 items (books and other library materials) per capita; 2.5 reader seats per 1,000 people served, and 1.0 public access computer per 1,000 people served. Based on the 2017 service area population of 10,274 persons, the Library currently meets these standards (Los Angeles County Public Library 2018b).

Other nearby libraries include Los Angeles County's Agoura Hills Library and Malibu Library, Westlake High School Library, Agoura High School Library, City of Thousand Oaks' Grant Brimhall Library, California Lutheran University's Pearson Library, Moorpark College Library, and Ventura County's Oak Park Library.

Medical Services

The nearest hospital to the planning area is the Los Robles Hospital and Medical Center located on West Janss Road in Thousand Oaks. This hospital is a 404-bed acute care hospital serving residents in the Counties of Los Angeles and Ventura. The hospital provides the following services (LRHMC 2018):

- Acute care for elders unit
- Birthing center
- Breast center
- Cancer center
- Cardiovascular institute
- Center for weight loss surgery
- Comprehensive stroke center
- Minimally invasive surgery
- Emergency and Level II trauma center
- Heart center
- Neuroendovascular program
- Neuroscience gamma knife center
- Neurosurgery program
- Pediatric care
- Senior care
- Spine program
- TIF treatment for GED program
- Total joint program
- Women's services
- Wound care

The hospital operates the Thousand Oaks Surgical Hospital at Rolling Hills Drive in Thousand Oaks for various inpatient and outpatient surgical services and an Imaging Center in Moorpark for diagnostic imaging services. It also has an East Campus Facility on Via Merida in Thousand Oaks, which offers the following rehabilitation services (LRHMC 2018):

- Physical therapy
- Occupational therapy
- Speech-language pathology

- Pulmonary rehabilitation
- Cardiac rehabilitation

The University of California, Los Angeles (UCLA) Health System operates several specialty care practices on La Venta Drive in Westlake Village. The facility provides primary and specialty care, obstetrics and gynecology, hematology/oncology, East-West medicine, and laboratory services (UCLA Health System 2018).

Several public health care and social service facilities in Ventura County offer general medicine, laboratory, and ophthalmology services, mental health and social services, family planning, and gynecological services to area residents (Westlake Village 2018d).

Other Public Facilities

Aside from police, fire, school, and library services, the City provides governmental services through local governance and the implementation of City regulations and ordinances. It also contracts with the County of Los Angeles for plan check services, sewer line maintenance, street maintenance, and storm drain system services.

4.14.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are derived from the Environmental Checklist Form included as Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The project would result in a significant impact related on Public Services if it would:

Threshold 4.14a: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire protection services,
- Police protection services,
- Schools,
- Parks, and/or
- Other public facilities.

Potential impacts to parks, which is included within this threshold in Appendix G of the CEQA Guidelines, are addressed in Section 4.15, Parks and Recreation, of this EIR.

4.14.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan, and existing regulatory requirements that future developments would be required

to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may avoid environmental impacts related to Public Services are listed below:

Economic Development

Policy ED-1.3: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Enhanced Infrastructure Financing Districts, Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund and construct necessary public facilities and infrastructure.

Policy ED-1.4: Based on capital cost estimates provided as part of the Specific Plan, establish development impact fees for new development's fair share cost of required facilities.

Policy ED-1.6: Periodically update the financing plan as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur.

Goal ED-2: Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.

Policy ED-2.1: Require existing and new development to contribute their fair share of operations and maintenance costs for enhanced services that provide special benefits to properties and businesses.

Policy ED-2.2: Use various combinations of techniques to cover ongoing operations and maintenance costs, such as landscape and lighting districts, Community Facilities District (CFD) special taxes.

Policy ED-2.3: Provide for approaches that increase the cost-efficiency of the delivery of public services.

Policy P-1.3: Provide bicycle parking for employees, residents and patrons who bicycle to, from, and within the Specific Plan area in such a way as to be attractive, safe, convenient, and to encourage bicycling as a transportation mode.

Goal I-1: Provide fully functional, safe, cost-effective and environmentally friendly public infrastructure to meet the needs of future development within the North Business Park Specific Plan area.

Policy I-3.3: Require the expanded use of recycled wastewater for irrigation, dust control, soil compaction, fire protection, and other uses as they are developed, as a means of reducing impacts on ground water resources.

Specific Plan Districts. The proposed Specific Plan calls for the preservation/maintenance of existing developments of the planning area's southern section, which would allow Oaks Christian Middle School and High School to continue to provide school services to area residents.

Design Standards and Guidelines. The *North Business Park Specific Plan* contains design standards and guidelines for new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. While these design standards and guidelines do not dictate site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design standards and guidelines that would avoid or reduce potential impacts related to Public Services (police protection services) include those that address the following:

Chapter 4. Specific Plan Zoning

E. Performance Standards - Security

Chapter 5. Design Guidelines

E. Pedestrian Connectivity

F. Plazas and Courtyards

H. Open Space in Multi-Family Developments

K. Exterior Lighting

Chapter 6. Circulation and Parking

F. Pedestrian Circulation

J. Specific Plan Parking

Chapter 7. Open Space and Streetscape Improvements

C. Streetscape Improvements

E. Street Furniture

Public Improvements. The proposed Specific Plan includes the provision of new sidewalks, bicycle lanes, and crosswalks that would reduce congestion and improve vehicle and pedestrian safety in the planning area. Improved pedestrian and vehicle safety would reduce demand for public services such as police protection and fire protection services. The Specific Plan also recommends formation of a Traffic Council/Transportation Management Organization to monitor traffic levels and congestion and to work on traffic, transportation, transit, and parking issues within the planning area.

Regulatory Requirements

There are existing State and local regulations that relate to the provision of public services. Compliance with these regulations would be required for future development, as well as public and infrastructure projects. These regulatory requirements (RRs) are presented below:

RR 4.14-1: Existing and future development must comply with the County Building Code, County Fire Code, and regulations of the County Fire Department, which have been adopted by the City, and include standards for building construction that would prevent the creation of fire hazards and facilitate emergency response. These standards specify site design and building material and construction that would reduce the demand for fire protection services and facilitate emergency response and evacuation. Building plans are reviewed and structures regularly inspected by the County Fire Department and the Los Angeles County Building

and Safety Department for compliance with applicable fire safety, emergency access, and fire flow standards.

RR 4.14-2: In compliance with Section 65995 of the *California Government Code* (Senate Bill [SB] 50), prior to approval of a development project, the property owner/developer must pay applicable school impact fees to the Las Virgenes Unified School District.

From Section 4.16, Transportation

RR 4.16-3: Construction work on public rights-of-way must be performed in accordance with the Standard Specifications for Public Works Construction (Greenbook), which contain standards for maintenance of access, traffic control, and notification of emergency personnel.

4.14.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would generate a demand for public services. Planned roadway and infrastructure improvements would not be occupied by a permanent population and therefore, are not expected to create a demand for public services.

Threshold 4.14a: **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Fire protection services,**
- **Police protection services,**
- **Schools, and/or**
- **Other public facilities?**

Fire Protection and Emergency Medical Services

Future development under the proposed Specific Plan would increase the number of residents, employees, businesses, and structures in the planning area, including patrons and visitors. This would increase the potential for fire accidents and the associated demand for fire protection services, as well as the calls for emergency medical services. Industrial and commercial uses and activities involving hazardous materials are expected to have a higher potential for fire than residential uses. Increased traffic on City streets may also increase potential for vehicle accidents, requiring emergency response from the County Fire Department. This would increase the associated demand on fire protection and emergency service apparatus, equipment, and personnel.

The LACFD has indicated that development must comply with all applicable codes and ordinance requirements for construction, access, water mains, fire sprinkler systems, fire flows, and fire hydrants. The LACFD also states that implementation of the project will not have a significant impact on its Land Development Unit until actual construction is proposed.

Thus, as future developments are proposed, individual building plans would be submitted for LACFD review and approval; and structures would be regularly inspected by the LACFD for compliance with applicable fire safety, emergency access, and fire flow standards in order to reduce demand for fire protection services. This review would also ensure that fire hydrants and fire flows are adequate to serve the development per Fire Code requirements.

Future development would have to comply with applicable provisions in the County Fire Code, as adopted by the City, which includes standards for building construction, fire flows, pressures in water mains and fire hydrants, emergency access, and other requirements that would prevent the creation of fire hazards; reduce the incidence of fire; and facilitate emergency response. Compliance with the County Fire Code (as RR 4.14-1) would avoid the creation of fire hazards and would facilitate both evacuation and emergency response in the event of a fire or other emergency.

In addition, the proposed Specific Plan contains goals and policies for funding public facilities and services needed in the planning area. These include Goal ED-2 and Policy ED-1.3, Policy ED-1.4, Policy ED-1.6, Policy ED-2.1, Policy ED-2.2, and Policy ED-2.3. Also, planned roadway and infrastructure improvements within the planning area (such as new sidewalks, bike lanes, and crosswalks) would improve vehicle and pedestrian safety and, in turn, reduce traffic accidents and the demand for fire protection and emergency medical services. The City also regularly reviews their contract with the LACFD to ensure that adequate fire protection services are provided to all development and land uses in the City.

Since the LACFD reviews individual development projects for compliance with applicable codes and requirements related to fire safety and emergency response, the LACFD is expected to set conditions of approval for individual projects during the plan check process and ensure that no fire hazards are created and the need for fire protection services is minimized. Compliance with RR 4.14-1 and Specific Plan goals and policies and implementation of roadway and infrastructure improvements would avoid the creation of fire hazards in the planning area. Compliance with permit conditions that would be imposed by the LACFD on individual development projects and infrastructure improvements would reduce demand for fire protection services. Impacts would be less than significant.

Construction and planned roadway and infrastructure improvements may temporarily obstruct emergency response by the LACFD. However, this impact would be less than significant with compliance with required LACFD notification of street closures, construction detour plans, and water service disruption, as well as compliance with applicable standards for the maintenance of access and traffic control during construction, as found in the Greenbook (RR 4.16-3), as discussed in Section 4.16, Transportation. Impacts would be less than significant, and no mitigation is required.

Police Protection and Law Enforcement Services

Future development under the proposed Specific Plan would increase the number of residents, employees, businesses, and structures in the City, including patrons and visitors, thereby increasing the potential for crime incidence and conflict. Increase in vehicle trips on City roadways could also increase the potential for traffic accidents and violations. These factors would lead to increases in the demand for police protection and law enforcement services from the LACSD.

The goal for law enforcement services in the City is the provision of one patrol unit on a 24-hour basis with no increase in reported crime, even with future growth (Westlake Village 2018d).

The LACSD has indicated that the increase in the resident population of the planning area would increase the demand for police protection services. It also indicated that the LACSD tries to maintain a service population ratio of 1.0 deputy per 1,000 persons. With the anticipated 2,288 residents who would be residing in the 1,017 new dwelling units in the Focus Area, approximately 2 to 3 deputies would be needed to maintain this LACSD ratio at buildout. The increase in population, employment, development intensity, and traffic would also increase the number of calls for law enforcement services handled by the Lost Hills Station. The increase in demand would require additional resources in the form of patrol deputies, other sworn deputies, support personnel, patrol and support vehicles, weaponry, communications equipment, office furnishings, and equipment. Additional staff and assets may also require the expansion or relocation of the Sheriff's Station (LACSD 2018).

However, it should be noted that the increase in the resident population of the planning area would be accompanied by a decrease in non-residential floor area by 389,697 square feet and an accompanying decrease in the number of employees by 1,487 employees. Thus, a portion of the demand for services from residents would be offset by this change. Also, the City of Westlake Village determines the police contract size according to the needs of the City and the level of protection desired. Therefore, the City's annual review of the police services contract will ensure that adequate police protection levels are provided by the LACSD to the planning area and the City.

The proposed Specific Plan also contains goals and policies for funding public facilities and services needed in the planning area. These include Goal ED-2 and Policy ED-1.3, Policy ED-1.4, Policy ED-1.6, Policy ED-2.1, Policy ED-2.2, and Policy ED-2.3. In addition, Goal I-1 and Policy P-1.3 and Policy I-3.3 promote public safety. The Specific Plan also has a number of design standards and guidelines that would promote security and prevent crime in the area through site design and crime prevention features. In addition, a number of planned roadway improvements within the planning area (such as new sidewalks, bike lanes, and crosswalks) would improve vehicle and pedestrian safety and, in turn, reduce the potential for traffic accidents and the demand for police protection services. Compliance with these goals, policies, and design standards in addition to the implementation of roadway improvements would reduce demand for police protection and law enforcement services. The City also regularly reviews their contract with the LACSD to ensure that adequate police protection services are provided to all development and land uses in the City.

Construction and planned roadway and infrastructure improvements may temporarily obstruct emergency response by the LACSD. However, this impact would be less than significant with compliance with RR 4.16-3, as discussed in Section 4.16, Transportation. Impacts would be less than significant, and no mitigation is required.

School Services

New residential development (with as many as 1,017 dwelling units) under the proposed Specific Plan would lead to the introduction of approximately 2,288 residents into the Focus Area, which would include school-age children requiring school services from the LVUSD. Table 4.14-3 provides an estimate of the number of students that would be generated by future residential development, based on student generation factors from the LVUSD.

TABLE 4.14-3
ESTIMATED STUDENT GENERATION

Grade	Student Generation Factor*	Student Generation
K–5	0.1304 student/du	133 students
6–8	0.0729 student/du	74 students
9–12	0.1280 student/du	130 students
Total	0.3313 student/du	**337 students**

du: dwelling unit

* Assumes all 1,017 units are multi-family units (e.g., townhomes, condominiums, live-work units, and other attached multi-family units.

Note: numbers have been rounded off.

*Source: LVUSD 2018d, Cooperative Strategies 2018.

As shown, a total of 337 school-age children requiring school services could be generated by new residential development in the Focus Area. These students would increase the demand for school services and facilities from the LVUSD. There is currently no available capacity at the LVUSD middle and high schools serving the planning area (see Table 4.14-2). However, LVUSD generally adjusts class sizes to accommodate enrollments above capacity and has indicated that future development under the Specific Plan would not adversely affect school services (LVUSD 2018d). Also, future residential development is not expected to occur this school year or in the immediate future. Rather, future development is expected to be incremental, as existing development on individual parcels in the Mixed Use Corsa and Mixed Use Lindero Districts are proposed for demolition and replacement with residential uses. LVUSD has further indicated that future development would not create a need to construct a new school (LVUSD 2018d).

As allowed under the School Facilities Act, school districts assess school impact fees based on the floor area of new dwelling units and non-residential developments. These fees are used to fund school facilities (i.e., construct and/or acquire school facilities; remodel existing facilities to add classrooms and technology; and acquire and install portable or modular classrooms) needed to provide adequate school services. As part of this fee program, future development projects would have to coordinate with the LVUSD to determine applicable school impact fees and pay the LVUSD the applicable school impact fees. The payment of these fees constitutes full mitigation for the impacts generated by new development, per Section 65995 of the *California Government Code*.

Future developments under the proposed Specific Plan would pay school impact fees prior to issuance of building permits (RR 4.14-2). These fees are subject to change on an annual basis, as deemed appropriate by the LVUSD, and will be determined at the time individual development proposals are processed/reviewed.

While residential development would generate students requiring school services, future non-residential development is not expected to lead directly to a demand for school services. While employees at the future non-residential uses in the Focus Area may request inter-district transfers, based on employment location, this is only allowed based on the availability of space. Also, the projected decrease in the number of jobs in the Focus Area is expected to reduce the number of inter-district transfers due to employment location. In addition, new non-residential development would also be paying school impact fees to the LVUSD.

As provided under Section 17620 of the *California Education Code* and Section 65970 of the *California Government Code,* the payment of statutory school fees is presumed to fully mitigate a

project's impacts on schools. Section 65995(h) of the *California Government Code* states that payment of fees is "full and complete mitigation of the impacts". The *California Education Code* and *California Government Code* do not require the dedication of land or payment of fees in excess of statutorily established school fees. Payment of the school impact fees would allow future development projects to provide full and complete mitigation of their impacts on school facilities.

The proposed Specific Plan calls for the preservation of existing land uses in the southern section of the planning area, which is developed with Oaks Christian Middle School and High School. These schools would be available to future residents of the Focus Area. Planned roadway improvements (i.e., sidewalks and bike lanes) would improve local access from future residential areas to these schools.

Future residential development could also add students that may attend Moorpark Community College, Pierce Community College, and other community colleges and universities located farther from the planning area. The planning area's projected 2,288 residents are not expected to include a large number of college students that would make up a large percentage of Moorpark Community College's or Pierce Community College's current enrollments (15,000 to 22,000 students, respectively), when compared to the total resident population within the service areas of these colleges. Therefore, the proposed Specific Plan would have less than significant impacts on the educational services and facilities of the LACCD and VCCCD.

A portion of property taxes from existing developments in the planning area and that would be generated by future development is allocated to the LVUSD and the LACCD to fund their services. With increases in property taxes due to the increases in property values that would accompany future development under the proposed Specific Plan, the LVUSD and the LACCD would also receive a proportionate increase in property taxes.

In addition, payment of school impact fees under RR 4.14-2 would ensure that impacts on school services from future residential development and non-residential redevelopment under the proposed Specific Plan would be less than significant. No mitigation is required. Planned roadway and infrastructure improvements would not create a demand for school services.

Other Public Facilities

Library Services

Future development in the planning area is projected to increase the City's population by 2,288 residents, who may utilize the Westlake Village Library, as well as the Agoura Hills Library, Grant Brimhall Library in Thousand Oaks, Oak Park Library in Ventura County, and other libraries in the area.

Future residents of the planning area would create additional demand for library services and could adversely affect the service capacity of the Westlake Village Library to serve existing and future residents of its service area. Non-residential development could also indirectly increase library service demand if employees of future development projects move into the library service area or use local libraries as a stop before, during or after their work hours.

With the construction of 1,017 new dwelling units in the planning area, increase in library service levels can be estimated using the County Library standards of 0.50 gross square foot of library facility space per capita; 2.75 items (books and other library materials) per capita; 2.5 reader seats per 1,000 people served; and 1.0 public access computer per 1,000 people served. Approximately

1,144 square feet of library space; 6,292 items; 6 reader seats; and 3 public access computers would be needed to serve future residents of the planning area.

With 2,288 future residents in the Focus Area added to the 2017 population of the Library's service area (10,274 residents), the total service area population would be 12,562 residents. Thus, approximately 6,281 square feet of library space would be needed (at 0.5 square foot per capita) for the combined 12,562 residents, which is less than the Library's existing floor area of 11,500 square feet. The total projected residents would also need 34,546 books and other library materials (at 2.75 items per capita), which is less than the Library's current 47,385-item collection. In addition, 13 computers would be needed (at 1.0 public access computer per 1,000 people served, where 15 computers are currently available. The required 32 reader seats (at 2.5 reader seats per 1,000 people served) is also less than the 100 seats currently available at the Library. This comparison indicates that existing Library facilities are available to serve the projected residents of the Library's service area and the future residents of the planning area. The County Library also indicates that future development under the proposed Specific Plan does not require upgrades to the existing Library or the need to build a new Library, although unforeseen events may cause the Library to no longer be able to adequately serve residents (Los Angeles County Public Library 2018b).

A portion of property taxes from existing developments in the planning area and that generated by future development under the proposed Specific Plan is allocated to the County Library system. With the increase in property taxes due to the increase in property values brought on by future development, the County Library system would receive a proportionate increase in property taxes from the planning area. These taxes are expected to fund library services for future residents of the planning area.

In addition, the County Library charges a library facilities mitigation fee on new residential projects in unincorporated areas served by the County Library (as provided under Los Angeles County Code, Chapter 22.72). These fees are used by the County to fund library expansion and improvements to handle the increase in demand for library services. However, this fee applies only to residential projects in the unincorporated areas.

The County Public Library indicated that, while the projected increase in population from future development under the proposed Specific Plan is with the service guidelines of the Library, unforeseen events and commercial developments may create additional demand that will not be mitigated by Library Mitigation Fees or special taxes, since these fees and taxes are not applicable to Westlake Village. The County Library proposes to have future discussions with the City regarding acceptable measures to mitigate impacts on local library services (Los Angeles County Public Library 2018b).

As a supplement to the property taxes that are allocated to the County Library system, the City of Westlake Village has a service contract with the County Library for the provision of library services to City residents. The City regularly reviews their contract with the County Library to ensure that adequate library services are provided to residents of the City and has been paying to keep the Westlake Village Library open for longer hours. This contract review is expected to address the County Library's proposal for future discussions with the City and any unforeseen events that would affect the provision of library services to levels considered by the City to be adequate to meet increased demand from future development under the proposed Specific Plan. Impacts to library services would be less than significant, and no mitigation is required.

Planned roadway and infrastructure improvements would not create a demand for library services.

Emergency Medical Services

Future development could increase the demand for medical services in the planning area, as needed for health maintenance, medical conditions, and emergencies. Medical service demand would depend on the insurance coverage of individual persons, individual medical needs, and the site of medical emergencies. Also, personal preference for medical services and physicians would affect demand for medical services from future residents, employees, and visitors of the planning area. Therefore, the demand for medical services could not be readily quantified or determined with any degree of certainty.

However, the demand for emergency medical services is more location-dependent and would likely be served by nearby facilities, including the Los Robles Hospital and Medical Center. Given the size of anticipated future redevelopment, when compared to existing developments in the City and the surrounding area that are currently served by existing medical facilities, the proportionate increase in demand for medical services from future redevelopment in the planning area (an increase of 1,017 dwelling units and the decrease of 389,698 square feet of non-residential development) is expected to be relatively minor. No significant adverse impacts on medical facilities and services are expected with the proposed Specific Plan. No mitigation is required.

Governmental and City Services and Facilities

Future development could create a demand for other public services from the City. Governmental and City services provided by the City of Westlake Village within its jurisdictional boundaries would be available to existing and future land uses in the planning area and the rest of the City, and would include local governance, the implementation of City regulations and ordinances (issuance of permits and code enforcement actions), and the maintenance of public improvements, such as streets, local sewer lines, and storm drain systems (which are discussed in Section 4.16, Transportation, and Section 4.18, Utilities and Service Systems, of this EIR).

Fees are charged by the City to pay for planning review and plan check services. Individual projects also pay for City services needed to review and approve development plans by the City and the County Building and Safety Department. While the City has contracts with the County for the maintenance of streets, storm drains, and sewer lines, the improved streets and utility lines that would be provided by future development and planned roadway and infrastructure improvements under the proposed Specific Plan would require less maintenance. These newer facilities are not expected to require greater maintenance than the older streets and utility lines they replace. Existing City and County facilities that are used to provide these services would continue to serve the planning area. No new public facilities would be needed by future development and planned roadway and infrastructure improvements under the Specific Plan.

The proposed Specific Plan includes Goal ED-2 and Policy ED-1.3, Policy ED-1.4, Policy ED-1.6, Policy ED-2.1, Policy ED-2.2, and Policy ED-2.3, which address funding for public facilities and services needed in the planning area. These goals and policies would facilitate the provision of needed public services and infrastructure.

Therefore, impacts on other public facilities in the City are expected to be less than significant. No mitigation is required.

4.14.6 CUMULATIVE IMPACTS

Future growth and development within the City, the Conejo Valley, and the County would generate increased demands for public services from various service agencies. While increases in

demands would occur on other public service agencies that do not serve the planning area, future development under the proposed Specific Plan would not add to the service demands on these agencies. Therefore, the cumulative analysis for public services considers the service areas of the respective providers and adjacent service agencies, as they may be affected by an increase in demand for services from the planning area. As identified in this section, the proposed Specific Plan would not result in cumulatively considerable impacts related to public services, and no mitigation is required.

Fire Protection and Emergency Medical Services

For fire protection and emergency medical services, the LACFD serves the unincorporated County area and 58 cities in the County and provides automatic aid to other cities in Los Angeles County and to the Ventura County Fire Department. Future growth and development throughout Los Angeles and Ventura Counties would increase the resident population and introduce new structures that would create a demand for fire protection and emergency services. This cumulative demand for fire protection services would require additional personnel and resources at the LACFD and individual fire departments, districts, and agencies to provide the same level of service and to maintain existing response times.

Development projects are required to comply with pertinent provisions of the California Fire Code, as adopted by local jurisdictions. Plan review of individual development projects by the respective fire departments would (1) prevent the creation of fire safety hazards by development, (2) require that fire prevention measures be incorporated into individual projects, and (3) facilitate fire emergency response by providing adequate access and fire alarm systems. Compliance with these existing regulations would ensure cumulative demands for fire protection services are less than significant.

The individual fire departments also regularly review their services and the needed increases in staffing, fire stations, and equipment, as necessary, to keep response times acceptable and to adequately serve their respective service areas. These evaluations are expected to balance demand with available services and to prevent any significant cumulative adverse impacts on fire protection and emergency medical service levels. Impacts would be less than significant, and no mitigation is required.

Police Protection and Law Enforcement Services

The LACSD provides police protection and law enforcement services to the unincorporated County areas and cities that contract with the LACSD for these services. Future development in the County would increase the resident population and introduce new structures that would increase the demand for police protection and law enforcement services. This cumulative demand for police protection services would require additional personnel and resources at Sheriff's stations to provide the same level of service and maintain existing response times.

Development projects are subject to review by individual cities to determine ways to reduce the potential for crime incidence. Cities also regularly review their contracts with the LACSD to determine appropriate service levels. In addition, the LACSD keeps track of proposed developments throughout the County and changes in crime incidence and service demand that may require additional officers, equipment, or facilities. These evaluations and project-specific reviews are expected to balance demand and LACSD services and to prevent any significant cumulative adverse impacts on police protection and law enforcement service levels. Impacts would be less than significant, and no mitigation is required.

School Services

For school services, the cumulative impacts of future residential development under the Specific Plan would occur within the LVUSD service boundaries. The increase in housing development in the LVUSD's service area would lead to increases in the student population requiring school services. Future development would have to pay the mandated school impact fees to provide funds for facility improvements by the LVUSD. Payment of these fees would serve as full mitigation of development impacts; and, therefore, no significant cumulative impacts on school services would occur. Impacts would be less than significant, and no mitigation is required.

Other Public Facilities

Cumulative impacts on library services from future development under the Specific Plan would occur within the service boundaries of the County of Los Angeles Public Library system. The increase in the resident population of the County would lead to increases in the demand for library services. Additional library materials, library seats, facilities, and personnel may be needed at area libraries to adequately serve future cumulative demand. Library impact fees charged by the County Library on residential developments in the unincorporated areas and special taxes would help fund needed facilities. Also, increases in property taxes due to new development under the proposed Specific Plan would provide additional funds for public services and facilities. In addition, the Los Angeles County Library System monitors library use and changes in service demand that may require additional personnel, library materials, or facilities. This evaluation is expected to balance demands with services and to prevent any significant cumulative adverse impacts on library service levels. Impacts would be less than significant, and no mitigation is required.

Other public facilities required by future development would include facilities that provide medical services and governmental services. Payment of medical service fees, City permit processing fees, and utility service fees would prevent the creation of cumulative adverse impacts related to other public facilities. Impacts would be less than significant, and no mitigation is required.

4.14.7 MITIGATION MEASURES

No significant adverse impacts on public services have been identified with compliance with pertinent Specific Plan goals, policies, design standards and guidelines, and the implementation of planned roadway and infrastructure improvements and compliance with the regulatory requirements above; therefore, no mitigation measures are required.

4.14.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Fire Protection Services

Less Than Significant Impact

Police Protection Services

Less Than Significant Impact

School Services

Less Than Significant Impact

Other Public Facilities

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact

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4.15 PARKS AND RECREATION

Information in this section is derived from published documents by the City of Westlake Village, the California Association of Governments, and local recreational service providers.

4.15.1 RELEVANT PROGRAMS AND REGULATIONS

Westlake Village General Plan

The Infrastructure and Community Services chapter of the Westlake Village General Plan calls for the provision of adequate recreational services in the City. This chapter discusses existing recreational facilities and trails, future recreational needs, and potential recreational sites; it also contains goals, objectives, policies, and programs for the provision of adequate parks and recreational facilities, a bikeway and trail system, and recreation program funding in the City. This chapter mentions the City's development standard of 9.65 acres of parkland per 1,000 dwelling units.

The existing and proposed General Plan shows existing bikeways on Lindero Canyon Road and Thousand Oaks Boulevard. The existing General Plan shows proposed trails in and near the City and the proposed General Plan shows existing trails along Triunfo Canyon (Pentachaeta Trail) and near the Las Virgenes Reservoir.

The Natural Resources chapter of the General Plan addresses open space and calls for the preservation and management of natural resources in large, undeveloped areas of the City, along with the accommodation of outdoor recreation and the promotion of public health and safety.

Westlake Village Zoning Regulations

Chapter 9.13 of the City's Zoning Regulations establishes the Open Space (OS) zone, which applies to areas used for passive recreational uses, parks, and flood-control channels. The hillside areas at the southern end of the City cover over 936 acres that are zoned OS. A 122-acre area at the northwestern end of the City also features hilly terrain and is zoned OS. Various City parks, flood-control channels, a cemetery, and walking trails are also zoned OS. The Zoning Regulations also have a Commercial Recreation (CR) zone that allows athletic fields, golf courses, golf driving ranges, marina facilities, neighborhood recreational facilities, and recreational and country clubs.

Chapter 9.6, RPD (Residential Planned Development) Zone requires the provision of common open space areas for all residents equal to 200 square feet for each dwelling unit with two bedrooms or 133.3 square feet for each unit with fewer than three bedrooms. These areas are to include active recreation areas and indoor recreation areas permanently maintained for the residents' use. Private open space may be provided in each dwelling unit in place of common open space at a ratio of 3:1 (3 square feet of private open space instead of 1 square foot of common open space).

4.15.2 EXISTING CONDITIONS

Public Recreational Facilities

The City of Westlake Village has seven public parks covering approximately 35.2 acres. The Westlake Village Community Park is an 18-acre park located immediately north of the Specific Plan area across Thousand Oaks Boulevard. This park features multi-purpose sports fields, walking/jogging trail, skate park, picnic areas, outdoor volleyball and basketball courts, fitness equipment, restroom/concession facilities, and children's play areas. It also includes a

55,000-square-foot facility for the YMCA. Russell Ranch Park is a 4.3-acre park at 30798 Russell Ranch Road, east of the planning area. This park has drinking fountains, picnic tables, a playground, restrooms, a small parking lot, soccer fields, and a softball field. Canyon Oaks Park is a 2.46-acre park at 6200 Hedgewall Drive, northeast of the planning area. This park is developed with barbeque pits, a dog station, drinking fountains, a fitness trail, a half-court basketball court, a picnic pavilion, picnic tables, and a playground.

Other City parks include Berniece Bennett Park, a 4.9-acre park at 31800 Village Center Road, south of the planning area. This park is developed with barbeque pits, a basketball court, a dog station, drinking fountains, an open field, a parking area, a picnic pavilion, picnic tables, a playground, restrooms, and a walking path. The Westlake Village Dog Park is a recently completed 1.19-acre park on Saddlecrest Lane. Foxfield Park is a 1.34-acre park at 31965 Foxfield Drive. This park features barbeque pits, gardens, a half-court basketball court, a picnic pavilion, a playground, and a walking path. Three Springs Park is a 3-acre park on 3000 Three Springs Drive. It has barbeque pits, a basketball court, drinking fountains, a fitness trail, picnic tables, a playground, a small parking lot, and a walking path. The Lindero Channel Linear Park is a decomposed granite pathway from Agoura Road to Rustic Oak Drive along the Lindero Channel.

The City also has a joint use agreement with Oaks Christian High School for the use of athletic fields. In addition, there are common open space and recreational facilities in various residential neighborhoods and large undeveloped areas preserved as watershed (by the Las Virgenes Municipal Water District) or as permanent open space/public parkland (within the Santa Monica Mountains National Recreation Area) in the southern sections of the City.

A number of public parks in the nearby cities of Thousand Oaks and Agoura Hills are also located near the planning area, including the Lindero Country Club, Reyes Adobe Park, Forest Cove Park, Russell Park, Triunfo Community Park, and Evenstar Park. In addition, the playfields at public and private schools are available for use by area residents.

There are existing recreational trails in the central and southern sections of the City, in the Santa Monica Mountains National Recreation Area, and in the City of Thousand Oaks. The nearest trails to the planning area as those within Westlake Village Community Park.

Regional Recreational Facilities

There are a number of regional recreational facilities near the City. At the southern end of the City is the Santa Monica Mountains National Recreation Area, which is a part of the National Park System and is managed by the National Park Service. This recreation area features natural habitats, historical and cultural sites, and recreational opportunities. The 600-acre Triunfo Creek Park is located near Triunfo Creek in the Santa Monica Mountains, east of Westlake Village. This park provides natural open space areas and the Pentachaeta Trail (SMMC 2018b). Charmlee Wilderness Park is located in Malibu, approximately 12.0 miles from Westlake Village. This wilderness park covers 590 acres of the Santa Monica Mountains coastal slope area and is open to the public for picnicking and hiking and features an amphitheater (SMMC 2018a).

Oakbrook Regional Park is located in Ventura County, approximately 5.0 miles north of Westlake Village. The 428-acre park is managed by the Conejo Recreation and Park District (CRPD) and contains 11 archaeological sites, hiking trails, camping opportunities, an interpretive museum, and a Chumash village reproduction (CRPD 2018a). Wildwood Park is located in Thousand Oaks, approximately 7.5 miles northwest of Westlake Village. This 1,754-acre park is managed by CRPD and has extensive open space areas for hiking, biking, horseback riding, camping, and

wildlife viewing. It includes barbecue grills, a nature center, picnic tables and areas and restrooms (CRPD 2018b).

Private Recreational Facilities

The Westlake Golf Course is located just south of U.S. 101 at 4812 Lakeview Canyon Road. This public golf course features 18 holes, a lighted driving range, a putting green and chipping green, a pro shop, a snack bar, and a bar. Other nearby golf courses include the North Ranch Country Club, Lindero Country Club, Los Robles Greens Golf Course, and Sherwood Lakes Club.

Westlake Lake is a 125-acre manmade lake that was developed as part of the Westlake Village planned community. It has marina facilities for residents along the shore and on Westlake Island, and the Westlake Yacht Club offers sailing and fishing opportunities for members (Westlake Yacht Club 2018). The Westlake Athletic Club is located at 32250 Triunfo Canyon Road, at the southern end of Westlake Lake's waterfront. This facility offers swimming, tennis, and gym facilities for use by its members. Various other private recreational facilities are present in the City and the surrounding cities.

4.15.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the California Environmental Quality Act (CEQA) Guidelines. A project would result in a significant adverse impact on Parks and Recreation if it would:

Threshold 4.15a: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or

Threshold 4.15b: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment;

From Section 4.14, Public Services

In addition, as noted in Section 4.14, Public Services, the analysis of impacts to parks under the following threshold has been included in this section, as it more closely relates to Recreation. A project would result in a significant adverse impact if it would:

Threshold 4.14a: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks.

4.15.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Policies in the proposed Specific Plan that address Parks and Recreation are listed below:

Land Use and Urban Design

Policy LU/UD-4.2: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants and visitors.

Policy LU/UD-5.2: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate façade articulation and vertical setbacks), and include extensive landscaping.

Policy LU/UD-7.1: Create pedestrian linkages between districts in the Specific Plan area, as well with the Westlake Village Community Park/YMCA to the north across Thousand Oaks Boulevard.

Policy LU/UD-7.4: Provide for the creation of gathering places within private development, such as plazas, green spaces, and linear parks that capture views.

Specific Plan Districts. Development standards in the proposed Specific Plan require the provision of public and private open space areas to serve residents, visitors, employees, patrons and others that come to the area. Specifically, residential developments within the Mixed Use Corsa and Mixed Use Lindero Districts must provide a minimum of 100 square feet of common open space per dwelling unit and a minimum of 50 square feet of private open space per dwelling unit. In addition, linear parks and public open space with an average depth of 20 feet and a minimum depth of 8 feet should be provided on parcels located along the ridgelines in the Mixed Use Corsa and Business Park West Districts.

Design Standards and Guidelines. The proposed Specific Plan contains design standards and guidelines for new commercial, industrial, mixed use, and attached residential developments in the Specific Plan area. While these design standards and guidelines do not dictate site and building design, they will be used in the design review of all new development projects and substantial landscape improvements. Design guidelines that relate to Parks and Recreation include those that address the following:

Chapter 5. Design Guidelines

E. Pedestrian Connectivity

F. Plazas and Courtyards

G. Outdoor Dining

H. Open Space in Multi-Family Developments

Chapter 7. Open Space and Streetscape Improvements

B. Open Space

C. Streetscape Improvements

Public Improvements. The Open Space Framework of the proposed Specific Plan requires future development in the Mixed Use Corsa and Business Park West Districts to provide greenbelts or linear parks along the ridgelines. The linear parks would provide passive recreation opportunities for employees, visitors, patrons, and residents. Also, the Specific Plan calls for the provision of large urban plazas within the Mixed Use Corsa, Mixed Use Lindero and Office Districts and smaller open space areas within residential and mixed-use developments. It also includes the construction of bicycle lanes on various streets within the planning area.

Regulatory Requirements

No regulations related to the provision of parks and recreational facilities apply to the proposed Specific Plan or future development under the Specific Plan.

4.15.5 ENVIRONMENTAL IMPACTS

Future residential development under the proposed Specific Plan would generate a demand and a requirement for the development of additional parks and recreational facilities. Non-residential development is not likely to create a direct demand for parks and recreational facilities. Planned roadway and infrastructure improvements would also not create a demand for parks and recreational facilities.

Increased Use of Parks

Threshold 4.15a: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Future development of as many as 1,017 dwelling units, as allowed under the proposed Specific Plan, could lead to an increase in the population within the planning area by approximately 2,288 persons. These residents are expected to create a demand for parks and recreational facilities and are likely to use both existing and planned parks and recreational facilities in the planning area, in the City, and in the surrounding area. These facilities include the Westlake Village Community Park north of the planning area, City parks, school facilities, other nearby public parks and recreational facilities, private recreational facilities, and recreational areas at the Santa Monica Mountains National Recreation Area.

The proposed Specific Plan calls for the development of linear parks along the southern edges of the Mixed Use Corsa District and Business Park West District and large public plazas or “village greens” in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts. A minimum of 1,000 square feet per acre of non-residential common open space is required in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts; and an average 20-foot wide useable public open space is required along ridgelines in the Mixed Use Corsa and Business Park West Districts. In addition, the Specific Plan requires the provision of common open space of at least 100 square feet per dwelling unit and private open space of at least 50 square feet per dwelling unit (MM 4.15-1).

The provision of on-site open space and recreational facilities by multi-family residential and mixed use residential and commercial developments would meet some demand from local

residents and reduce the use and accompanying deterioration that may occur at off-site park facilities due to the introduction of residents into the planning area.

With implementation of MM 4.15-1, the provision of on-site open space areas, and with compliance with Specific Plan Policy LU/UD-4.2 and Policy LU/UD-7.4 related to parks and open space, potential environmental impacts from increases in the use of parks and recreational facilities by residents of future development under the Specific Plan would be less than significant after mitigation.

Planned roadway and infrastructure improvements would not directly increase the use of nearby parks and recreational facilities. However, proposed bicycle lanes would promote bicycle use and could lead to greater use of nearby bike lanes. Impacts would be less than significant, and no mitigation is required.

New Recreational Facilities

Threshold 4.15b: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Open Space Framework of the proposed Specific Plan calls for the development of linear parks along the southern edges of the Mixed Use Corsa and Business Park West Districts and large urban plazas in the Mixed Use Corsa, Mixed Use Lindero, and Office Districts. See Exhibit 3-2, Open Space Framework, in Section 3.0 of this EIR. In addition, development standards in the Specific Plan require the provision of common open space of at least 100 square feet per dwelling unit and private open space of at least 50 square feet per dwelling unit. Rooftop gardens, open space areas, and/or recreation areas on top of parking structures are encouraged by the Specific Plan. Private recreational uses are also allowed in the different Specific Plan districts.

These future parks and open space would be developed in conjunction with future residential developments in the Focus Area and would meet some or all of the demand for recreational facilities generated by future residents of the planning area. The physical impacts associated with the construction of the on-site recreational facilities are addressed in conjunction with the proposed development projects. Since these facilities would be developed as part of the mixed use developments, significant impacts associated the recreational facilities are not expected. These facilities would have the beneficial effect of reducing potential demand at off-site parks and recreational facilities.

With the provision of on-site open spaces and recreational areas as part of future development projects (MM 4.15-1) and compliance with relevant Specific Plan policies, less than significant impacts from the development of future parkland are anticipated, and no mitigation would be required.

Planned roadway and infrastructure projects do not include the development of parks or recreational facilities but include the provision of Class II bike lanes on Via Colinas, Via Rocas, La Baya Drive, and La Tienda Drive. The impacts of these bike lanes are considered in the impact analyses in this Program EIR.

Park Services

Threshold 4.14a: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

Housing development under the Specific Plan, estimated at 1,017 dwelling units that would be occupied by approximately 2,288 residents, would create an increase in demand for parks and recreational facilities, while non-residential development is not likely to create a direct demand for parks and recreational facilities.

Using the City's General Plan development standard of 9.65 acres per 1,000 dwelling units, approximately 9.81 acres of new parkland would be needed to serve residents of the 1,017 new dwelling units proposed under the Specific Plan. The City currently has 35.2 acres of developed public parks, over 200 acres of private recreation areas between the Westlake Golf Course and Westlake Lake, and approximately 1,075 acres of natural open spaces. With a 2018 housing stock of 3,386 dwelling units, the City has 10.4 acres of parkland for every 1,000 units. The addition of 1,017 dwelling units by future development under the Specific Plan would bring the City's parkland ratio to 8.0 acres per 1,000 units, which is below its standard. An additional 7.3 acres of parkland is needed to meet the City standard.

As indicated earlier, the proposed Specific Plan calls for the development of linear parks and large public plazas (village greens), as well as private and common open space areas for dwelling units. Site design standards and guidelines for the size, location, access, and design of these open spaces, plazas, and courtyards are also included in the Specific Plan. Future residential development would be served by these on-site parks and recreational facilities, which would also increase the City's parkland ratio.

Policy LU/UD-4.2, Policy LU/UD-5.2, and Policy LU/UD-7.4 in the Specific Plan specifically call for on-site parks and recreational facilities to serve future residents. Policy LU/UD-7.1 calls for pedestrian linkages between the districts in the planning area and the Westlake Village Community Park to the north of Thousand Oaks Boulevard.

MM 4.15-1 also calls for the residential developments within the Mixed Use Corsa and Mixed Use Lindero Districts to provide a minimum of 100 square feet of common open space per dwelling unit and a minimum of 50 square feet of private open space per dwelling unit.

Since the development of on-site parks and recreational facilities would accompany future residential development, it would meet some or all of the demand of the on-site resident population (depending on the total area of parks and recreational facilities that would be developed) and would not have any significant effect on the acceptable service ratios and parkland standards established by the City, as discussed above. Planned roadway and infrastructure improvements would not create a demand for parkland. Impacts on recreation would be less than significant after mitigation.

4.15.6 CUMULATIVE IMPACTS

Future residential development under the proposed Specific Plan and other residential development projects in the City, the Conejo Valley, and the Las Virgenes Subregion would contribute to the cumulative demand for more recreational open space and park facilities. The analysis of cumulative impacts to parks and recreation considers buildout of the City and growth and development in the surrounding areas within the Conejo Valley and the Las Virgenes Subregion. As many as 8,800 residents, 3.500 households, and 15,900 jobs in the City and 91,520 persons, 33,338 households, and 68,759 jobs throughout the Las Virgenes Subregion are expected by 2040 (SCAG 2016c), along with growth and development in the Ventura County portion of the Conejo Valley.

A wide variety of public and private parks and recreational facilities serve the existing area population. In addition, a number of regional parks and open space areas near Westlake Village serve the needs of the region. These include the Santa Monica Mountains National Recreation Area, various County regional parks, and the beaches along the Malibu Coast.

Future increases in the City's resident population due to housing development in the planning area, along with other housing developments in the City, the Conejo Valley, and the Las Virgenes Subregion, would lead to an increase in demand and the use of these parks and recreation areas.

Generally, parkland requirements are a function of expected demand and are typically related to the number of residential dwelling units in a development project. The City of Westlake Village requires residential planned developments to provide on-site private and common open space. Future residential development under the proposed Specific Plan would provide common and private open space areas; the provision of recreational facilities, linear parks, bicycle lanes, and public plazas is also outlined in the Specific Plan. Pursuant to Section 66477 of the *California Government Code* (or Quimby Act), the adjacent cities of Thousand Oaks and Agoura Hills and the County of Los Angeles have adopted Quimby Act ordinances that require the payment of fees or the dedication of parkland to meet the demand for parks and recreational facilities generated by new residential subdivisions.

Consistent with these regulations, developers of individual projects would pay park fees, dedicate open space lands for park and recreation development, and/or provide on-site recreational facilities to meet the demand for parks and recreational facilities generated by each development. Since residential development under the Specific Plan would provide on-site recreational facilities and individual development projects in and near the City of Westlake Village and would pay Quimby fees or provide parks and recreational facilities to meet the demand generated by their projects, no significant cumulative impacts would result from future residential developments in the Conejo Valley and the Las Virgenes Subregion. Impacts on recreation would be less than significant, and no mitigation is required.

In addition, ongoing efforts for the development of new parks and/or improvement of existing recreational facilities by the City of Westlake Village, the Conejo Recreation and Park District, the City of Agoura Hills, the County of Los Angeles, the Santa Monica Mountains Conservancy, the Rancho Simi Recreation and Park District, and other public entities would also supplement existing parklands and recreational facilities to meet the recreational facility demand of area residents. These park projects would be subject to separate CEQA review prior to construction. Since new recreational facilities and parks developed under the proposed Specific Plan would have less than significant impacts on parks and recreation, the Specific Plan's cumulative contribution to impacts related to the development of new parks and recreational facilities is also considered less than significant. No mitigation is required.

4.15.7 MITIGATION MEASURES

MM 4.15-1 Future residential developments within the Mixed Use Corsa and Mixed Use Lindero Districts shall provide a minimum of 100 square feet of common open space per dwelling unit and a minimum of 50 square feet of private open space per dwelling unit, as required by the *North Business Park Specific Plan*.

4.15.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Increased Use of Parks

Less Than Significant Impact After Mitigation

New Recreational Facilities

Less Than Significant Impact

Park Services

Less Than Significant Impact After Mitigation

Cumulative Impacts

Less Than Significant Impact

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4.16 TRANSPORTATION

4.16.1 METHODOLOGY

Existing conditions in the planning area and the potential traffic impacts of future development under the proposed Specific Plan are evaluated in the Traffic Impact Study prepared by Linscott, Law and Greenspan (LLG) in October 2018. The findings of the Traffic Impact Study are summarized below, and the Study is included in Appendix G of this EIR. A letter was also sent to Metro requesting comment on potential impacts of the proposed Specific Plan on Metrolink services and Metro buses, as required by City Code. Metro's response is provided in Appendix I.

The Traffic Impact Study for the proposed *North Business Park Specific Plan* was developed using the methodology that is summarized below and discussed in detail in the Study.

Traffic Performance

In accordance with the City's traffic study guidelines and consistent with traffic impact assessment guidelines in the 2010 Congestion Management Program (CMP) for Los Angeles County, the intersection analysis in the Traffic Impact Study utilizes the Intersection Capacity Utilization (ICU) method that determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is then assigned a corresponding Level of Service (LOS) value to describe intersection operations.

Level of Service varies from LOS A (free flow) to LOS F (jammed condition). Table 4.16-1 defines and describes the LOS for roadway intersections and the equivalent ICU ranges representing each LOS.

TABLE 4.16-1
INTERSECTION CAPACITY UTILIZATION CHARACTERISTICS

LOS	Intersection Description	Equivalent ICU
A	There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.	0.00-0.60
B	This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.	0.61–0.70
C	At this level stable operation continues. Loading is still intermittent but more frequent than at LOS B. Occasionally, drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.	0.71–0.80
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues; thus, preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.	0.81–0.90
E	This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level, all drivers wait through more than one red signal, and frequently through several signals.	0.91–1.00
F	Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.	N/A

LOS: level of service; ICU: Intersection Capacity Utilization; N/A not applicable
Source: LLG 2018.

Table 4.16-2 shows the corresponding LOS based on the control delay at signalized intersections.

TABLE 4.16-2
LEVEL OF SERVICE CRITERIA FOR
SIGNALIZED INTERSECTIONS

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80
Sec/Veh: seconds per vehicle Source: LLG 2018.	

Traffic Projections

To account for the potential increase in traffic volumes that would be generated by other known development projects in the vicinity of the planning area (see Table 6-1 of the Traffic Impact Study), the vehicle trips of these other projects were calculated and distrubuted to the roadway network. To account for areawide regional growth, the existing traffic volumes were further increased at an annual rate of 0.30 percent through the year 2040 for a total 6.6-percent increase in background ambient traffic growth. This ambient growth factor is based on annual average growth rate in the CMP.

In addition, vehicle trips anticipated from projects proposed in the Cities of Westlake Village, Thousand Oaks, and Agoura Hills were added to the local roadway network to derive the Year 2040 traffic volumes.

Trip Generation

Manual intersection traffic counts collected during the peak hours and turning movement counts from the Cities of Westlake Village and Thousand Oaks were used to determine existing intersection operations. Since future development under the Specific Plan is anticipated only in the northern portion (Focus Area) of the planning area (with existing developments in the southern portion remaining in place), trip generation estimates were limited to those from existing developments in the Focus Area.

The trip generation of existing and future developments in the Focus Area were estimated using rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10^{th} edition). Utilizing the appropriate land use codes, an estimate of the existing total arriving and departing traffic volumes on a peak hour and daily basis was made. The trip generation for future development within the Focus Area at buildout of the proposed Specific Plan were estimated using the same method. Due to the mixed use nature of future developments, internal capture between the residential and restaurant land uses, as well as neighborhood walk-ins for the local community serving commercial/retail uses is estimated at a 25-percent reduction for residential land uses and a 10 percent reduction for restaurant uses, with a 6-percent calibration factor for retail and restaurant uses to account for local conditions and the mix of land uses within the planning area.

The trip distribution (origins and destinations of inbound and outbound project traffic volumes) was then defined based proximity to U.S. 101, expected localized traffic flow patterns, existing intersection traffic volumes, existing and proposed parcel access, nearby population and employment centers, and input from City staff. The traffic assignment involves the allocation of Specific Plan traffic to area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic Analysis

The traffic impacts of the proposed Specific Plan were analyzed under six scenarios:

- Existing (Year 2018) Conditions
- Existing with Specific Plan trips
- Existing with Specific Plan trips and mitigation measures
- Year 2040 (with cumulative developments and ambient growth)
- Year 2040 with Specific Plan trips
- Year 2040 with Specific Plan trips and mitigation measures

The vehicle trips and trip assignment from existing development in the Focus Area were subtracted from the Existing and Year 2040 traffic volumes, and the vehicle trips and trip assignment from future development anticipated under the Specific Plan were added to the Existing and Year 2040 traffic volumes to derive the Existing with Specific Plan traffic volumes and the Year 2040 with Specific Plan traffic volumes. LOS were then calculated to determine intersection operations.

Freeway Analysis

A supplemental freeway analysis was also performed as part of the Traffic Impact Study. Two freeway segments were also analyzed using the HCM operational analysis based on density (i.e., passenger cars per mile per lane [pc/mi/ln]) and speeds. Supplemental intersection analysis was also conducted at Caltrans facilities using the Synchro 10 software package. Vehicle queueing analysis at freeway ramps was also calculated using the Synchro 10 software package.

4.16.2 RELEVANT PROGRAMS AND REGULATIONS

A number of programs and regulations have been adopted by State, regional, County, and local agencies to promote the efficient transport of people or goods in the region. Those that have direct relevance to traffic and circulation issues in the planning area are discussed below.

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which creates a process to change the methodology to analyze transportation impacts under the California Environmental Quality Act (CEQA). The analysis could be based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service (LOS). On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR issued other draft discussion documents with the most recent being in April 2018 suggesting revisions to the State CEQA

Guidelines. OPR has submitted the proposed updates to the CEQA Guidelines to the State's Natural Resources Agency (NRA) and the NRA is conducting public hearings and accepting public comments on the proposed changes. To date, OPR has not issued any final revisions to the CEQA Guidelines to implement the CEQA traffic analysis component of SB 743. Also, statewide application of that new section will not be required until January 1, 2020, at the earliest.

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to address the region's future needs for "mobility, economy, and sustainability". The RTP/SCS is a long-range plan that provides a vision for regional transportation investments over a period of 20 years or more. Using growth forecasts and economic trends, the RTP/SCS identifies land use and transportation strategies to address the region's mobility needs for the future and, at the same time, promote sustainability by meeting air quality requirements and greenhouse gas emission reduction goals, preserving open space areas, and utilizing resources efficiently. The RTP/SCS integrates land use, transportation strategies, and transportation investments with regional GHG reduction targets set by the California Air Resources Board (CARB). The RTP/SCS exceeds the targets issued by CARB (which are an 8-percent reduction by 2020 and a 13-percent reduction by 2035), and would result in an 8-percent reduction by 2020, an 18-percent reduction by 2035, and a 21-percent reduction by 2040 (SCAG 2016).

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) pulls together a prioritized list of transportation projects for the SCAG region that would implement the RTP/SCS's policies, programs, and projects for improving the mobility, efficiency, and safety of the transportation system, while reducing transportation-related air pollution. The FTIP includes state and local highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects that would be implemented within the next six years. The FTIP is prepared in compliance with federal and State requirements and is submitted to the California Department of Transportation (Caltrans) and federal funding agencies. The 2019 FTIP was adopted by SCAG in September 2018 and is expected to be approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in December 2018.

Projects located in and near Westlake Village that are listed in 2019 FTIP include a park and ride facility at the Westlake Village Community Park, a new signal and modified signal at the Rancho Road and U.S. 101 on- and off-ramps, and bridge widening at the Palo Comado Canyon Road interchange on U.S. 101 (SCAG 2018).

Manual on Uniform Traffic Control Devices

Pursuant to the provisions of Section 21400 of the *California Vehicle Code* and the recommendation of the California Traffic Control Devices Committee, Caltrans developed the California Manual on Uniform Traffic Control Devices (MUTCD), which includes the FHWA's MUTCD and amended for use in California. The California MUTCD adopts uniform standards and specifications for traffic-control devices, including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on streets, highways, pedestrian walkways, or bikeways. The standards include temporary traffic controls during construction; traffic controls for school areas; and traffic controls for highway-rail/light rail transit grade crossings.

Green Building Standards Code

The California Green Building Standards Code is Part 11 of the California Building Standards Code in Title 24 of the *California Code of Regulations,* and is also known as the CalGreen Code. It includes mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools and hospitals) that would (1) reduce greenhouse gas emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The CalGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The Code also includes standards for bicycle parking and carpool/vanpool/electric vehicle spaces, among other sustainable practices.

Congestion Management Program for Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed and implements the Congestion Management Program (CMP) for Los Angeles County. The CMP was last updated in 2010 and links transportation, land use, and air quality decisions in the County and addresses the impact of local growth on the regional transportation system. The CMP calls for (1) monitoring of the CMP highway and roadway system, (2) multi-modal system performance analysis, (3) a Transportation Demand Management Program to promote alternative modes of transportation, (4) a Land Use Analysis Program, (5) a seven-year capital improvement program of projects on the CMP highway and roadway system, and (6) a deficiency plan to maintain LOS standards.

The CMP requires monitoring of land use and roadway performance by individual jurisdictions and provides guidelines for conducting a Traffic Impact Analysis (TIA). The CMP sets the LOS standard in Los Angeles County at LOS E, except where base year LOS is worse than E. The CMP highway system includes U.S. 101 and State Route (SR) 23 near Westlake Village. The U.S. 101 segment through the City operated at LOS D or better during the AM and PM peak hours in 2009. No data was available for SR 23 (Metro 2010).

As discussed in the CMP, Metro developed a Countywide Deficiency Plan to address transportation network deficiencies. However, concerns on the Countywide approach led to the preparation of the Congestion Mitigation Fee Feasibility Study that evaluated whether a Countywide congestion fee program could replace the Countywide Deficiency Plan and whether fees from new developments could effectively fund improvements to the regional arterial transportation network. The completed study provided the framework under which a fee program would operate in the County. Aside from U.S. 101 and SR 23, it includes Lindero Canyon Road (north of U.S. 101) as part of the arterial roadway network (Metro 2008).

Pilot nexus studies were prepared for all subregions based on the Countywide feasibility study and program guidelines. The Pilot Nexus Study for the Las Virgenes Malibu subregion identified local projects that would have regional benefits and included a nexus analysis to determine whether the local projects would mitigate future traffic impacts and if fees bear a reasonable relationship to development impacts. The study findings indicate a fee program might work to mitigate the impact of new development on the arterial network through the collection of mitigation fees, construction of local transportation projects with regional benefits, leverage of other funding sources, and integration of existing fee programs (Metro 2012).

Westlake Village General Plan

The Infrastructure and Community Services chapter of the Westlake Village General Plan calls for the provision of adequate public infrastructure and services in the City, including the City's circulation and transportation network. This chapter discusses the existing roadway network and outlines street standards based on the roadway's classification. Table 4.16-3 shows the street classifications and typical characteristics of City roadways.

TABLE 4.16-3
STREET CLASSIFICATION AND CHARACTERISTICS

Street Type	Right-of-Way Width	Curb-to-Curb Width
Major Highway	100–108 feet	84–88 feet
Secondary Highway	84 feet	68 feet
Collector	60–64 feet	40–44 feet
Local	50–60 feet	30–36 feet
Source: Westlake Village 1993, 2018a.		

Thousand Oaks Boulevard is classified as a Major Highway with a 100-foot right-of-way. Lindero Canyon Road is classified as a Major Highway with a variable right-of-way. Via Colinas is classified as a Secondary Highway with an 84-foot right-of-way. La Tienda Drive is identified as a Collector.

The Infrastructure and Community Services chapter also identifies the roadway improvements needed to accommodate traffic volumes at buildout of the City. The improvements planned in and near the planning area include:

- Traffic signal at Lindero Canyon Road and Russell Ranch Road (completed)
- Widening of Lindero Canyon Road from Via Colinas to Cardoza Drive to six lanes (completed)
- Dual left-turn lanes and separate right-turn lanes at Lindero Canyon Road at its intersections with Thousand Oaks Boulevard, Via Colinas, eastbound and westbound freeway off-ramps, Russell Ranch Road, and Agoura Road (partially completed)
- Extension of La Tienda Drive from Via Rocas to Lindero Canyon Road

The General Plan sets the LOS standard for roadways and intersections at LOS C or better, except for the segment of Lindero Canyon Road from Via Colinas to Agoura Road, where LOS D is acceptable.

Westlake Village Municipal Code

Chapter 3.2 of the Westlake Village Municipal Code adopts Title 15, Vehicle and Traffic, Division 1, Traffic Code, of the Los Angeles County Code, as the City's Traffic Ordinance. This ordinance includes regulations for the use of public roadways in the City, excluding freeways, State highways, and private streets.

Chapter 7.1 of the Municipal Code adopts Title 16, Highways, Division 1, Highway Permits, of the Los Angeles County Code as the City's Highway Permit Ordinance. The County Code requires permits for moving loads, conducting construction activities, and placing obstructions on highways. It also requires that all work on highways shall be performed in accordance with the Standard Specifications For Public Works Construction (Greenbook), or according to the plans

and specifications referred to in the permit and, in addition, to any special requirements and/or specifications, which are made a part of the permit.

Chapter 7.2 of the Code establishes a traffic signalization and capital improvement fee for new construction or non-residential additions, based on the average daily traffic generation of the project. The fees are used for financing needed traffic signals in the City. Chapter 7.3 of the Code includes a traffic impact fee ordinance (also called the City's Arterial System Financing Program), which imposes a fee on new development projects to cover their fair share costs for arterial street system improvements that are necessary to accommodate increases in traffic volumes due to individual projects.

Transportation Demand and Trip Reduction Measures

Chapter 9.37 of the Westlake Village Municipal Code contains the City's Transportation Demand and Trip Reduction Measures, which require non-residential development projects with at least 25,000 square feet of gross floor area to incorporate transportation demand management and trip reduction measures. The measures include the provision of a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes; ridesharing information; bicycle route maps; and facilities for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians). Non-residential development with at least 50,000 square feet of gross floor area shall provide a bulletin board with transportation information; preferential parking spaces for carpool/vanpool vehicles; and bicycle racks or other secure bicycle parking. Non-residential development with at least 100,000 square feet of gross floor area shall provide a bulletin board with transportation information; preferential carpool/vanpool parking and loading/unloading zone; bicycle racks; sidewalks or designated pathways; and bus stop improvements, if necessary.

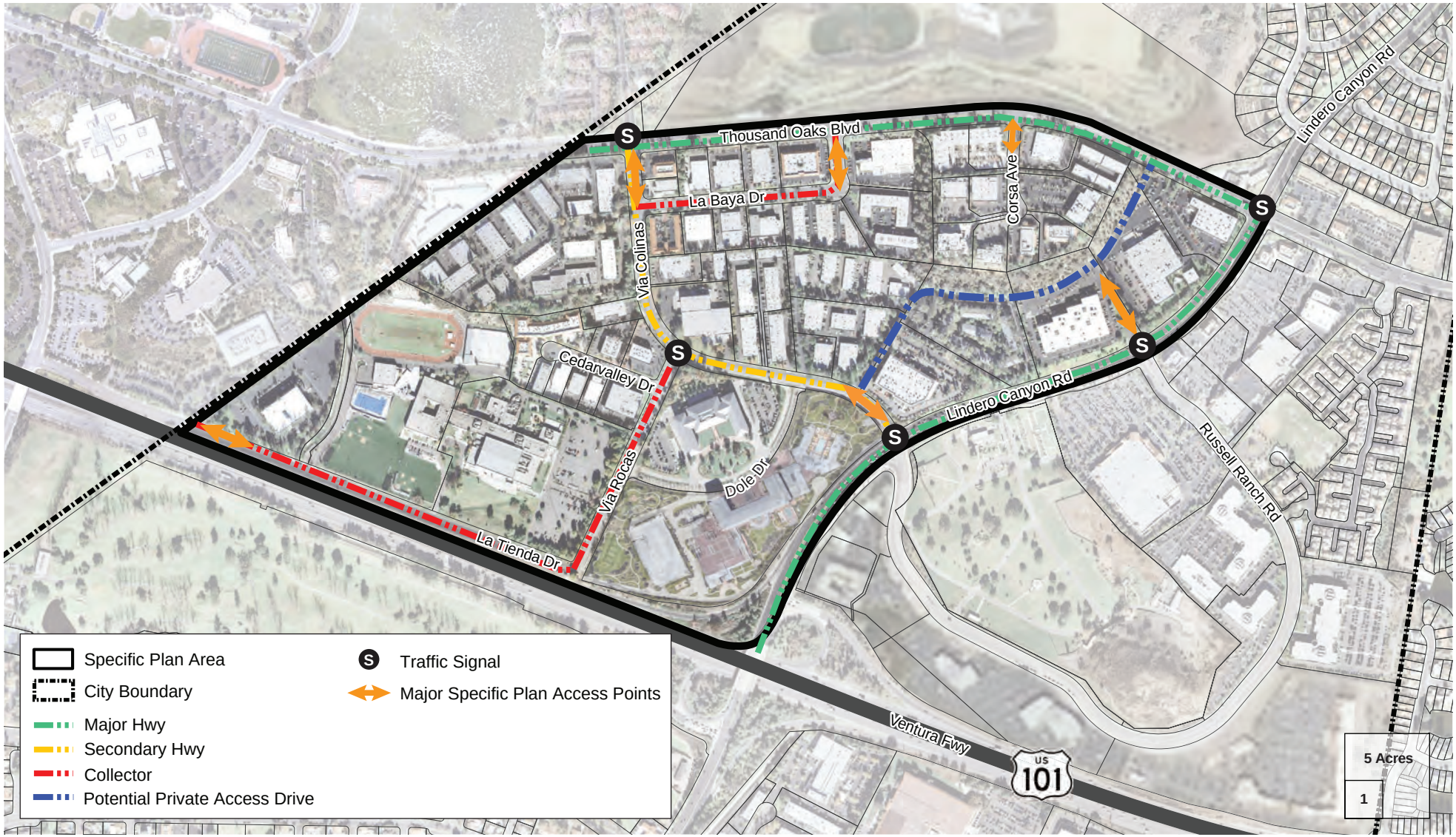
4.16.3 EXISTING CONDITIONS

Existing Circulation System

Vehicular access to the Specific Plan area is provided via four key intersections, which are traffic signal controlled. Left-turn lanes are provided at signalized intersections to facilitate access throughout and on the periphery of the planning area. The circulation system in the planning area is shown in Exhibit 4.16-1, Existing Roadway System. Major roadways and freeways in or near the planning area include those listed below.

The **Ventura Freeway (U.S. 101)** passes through the northern section of the City of Westlake Village in an east-west direction and provides regional access to the City. This freeway extends northwesterly and westerly from downtown Los Angeles, through the San Fernando Valley and Ventura County, and along the Pacific Coast to Central and Northern California and farther north. This freeway has four travel lanes in each direction in Westlake Village and has on- and off-ramps at Lindero Canyon Road. It runs parallel to and just south of La Tienda Drive, which serves as the southern boundary of the Specific Plan area.

Thousand Oaks Boulevard is an east-west arterial roadway at the northern border of the Specific Plan area. Thousand Oaks Boulevard is designated as a Major Highway in the City's General Plan. Major highways are designed to carry high traffic volumes and provide connections between population and employment centers. There are two through travel lanes in each direction and a raised median on Thousand Oaks Boulevard in the Specific Plan area. Exclusive left-turn lanes are provided in both directions at local intersections, with traffic signals at Lindero Canyon Road and Via Colinas. Thousand Oaks Boulevard has a posted speed limit of 45 miles per hour (mph) in the area, and onstreet parking is prohibited. Both sides of the street have Class II bike lanes but no sidewalks.



Source: Civic Solutions 2018

Existing Roadway System

Exhibit 4.16-1

North Business Park Specific Plan Draft Program EIR

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Lindero Canyon Road curves northeast-to-southwest and borders the Specific Plan area to the east. Lindero Canyon Road is designated as a Major Highway in the City's General Plan. This roadway has three through travel lanes in each direction and a raised median between Thousand Oaks Boulevard and U.S. 101, with a Class I bikeway and pedestrian pathway along the east side of the road. Lindero Canyon Road has exclusive left-turn lanes in both directions at the intersections along the planning area boundaries, with traffic signals at Thousand Oaks Boulevard, Via Colinas, Russell Ranch Road, the U.S. 101 on- and off-ramps, and Agoura Road. It has a posted speed limit of 45 mph in the project area and parking is prohibited on both sides of the street.

Via Colinas is a northwest-southeast curving roadway that cuts through the Specific Plan area. Via Colinas is designated as a Secondary Highway in the City's General Plan. Via Colinas serves businesses abutting the roadway and provides a direct connection between Thousand Oaks Boulevard and Lindero Canyon Road. It has one through travel lane in each direction from Thousand Oaks Boulevard to Via Rocas and two through travel lanes in each direction from Via Rocas to Lindero Canyon Road. Exclusive left-turn lanes are present at all intersections, with traffic signals on Thousand Oaks Boulevard and Lindero Canyon Road. Sidewalks are present on only a short segment on both sides of the street west of Lindero Canyon Road. This road extends southeast across Lindero Canyon Road as Russell Ranch Road. Via Colinas is posted for a speed limit of 40 miles per hour.

Via Rocas is a north-south roadway in the planning area, extending from Via Colinas and ending at La Tienda Drive. Via Rocas serves as a Collector, connecting local streets to Secondary or Major Highways. This street has one through travel lane in each direction and two turn lanes at its T-intersection with Via Colinas. Via Rocas is posted for a speed limit of 40 miles per hour.

La Tienda Drive is an east-west roadway extending west from Via Rocas to Lakeview Canyon Road in the City of Thousand Oaks. La Tienda Drive is designated as a Collector in the Westlake Village General Plan and serves as the southern boundary of the planning area. La Tienda Drive provides access to Calvary Church and Oaks Christian Middle School and High School located along the north side of the roadway and to Westlake Village Studios at its eastern end. It has one through travel lane in each direction and a left-turn lane and a two-way turn lane at its T-intersection with Lakeview Canyon Road. La Tienda Drive is posted for a speed limit of 40 miles per hour.

La Baya Drive serves as a Collector in the planning area, running east from Via Colinas (about 300 feet south of Thousand Oaks Boulevard) and then turning north toward Thousand Oaks Boulevard. It has one through travel lane in each direction and two turn lanes at its T-intersections with Thousand Oaks Boulevard and Via Colinas. La Baya Drive is posted for a speed limit of 25 miles per hour.

Corsa Avenue and **Cedarvalley Drive** are local roadways designed as cul-de-sac streets that serve abutting businesses in the planning area.

Dole Drive is a two-lane private roadway in the planning area, extending from Via Rocas to Via Colinas and providing direct access to the Dole Office Headquarters, the Four Seasons Hotel, and the Westlake Village Studios.

Traffic signals are present at the intersections of Lindero Canyon Road/Thousand Oaks Boulevard, Lindero Canyon Road/Via Colinas, Thousand Oaks Boulevard/Via Colinas, Via Colinas/Via Rocas, Lindero Canyon Road/Russell Ranch Road, and Lindero Canyon Road/U.S. 101 on- and off-ramps. Nearby roadways in the City of Thousand Oaks include

Westlake Boulevard, Packard Circle, Via Merida, and Lakeview Canyon Road. Nearby roadways in the City of Agoura Hills include South Lake Lindero Drive and Reyes Adobe Road.

The analysis of traffic impacts focuses on 19 intersections in the planning area and surrounding areas in the Cities of Agoura Hills and Thousand Oaks. The lane configurations of these intersections are shown in Exhibit 4.16-2, Existing Lane Configurations. Existing traffic volumes at these intersections during the AM peak hour on weekdays are shown in Exhibit 4.16-3, Existing AM Peak Hour Volumes. Existing traffic volumes during the PM peak hour on weekdays are shown in Exhibit 4.16-4, Existing PM Peak Hour Volumes.

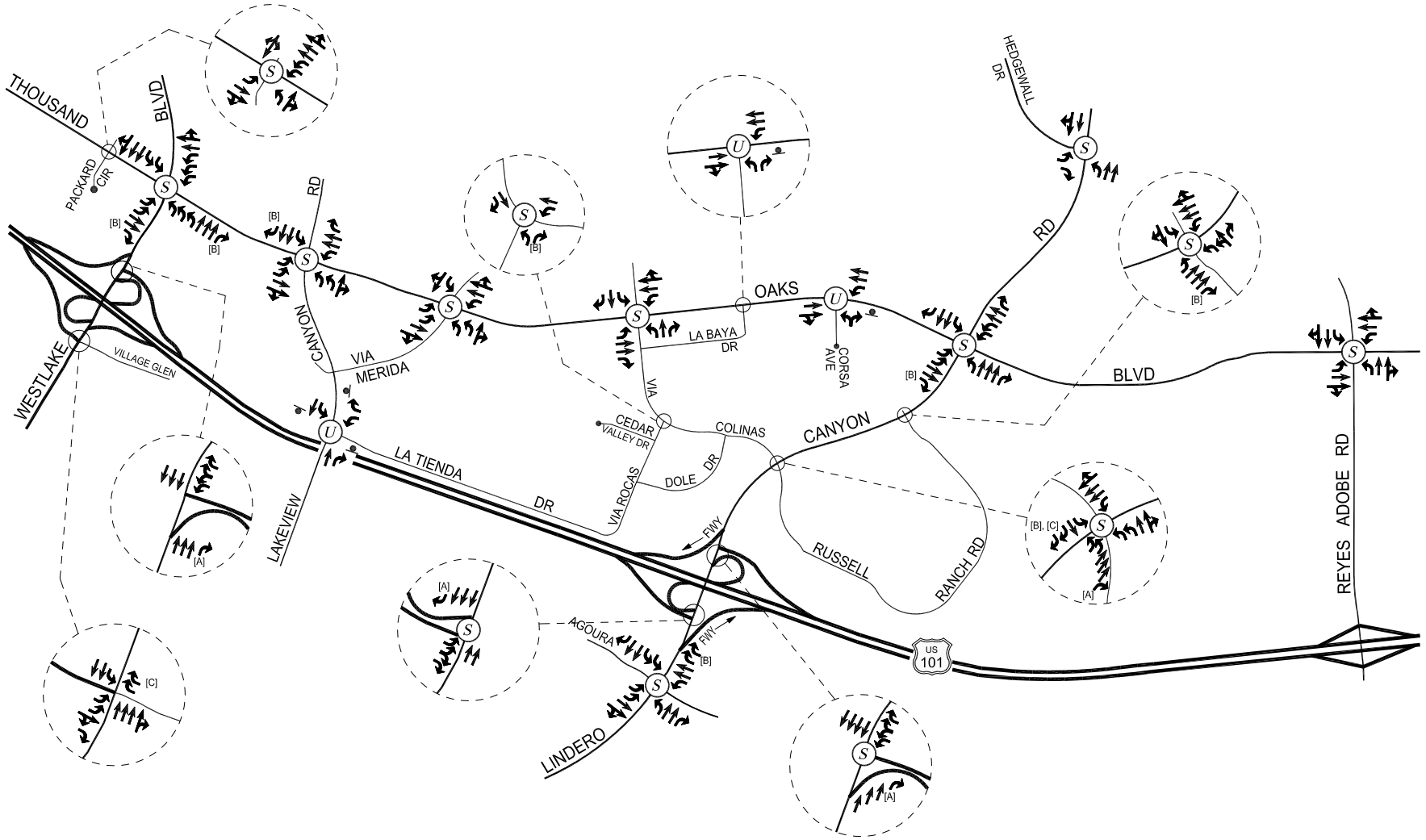
Since future development under the Specific Plan is anticipated in the northern portion (Focus Area) of the planning area (with existing developments in the southern portion remaining in place), vehicle trips to and from existing developments in the Focus Area were estimated at approximately 29,651 daily trips (with 14,826 inbound trips and 14,826 outbound trips). Approximately 1,604 vehicle trips during the AM peak hour on weekdays and 2,272 vehicle trips during the PM peak hour on weekdays are generated by these existing developments. Table 4.16-4 provides the trip generation of existing land uses in the Focus Area.

TABLE 4.16-4
TRIP GENERATION OF EXISTING DEVELOPMENT

Land Use	Size (square feet)	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Area 1								
Business Park	86,465	1,076	103	18	121	28	81	109
General Office	237,263	2,311	237	38	275	44	229	273
Area 2								
General Office	163,249	1,590	163	26	189	30	158	188
Area 3								
General Office	339,225	3,304	339	55	394	62	328	390
Area 4								
Business Park	129,559	1,612	154	27	181	42	121	163
Area 5								
Retail	115,244	4,350	67	41	108	211	228	439
Business Park	59,240	737	71	12	83	20	55	75
Area 6								
Business Park	156,167	1,943	186	33	219	51	146	197
General Office	108,881	1,061	108	18	126	20	105	125
Retail	35,150	1,327	20	13	33	64	70	134
Auto Services	64,320	2,000	96	49	145	96	104	200
Area 7								
Business Park	284,279	3,536	338	60	398	93	265	358
Area 8								
Business Park	242,047	3,011	288	51	339	79	226	305
Total	**2,021,089**	**27,858**	**2,170**	**441**	**2,611**	**840**	**2,116**	**2,956**

Notes:
Area 1 is the Mixed Use Corsa District
Area 2 is the Office District
Area 3 is the Mixed Use Lindero District
Area 4 is the Business Park East District
Area 5 is the Design District South
Area 6 is the Design District North (La Baya)
Area 7 is the Mixed Use Cedarvalley District
Area 6 is the Business Park West District

Source: LLG 2018.



S SIGNALIZED INTERSECTION

U UNSIGNALIZED INTERSECTION

STOP SIGN

[A] FREE-FLOW MOVEMENT

[B] RIGHT-TURN OVERLAP

[C] NO RIGHT-TURN ON RED

Source: LLG 2018

Existing Lane Configurations

Exhibit 4.16-2

North Business Park Specific Plan Draft Program EIR

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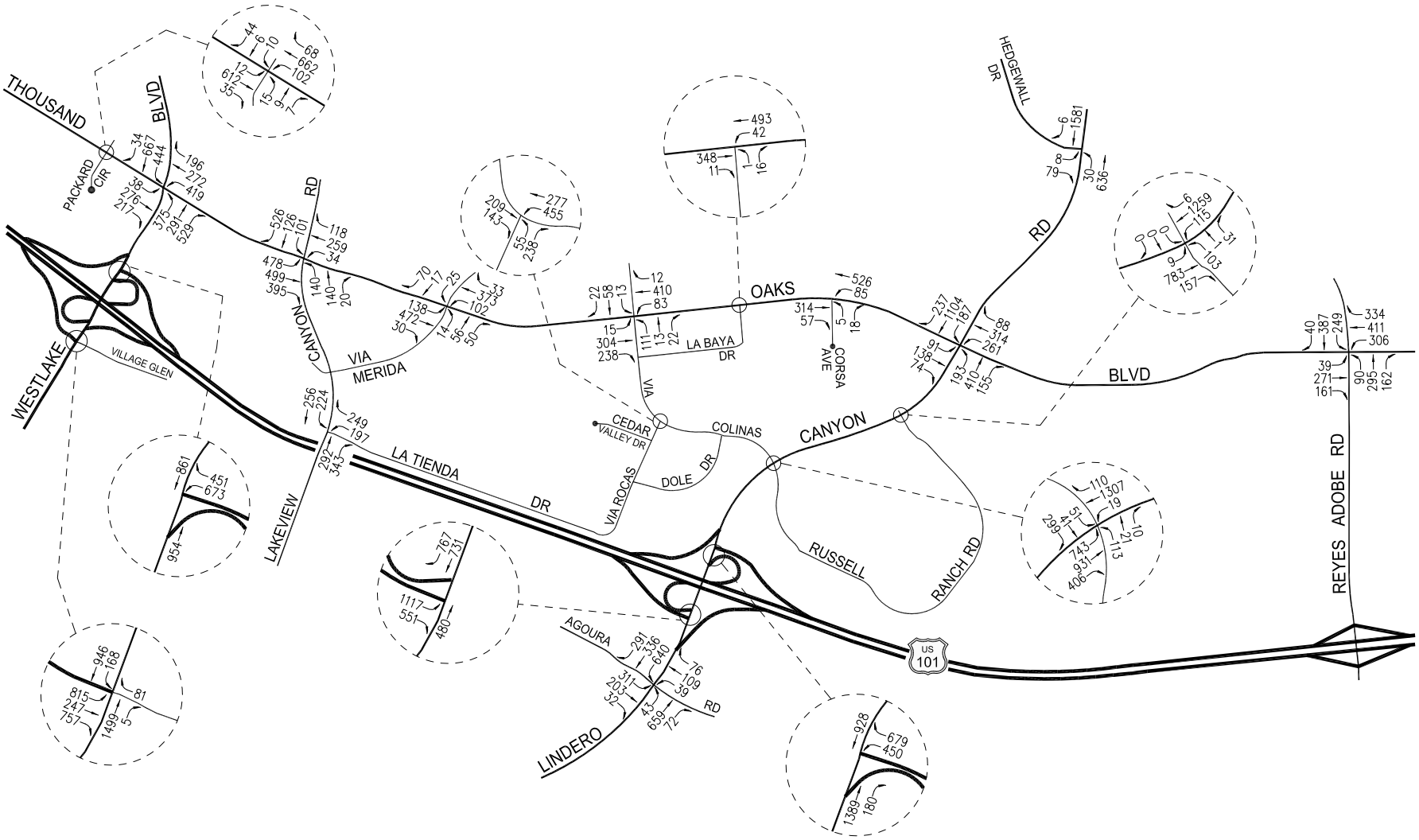

Source: LLG 2018

Existing AM Peak Hour Volumes

Exhibit 4.16-3

North Business Park Specific Plan Draft Program EIR

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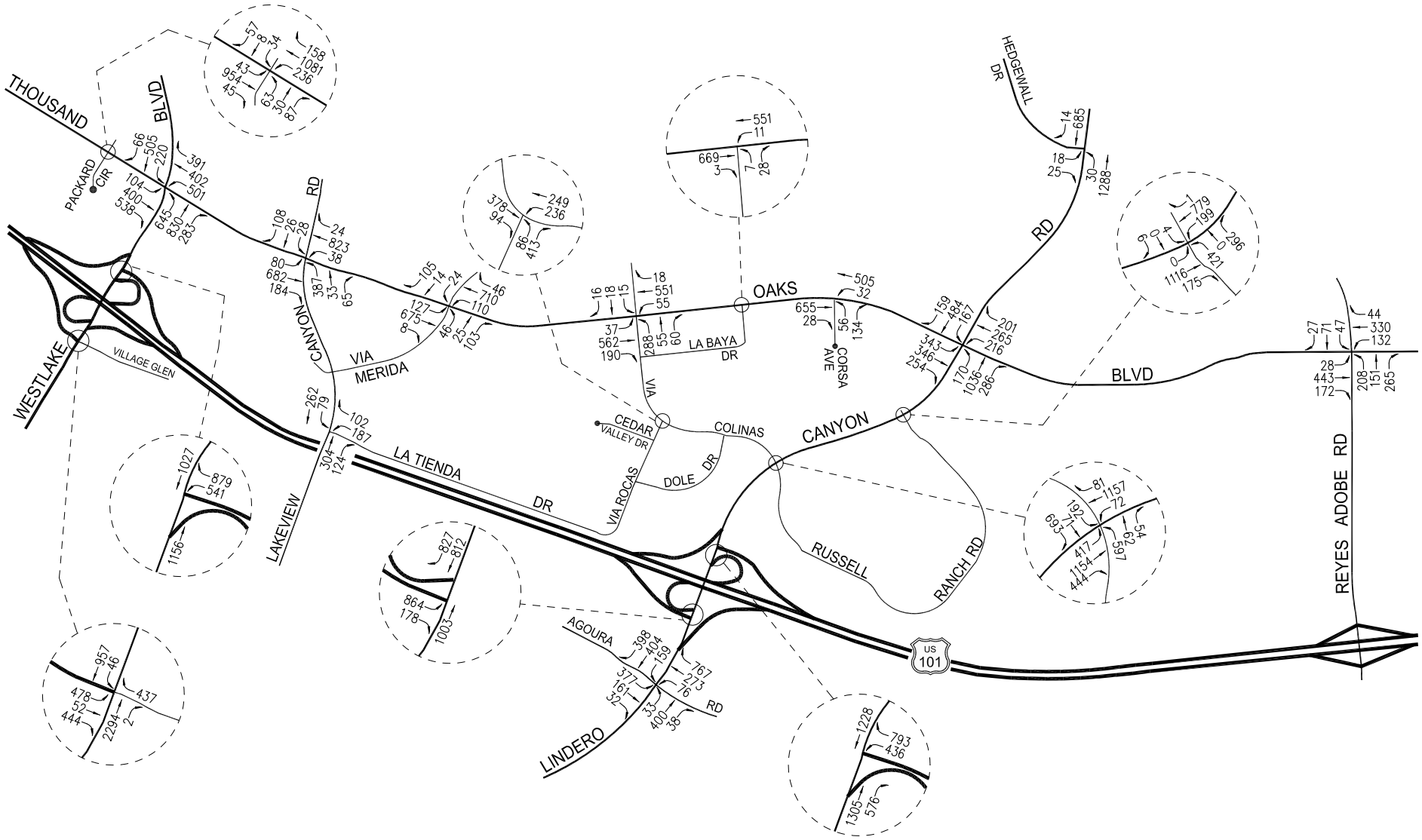

Source: LLG 2018

Existing PM Peak Hour Volumes

Exhibit 4.16-4

North Business Park Specific Plan Draft Program EIR

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Based on intersection capacity, traffic volumes, and turning movements, the existing LOS operations at intersections in the planning area and the surrounding areas are provided in Table 4.16-5.

TABLE 4.16-5
EXISTING INTERSECTION LOS (AM AND PM PEAK HOUR)

No.	Intersection	Signalized?	Time Period	Existing Condition		
				Delay*	V/C	LOS
1	Westlake Boulevard/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	-- --	0.516 0.671	A B
2	Lakeview Canyon Road/La Tienda Drive (in Thousand Oaks)	NO	AM PM	15.5 12.2	0.572 0.501	C B
3	Via Colinas/Thousand Oaks Boulevard	YES	AM PM	-- --	0.406 0.501	A A
4	Via Rocas/Via Colinas	YES	AM PM	-- --	0.549 0.594	A A
5	La Baya Drive/Thousand Oaks Boulevard	NO	AM PM	9.7 12.4	0.035 0.042	A B
6	Corsa Avenue/Thousand Oaks Boulevard	NO	AM PM	11.1 19.4	0.071 0.231	B C
7	Lindero Canyon Road/Thousand Oaks Boulevard	YES	AM PM	-- --	0.699 0.665	B B
8	Lindero Canyon Road/Russell Ranch Road	YES	AM PM	-- --	0.405 0.646	A B
9	Lindero Canyon Road/Via Colinas-Russell Ranch Road	YES	AM PM	-- --	0.718 0.806	C D
10	Lindero Canyon Road/U.S. 101 NB Lanes	YES	AM PM	-- --	0.651 0.656	B B
11	Lindero Canyon Road/U.S. 101 SB Lanes	YES	AM PM	-- --	0.640 0.713	B C
12	Lindero Canyon Road/Agoura Road	YES	AM PM	-- --	0.670 0.711	B C
13	Reyes Adobe Road/Thousand Oaks Boulevard (in Agoura Hills)	YES	AM PM	-- --	0.725 0.570	C A
14	Lakeview Canyon Road/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	-- --	0.624 0.558	B A
15	Via Merida/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	-- --	0.403 0.477	A A
16	Packard Circle/Thousand Oaks Boulevard	YES	AM PM	-- --	0.381 0.587	A A
17	Lindero Canyon Road/Hedgewall Drive	YES	AM PM	-- --	0.664 0.518	B A
18	Westlake Boulevard/U.S. 101 NB off-ramp (in Thousand Oaks)	YES	AM PM	24.2 24.6	0.460 0.600	C C
19	Westlake Boulevard/U.S. 101 SB off-ramp (in Thousand Oaks)	YES	AM PM	30.7 26.1	0.720 0.730	C C

* in seconds; V/C: volume-to-capacity ratio; LOS: level of service; –: no delay reported; NB: northbound; SB: southbound.
Source: LLG 2018.

As shown, all intersections are operating at LOS D or better during the AM and PM peak hours.

As part of the supplemental freeway analysis, Table 4.16-6 shows existing traffic volumes, density, speed, and LOS for the freeway segments near the planning area.

TABLE 4.16-6
EXISTING FREEWAY LOS (AM AND PM PEAK HOUR)

Freeway Segment	Peak Hour	Direction	Traffic Volumes	Density (pc/mi/ln)	LOS	Speed (mph)	LOS
U.S. 101 Freeway north of Westlake Boulevard	AM	NB	5,159	16.3	B	64.2	D
		SB	6,761	21.4	C	61.6	D
	PM	NB	8,074	25.7	C	64.6	C
		SB	3,968	12.6	B	66.9	A/B
U.S. 101 Freeway south of Reyes Adobe Road	AM	NB	5,330	21.3	C	68.4	A/B
		SB	5,603	22.5	C	65.9	A/B
	PM	NB	6,376	26.5	D	67.2	A/B
		SB	4,750	19.0	C	69.6	A/B

AM: morning; PM: afternoon; NB: northbound; SB: southbound; pc/mi/ln: passenger cars per mile per lane; LOS – Level of Service

Source: LLG 2018.

Alternative Transportation

Alternative transportation systems serving the project area include bus transit, passenger train, airport, and bicycle lanes.

Bus Transit

Metro provides bus transit services in Los Angeles County. Metro Bus Line 161 runs from the Thousand Oaks Community Transit Center (TOCTC) (approximately 3.5 miles west of Westlake Village) passing through Ranch Road, Thousand Oaks Boulevard, Westlake Boulevard, Agoura Road, Lindero Canyon Road, Thousand Oaks Boulevard, Kanan Road, Roadside Drive, Dorothy Drive, Cheseboro Road, Agoura Road, Las Virgenes Road, U.S. 101, Parkway Calabasas, Park Granada Boulevard, Avenida San Luis, Ventura Boulevard, and Canoga Avenue to the Warner Center Transit Hub. The buses run on 30- to 60-minute headways on weekdays (with two eastbound runs and three westbound runs during the AM peak hour and three eastbound runs and two westbound runs during the PM peak hour) and on 60-minute headways on Saturdays, Sundays, and holidays (Metro 2018a).

Passenger data for October 2017 show that at the Lindero Canyon Road/Thousand Oaks Boulevard stop, an average of six boardings and ten alightings occurred on weekdays, one boarding and six alightings occurred on Saturday, and two alightings occurred on Sunday. At the bus stop northwest of the intersection of Lindero Canyon Road and Via Colinas, an average of two boardings and seven alightings occurred on weekdays, three boardings and three alightings occurred on Saturday, and two alightings occurred on Sunday. At the bus stop northeast of the intersection of Lindero Canyon Road and Russell Ranch Road, an average of seven boardings and five alightings occurred on weekdays, two boardings and five alightings occurred on Saturday, and four boardings and one alighting occurred on Sunday (Metro 2018b). Metro is currently restructuring the bus system under its NextGen Bus Study.

The Los Angeles Department of Transportation (LADOT) operates Commuter Express Buses 422 and 423, which run between the TOCTC and Downtown Los Angeles during the AM peak hour

and from Downtown Los Angeles to the TOCTC during the PM peak hour (LADOT 2018a, 2018b). These buses pass on Lindero Canyon Road along the eastern boundary of the planning area, with bus stops at the Lindero Canyon Road intersections with Via Colinas and Thousand Oaks Boulevard. Exhibit 4.16-5, Transit Services, shows bus routes and bus stops near the planning area.

The City operates Westlake Village Transit, which provides a fixed route service for students attending White Oak Elementary School, Lindero Canyon Middle School, and Agoura High School. This service is open to the public. The transit has four routes (WVT 1-Blue; WVT 2-Green; WVT 3-Yellow; and WVT 4-Orange) that go to and from the schools and has a summer route (Westlake Village 2018b, 2017). The Village Trolley runs during late afternoon and evening hours on Fridays and Saturdays from March 25 to September 1. It has stops at the intersection of Lindero Canyon Road and Thousand Oaks Boulevard, Westlake Village Community Park, the intersection of Via Rocas and Via Colinas, Four Seasons Hotel, Residence Inn, Shoppes at Westlake Village, Russell Ranch Park, and various residential and commercial areas south of U.S. 101 (Westlake Village 2018d). The City also offers Senior and Disabled Dial-A-Ride and Airport Shuttle Service for residents (Westlake Village 2018c).

The City of Thousand Oaks operates the Thousand Oaks Transit (TOT) Route 4 (Blue Line) that generally runs along Thousand Oaks Boulevard and Hillcrest Drive from the City Transportation Center to the Oaks Mall, Westlake High School, and Civic Arts Plaza. It travels on Via Merida and Lakeview Canyon Road, with the stop on Via Merida located approximately 2,300 feet from the southwestern corner of the planning area. TOT Route 3 runs on Westlake Boulevard, approximately 3,600 feet west of the planning area (Thousand Oaks 2018).

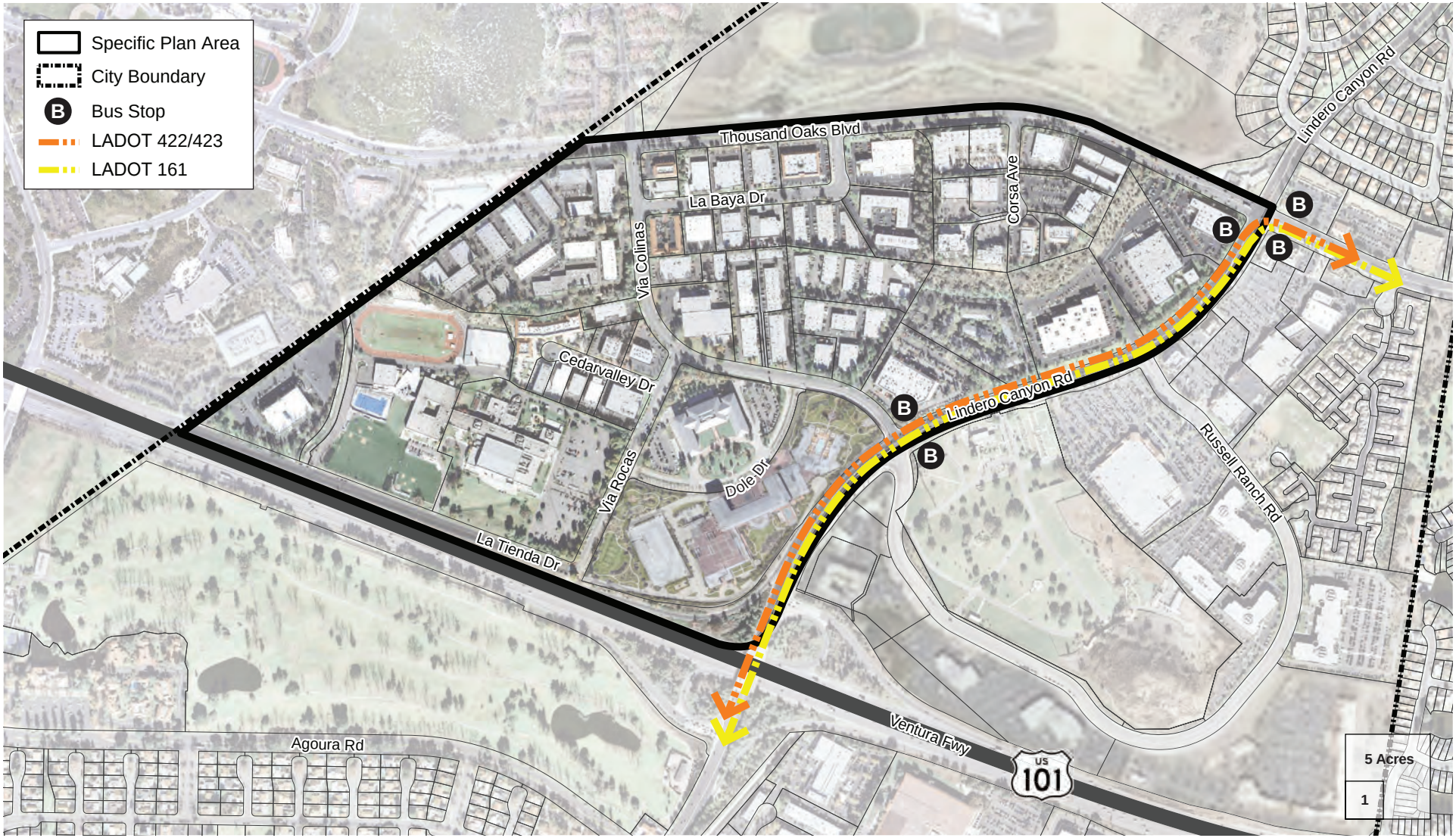
The Ventura County Transportation Commission (VCTC) operates bus routes in Ventura County. Transit routes nearest the planning area include the East County Routes 70-73X, which run on Westlake Boulevard and has a stop at the Westlake Plaza and Center. The Highway 101/Conejo route runs from Warner Center to the City of Ventura along U.S. 101 but has no stops in the City (VCTC 2018).

Passenger Train

Passenger train service in the County is provided by Metrolink trains. The closest Metrolink stations to Westlake Village are the Moorpark Station and the Simi Valley Station. The Moorpark station, located at 300 High Street, is approximately 9.7 miles northwest of the City. The Simi Valley station, located at 5050 Los Angeles Avenue, is approximately 9.7 miles northeast of the City. Both stations are stops on the Ventura Metrolink line that runs from the East Ventura Metrolink Station in Ventura to Union Station in Los Angeles (Metrolink 2018). Regional passenger train service is provided by Amtrak trains, which use the same rail lines and stations as the Metrolink trains (Amtrak 2018).

Airport

The nearest airport to the City is the Camarillo Airport, located approximately 15 miles west of the planning area. This airport is a general aviation airport owned by the County of Ventura and is located at 555 Airport Way in Camarillo. The airport has 370 base aircraft consisting mainly of single-engine airplanes. The airport has an average of 374 aircraft operations (arrivals and departures) per day (AirNav 2018).



The City of Westlake Village also operates "The Village Trolley" during the summer months (May 25th through September 1st).
The trolley loop service is provided on Fridays and Saturdays between 3:00 - 10:00 PM with entertainment services from 6:00 – 8:00 PM.
Each loop has a duration of 50 minutes. A total of four stops are located within or directly adjacent to the Specific Plan area.

Source: Civic Solutions 2018

Transit Network

Exhibit 4.16-5

North Business Park Specific Plan Draft Program EIR

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Bicycle Lanes

A Class I bikeway runs along Lindero Canyon Road at the eastern boundary of the planning area. This bikeway is a separated right-of-way along the east side of the roadway for the exclusive use of bicycles and pedestrians. At Thousand Oaks Boulevard, it becomes a Class II bike lane (a striped lane for one-way bike travel) on each side of Thousand Oaks Boulevard and on Lindero Canyon Road north of Thousand Oaks Boulevard. Class II bike lanes are also present on both sides of Russell Ranch Road as it loops back to Lindero Canyon Road, east of the planning area (see Exhibit 3-5, Bicycle Network, in Section 3.0).

4.16.4 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. The project would result in a significant adverse impact related to Transportation if it would:

Threshold 4.16a: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit

Threshold 4.16b: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways

Threshold 4.16c: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks

Threshold 4.16d: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

Threshold 4.16e: Result in inadequate emergency access

Threshold 4.16f: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Most jurisdictions set an LOS standard for roadway segments and/or intersections to determine when improvements to the roadway network are needed. The LOS standards for the Cities of Westlake Village, Agoura Hills, and Thousand Oaks vary; and, therefore, the analysis of traffic impacts was tailored to the threshold set by the jurisdiction where the affected intersection is located. These LOS standards include:

- **City of Westlake Village.** A significant impact would occur in the City of Westlake Village when a proposed project would increase traffic demand by 1.0 percent or greater (V/C increase ≥ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes. However, the City of Westlake Village considers LOS D to be acceptable along Lindero Canyon Road from Via Colinas to Agoura Road.
- **City of Thousand Oaks.** A significant impact would occur in the City of Thousand Oaks when a proposed project would increase traffic demand by 2.0 percent or greater (V/C

increase ≥ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

- **City of Agoura Hills.** A significant impact would occur in the City of Agoura Hills when a proposed project would increase traffic demand by 2.0 percent or greater (V/C increase ≥ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.
- **Los Angeles County CMP.** The Los Angeles County CMP sets the criteria for determining a significant transportation impact as an increase in traffic demand at a CMP facility by 2.0 percent of capacity (V/C ≥ 0.02), causing or worsening operations to LOS F (V/C> 1.00). If the facility is already at LOS F, a significant impact occurs when the increase in traffic demand on the CMP facility is 2.0 percent of capacity (V/C ≥ 0.02).

4.16.5 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may reduce vehicle trips and associated environmental impacts related to Transportation are listed below.

Land Use and Urban Design

Policy LU/UD-1.1: Provide for intensification at appropriate locations provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability.

Policy LU/UD-2.1: Diversify the mix of land uses to respond to market demand, create a vibrant and more active environment, make the most efficient use of available land, and ensure a balance of land uses within the community.

Policy LU/UD-2.3: Identify site opportunities and actively recruit developers of projects that integrate compatible uses and pedestrian amenities.

Policy LU/UD-2.4: Take advantage of the Specific Plan area's prominent location and accessibility along the Ventura Highway (101 Freeway) by encouraging land uses with a regional draw, in addition to serving the local community.

Policy LU/UD-2.5: Assist in the redevelopment of auto-related uses (repair, sales, body work, parts, car wash, etc.) in the Specific Plan to provide opportunities for commercial uses consistent with the intent of the Design District.

Policy LU/UD-2.6: Consider prioritizing investment in public improvements (streetscape improvements, signage, banners, etc.) along La Baya Drive in the Design District to "kick start" redevelopment of the area.

Policy LU/UD-3.1: Implement targeted areas of mixed use zoning that promotes employment uses proximate to housing.

Policy LU/UD-6.1: Encourage efficient patterns of development within the Specific Plan area by facilitating mixed use development that maximizes pedestrian connectivity and minimizes the need for vehicle travel.

Policy LU/UD-6.6: Require new development to incorporate amenities to encourage bicycling, including bicycle racks, lockers, and bicycle paths between uses where feasible.

Goal LU/UD-7: Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Policy LU/UD-7.1: Create pedestrian linkages between districts in the Specific Plan area, as well with the Westlake Village Community Park/YMCA to the north across Thousand Oaks Boulevard.

Policy LU/UD-7.2: Improve the pedestrian environment along all streets within the Specific Plan area with sidewalks and streetscape enhancements, such as street trees and street furniture.

Economic Development

Goal ED-1: Provide for adequate infrastructure financing for existing and future development.

Policy ED-1.1: Require existing and new development to contribute their fair share of the cost of on- and off-site public infrastructure.

Policy ED-1.2: Prioritize public investment that improves traffic circulation and expands streetscape to needed areas.

Policy ED-1.3: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Enhanced Infrastructure Financing Districts, Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund and construct necessary public facilities and infrastructure.

Policy ED-1.4: Based on capital cost estimates provided as part of the Specific Plan, establish development impact fees for new development's fair share cost of required facilities.

Policy ED-1.5: Apply for available State, Federal and regional funding sources to finance infrastructure costs.

Policy ED-1.6: Periodically update the financing plan as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur.

Policy ED-3.3: Build upon city programs, such as improving transit access and parking management that can lead to increased development and enhanced property values.

Policy ED-4.2: Target city programs that increase the transit accessibility between the business park and the entire community.

Policy ED-4.3: Implement parking management public/private partnerships solutions that can accommodate both parking needs of new development as well as broader community shared parking needs.

Policy ED-4.4: Provide for a reimbursement program to developers/land owners if they finance public infrastructure beyond their fair share as development impact fee revenues are collected.

Goal ED-5: Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Policy ED-5.3: Work with County and regional agencies that can provide financial assistance for the development of locally and regionally integrated transportation systems that encourage improved jobs-housing balance.

Policy ED-5.4: Explore the feasibility of a parking district featuring off-site structured parking. Where appropriate, utilize parking districts to encourage more efficient use of existing properties and encourage property assemblage for higher density uses.

Circulation

Goal C-1: Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system, providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Policy C-1.1: Maintain consistency, where possible, with the provisions and policies for all transportation modes as discussed in the City of Westlake Village General Plan Circulation section.

Policy C-1.2: Implement the Complete Streets concept when considering improvements to the local street system.

Policy C-1.3: Improve pedestrian circulation throughout the Specific Plan to create an environment where people can walk to various activity points within the Specific Plan area and connect with adjacent areas, allow people to accomplish local trips without driving, and to contribute towards a human-scale and sense of community.

Policy C-1.4: Support the development of infrastructure implementation strategies focused on encouraging the use of electric and other non-carbon emitting vehicles.

Parking

Goal P-1: Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Policy P-1.1: Encourage the use of shared parking facilities wherever possible, both in mixed-use districts and among specific uses with recognized different peak demand times and parking demand pattern over time.

Policy P-1.2: Consider the establishment and operation of a parking district for the Specific Plan area or districts within the Specific Plan area. Joint development of shared public parking facilities via a parking district may allow better shared use of parking spaces than does provision of on-site private parking.

Policy P-1.3: Provide bicycle parking for employees, residents and patrons who bicycle to, from, and within the Specific Plan area in such a way as to be attractive, safe, convenient, and to encourage bicycling as a transportation mode.

Specific Plan Districts. The proposed Specific Plan proposes a mix of residential, commercial, and light industrial land uses in the Focus Area. In addition, the Mixed Use Corsa and Mixed Use Lindero Districts promote the development of mixed residential-commercial developments. These mixed use developments would reduce the number and length of vehicle trips from future development under the proposed Specific Plan.

Design Standards and Guidelines. Vehicle parking and bicycle parking requirements are specifically called out in the Specific Plan. In addition, design standards and guidelines that would reduce potential impacts related to Transportation include those that address the following:

Chapter 4. Specific Plan Zoning

D. Development Standards – Off-Street Parking Requirements

D. Development Standards – Bicycle Parking Requirements

E. Performance Standards

Chapter 5. Design Guidelines

C. Building Siting and Orientation

E. Pedestrian Connectivity

F. Plazas and Courtyards

G. Outdoor Dining

M. Parking Lots

N. Parking Structures

Chapter 6. Circulation and Parking

C. Complete Streets

D. Existing Roadways

E. Circulation Improvements

F. Pedestrian Circulation

G. Bicycle Circulation

H. Transit

I. Trucks

J. Specific Plan Parking

Chapter 7. Open Space and Streetscape Improvements

C. Streetscape Improvements

Public Improvements. The proposed Specific Plan outlines a number of roadway and infrastructure improvements to serve existing and future development in the planning area. These include new sidewalks, bike lanes, bicycle parking, lane restriping, and enhanced crosswalks that would improve circulation and promote alternatives to the use of the automobile.

Traffic Council and Traffic Management Organization. The Specific Plan also recommends the formation of a Traffic Council to identify and address traffic, transportation, and parking issues/concerns in the planning area. The Traffic Council would operate like a homeowners association or neighborhood council that would monitor traffic service levels, coordinate measures for staggered work schedules, explore and implement shared parking opportunities, and develop transportation demand management (TDM) measures. The Traffic Council would implement and oversee the Traffic Management Organization, which would be a private sector or non-profit organization that would coordinate TDM programs (e.g., educate people on alternative methods of travel and explore ways to improve access).

Regulatory Requirements

There are existing City, State, and regional regulations that relate to transportation and the prevention of traffic congestion. Compliance with these regulations would be required for future development within the Focus Area. These include:

RR 4.16-1: In accordance with the City's Arterial System Financing Program, future development must pay development impact fees to cover their fair share costs for arterial street system improvements that are necessary to accommodate increases in traffic volumes from individual projects. Future development must also pay a traffic signalization and capital improvement fee for needed traffic signals.

RR 4.16-2: Future development must include the provision of traffic control devices in compliance with the Manual for Uniform Traffic Control Devices (MUTCD) to ensure traffic safety on public streets, highways, pedestrian walkways, or bikeways. The MUTCD includes standards for signs, markings, and traffic control devices needed to promote pedestrian and vehicle safety and traffic efficiency. The standards include temporary traffic controls during construction; traffic controls for school areas; and traffic controls for highway-rail/light rail transit grade crossings. If construction would be located on or near California Department of Transportation (Caltrans) right-of-way, the project applicant/developer shall provide a copy of the Traffic Control Plan for the project to Caltrans for review and approval.

RR 4.16-3: Construction work on public rights-of-way must be performed in accordance with the Standard Specifications for Public Works Construction (Greenbook), which contain standards for maintenance of access, traffic control, and notification of emergency personnel.

RR 4.16-4: New development with at least 25,000 square feet of gross floor area that includes non-residential land uses must comply with the City's Transportation Demand and Trip Reduction Measures (Chapter 9.37 of the Westlake Village Municipal Code), which require the provision of a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes, ridesharing information, bicycle route maps); preferential parking spaces for carpool/vanpool vehicles; loading/unloading zone; bicycle racks; sidewalks or designated pathways; and/or bus stop improvements, depending on the size of development.

RR 4.16-5: Future development are subject to review and approval by the Los Angeles County Fire Department for the provision of adequate emergency access and evacuation routes.

RR 4.16-6: When a proposed development will add 50 or more trips to either the AM or PM weekday peak hours to a CMP arterial monitoring intersection, the development must comply with the Congestion Management Program (CMP) requirements for the preparation of Traffic Impact Analysis, which provides a consistent methodology for determining background traffic conditions, trip generation, and trip distribution; analyzing impacts; and identifying, evaluating, and implementing mitigation.

RR 4.16-7: Future development and other public projects must comply with the CalGreen Code, including requirements for the provision of bicycle parking, electric vehicle charging stations, preferential carpool/vanpool/electric vehicle spaces, among other sustainable practices, as may be applicable to individual projects.

4.16.6 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would increase development intensity in the planning area and generate new vehicle trips that could add to existing traffic volumes at area roadways and intersections. Planned roadway and infrastructure improvements outlined in the Specific Plan would generate temporary vehicle trips during their construction phases but would benefit the traffic operations in the long-term.

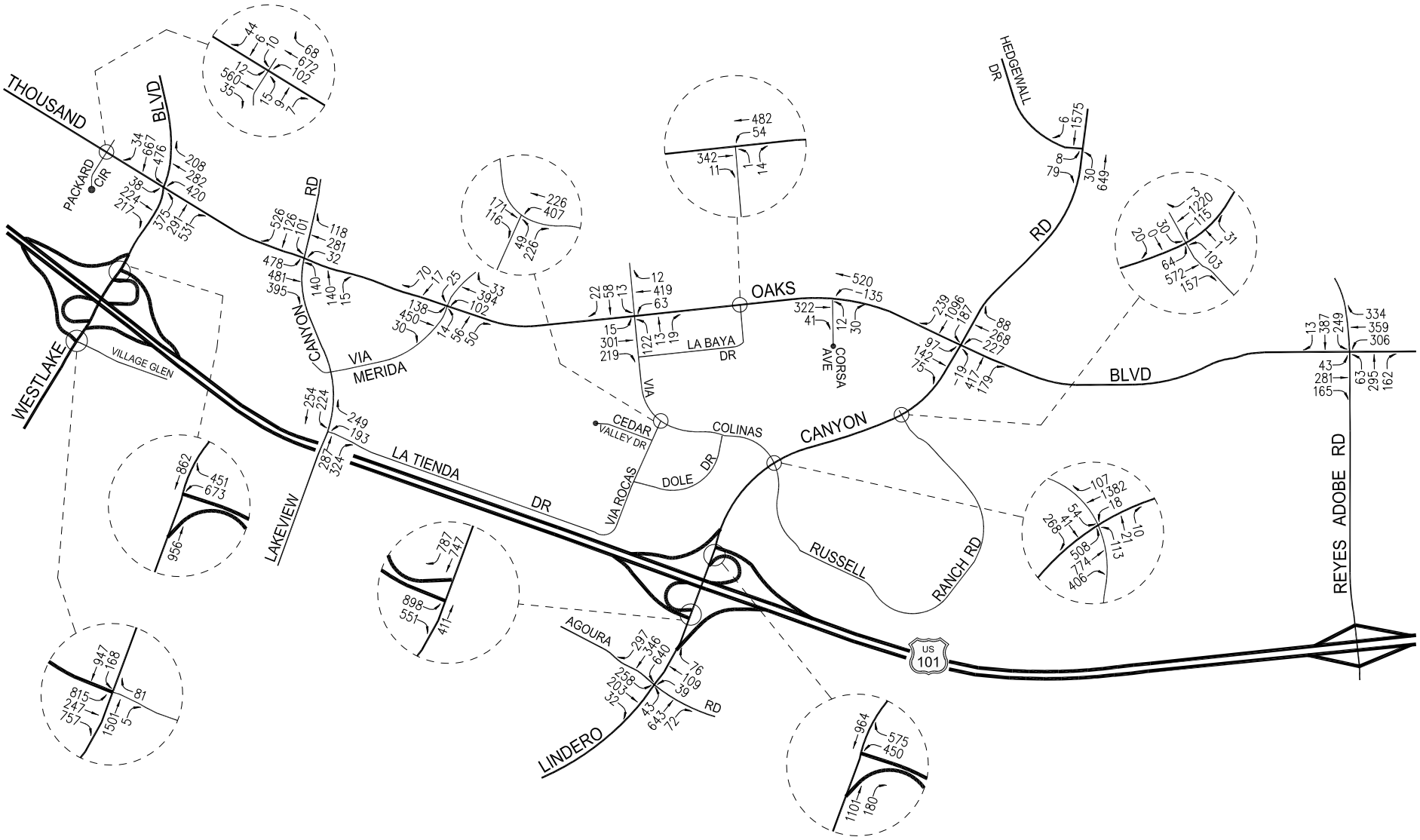
Circulation System Performance

Threshold 4.16a: Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Future Trip Generation

An estimate of the trip generation by future developments that can be accommodated within the Focus Area under the proposed Specific Plan is provided in Table 4.16-7. Daily trip generation at buildout of the Focus Area is estimated at 28,968 vehicle trips, which is 1,110 trips more than the trip generation of existing developments in the Focus Area. Also, future development in the Focus Area is expected to generate 2,193 vehicle trips during the AM peak hour and 2,910 vehicle trips during the PM peak hour. This is a net decrease of 418 trips during the AM peak hour and 46 trips during the PM peak hour over the trip generation of existing land uses.

With the subtraction of vehicle trips during the peak hours from existing development in the Focus Area and the increase in the overall number of vehicle trips that would be generated by future development under the proposed Specific Plan, incremental changes in delays and V/C ratios would occur at all intersections. Exhibit 4.16-6, Existing with Specific Plan AM Peak Hour Volumes, shows Year 2018 intersection volumes during the AM peak hour with the proposed Specific Plan, while Exhibit 4.16-7, Existing with Specific Plan PM Peak Hour Volumes, shows PM peak hour volumes.



Source: LLG 2018

Existing with Specific Plan AM Peak Hour Volumes

Exhibit 4.16-6

North Business Park Specific Plan Draft Program EIR

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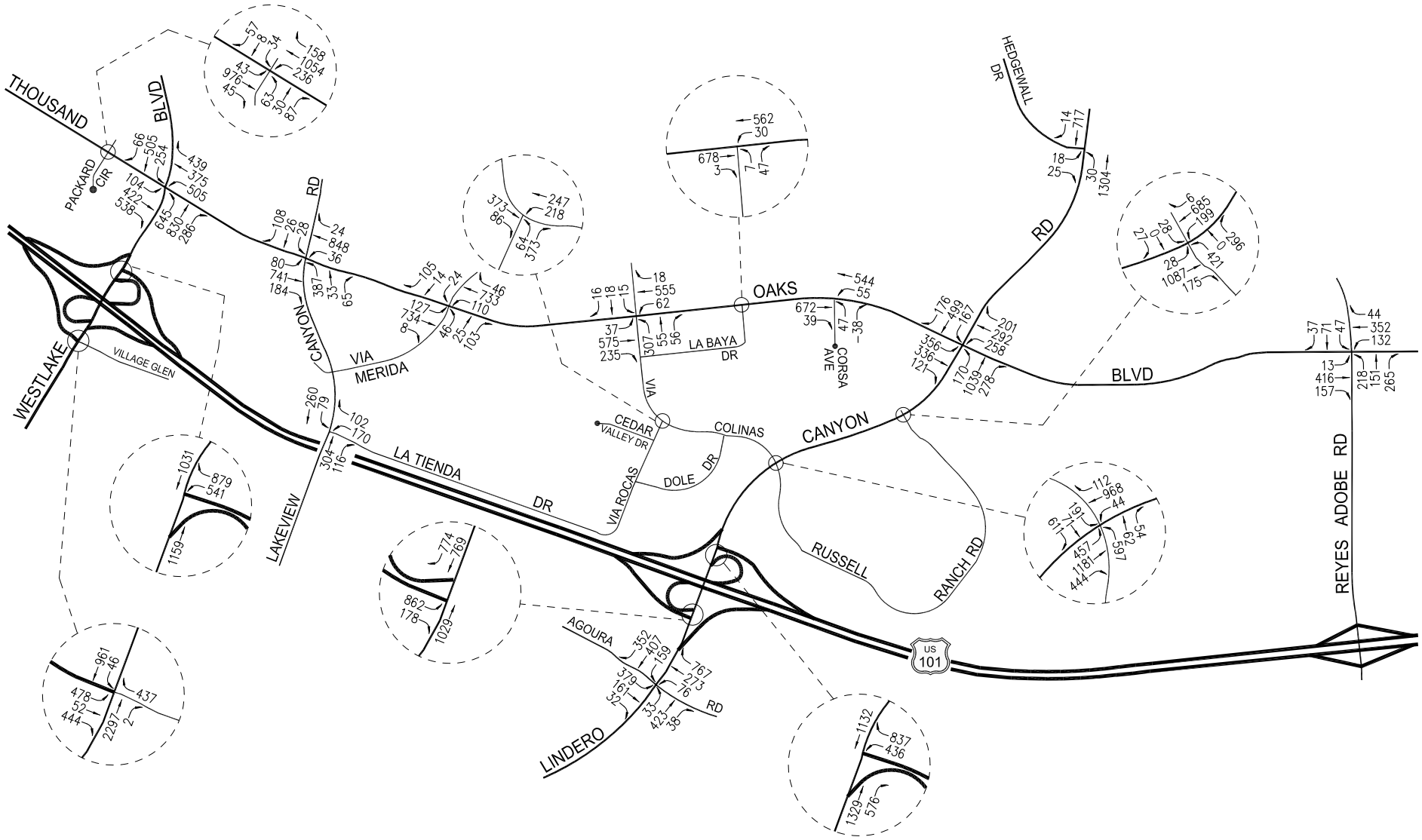

Source: LLG 2018

Existing with Specific Plan PM Peak Hour Volumes

Exhibit 4.16-7

North Business Park Specific Plan Draft Program EIR

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TABLE 4.16-7
TRIP GENERATION OF FUTURE DEVELOPMENT

Specific Plan District	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Area 1: Mixed Use Corsa								
Residential	301 du	1,637	28	80	108	81	51	132
(25% internal capture)		(409)	(7)	(20)	(27)	(20)	(13)	(33)
Quality Restaurant	6,780 sf	568	3	2	5	36	17	53
(15.4% internal capture)		(87)	0	0	0	(6)	(3)	(9)
General Office	80,000 sf	779	80	13	93	15	77	92
Area 2: Office								
General Office	230,000 sf	2,240	230	37	267	42	223	265
Area 3: Mixed Use Lindero								
Residential	716 du	3,895	67	191	258	192	123	315
(25% internal capture)		(974)	(17)	(48)	(65)	(48)	(31)	(79)
General Office	115,790 sf	1,128	115	19	134	21	112	133
Area 4: Business Park East								
Business Park	129,559 sf	1,612	154	27	181	42	121	163
Area 5: Design District South								
Retail	174,815 sf	6,599	102	62	164	320	346	666
(6% adjustment factor)		(396)	(6)	(4)	(10)	(19)	(21)	(40)
Area 6: Design District North								
Business Park	263,970 sf	3,284	315	55	370	87	246	333
Retail	99,470 sf	3,755	58	36	94	182	197	379
(6% adjustment factor)		(225)	(3)	(2)	(5)	(11)	(12)	(23)
Area 7: Mixed Use Cedarvalley								
Business Park	205,025 sf	2,551	244	43	287	67	191	258
Oaks Christian (Residential/Ancillary)	83,936 sf	nom	nom	nom	nom	nom	nom	nom
Area 8: Business Park West								
Business Park	242,047 sf	3,011	288	51	339	79	226	305
Total[a]	**1,631,392 sf 1,017 du**	**28,968**	**1,651**	**542**	**2,193**	**1,060**	**1,850**	**2,910**
Existing Development	2,021,089 sf	(27,858)	(2,170)	(441)	(2,611)	(840)	(2,116)	(2,956)
Net Increase	**(389,697 sf)**	**1,110**	**(519)**	**101**	**(418)**	**220**	**(266)**	**(46)**

sf: square feet; du: dwelling units; nom - nominal.

[a] Total is derived by adding the daily trips and subtracting the adjustment factors.

Source: LLG 2018.

Existing with Specific Plan Traffic Conditions

Future development under the proposed Specific Plan would change the types, number, and timing of vehicle trips coming to and from and within the Specific Plan area. This would result in changes in the delay and V/C ratio of roadway and freeway levels of service.

Intersection Operations

Table 4.16-8 provides the delay, V/C ratio, and LOS for the 19 intersections, with the subtraction of trips from existing development and the addition of trips that would be generated by future development under the proposed Specific Plan to existing traffic volumes.

As shown, the peak hour delay at the Corsa Avenue/Thousand Oaks Boulevard intersection would increase from 19.4 seconds (LOS C) to 27.3 second (LOS D) and would exceed the significance threshold set by the City. This is considered a significant adverse impact prior to mitigation. Incremental but less than significant impacts would occur on the other study intersections.

It should be noted that while development in the entire Specific Plan area, including the Mixed Use Corsa District, would result in a net decrease of peak hour vehicle trips when compared to the existing conditions, the analysis of intersection operations (i.e., including the operations of the Corsa Avenue/Thousand Oaks Boulevard intersection) accounts for net new directional vehicle trips associated with future development (i.e., 101 net new outbound trips during the AM peak hour and 220 net new inbound trips during the PM peak hour). Therefore, while the overall trip generation within the Mixed Use Corsa District is reduced when compared to existing conditions, the nearest intersection of Corsa Avenue/Thousand Oaks Boulevard is expected to experience a significant degradation in delay during the PM peak hour due to the increases in certain through volumes along Thousand Oaks Boulevard. For example, a northbound left-turning vehicle (i.e., a motorist destined to westbound Thousand Oaks Boulevard from Corsa Avenue) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. Thus, any increase in the opposing eastbound and westbound through traffic volumes along Thousand Oaks Boulevard affects the delay for any northbound left-turning vehicles on Corsa Avenue and, correspondingly, negatively affects the northbound approach operations.

The proposed Specific Plan includes goals and supporting policies, design guidelines and standards, and planned roadway improvements that would improve the circulation system within the planning area. Land Use and Urban Design goals and policies and the Specific Plan districts and development standards promote mixed use developments that would reduce vehicle trips from future development, as accounted in the internal capture and adjustment factors used in the trip generation estimates. Economic Development goals and policies address the provision of adequate infrastructure financing. The Parking goals and policies would provide sufficient parking and reduce on-street parking in the planning area. The Specific Plan also recommends formation of a Traffic Council and Transportation Management Organization to address traffic, transportation, parking, and access issues and potentially reduce single-occupancy vehicle trips.

TABLE 4.16-8
EXISTING WITH SPECIFIC PLAN LOS (AM AND PM PEAK HOUR)

No.	Intersection	Time Period	Delay (sec)	V/C	LOS	Change in V/C or Delay	Significant Impact?
1	Westlake Boulevard/Thousand Oaks Boulevard (in Thousand Oaks)	AM PM	-- --	0.500 0.679	A B	-0.016 0.008	NO NO
2	Lakeview Canyon Road/La Tienda Drive (in Thousand Oaks)	AM PM	15.1 12.0	0.538 0.495	C B	-0.4 -0.2	NO NO
3	Via Colinas/Thousand Oaks Boulevard	AM PM	-- --	0.389 0.522	A A	-0.017 -0.021	NO NO
4	Via Rocas/Via Colinas	AM PM	-- --	0.492 0.566	A A	-0.057 -0.028	NO NO
5	La Baya Drive/Thousand Oaks Boulevard	AM PM	9.7 12.2	0.044 0.071	A B	0.0 -0.2	NO NO
6	**Corsa Avenue/Thousand Oaks Boulevard**	AM **PM**	10.8 **27.3**	0.036 **0.226**	B **D**	-0.3 **7.9**	NO **YES**
7	Lindero Canyon Road/Thousand Oaks Boulevard	AM PM	-- --	0.568 0.670	A B	-0.131 0.002	NO NO
8	Lindero Canyon Road/Russell Ranch Road	AM PM	-- --	0.449 0.653	A B	0.044 0.007	NO NO
9	Lindero Canyon Road/Via Colinas-Russell Ranch Road	AM PM	-- --	0.651 0.744	B C	-0.067 -0.062	NO NO
10	Lindero Canyon Road/U.S. 101 NB Lanes	AM PM	-- --	0.567 0.672	A B	-0.084 -0.016	NO NO
11	Lindero Canyon Road/U.S. 101 SB Lanes	AM PM	-- --	0.591 0.721	A C	-0.049 -0.008	NO NO
12	Lindero Canyon Road/Agoura Road	AM PM	-- --	0.647 0.683	B B	-0.023 -0.028	NO NO
13	Reyes Adobe Road/Thousand Oaks Boulevard (in Agoura Hills)	AM PM	-- --	0.729 0.557	C A	0.004 -0.013	NO NO
14	Lakeview Canyon Road/Thousand Oaks Boulevard (in Thousand Oaks)	AM PM	-- --	0.617 0.575	B A	-0.007 0.017	NO NO
15	Via Merida/Thousand Oaks Boulevard (in Thousand Oaks)	AM PM	-- --	0.396 0.496	A A	-0.007 0.019	NO NO
16	Packard Circle/Thousand Oaks Boulevard	AM PM	-- --	0.365 0.594	A A	-0.016 0.007	NO NO
17	Lindero Canyon Road/Hedgewall Drive	AM PM	-- --	0.662 0.523	B A	-0.002 0.005	NO NO
18	Westlake Boulevard/U.S. 101 NB off-ramp (in Thousand Oaks)	AM PM	24.2 24.6	0.460 0.600	C C	0.000 0.000	NO NO
19	Westlake Boulevard/U.S. 101 SB off-ramp (in Thousand Oaks)	AM PM	30.7 26.1	0.720 0.730	C C	0.000 0.000	NO NO

sec: seconds; V/C: volume-to-capacity ratio; LOS: level of service; xx: signalized intersection; –: no delay reported; NB: northbound; SB: southbound.

Source: LLG 2018.

Future development would have to pay development impact fees for their fair share costs for needed arterial system improvements and traffic signals (RR 4.16-1). Future development would also have to comply with the City's Transportation Demand and Trip Reduction Measures (RR 4.16-4) to provide alternatives to vehicle use and with CalGreen Code requirements for the provision of bicycle parking and carpool/vanpool/electric vehicle spaces (RR 4.16-7).

Compliance with the regulatory requirements and Specific Plan components (e.g., bike lanes and sidewalks that may promote the use of alternative transportation systems) could further reduce the number of vehicle trips from future development. However, no specific trip reduction has been applied in the traffic analysis to account for the effectiveness of these policies and programs since the decrease in vehicle trips due to operational activities and measures cannot be readily quantified.

To prevent the increase in delay at the unsignalized Corsa Avenue/Thousand Oaks Boulevard intersection, Mitigation Measure (MM) 4.16-1 requires the City to monitor intersection operations and, if necessary, implement street improvements to redirect northbound vehicles making left turns from Corsa Avenue to Thousand Oaks Boulevard to turn right and make a U-turn at the median break at the Westlake Village Community Park. In addition, MM 4.16-2 requires the implementation of transportation system management (TSM) measures to enhance the capacity of the existing roadway system. These MMs would reduce the increase in delay or V/C ratio at area intersections that may occur with future development under the proposed Specific Plan. Thus, mitigation would reduce the impact to the Corsa Avenue/Thousand Oaks Boulevard intersection to be less than significant.

Freeway Operations

Table 4.16-9 shows projected traffic volumes, density, speed, and LOS for freeway segments with the addition of trip ends from future development under the proposed Specific Plan. As shown, the proposed Specific Plan would have no adverse impacts on freeway segments near the planning area.

TABLE 4.16-9
EXISTING WITH SPECIFIC PLAN FREEWAY LOS (AM AND PM PEAK HOUR)

Freeway Segment	Trip Ends	Peak Hour	Direction	Traffic Volumes	Density (pc/mi/ln)	LOS	Increase in Density	Impact
U.S. 101 Freeway north of Westlake Boulevard	17	AM	NB	5,176	16.4	D	0.1	NO
	(196)		SB	6,565	20.7	D	-0.7	NO
	(115)	PM	NB	7,959	25.2	C	-0.5	NO
	51		SB	4,019	12.8	B	0.2	NO
U.S. 101 Freeway south of Reyes Adobe Road	(105)	AM	NB	5,225	20.8	C	-0.5	NO
	20		SB	5,623	22.6	C	0.1	NO
	44	PM	NB	6,420	26.8	D	0.3	NO
	(54)		SB	4,696	18.8	C	-0.2	NO

AM: morning; PM: afternoon; NB: northbound; SB: southbound; pc/mi/ln: passenger cars per mile per lane; LOS – Level of Service.

Source: LLG 2018.

Table 4.16-10 provides the estimated delay and corresponding LOS under the Existing and Existing with Specific Plan conditions at Caltrans intersections. As shown, no change in LOS would occur, and impacts would be less than significant.

TABLE 4.16-10
CALTRANS INTERSECTION IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing		Existing with Specific Plan		Change in Delay	Impact
			Delay	LOS	Delay	LOS		
10	Lindero Canyon Road/U.S. 101 Freeway NB Off-ramp	AM PM	23.7 28.3	C D	22.6 32.2	C D	-1.1 3.9	NO NO
11	Lindero Canyon Road/U.S. 101 Freeway SB Off-ramp	AM PM	34.3 18.2	C B	32.9 18.4	C B	-1.4 0.2	NO NO
18	Westlake Boulevard/U.S. 101 NB off-ramp	AM PM	24.2 24.6	C C	24.2 24.6	C C	0.0 0.0	NO NO
19	Westlake Boulevard/U.S. 101 SB off-ramp	AM PM	30.7 26.1	C C	30.7 26.1	C C	0.0 0.0	NO NO

AM: morning; PM: afternoon; NB: northbound; SB: southbound; LOS – Level of Service.
Source: LLG 2018.

For vehicle queueing at freeway ramps, Table 4.16-11 provides the 85th percentile available off-ramp storage and the 95th percentile queue under the Existing and Existing with Specific Plan conditions. As shown, no exceedance of the 85th percentile storage would occur, and impacts would be less than significant.

TABLE 4.16-11
CALTRANS QUEUEING ANALYSIS

No.	Intersection	Peak Hour	85th Percentile Available Off-ramp Storage	Existing		Existing with Specific Plan	
				95th Percentile Queue	Exceeds 85th Percentile Storage	95th Percentile Queue	Exceeds 85th Percentile Storage
10	Lindero Canyon Road/U.S. 101 Freeway NB Off-ramp	AM PM	2,190 2,190	1,288 1,515	NO NO	1,178 1,653	NO NO
11	Lindero Canyon Road/U.S. 101 Freeway SB Off-ramp	AM PM	2,400 2,400	1,705 1,013	NO NO	1,495 1,008	NO NO
18	Westlake Boulevard/U.S. 101 NB off-ramp	AM PM	2,250 2,250	816 1,035	NO NO	816 1,035	NO NO
19	Westlake Boulevard/U.S. 101 SB off-ramp	AM PM	3,130 3,130	1,403 701	NO NO	1,403 703	NO NO

AM: morning; PM: afternoon; NB: northbound; SB: southbound; LOS – Level of Service.
Source: LLG 2018.

Year 2040 with Specific Plan Traffic Conditions

Year 2040 traffic volumes (without the Specific Plan) were forecasted based on the addition of traffic generated by cumulative developments plus an ambient growth factor. The Traffic Impact Study shows that by Year 2040, 18 of the 19 intersections would operate at LOS D or better during the AM and PM peak hours on weekdays. One intersection in Thousand Oaks would operate at LOS F:

- Westlake Boulevard/Thousand Oaks Boulevard (PM peak hour at LOS F)

The degraded intersection operation is projected to occur even without future development in the Focus Area.

Year 2040 traffic volumes with future development in the Focus Area would change intersection volumes during the AM peak hour and PM peak hour, as shown in Exhibit 4.16-8, 2040 with Specific Plan AM Peak Hour Volumes, and Exhibit 4.16-9, 2040 with Specific Plan PM Peak Hour Volumes. Table 4.16-12 presents the projected LOS operations in the Year 2040, with future development under the proposed Specific Plan.

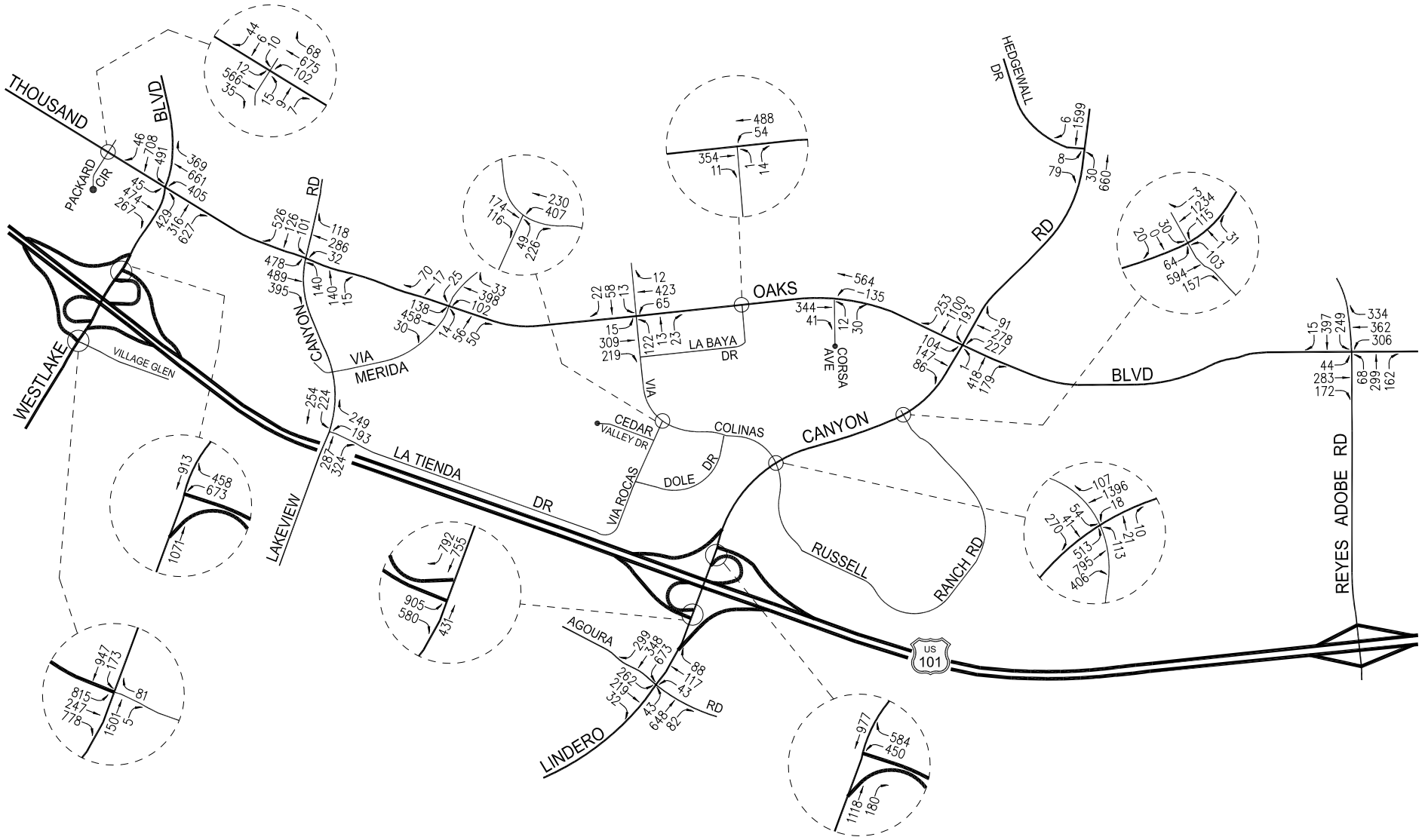
TABLE 4.16-12
2040 WITH SPECIFIC PLAN LOS (AM AND PM PEAK HOUR)

No.	Intersection	Signalized?	Time Period	Delay (sec)	V/C	LOS	Change in V/C or Delay	Significant Impact?
1	Westlake Boulevard/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	– –	0.694 1.009	B F	0.007 0.008	NO NO
2	Lakeview Canyon Road/La Tienda Drive (in Thousand Oaks)	NO	AM PM	15.1 12.0	0.538 0.495	C B	-0.4 -0.2	NO NO
3	Via Colinas/Thousand Oaks Boulevard	YES	AM PM	– –	0.390 0.527	A A	-0.018 0.020	NO NO
4	Via Rocas/Via Colinas	YES	AM PM	– –	0.494 0.569	A A	-0.057 0.029	NO NO
5	La Baya Drive/Thousand Oaks Boulevard	NO	AM PM	9.8 12.3	0.045 0.072	A B	0.1 -0.3	NO NO
6	**Corsa Avenue/Thousand Oaks Boulevard**	NO	AM **PM**	11.0 **30.4**	0.036 **0.250**	B **D**	-0.3 **9.1**	NO **YES**
7	Lindero Canyon Road/Thousand Oaks Boulevard	YES	AM PM	– –	0.576 0.682	A B	-0.139 0.005	NO NO
8	Lindero Canyon Road/Russell Ranch Road	YES	AM PM	– –	0.452 0.658	A B	0.044 0.008	NO NO
9	Lindero Canyon Road/Via Colinas-Russell Ranch Road	YES	AM PM	– –	0.656 0.751	B C	-0.066 -0.061	NO NO
10	Lindero Canyon Road/U.S. 101 NB Lanes	YES	AM PM	– –	0.572 0.677	A B	-0.084 0.015	NO NO
11	Lindero Canyon Road/U.S. 101 SB Lanes	YES	AM PM	– –	0.601 0.736	B C	-0.050 0.007	NO NO
12	Lindero Canyon Road/Agoura Road	YES	AM PM	– –	0.664 0.695	B B	-0.022 -0.028	NO NO
13	Reyes Adobe Road/Thousand Oaks Boulevard (in Agoura Hills)	YES	AM PM	– –	0.733 0.560	C A	0.004 -0.013	NO NO
14	Lakeview Canyon Road/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	– –	0.619 0.640	B B	-0.007 0.017	NO NO
15	Via Merida/Thousand Oaks Boulevard (in Thousand Oaks)	YES	AM PM	– –	0.398 0.529	A A	-0.007 0.018	NO NO
16	Packard Circle/Thousand Oaks Boulevard	YES	AM PM	– –	0.367 0.596	A A	-0.016 0.007	NO NO
17	Lindero Canyon Road/Hedgewall Drive	YES	AM PM	– –	0.670 0.531	B A	-0.002 0.005	NO NO
18	Westlake Boulevard/U.S. 101 NB off-ramp (in Thousand Oaks)	YES	AM PM	23.8 24.7	0.490 0.600	C C	0.000 0.000	NO NO
19	Westlake Boulevard/U.S. 101 SB off-ramp (in Thousand Oaks)	YES	AM PM	30.7 26.3	0.730 0.730	C C	0.000 0.000	NO NO

sec: seconds; V/C: volume-to-capacity ratio; LOS: level of service; xx: signalized intersection; –: no delay reported; NB: northbound; SB: southbound.

Source: LLG 2018.

By Year 2040, one intersection in Westlake Village and one intersection in Thousand Oaks would operate at LOS D or worse. The increase in the V/C ratio at the Westlake Boulevard/Thousand Oaks Boulevard intersection due to future development under the proposed Specific Plan would



Source: LLG 2018

2040 with Specific Plan AM Peak Hour Volumes

Exhibit 4.16-8

North Business Park Specific Plan Draft Program EIR

PSOMAS

(10/05/2018 MMD) R:\Projects\CIV\3CIV040100\Graphics\DEIR\ex_2040_AM_Peak_Volumes_SP.pdf

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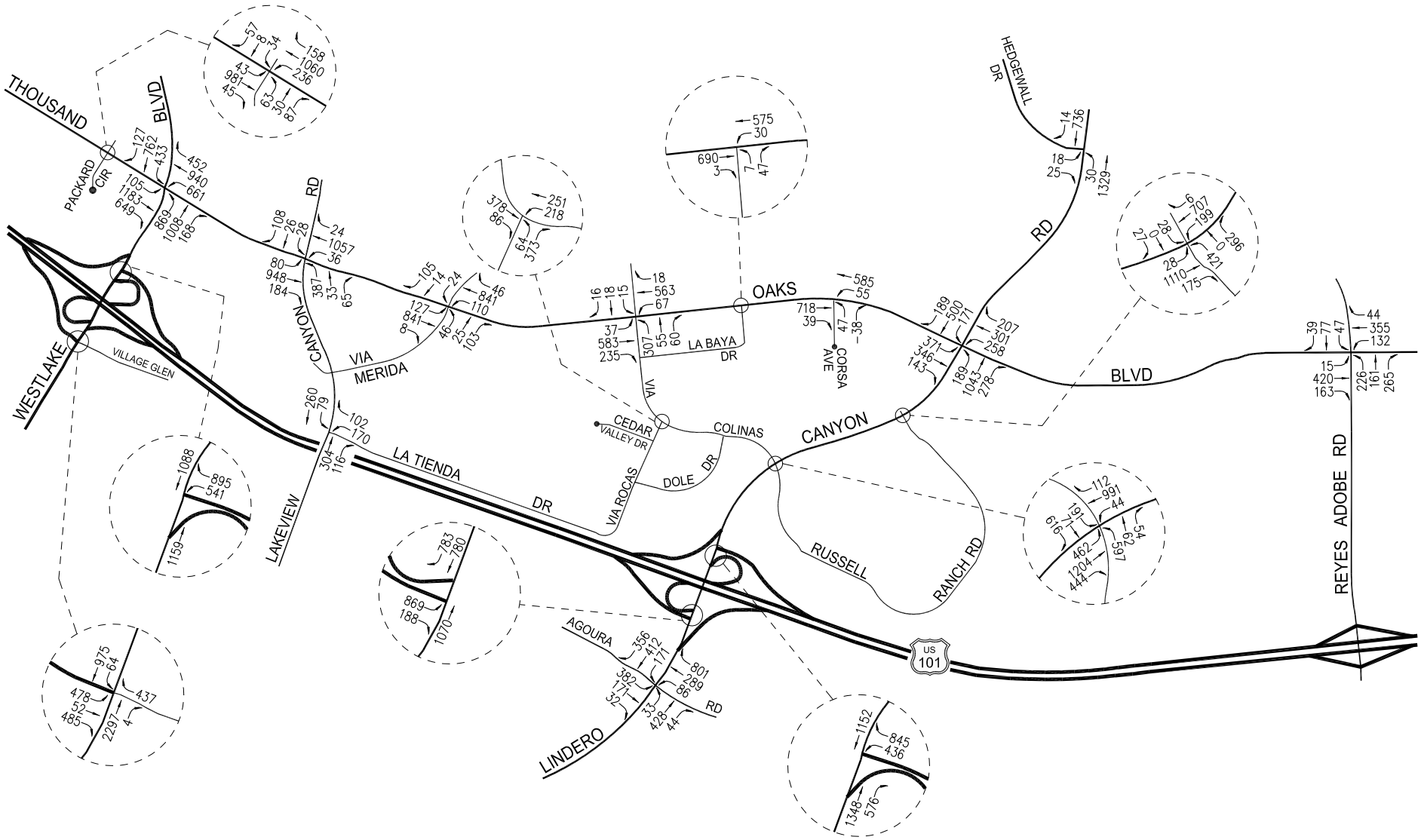

Source: LLG 2018

2040 with Specific Plan PM Peak Hour Volumes

Exhibit 4.16-9

North Business Park Specific Plan Draft Program EIR

PSOMAS

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not exceed threshold set by the City of Thousand Oaks (an increase traffic demand by 2.0 percent or greater (V/C increase ≥ 0.02) at a facility that would operate at LOS D or worse). Thus, this impact is considered less than significant.

The increase in delay or V/C ratio at the Corsa Avenue/Thousand Oaks Boulevard intersection would exceed the threshold set by the City of Westlake Village (an increase traffic demand by 1.0 percent or greater (V/C increase ≥ 0.01) at a facility that would operate at LOS D or worse). As indicated above, this increase in delay during the PM peak hour is due to the increases in through volumes along Thousand Oaks Boulevard, such that northbound left-turning vehicles on Corsa Avenue must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. This is considered a significant adverse impact prior to mitigation.

Implementation of MM 4.16-1, which requires the City to monitor intersection operations and, if necessary, implement street improvements, and MM 4.16-2, which requires the implementation of transportation system management (TSM) measures, would reduce the impact at the Corsa Avenue/Thousand Oaks Boulevard intersection to less than significant levels.

As discussed above, future development would need to comply with RRs 4.16-1, 4.16-4, and 4.16-7. The proposed Specific Plan also includes goals and supporting policies, Specific Plan districts and development standards, design guidelines and standards, and planned roadway improvements that would improve the circulation system in the planning area. Compliance with the regulatory requirements and Specific Plan components could further reduce the projected increase in vehicle trips from future development, although the decrease in trip generation due to these conditions and components cannot be readily quantified.

Therefore, the proposed Specific Plan would have less than significant impacts on roadway intersections in the Cities of Westlake Village, Agoura Hills, and Thousand Oaks for circulation system performance. Impacts on alternative transportation systems (i.e., pedestrian and bicycle paths and bus transit) are discussed under Threshold 4.16f below.

Growth in traffic to the Year 2040 is assumed at 0.3 percent per year. Table 4.16-13 shows projected 2040 traffic volumes, density, speed, and LOS on freeway segments with the addition of trip ends from future development under the proposed Specific Plan. As shown, the proposed Specific Plan would have no adverse impacts on freeway segments near the planning area.

TABLE 4.16-13
2040 WITH SPECIFIC PLAN FREEWAY LOS
(AM AND PM PEAK HOUR)

Freeway Segment	Trip Ends	Peak Hour	Direction	Traffic Volumes	Density (pc/mi/ln)	LOS	Increase in Density	Impact
U.S. 101 Freeway north of Westlake Boulevard	17	AM	NB	5,527	17.5	D	0.1	NO
	(196)		SB	7,026	22.3	D	-0.7	NO
	(115)	PM	NB	8,509	27.5	D	-0.5	NO
	51		SB	4,289	13.7	B	0.2	NO
U.S. 101 Freeway south of Reyes Adobe Road	(105)	AM	NB	5,588	22.5	C	-0.4	NO
	20		SB	6.005	24.4	C	0.0	NO
	44	PM	NB	6,854	29.4	D	0.3	NO
	(54)		SB	5,020	20.1	C	-0.3	NO

AM: morning; PM: afternoon; NB: northbound; SB: southbound; pc/mi/ln: passenger cars per mile per lane; LOS – Level of Service.

Source: LLG 2018.

Supplemental intersection analysis also showed that the changes in estimated delay and corresponding LOS at Caltrans facilities between the Year 2040 and Year 2040 with Specific Plan scenarios would not change or exceed Caltrans' target LOS. In addition, vehicle queueing at freeway ramps under these same scenarios would not exceed the 85th percentile storage capacities. Impacts on Caltrans facilities would be less than significant.

Should proposed development within the Focus Area exceed the permitted development under the proposed Specific Plan, a trip generation and traffic impact analysis would have to be prepared and provided to the City, as required under MM 4.16-3. Implementation of this MM would identify any future traffic impacts that may not have been analyzed in this Program EIR, and require the implementation of mitigation to reduce traffic impacts and maintain acceptable levels of service on area roadway intersections and Caltrans facilities.

RTP/SCS Consistency

The RTP/SCS serves as the planning document for improving the transportation system of the region, while the FTIP is a prioritized list of transportation projects that implement the RTP/SCS. Table 4.16-14 assesses the Specific Plan's consistency with the goals of the RTP/SCS.

TABLE 4.16-14
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY CONSISTENCY

RTP/SCS Goal	Specific Plan Consistency
Goal 1 - Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent.** At the local level, the Specific Plan would encourage investment and revitalization of the planning area to improve business profitability and competitiveness.
Goal 2 - Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** At the local level, the Specific Plan promotes mixed use developments that would improve the accessibility of Focus Area residents to goods, services, and employment opportunities. It also calls for sidewalk and bikeway improvements to promote the use of alternative transportation. MM 4.16-2 also calls for the implementation of TSM measures to enhance the capacity of the existing roadway system.
Goal 3 - Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** At the local level, the Specific Plan would not change the roadway network in the planning area or the City. It includes roadway standards to maintain travel safety and calls for roadway, sidewalk, and bikeway improvements to improve traffic operations and promote the use of alternative transportation.
Goal 4 - Preserve and ensure a sustainable regional transportation system.	**Consistent.** This is a broad goal that is outside the Specific Plan's scope. At the local level, the Specific Plan would preserve the roadway network in the planning area or the City.
Goal 5 - Maximize the productivity of our transportation system.	**Consistent.** The Specific Plan promotes mixed use developments that could reduce vehicle trips and trip lengths from the planning area while promoting the replacement of older developments.
Goal 6 - Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Specific Plan calls for mixed use developments that could reduce vehicle use and associated emissions from the planning area.
Goal 7 - Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Specific Plan has goals, policies, and design standards and guidelines for energy efficiency and conservation.
Goal 8 - Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Specific Plan calls for mixed use developments and the creation of walkable communities. Future development would provide pedestrian connectivity to encourage walking and biking instead of vehicle use.
Goal 9 - Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not Applicable.** This is a broad goal that is outside the Specific Plan's scope. The City is responsible for system monitoring, rapid recovery planning, and coordination with other security agencies.

As shown, the proposed Specific Plan is consistent with most of the goals of the RTP/SCS, which are generally broad and region-focused, with one goal not applicable to the Specific Plan or future development under the proposed Specific Plan. Therefore, the proposed Specific Plan would generally be consistent with the RTP/SCS.

No FTIP projects are located in the planning area, and the proposed widening of the bridge over U.S. 101 at Palo Comado Canyon Road and proposed signal modification at U.S. 101/Rancho Road (the nearest FTIP projects) would not be affected by the proposed Specific Plan or by future

development under the Specific Plan. No impacts on the RTP/SCS and FTIP are expected, and no mitigation is required.

Congestion Management Plan Standards

Threshold 4.16b: Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

As required by the CMP for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared for the proposed Specific Plan to determine the potential impacts of future development on designated monitoring locations on the CMP highway system in accordance with procedures outlined in the CMP. The TIA guidelines require that CMP intersections be analyzed if a project will add 50 or more trips during either the weekday AM or PM peak hours. No CMP intersection monitoring locations are located within the City of Westlake Village. Also, future development under the proposed Specific Plan will not add 50 or more trips during either the weekday AM or PM peak hours at CMP monitoring intersections.

The CMP includes U.S. 101 Freeway and SR 23 in the CMP Highway and Roadway System. U.S. 101 is located along the southern boundary of the planning area, and SR 23 is located approximately 3.2 miles to the northwest at its nearest point. The CMP sets the LOS standard for these highways and freeways at LOS E or better. U.S. 101 north of Reyes Adobe Road is a CMP freeway monitoring location. The TIA guidelines require that CMP freeway monitoring locations be analyzed if a project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours.

A freeway impact analysis was conducted to determine increases in freeway mainline traffic volumes during the AM and PM peak hours from future development under the proposed Specific Plan. The Traffic Impact Study estimates that fewer than 150 trips would be added to the nearest CMP freeway monitoring location (U.S. 101, north of Reyes Adobe Road). Thus, no significant adverse impacts would occur with future development under the proposed Specific Plan, and no conflict with the CMP is expected.

As future development occurs in the Focus Area over time, the City will utilize the Traffic Impact Study and this Program EIR to determine if the traffic impacts of individual projects have been adequately analyzed and the project is consistent with the trip generation caps provided in Table 3-5. Otherwise, the CMP's TIA guidelines will be used to determine the traffic impacts of individual development projects (RR 4.16-6). Based on the findings of the analysis, individual projects would have to implement the needed roadway and intersection improvements and/or pay their fair share costs for the needed improvements (RR 4.16-1).

While future development projects under the proposed Specific Plan may indirectly generate additional traffic on CMP monitoring locations and freeway monitoring locations, the increases would not exceed the number of trips that would require analysis, as per the TIA guidelines. Freeway LOS would also not exceed CMP thresholds. Therefore, impacts would be less than significant, and no mitigation is required.

Air Traffic Patterns

Threshold 4.16c: Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Future development under the proposed Specific Plan and roadway and infrastructure improvements would not be directly served by air transportation and would not affect air traffic volumes at the Camarillo Airport, the nearest airport. Also, due to the distance of the planning area to this airport (approximately 15 miles), no impacts to aircraft operations at the Camarillo Airport would occur with the proposed Specific Plan. No impacts on air traffic patterns or operations are expected; no mitigation is required.

Traffic Hazards

Threshold 4.16d: Would the project *s*ubstantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No changes to the alignment of the roads serving the planning area are proposed by the Specific Plan. No new roads, sharp curves, or dangerous intersections would be created in the planning area. Also, no roads are proposed to be vacated. However, driveway access to the individual parcels and jointly owned/operated parcels may change to accommodate better access to future development. A potential private access drive is shown in Exhibit 4.16-1 above. This potential access drive could run parallel to and west of Lindero Canyon Road to provide additional access to properties along this new road. However, this access drive would be implemented/constructed only with the approval of affected property owners. This access drive would also be built in accordance with City and County Fire Department standards (RR 4.16-5). Therefore, no design features that may cause traffic hazards would be introduced. Also, the provision of new sidewalks, bike lanes, medians, parkways, and wider travel lanes would improve circulation and would not create traffic hazards.

During the construction of future development and planned roadway and infrastructure improvements, traffic flows along various roadway segments in the planning area may be affected as travel lanes are temporarily blocked to traffic. The City requires implementation of the standards in the Greenbook and MUTCD for all construction work on public rights-of-way (RRs 4.16-2 and 4.16-3). The standards call for the provision of warning signs/lights, temporary striping, driveway access, street closures, detours and barricades, flag persons, and other measures to maintain public convenience and safety for motorists, cyclists, pedestrians, and construction workers. Compliance with these RRs would minimize traffic obstruction during the construction phases and would prevent hazards to all persons near the construction zones. Impacts due to temporary construction activities on public roadways would be less than significant; no mitigation is required.

Increases in vehicle trips on local roadways from future development would increase the potential for accidents. The creation of bike lanes and sidewalks (leading to increases in pedestrian activity and bicycle use) may also increase potential conflicts with vehicles. However, the roadway improvements would be built in accordance with standard engineering practices, and street signs would be provided in accordance with the MUTCD (RR 4.16-2). Design standards and guidelines are also included in the Specific Plan to promote pedestrian safety. Compliance with the regulatory requirements and Specific Plan design guidelines would allow the planning area to accommodate both vehicles and pedestrians, while reducing the potential for vehicle and pedestrian accidents.

Impacts related to traffic hazards would be less than significant, and no mitigation is required.

Emergency Access

Threshold 4.16e: Would the project result in inadequate emergency access?

Evacuation routes in the planning area include Lindero Canyon Road, La Tienda Drive, and Thousand Oaks Boulevard, with U.S. 101 serving as the primary evacuation route for the City. No major change to the existing roadway system in the planning area is proposed, although roadway improvements (i.e., new sidewalks, bike lanes, crosswalks, lane restriping, and parkway and median landscaping) are proposed by the Specific Plan. These improvements would not remove or revise access. Emergency access to individual development sites and buildings would still be available through existing roadways. Therefore, no significant adverse impacts to emergency access would occur.

Construction on or near public rights-of-way may temporarily block traffic and access near the construction zone. Compliance with RRs 4.16-2 and 4.16-3 would maintain emergency access to individual parcels at all times, and emergency personnel would be notified of construction zones to facilitate emergency response to and through the planning area.

With potential lot splits or lot consolidation associated with future development, the plan check and building permit process by the Los Angeles County Fire Department would include a review of building plans to ensure adequate access for emergency vehicles is provided in accordance with the *California Fire Code* (RR 4.16-5). Provision of the required emergency lane width, vertical clearance, and maximum building distance by individual development projects would ensure adequate emergency access.

Due to increases in traffic volumes and unacceptable LOS during peak hours at some intersections, emergency response times to the planning area and surrounding areas could be longer. However, with the use of emergency sirens, flashing lights, and traffic signal preemption devices by emergency vehicles, and with all other vehicles yielding the right-of-way to emergency vehicles as required by the California Vehicle Code, impacts on traffic flows for emergency response and access or for evacuation would be less than significant; and no mitigation is required.

Alternative Transportation

Threshold 4.16f: Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Few sidewalks are present in the planning area, although most intersections currently contain corner sidewalks, some of which have Americans with Disabilities Act (ADA) access. The lack of sidewalks discourages pedestrian activity in the area and impedes connectivity with transit services. Pedestrians currently have to walk within roadways or along curbs, and pedestrian countdown and hearing aid indicators are not provided at key intersections.

Future development under the Specific Plan and roadway and infrastructure improvements (i.e., new sidewalks, bike lanes, and bus stops) would improve connectivity between adjacent residential neighborhoods and commercial areas, as well as transit stops. This could increase the use of alternative transportation systems in the planning area. The proposed Specific Plan promotes the use of alternative transportation systems through mixed use developments, linear

parks, implementation of Complete Streets[1] (e.g., new sidewalks, bike lanes, bus stops), and the creation of a walkable community. This will encourage more walking and bicycle use by employees, visitors, and local residents, which is consistent with Westlake Village residents' indicated desire for additional sidewalks, bicycle facilities, and pedestrian amenities.

Bus Transit

Compliance with the City's Transportation Demand and Trip Reduction Measures (RR 4.16-4) would encourage greater use of buses and transportation alternatives. With the introduction of residents to the planning area, a change in the use of bus transit services may occur. However, estimates of future transit ridership in the Traffic Impact Study indicate a decrease in bus transit use. Using the transit demand factors in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips), the Traffic Impact Study estimates the transit trip generation under the proposed Specific Plan at 1,419 transit trips per weekday (or 54 trips more than existing). This will include 107 transit trips during the weekday AM peak hour (20 transit trips less than existing) and 143 transit trips during the weekday PM peak hour (2 transit trips less than existing).

The decrease of the estimated transit ridership during the AM and PM peak hours would not create an increase in demand for transit services in the project area. Also, given that six bus transit lines/routes run near the planning area and have relatively low ridership, the estimated 54 new transit trips to and from the planning area would not adversely affect existing transit services provided by the City, Metro, TOT, VCTC, and LADOT.

Metro has provided information on boardings and alightings at bus stops near the planning area, which shows that fewer than 10 persons board or alight their buses on weekdays, Saturdays, and Sundays. Metro also indicated that it supports private development adjacent to transit as a mutually beneficial opportunity to enrich the built environment and expand mobility options. It stated that higher density development presents more opportunity to increase transit ridership and service (Metro 2018b).

The Specific Plan includes a number of policies to promote transit use (e.g., Policy ED-3.3 and Policy ED-4.2) and recommends the formation of a Traffic Council and Transportation Management Organization and that consideration be given to expansion of the Village Trolley that serves the planning area or provide a replacement shuttle service. This shuttle service currently has stops at the planning area, the Westlake Village Community Park, nearby commercial and residential areas, and areas south of the freeway. Potential expansion of the shuttle service frequency (e.g., more hours per day and more days in the year) could reduce vehicle trips to and from the planning area. Impacts would be less than significant, and no mitigation is required.

Bike Lanes and Routes

The Specific Plan requires the provision of bicycle parking in non-residential and multi-family developments. It also proposes a Class II bike lane along both sides of Via Colinas, Via Rocas, La Baya Drive, and La Tienda Drive to promote bicycle use in the planning area. Exhibit 3-4, Bicycle Network, in Section 3.0 shows existing and proposed bikeways and bike lanes. The new bike lanes would connect to existing bike lanes and provide alternatives to the automobile. Policy LU/UD-6.6, Policy P-1.3, and RRs 4.16-4 and 4.16-7 further require the provision of

[1] Complete Streets is a design approach that ensures safe access for motorists, bicyclists, public transportation users, pedestrians of all ages and abilities (e.g., children, persons with disabilities, and seniors), and movers of commercial goods in the design and operation of the street right-of-way.

amenities (e.g., bike racks, bike route maps, bicycle parking) in future development to encourage the use of bicycles. Greater use of bicycles would reduce dependence on the automobile.

Sidewalks

The Specific Plan includes the provision of new sidewalks on both sides of Thousand Oaks Boulevard, Lindero Canyon Road (west side), Via Colinas (from Thousand Oaks Boulevard to Via Rocas), Corsa Avenue, La Baya Drive, Cedarvalley Drive, Via Rocas, and the north side of La Tienda Drive to complete the network within the planning area (see Exhibit 3-3, Pedestrian Network, in Section 3.0). Goal LU/UD-7 and its supporting policies would enhance the pedestrian environment through sidewalks and walkways that would provide alternatives to the use of the automobile. Linear parks and pedestrian pathways to encourage walking in the planning area and to transit stops and areas near the planning area are also shown in Exhibit 3-3. Design standards and guidelines for pedestrian circulation and amenities would make walking within the planning area more convenient, further reducing incremental vehicle trips.

Parking

The City estimates that 4,562 surface parking spaces currently exist in the planning area (Civic Solutions 2018). The Specific Plan has a goal and supporting policies addressing the provision of a sufficient parking supply, and Chapter 6, Circulation and Parking, of the proposed Specific Plan outlines the Specific Plan parking requirements for future development according to land use, with requirements for other uses subject to the City's Zoning Regulations.

The parking requirements for the Specific Plan were established with recognition of shared parking which accounts for time of day, week, and year variations given the mix of land uses allowable in the Specific Plan area. This ensures that parking is adequately sized for the build-out of the Specific Plan. The following parking parameters were considered carefully as part of the determination of the parking requirements:

- The mix of complementary land uses planned for the Specific Plan
- The major goals of the Specific Plan related to creating a sustainable environment by promoting a walkable environment, bicycling, and interconnections throughout the area
- Existing parking requirements identified in Article 9 (Zoning Regulations) of the Westlake Village Municipal Code, Chapter 9.19 (Off-Street Parking and Loading Standards)
- Data provided in the following publications:
    - Parking Generation, 4th Edition, 2010, Institute of Transportation Engineers (ITE)
    - Shared Parking, 2nd Edition, 2005, Urban Land Institute (ULI)

The number of required off-street parking spaces for different land uses is provided in Chapter 4 of the Specific Plan. Required parking for all other uses not listed would conform to criteria set forth in the City of Westlake Village Municipal Code, Article 9 (Zoning Regulations), Chapter 9.19 (Off-Street Parking and Loading Standards).

The Specific Plan also allows the development of a shared parking structure within the planning area to reduce the need for surface parking lots, as well as the implementation of a Parking Improvement District (PID) in the Design Districts (North and South). A shared parking structure and PID would allow motorists to park once to visit multiple land uses and encourage pedestrian activity by reducing the need for driveways and parking within the individual parcels. The Specific

Plan also requires that parking spaces are located within an acceptable walking distance of the building entrance of any use. No significant adverse parking impacts would occur.

The proposed Specific Plan promotes the use of alternative transportation systems, and the environmental impacts of future development on alternative transportation systems would be less than significant; no mitigation is required.

4.16.7 CUMULATIVE IMPACTS

Cumulative transportation impacts are evaluated based on impacts to the roadway transportation network serving the planning area, the surrounding area, and the Las Virgenes Subregion. The Year 2040 traffic analysis above accounts for increases in vehicle trips due to proposed developments near the planning area and background growth in traffic volumes (that would include trips generated by other cumulative developments in surrounding cities). Therefore, the Year 2040 analysis includes the assessment of cumulative traffic impacts from future development under the proposed Specific Plan, planned roadway and infrastructure improvements in the planning area, and future growth and development in the surrounding area and the Las Virgenes Subregion.

The analysis shows that significant adverse impacts would occur with future development under the proposed Specific Plan at the Corsa Avenue/Thousand Oaks Boulevard intersection by Year 2040. Implementation of mitigation measures at this intersection would reduce the impact to a less than significant level. Compliance with the Specific Plan and existing City regulations would further reduce vehicle trips and avoid cumulative impacts to occur.

Based on regional traffic forecasts, SCAG has identified regional transportation improvements to meet the transportation and circulation needs of the region in its RTP/SCS and FTIP. Additional freeway travel lanes, expanded transit services, rapid bus transit expansion, high-speed rail service, dedicated truck lanes, and other projects are planned and would accommodate increases in vehicle trips due to growth and development throughout the region. These projects would improve the regional transportation network and mitigate cumulative impacts on some of the major roadways and freeways in the region.

The FTIP includes Westlake Village plans for a park-and-ride facility at the Community Park north of the planning area. Various transit facility improvements, sidewalks, bicycle lanes, and new and modified signals at the U.S. 101 ramps at Rancho Road are planned in Thousand Oaks. The U.S. 101/Palo Comado interchange improvement is planned in Agoura Hills. These nearby projects and other projects listed in the FTIP would improve traffic and circulation in the Las Virgenes Subregion, including the planning area.

In addition, individual developments are expected to construct needed improvements to roads within and abutting each project site and/or pay fair share fees for the construction of needed improvements to prevent traffic impacts at nearby roadways and intersections. Compliance with pertinent RRs by individual projects would prevent adverse impacts on alternative transportation systems, would avoid the creation of traffic hazards, and would not lead to inadequate parking capacity or emergency access. Cumulative impacts on transportation would be less than significant.

4.16.8 MITIGATION MEASURES

MM 4.16-1: The City shall monitor the intersection operations at the Corsa Avenue/Thousand Oaks Boulevard intersection and, when determined to be necessary, shall construct street improvements to prohibit northbound left turns from Corsa Avenue

to Thousand Oaks Boulevard. Motorists from Corsa Avenue destined to westbound Thousand Oaks Boulevard would be directed to make U-turn movements at the median break for the Westlake Village Community Park/future YMCA Recreation Center just east of Corsa Avenue. The median area would also be redesigned to physically preclude this left-turn movement (in addition to prohibitive signage).

MM 4.16-2: The City shall implement various transportation system management (TSM) measures to enhance the capacity of the existing roadway system. The TSM measures shall include, but not be limited to:

- Intersection and signal timing improvements through installation of more advanced traffic signal controllers and corresponding hardware and software
- Bottleneck removal programs
- Data collection to monitor system performance (e.g., through installation of closed circuit television cameras at select locations)
- Special event management strategies

MM 4.16-3 Future development projects that would result in trip generation, building area, or number of residential units that would exceed the permitted development in the Specific Plan and vary from the assumptions used in the analysis in this Program EIR shall provide the City with a trip generation and traffic impact analysis, including mitigation to reduce impacts to below City thresholds, if necessary.

4.16.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Circulation System Performance

Less Than Significant Impact After Mitigation

CMP Standard

Less Than Significant Impact

Air Traffic Patterns

No Impact

Traffic Hazards

Less Than Significant Impact

Emergency Access

Less Than Significant Impact

Alternative Transportation

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact After Mitigation

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4.17 TRIBAL CULTURAL RESOURCES

Information in this section is derived from published documents and information from record searches and local tribes.

4.17.1 RELEVANT PROGRAMS AND REGULATIONS

Native American Graves and Repatriation Act

The Native American Graves and Repatriation Act (NAGPRA) established a means for Native Americans, including Indian Tribes, to request the return of human remains and other sensitive cultural items held by federal agencies or federally assisted museums or institutions. NAGPRA also contains provisions regarding the intentional excavation and removal of, inadvertent discovery of, and illegal trafficking in Native American human remains and sensitive cultural items.

Senate Bill 18

Senate Bill (SB) 18 (*California Government Code,* Section 65352.3) incorporates the protection of California's traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes prior to the adoption or amendment of any general plan or specific plan proposed on or after March 1, 2005. SB 18 requires that public notice to be sent to tribes listed on the NAHC's SB 18 Tribal Consultation List within the geographical areas affected by the proposed general plan or specific plan (or general plan or specific plan amendment). Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the *Public Resources Code* (PRC) that may be affected by the proposed adoption or amendment to a general plan or specific plan.

Assembly Bill 52

Assembly Bill (AB) 52 states that a substantial adverse change in the significance of a tribal cultural resource is considered a significant impact on the environment. To determine impacts to tribal cultural resources, AB 52 requires lead agencies to consult with California Native American tribes that request such consultation. AB 52 is applicable to projects that have filed a Notice of Preparation (NOP) of an Environmental Impact Report (EIR), or notice of a Negative Declaration (ND) or Mitigated Negative Declaration (MND) on or after July 1, 2015. AB 52 also requires that the tribes ask the Lead Agency to be contacted for consultation. Then, the Lead Agency must contact the tribes to initiate consultation with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project and that have requested such consultation. This must be done prior to the release of the ND, MND, or EIR. AB 52 allows Tribes 30 days after receiving notification from the Lead Agency to request consultation. The Lead Agency then has 30 days to initiate consultation.

If the project may have a significant impact on a tribal cultural resource, Lead Agency and the Tribes shall mutually agree on feasible alternatives or mitigation measures to avoid or substantially lessen the impacts. The impacts, alternatives and mitigation measures should be discussed in the environmental document. Prior to certifying the EIR or adopting the ND or MND, the tribal consultation process must be concluded pursuant to Section 20180.3.2 of the PRC.

Discovery of Human Remains

Section 7050.5 of the *California Health and Safety Code* provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

Section 5097.98 of the PRC states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the NAHC within 24 hours which, in turn, must identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD shall complete their inspection and make a recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed, if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code,* Section 5097.98).

4.17.2 EXISTING CONDITIONS

As discussed in Section 4.5, Cultural Resources, of this Program EIR, the Conejo Valley area was once inhabited by Native Americans known as the Chumash. Many Chumash sites are within the Thousand Oaks area (PCR 2009; W&S Consulting 1999). According to Gamble, "The Chumash occupied the region from Topanga Canyon in the south to the Monterey County line in the north, and eastward to the San Joaquin Valley" (2008:6); these areas also included some coastal islands (i.e., the Channel Islands) (W&S Consulting 1999). The Chumash culture was as sophisticated as that of any fisher-hunter-gatherer society with a genuine maritime adaptation that included boats.

The results of the records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, as provided in Section 4.5, Cultural Resources, indicate that a number of cultural resources studies were conducted on and near the planning area and ten archaeological sites were found within 1 mile of the planning area, but none of these resources were found in planning area.

Informal consultations with Native American tribes were conducted in 2013, as discussed in Section 4.5, Cultural Resources. On March 14, 2013, letters were sent to the following tribes and individuals requesting any information they might have regarding cultural resources in the area:

- Beverly Salazar Folkes, Chumash, Tataviam, Fernandeño
- Carla Rodriguez, Chairwoman, San Manuel Band of Mission Indians
- Ronnie Salas, Cultural Preservation Department, Fernandeño Tataviam Band of Mission Indians
- Ron Andrade, Director, Los Angeles City/County Native American Indian Commission
- Cindi Alvitre, Chairwoman-Manisar, Ti'At Society/Inter-Tribal Council of Pimu
- John Tommy Rosas, Tribal Administrator, Tongva Ancestral Territorial Tribal Nation
- John Valenzuela, Chairperson, San Fernando Band of Mission Indians
- Randy Guzman-Folkes, Chumash, Fernandeño, et al.
- Conrad Acuña, Gabrielino-Tongva Tribe

One response to these letters has been received. Beverly Folkes telephoned on April 4, 2013, and indicated that she has worked in the area in the past and sensitive archaeological sites are located nearby. She recommended archaeological and Native American monitoring during future development activities in the planning area.

The adoption of the proposed Specific Plan and the needed General Plan Amendment are subject to the requirements of SB 18 for Native American consultation, which must be undertaken prior to adoption of the Specific Plan. SB 18 consultation was initiated in April 2013 through a request of a list of local tribes from the NAHC. Following receipt of this list, the City sent letters to tribes and individuals identified by the NAHC with an offer to consult on May 14, 2013. No responses were received within 90 days of the letters.

With the resumption of the California Environmental Quality Act (CEQA) process in 2018, formal consultations under AB 52 and SB 18 were conducted. Specifically, in compliance with AB 52, the City of Westlake Village sent out an informational letter to the local Native American tribes in May 2018 and did not receive any request for consultation. In compliance with SB 18, the City requested a Native American contact list from the NAHC on July 16, 2018, and subsequently sent out informational letters to tribes on the NAHC list. These included the following Native American tribes and individuals:

- Kenneth Kahn, Chairperson, Santa Ynez Band of Chumash Indians
- Anthony Morales, Chairperson, Gabrieleno Tongva San Gabriel Band of Mission Indians
- Rudy Ortega Jr., Tribal President, Fernandeño Tataviam Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieleno/Tongva Nation
- Julie Lynn Tamamait-Stenslie Chair, Barbareno/Ventureno Band of Mission Indians
- Lee Clauss, Director-CRM Department, San Manual Band of Mission Indians
- Patrick Tumamait, Barbareno/Ventureno Band of Mission Indians
- Robert Robinson, Chairperson, Kern Valley Indian Community
- Delia Dominguez, Chairperson, Kitanemuk and Yowlumne Tejon Indians
- Linda Candelaria, Chairperson, Gabrieleno-Tongva Tribe
- Joseph Ontiveros, Cultural Resources Department, Soboba Band of Luiseno Indians
- Lynn Valbuena, San Manual Band of Mission Indians
- Andrew Salas, Chairperson, Gabrieleno Band of Mission Indians – Kihz Nation
- Eleanor Arrellanes, Barbareno/Ventureno Band of Mission Indians
- Raudel Joe Banuelos, Jr. Barbareno/Ventureno Band of Mission Indians
- Charles Alvarez, Councilmember, Gabrieleno-Tongva Tribe

The City then entered into the consultation process with the tribe that requested such consultation. In November 2018, Native American tribal consultation was concluded in accordance with the requirements of SB 18 and AB 52.

The planning area is entirely developed with urban land uses, and no known tribal cultural resources are present at the existing commercial and light industrial land uses. The cultural records search for the area did not identify any tribal cultural resources or historic cultural resources in the planning area. See Section 4.5, Cultural Resources, of this Program EIR for additional discussion.

4.17.3 THRESHOLDS OF SIGNIFICANCE

The following significance criteria are derived from Appendix G of the State CEQA Guidelines. A project would result in a significant adverse impact on Tribal Cultural Resources if it would:

Threshold 4.17a: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

Threshold 4.17b: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:.

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

Section 21074 of the California *Public Resources Code*, which is part of CEQA, defines Tribal Cultural Resources are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

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

(a) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(b) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

4.17.4 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

No Specific Plan goals and policies, land use districts, design standards and guidelines, or public improvements address tribal cultural resources in the Specific Plan area.

Regulatory Requirements

From Section 4.5, Cultural Resources

RR 4.5-1: If human remains are encountered during excavation activities, all work must cease; and the County Coroner must be notified in accordance with Section 7050.5 of the *California Health and Safety Code*. The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, he/she will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the *California Public Resources Code*. The MLD will make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation will be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If the landowner rejects the recommendations of the MLD, the landowner will have to rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code,* Section 5097.98).

4.17.5 ENVIRONMENTAL IMPACTS

Future development under the proposed Specific Plan would lead to ground disturbance and demolition of existing structures and infrastructure.

Historical Tribal Cultural Resources

Threshold 4.17a: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape

that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

The existing developments in the Specific Plan area include commercial, office, and business parks that were originally developed in the 1970s and 1980s, as well as newer developments at the southern portion that include the Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church.

These structures are not likely to be historic tribal cultural resources, and local tribes have not indicated the presence of historic tribal cultural resources in or near the planning area. No impacts to historic tribal cultural resources would occur as a result of demolition activities that may be necessary to accommodate future development. Therefore, future development under the proposed Specific Plan and roadway and infrastructure improvements would have no impact on historic tribal cultural resources. No mitigation is required.

Significant Tribal Cultural Resources

Threshold 4.17b: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

The Specific Plan area is developed with urban land uses and is highly disturbed. No tribal cultural resources are known in the planning area. However, prehistoric sites exist within 1 mile of the planning area. Ground disturbance (e.g., grading excavation and trenching) associated with future development and roadway and infrastructure projects has the potential to disturb and destroy tribal cultural resources that may be present in the underlying soils.

If human remains are discovered, RR 4.5-1 would have to be implemented to avoid significant impacts to remains of Native American origin. In addition, MM 4.17-1 through MM 4.17-3 expand on MM 4.5-2 to include the identification and evaluation of potential tribal cultural resources that may be uncovered during ground disturbance activities associated with the demolition of existing structures, construction of new development, and construction of roadway and infrastructure improvements. MM 4.17-1 requires the presence of the Native American monitor during a pre-grade conference; MM 4.17-2 requires monitoring by a Native American monitor; and MM 4.17-3 sets procedures in the event of a discovery for the evaluation and formation of a mitigation plan for tribal cultural resources, if necessary. Impacts would be less than significant after mitigation.

4.17.6 CUMULATIVE IMPACTS

Growth and development in the City and surrounding areas may involve the demolition of older structures that may be important to the City's history and that of the Conejo Valley. Compliance with MM 4.5-1 in Section 4.5, Cultural Resources, of this Program EIR would lead to assessment

of the historical significance of on-site structures; and MM 4.17-1 through MM 4.17-3 would lead to the preservation of any significant tribal cultural resources. Compliance with RR 4.5-1 would also avoid adverse impacts on human remains of Native American origin.

Due to the site-specific nature of tribal cultural resources, it is difficult to determine if significant cumulative impacts to tribal cultural resources would occur on individual development sites. Individual project compliance with SB 18 and AB 52 would allow for early consultation with local tribes prior to the approval of development projects to avoid or minimize potential impacts on tribal cultural resources. Implementation of MM 4.17-1 through MM 4.17-3 by future development under the proposed Specific Plan and other mitigation developed as part of the CEQA, SB 18, and AB 52 processes of individual projects would reduce or avoid significant cumulative adverse impacts on tribal cultural resources. Cumulative impacts would be less than significant with compliance with existing regulations and the implementation of project-specific mitigation measures.

4.17.7 MITIGATION MEASURES

MM 4.17-1 Prior to the start of ground disturbance activities in the planning area, the Project Engineer/Contractor shall notify local tribes of the pre-grade conference to allow a Native American monitor to attend the conference and inform all construction personnel of the types of tribal cultural resources that may be present in the area and the notification procedure to follow in the event of discovery.

MM 4.17-2 A Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians and/or other local tribes shall be present for all fieldwork activities that occur within the proposed Project area (which includes, but is not limited to, archaeological testing, grading, excavation, and trenching). Unless there is evidence which suggest soils potentially containing Tribal Cultural material extend further, Native American monitoring shall only be conducted for up to 5 feet below fill. If Tribal Cultural Resources are identified during grading, excavation, or trenching, construction work within 60 feet of the find shall be halted and directed away from the discovery until the significance of the resource has been assessed by the Native American monitor and the retained qualified archaeologist. The Native American monitor shall photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities, work locations with diagrams, and documentation of tribal cultural resources identified.

MM 4.17-3 Should tribal cultural resources be discovered, the Native American monitor or representative shall determine the significance of the find in accordance with criteria set forth in Section 21074 of *Public Resources Code* (PRC). The Archaeologist, Native American monitor/representative, and the Project Applicant shall discuss and formulate a mitigation plan in consultation with the City that satisfies the requirements of PRC Sections 21082.3 and 21084.3.

4.17.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Historical Tribal Cultural Resources

No Impact

Significant Tribal Cultural Resources

Less than Significant Impact after Mitigation

Cumulative Impacts

Less than Significant Impact after Mitigation

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4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 METHODOLOGY

An Infrastructure Analysis for the proposed Specific Plan was completed by John M. Cruikshank Consultants, Inc. (JMC2) in May 2010 (provided in Appendix H-1). A Water Supply Assessment for the North Business Park (formerly the Westlake Village Business Park) was prepared for the Las Virgenes Municipal Water District (LVMWD) in May 2013 (see Appendix H-2). A WSA Amendment was provided by the LVMWD in 2018 to address the revised Specific Plan (see Appendix H-3). These reports are summarized below. Written responses from public service and utility agencies are provided in Appendix I.

4.18.2 RELEVANT PROGRAMS AND REGULATIONS

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA, *California Health and Safety Code,* Sections 116350–116405) was passed in 1974 and is intended to protect public health by regulating the nation's public drinking water supply. The Federal SDWA authorizes the U.S. Environmental Protection Agency (USEPA) to set national standards for drinking water to protect against contaminants. Amendments to the Act in 1996 expanded the focus of the SDWA from primarily water treatment to enhanced source water protection, operator training, funding for water system improvements, and public information as important components of protecting drinking water supplies. The SDWA applies to every public water system in the United States and sets the enforceable maximum contaminant levels (MCLs) for drinking water supplies.

California Safe Drinking Water Act

California enacted its own Safe Drinking Water Act, and the California Department of Health Services (DHS) was granted primary enforcement responsibility. Title 22 of the *California Code of Regulations* (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS' authority and outlines drinking water quality and monitoring requirements, which are equal to or more stringent than the federal standards.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) (*California Water Code*, Division 6, Part 2.6, Section 10610 et seq.) was enacted in 1983. The UWMP Act applies to municipal water suppliers that serve more than 3,000 customers or supply more than 3,000 acre-feet per year (afy) of water. The Act requires these suppliers to prepare and update their Urban Water Management Plans (UWMPs) every five years to identify and quantify available water supplies; demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple-dry years; and implement conservation and efficient use of water supplies.

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (Assembly Bill [AB] 1881) requires cities and counties, including charter cities and charter counties, to adopt landscape water conservation ordinances by January 1, 2010. The Department of Water Resources (DWR) prepared an updated Model Water Efficient Landscape Ordinance, as contained in the *California Code of Regulations* (Title 23, Division 2, Chapter 2.7). Cities and counties have the option to adopt DWR's

ordinance or to develop their own. If a local agency has not adopted its own ordinance on or before January 1, 2010, the DWR ordinance shall be applicable within the jurisdiction of the local agency.

DWR's ordinance identifies the landscape documentation that needs to be submitted to the local agency, including a completed Water Efficient Landscape Worksheet that estimates total water use and compares it to the Maximum Applied Water Allowance (MAWA) based on the annual reference evapotranspiration value for the project area. The MAWA is considered the water budget and should not be exceeded by the estimated water use. Standards for soil management, landscape design, irrigation design and efficiency, grading design, irrigation scheduling, maintenance, audit and survey of water use, recycled water, storm water management, public education, and wastewater prevention are provided to reduce irrigation water demand.

Water Conservation Act of 2009

The Water Conservation Act of 2009 or Senate Bill 7 (SBX7-7) requires urban water retail suppliers in California to reduce per capita water use by at least 10 percent on or before December 31, 2015, and to achieve a 20-percent reduction by December 31, 2020. Urban retail water suppliers must include in their UWMPs, the baseline daily per capita water use, urban water use target, interim urban water use target, and compliance daily per capita water use, along with the bases for determining those estimates and references to the supporting data. Urban wholesale water suppliers must also include an assessment of present and proposed measures, programs, and policies needed to achieve the water use reductions required by this Act. While it does not require existing customers to undertake changes in product formulation, operations, or equipment that would reduce process water use, suppliers may provide technical assistance and financial incentives to those customers to implement efficiency measures for process water.

The Act also requires agricultural water suppliers to implement efficient water management practices. Urban retail water suppliers and agricultural water suppliers would not be eligible for State water grants or loans for surface water or groundwater storage, recycling, desalination, water conservation, water supply reliability, and water supply augmentation unless they comply with the water conservation requirements established by this Act.

The 20x2020 Water Conservation Plan, issued by the Department of Water Resources (DWR) in 2010 pursuant to SBX7-7, established a water conservation target of a 20-percent reduction in water use by 2020 compared to a 2005 baseline use.

Mandatory Water Conservation

Following Governor Brown's declaration of a State of Emergency, on July 15, 2014, the State Water Board adopted Resolution No. 2014-0038 prohibiting several activities, including (1) the application of potable water to outdoor landscapes in a manner that causes excess runoff, (2) the use of a hose to wash a motor vehicle except where the hose is equipped with a shut-off nozzle, (3) the application of water to driveways and sidewalks, and (4) the use of potable water in non-recirculating ornamental fountains. The State Water Board resolution also directed urban water suppliers to implement the stage of their water shortage contingency plans that impose mandatory restrictions on outdoor irrigation of ornamental landscaping or turf with potable water and report monthly water production information to the State Water Board.

On April 1, 2015, Governor Brown signed Executive Order (EO) B-29-15, which contains a total of 31 directives – the primary requirement being a 25-percent statewide water reduction in potable urban water use through February 28, 2016, as compared to the amount used in 2013. EO B-29-

15 requires the State Water Resources Control Board to impose restrictions to achieve the 25 percent reduction, and is directed to consider the relative per capita water usage of each water supplier's service area. Those areas with high per capita use will be required to achieve proportionally greater reductions than those with low use.

Another directive in EO B-29-15 included development of a new Model Water Efficient Landscape Ordinance (MWELO), which was adopted by the State on July 15, 2015. This ordinance will effectively reduce water use for new landscaping and, among other things, limits the use of turf in residential landscapes to 20 percent of the total landscaped area and prohibits the use of turf in non-residential landscapes unless irrigated with non-potable water. Agencies had until February 1, 2016, to adopt this model ordinance or a similar ordinance and started reporting on implementation and enforcement of the ordinance by December 31, 2015, and then by January 31 in subsequent years. The new MWELO will further reduce water demands in new and renovated landscapes.

Senate Bill 610 and Senate Bill 221

Senate Bill (SB) 610 amended the *California Public Resources Code* to improve the link between information on water supply availability and certain land use decisions made by cities and counties. Specifically, it requires land use planning entities, when evaluating certain large development projects, to request a water supply availability assessment from the water supply entity that would provide water to the project. A Water Supply Assessment (WSA) must be prepared in conjunction with the land use approval process associated with a project, and it must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands (including the demand associated with the project in question) over a 20-year horizon that includes normal, single-dry, and multiple-dry years. A WSA is required for any "project" that is subject to CEQA and that proposes one or more of the following:

- A residential development of more than 500 dwelling units
- A shopping center or business establishment with either 1,000 employees or more than 500,000 square feet of floor space
- A commercial office development with either 1,000 employees or more than 250,000 square feet of floor space
- A hotel or motel with more than 500 rooms
- An industrial development that has 1,000 employees, occupies more than 40 acres of land, or has more than 650,000 square feet of floor space
- A mixed use project that includes one or more of the requirements above
- A project that would require water that is equal to or more than the water demand of 500 dwelling units
- A project that is served by a public water system having fewer than 5,000 service connections; a proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections; or a mixed use project that would demand an amount of water equivalent to, or greater than, the amount of water required by a residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

In addition, SB 221 requires land use planning agencies to include (as a condition in any tentative map that includes a subdivision involving more than 500 dwelling units) a requirement to obtain written verification that sufficient water supplies are available for the subdivision from the applicable public water system, or, where there is no existing water supplier, from a consultant directed by the City. SB 221 also addresses the issue of land use and water supply, but at a different point in the planning process than does SB 610. SB 221 requires a City or County to deny approval of a tentative or parcel map if the City or County finds that the project does not have a sufficient, reliable water supply, as defined in the bill.

Title 24 Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11 of the *California Code of Regulations*), also known as the CalGreen Code, requires the use of green building principles and practices in site planning and building design to promote energy and water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The voluntary and mandatory standards in the CalGreen Code apply to new low-rise residential buildings, privately owned non-residential buildings (i.e., theaters, restaurants, banks, offices, daycare centers, industrial buildings, laboratories, department stores, storage and accessory buildings); State-owned buildings; public schools; medical facilities; and additions/alterations to existing non-residential buildings.

The CalGreen Code requires the diversion of at least 65 percent of construction and demolition waste from landfill disposal. It also requires the development of Storm Water Pollution Prevention Plans (SWPPPs) and implementation of construction Best Management Practices (BMPs) on construction sites less than one acre and provides standards for bicycle parking, electric vehicle charging stations, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy efficient appliances, renewable energy, graywater systems, water efficient plumbing fixtures, construction waste management, recycling and recycled materials, equipment and systems testing and operations, pollutant controls (including moisture control and indoor air quality), acoustical control, storm water management, building design, insulation, flooring, and framing, among others. Beyond the standards, optional Tier 1 status can be achieved by complying with voluntary measures, which would result in 15 percent less energy use and 30 percent less indoor water use than required by existing regulations. Optional Tier 2 status can be achieved by complying with voluntary measures, which would result in 30 percent less energy use and 35 percent less indoor water use than required by existing regulations.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings are contained in the *California Code of Regulations* (Title 24, Part 6). Also called the Title 24 Building Energy Efficiency Standards, these standards are updated regularly to reflect new or improved energy efficiency technologies and methods, including AB 32 (Global Warming Solutions Act of 2006), which calls for reductions in greenhouse gas (GHG) emissions. Updates to the standards continue to emphasize energy efficiency and GHG reductions and include mandatory and voluntary energy efficiency requirements.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Integrated Waste Management Act of 1989 (AB 939) (1) established CalRecycle (formerly known as the California Integrated Waste Management Board [CIWMB]) and its review, approval, permitting, and enforcement authority related to AB 939 requirements; (2) required each City and County to prepare a Source Reduction and Recycling Element that identified programs

to divert 25 percent of all solid wastes from landfills or transformation facilities by 1995 and 50 percent by 2000, through source reduction, recycling, and compost activities; (3) required each City and County to prepare a Household Hazardous Waste Element; and (4) required each County to prepare a Countywide Siting Element and Summary Plan.

Subsequent to the California Integrated Waste Management Act, additional legislation was passed to reauthorize and strengthen the implementation of AB 939. The California Solid Waste Reuse and Recycling Access Act of 1991 (*California Public Resources Code,* Sections 42900–42911) requires new commercial and multi-family developments with 5 units or more and building expansions of 30 percent or more to include designated areas for collecting recyclable materials. The Act directed the CIWMB to draft a "model ordinance" governing the provision of adequate areas for collection and loading of recyclable materials in development projects. If, by September 1, 1994, a local agency did not adopt its own ordinance based on the CIWMB model, the CIWMB model took effect for that local agency.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, more timely, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or, in some cases, employment) and (2) its disposal, as reported by disposal facilities.

Each year CalRecycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, the CIWMB may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Assembly Bill 341

On October 6, 2011, Governor Brown signed Assembly Bill (AB) 341 establishing a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring the California Department of Resources Recycling and Recovery (CalRecycle) to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. The bill also mandates local jurisdictions to implement commercial recycling (i.e., requiring multi-family residential development and commercial uses to implement recycling programs) by July 1, 2012. CalRecycle will review each jurisdiction's commercial recycling program every two to four years for compliance with AB 341.

Las Virgenes Municipal Water District Urban Water Management Plan

In accordance with the UWMP Act and SBX7-7, the LVMWD updated their UWMP in 2015. The UWMP discusses the LVMWD's historic water supply and demand and the projected water supply and demand to 2040. The UWMP accounts for population increases over time and the increase in demand for water from this growth, including anticipated development in the cities and County

area within its service boundaries. It includes the projected 401 new dwelling units that were previously proposed by the Specific Plan.

The UWMP estimates a 2015 service area population of 68,766 persons and a 2040 service area population of 85,144 persons, with a per capita daily water use of 311 gallons per capita per day during the highest 10-yer period from 1999 to 2008. The projected per capita daily use with the 20-percent reduction mandated by SBX7-7 is set at 280 gallons per capita per day in 2015 and 249 gallons per capita per day in 2020. The UWMP identifies a number of existing and planned water conservation programs, including water waste prevention ordinances, metering, conservation pricing, public education and outreach/ school education programs, water use surveys/audits, financial incentives (i.e., rebates and grants), management of distribution system real loss, and water conservation program coordination and support (LVMWD 2016).

The UWMP also analyzes the reliability of the LVMWD's water supply and indicates that the LVMWD has sufficient water supplies to meet demand during a normal year, a single-dry year, and multiple-dry years to the year 2040. This will be achieved through a water shortage contingency plan, prohibitions on end uses, and excessive use penalties (LVMWD 2016).

Las Virgenes Municipal Water District Sanitation Master Plan Update

The LVMWD and the Triunfo Sanitation District (TSD) prepared a Sanitation Master Plan Update in 2014 to identify sewer system deficiencies and improvements needed to provide adequate sewer collection and wastewater treatment services and to comply with current regulations. The Tapia Water Reclamation Facility has a dry weather flow capacity of 12 million gallons of wastewater per day (mgd). Aging facilities and regulatory compliance requirements are requiring improvements to the treatment plant and the composting facility, which will improve nutrient removal; reduce energy consumption; enhance digestion capacity; and improve compost product quality. The Master Plan Update projects an increase in wastewater generation from 9 mgd in 2012 to 12.6 mgd by 2035 and recommends a design flow of 12 mgd. Thus, wastewater flows are not anticipated to reach capacity for at least 20 years or by 2034, and the expansion planning process would have to be initiated in 2025 (LVMWD 2014).

Las Virgenes Municipal Water District Code

The LVMWD Code contains the administrative regulations and district policies that have been established to guide LVMWD operations and the distribution and sale of potable water, recycled water, and sanitation services by the District. It includes requirements for new service, continuation of service, and termination of service; design standards for connections, relocations, and extensions of utility lines and facility improvements; and rates, charges and fees.

The Code also includes water conservation measures, conservation incentives, regulations for wasteful water use, water shortage response, prohibited sewer discharges, pretreatment requirements, and discharges requiring special permits. Specifically, a water budget is established for each customer, with escalating administrative penalties for exceeding twice the water budget. Plumbing fixtures need to meet flow requirements and landscaping must utilize drought-tolerant plants and water-conserving irrigation system. Recycled water shall be used for compaction and dust control during construction, if available. No discharges (such as brine and uncontaminated cooling water) or connections to the trunk sewers of the LVMWD are allowed if the discharges admit wastes that do not comply with the discharge and waste requirements of the LVMWD. Special permits are needed to discharge rain water, storm water, groundwater, street drainage, subsurface drainage, yard drainage, air cooler discharge water, swimming pool waste water, and cesspool or septic tank pump truck discharges into the sewer system. Industrial

waste discharges are subject to permits and specific permit conditions. Pre-treatment through sand traps or other suitable structures is required for specific industrial wastes prior to discharge into the sewer system. Other prohibitions, pollutant load limits, and discharge limitations may also be imposed as part of individual facility permits.

Westlake Village General Plan

The Infrastructure and Community Services chapter of the Westlake Village General Plan contains goals, objectives, policies, and programs for the provision of adequate public infrastructure and utility services in the City. This chapter calls for coordination with the various utility agencies to ensure that adequate utility services are made available to developments in the City.

The General Plan's Natural Resources chapter addresses the preservation of scarce resources, such as energy resources, water resources, and air resources.

Westlake Village Municipal Code

Chapter 5.2 of the Westlake Village Municipal Code adopts Title 20, Utilities, Division 2 of the Los Angeles County Code as the City's Sanitary Sewers and Industrial Waste Ordinance. This ordinance outlines the standards for the proper maintenance of sewer lines and facilities, along with the need for permits for discharges into the sewer system.

Integrated Waste Management Ordinance

Chapter 5.3 of the City's Municipal Code is the City's Integrated Waste Management Ordinance, which includes regulations and standards for the collection, transport, disposal, and recycling of solid wastes generated within the City. The Ordinance prohibits the disposal of wastes on public and private properties unless they are stored in receptacles and subject to regular collection, recycling, and/or landfill disposal. It allows collection, removal, and disposal of solid wastes only by authorized persons (i.e., those with hauler permits or collection agreements with the City, contractors, gardeners, and recyclers) who are required to offer recyclable and green waste collection programs. The Ordinance also requires that a minimum number and size of solid waste, recyclable, and green waste containers be provided in residential, commercial, and industrial properties. Prohibitions on scavenging, waste burning or burying, and other related regulations are also outlined.

4.18.3 EXISTING CONDITIONS

Water Services

The LVMWD provides water services to the City of Westlake Village and the Cities of Agoura Hills, Calabasas, and Hidden Hills and adjacent unincorporated areas of Los Angeles County. Total water use in 2015 was 23,825 acre-feet (af). Historical water use has fluctuated through the years and has not been generally increasing in response to population growth (LVMWD 2014c, 2016).

The LVMWD obtains the majority of its water supply (over 80 percent) from imported sources through the Metropolitan Water District of Southern California (MWD). MWD obtains water from the Sacramento-San Joaquin River Delta in Northern California through the State Water Project, which is treated at the Jensen Filtration Plant in Granada Hills prior to entering the LVMWD system at three interconnections (LVMWD 2016).

Recycled water from LVMWD's Tapia Water Reclamation Facility provides approximately 17.8 percent of the LVMWD's water supply. In 2015, approximately 4,240 af of recycled water was used for landscape irrigation (LVMWD 2016).

Groundwater from the Russell Valley Groundwater Basin is also used during peak summer demands to augment the LVMWD's recycled water supply. Since groundwater has high levels of iron and manganese, it is pumped from two wells and discharged into the sewer system for treatment at the Tapia Water Reclamation Facility and subsequently becomes recycled water available for landscape irrigation during the summer. Between 2005 and 2010, groundwater pumping ranged from 80 to 314 afy (LVMWD 2014c).

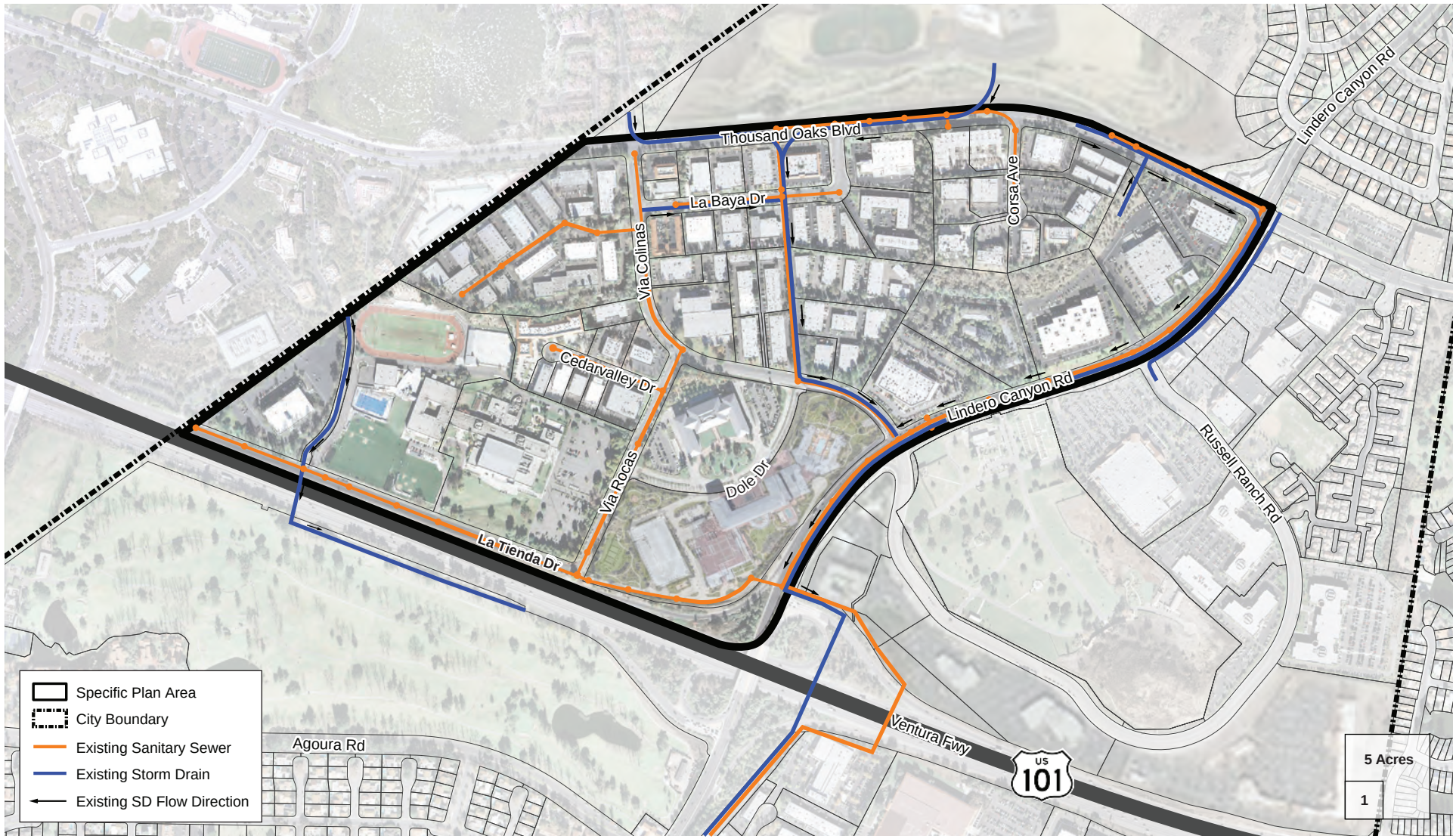
The LVMWD's Las Virgenes Reservoir (also called Westlake Reservoir or Three Springs Reservoir) is located at 2860 Three Springs Road in the southern section of the City. This reservoir has a 9,600-af capacity and stores an average of 7,300 af of imported water from the MWD. It also accepts approximately 770 afy of surface water flows from the surrounding watershed, which serves to offset evaporative losses of 700 afy. Water from the reservoir is only used and replenished as needed, after treatment at the Westlake Filtration Plant, located at 32601 Torchwood Place west of the reservoir. The filtration plant has a treatment capacity of 15 mgd and generally operates during peak demands in summer. LVMWD also receives 150 afy from the City of Simi Valley/Ventura County Waterworks District 8, has an interconnection with the Los Angeles Department of Water and Power, and is planning a future interconnection with the Calleguas Municipal Water District (LVMWD 2014c).

The LVMWD's potable water system includes 25 storage tanks, 24 pump stations, and over 400 miles of pipelines (LVMWD 2014c). The LVMWD has a Backbone Improvement Program that provided increased storage, transmission capacity, and treatment capacity to its service area, which includes the planning area. This multi-year improvement program included the construction/installation of new transmission pipelines; a new 5-mgd water tank; filtration plant expansion; and pump station modification (LVMWD 2018c).

The existing General Plan identifies water lines in Lindero Canyon Road, Thousand Oaks Boulevard, Via Colinas, Via Rocas, and La Tienda Drive (Westlake Village 1993). The Lindero Canyon Road corridor improvements included the construction of a 24-inch water line between the Lindero Canyon Road on-ramp and the mainline of Highway 101. The proposed General Plan provides an updated exhibit of existing water lines on public streets and internal roads in the planning area. The Specific Plan includes a map of existing and proposed water, sewer and storm drain lines, which is provided in Exhibit 4.18-1, Existing Water, Sewer, and Storm Drain Lines. It shows existing water lines in Thousand Oaks Boulevard, Via Colinas, La Tienda Drive, Via Rocas, Lindero Canyon Road, and in several parcels, as well as reclaimed water lines in Lindero Canyon Road, Via Colinas, and La Baya Drive. The exhibit also shows a proposed reclaimed water line on Thousand Oaks Boulevard.

The LVMWD's recycled water system includes 3 storage tanks, 3 open reservoirs, 9 pump stations, and 63 miles of pipelines. In and near the planning area, recycled water lines are present in Lindero Canyon Road, Via Colinas, La Baya Drive, Russell Ranch Road, a portion of Via Rocas, and in two extensions from Via Colinas. Planned extensions would run along Thousand Oaks Boulevard, west of Via Colinas (LVMWD 2014b).

LVMWD projections of its future water supplies are provided in its 2015 UWMP and in Table 4.18-1 below, which are anticipated to meet demand (i.e., demand is equivalent to supply). As shown, the primary source of water supply will continue to be imported water resources.



Source: Civic Solutions 2018

Existing Water, Sewer and Storm Drain Lines

Exhibit 4.18-1

North Business Park Specific Plan Draft Program EIR

N W E S

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TABLE 4.18-1
LAS VIRGENES MUNICIPAL WATER DISTRICT
WATER SUPPLY PROJECTIONS

Water Sources (afy)	2015[a]	2020	2025	2030	2035	2040
Imported Water from MWD	19,467	22,412	23,396	24,423	25,495	26,613
Imported Water from Box Canyon (VCWWD 8)[b]	16	19	19	19	19	19
Imported Water from Woolsey Canyon (VCWWD 17)[b]	101	112	112	112	112	112
Local Groundwater[c]	0	0	0	0	0	0
Recycled Water[d]	4,240	4,255	4,269	4,284	4,299	4,314
Total Supplies	**23,825**	**26,798**	**27,796**	**28,838**	**29,925**	**31,058**

afy: acre-feet per year; VCWWD: Ventura County Waterworks District; MWD: Metropolitan Water District of Southern California

[a] 2015 water supply
[b] Projections based on historical average supplies at interconnections with VCWWD Districts 8 and 17
[c] Groundwater set at 0 to avoid double counting of the recycled water production but estimated at 239 afy
[d] Recycled water supplies are set at lesser of recycled water supplies or demands

Source: LVMWD 2016

The WSA that was prepared in 2013 for the proposed Specific Plan estimated water demand from existing land uses in the planning area at 491 afy, based on the average annual water use from 2008-2012 (LVMWD 2013a).

Wastewater Services

As with water services, the LVMWD provides wastewater treatment services to the City of Westlake Village and the Cities of Agoura Hills, Calabasas, and Hidden Hills and adjacent unincorporated areas of Los Angeles County. Local sewer lines in the City are owned and operated by the City but maintained by the Consolidated Sewer Maintenance District of Los Angeles County. Wastewater from existing development is conveyed in local sewer lines to the sewer trunk lines of the LVMWD and wastewater is processed (treated) at the Tapia Water Reclamation Facility on Malibu Canyon Road, which is operated by a joint powers authority of the Triunfo Sanitation District (TSD) and the LVMWD.

This facility currently treats an average of 7.8 to 9.4 mgd, (range due to seasonal variations). Treatment plant modifications have been completed to comply with current regulations, which reduced plant capacity to 12 mgd. In 2012, the plant generated approximately 12,514 af of treated water/recycled water that was used for landscape irrigation at golf courses, parks, schools, medians, businesses, and common green areas. Excess treated water is discharged into Malibu Creek and the Los Angeles River Basin, and land sprayed (LVMWD 2014b).

Existing and projected volumes of wastewater from the LVMWD service area that would be treated at the Tapia Water Reclamation Facility are provided in Table 4.18-2, along with other recycled water supplies. Demand for recycled water is also shown in the table.

TABLE 4.18-2
LAS VIRGENES MUNICIPAL WATER DISTRICT WASTEWATER AND RECYCLED WATER

	2006	2012	2020	2035[a]
Wastewater Generation (mgd)	8.8	8.8	10	11
Westlake Wells (mgd)[b]	0.8	0.8	0.8	0.8
Potable Supplement (mgd)[b]	--	--	--	3.7
Total Supplies (mgd)	9.6	9.6	10.8	15.5
Projected Recycled Water Demand (mgd)	--	7.12	--	15.5

mgd – million gallons per day; -- not available

[a] Reflects AS-1 scenario for 2035

[b] Groundwater and potable water would be used to supplement wastewater to meet recycled water demands by 2035 or later.

Source: LVMWD 2014b.

Biosolids from the Tapia Water Reclamation Facility are conveyed through a pipeline to the Rancho Las Virgenes Composting Facility, where the biosolids are converted into compost—a soil amendment. This composting facility is located at La Virgenes Road and Lost Hills Road in Calabasas and processes 120,000 gallons of biosolids per day. It produces approximately 11,000 cubic yards of compost per year (LVMWD 2018b).

LVMWD sewer trunks are located in and near the City's northeastern border but not in the planning area. A 30-inch trunk line runs on Lindero Canyon Road and Triunfo Canyon Road south of U.S. 101, and an 18-inch sewer trunk line is present at the boundary of the City with Agoura Hills, north of U.S. 101 (Westlake Village 1993). The Specific Plan shows local sewer lines serving the planning area. Exhibit 4.18-1 shows existing sewer lines on Lindero Canyon Road, La Tienda Drive, Via Rocas, Via Colinas, Thousand Oaks Boulevard, La Baya Drive, Corsa Avenue, and Cedarvalley Drive; along parcels lines between Thousand Oaks Boulevard and Via Colinas; and in an internal driveway west of Via Colinas.

The local sewer lines are under major streets within the Business Park, with smaller laterals connecting directly to businesses. As it flows south toward the LVMWD truck sewer, the City sewer main traverses through easements along the Lindero Channel access road. The recently monitored flows in the City's sewer main is nearing design capacity as the contributing areas are built out. There is some limited remaining capacity for intensifying the uses as proposed in the Specific Plan. Therefore, it will be necessary to identify any needed upgrades to the sewer system for each new development (Specific Plan Chapter 8, Infrastructure Improvements, Section C, Sewer System).

Solid Waste Disposal

Solid waste collection services in the City are provided by Waste Management, which provides solid waste, green waste, and recycling bins to residential uses. Waste collection for non-residential developments may be provided by any City-registered waste hauler. The California Department of Resources Recycling and Recovery (CalRecycle) reports that the City of Westlake Village generated approximately 14,118 tons of solid wastes in 2016 (CalRecycle 2018a). The majority of these wastes was disposed at the Simi Valley Landfill and Recycling Center (69.1 percent) and the Calabasas Landfill (27.5 percent), with other wastes (3.4 percent) brought to the Antelope Valley Landfill, Azusa Land Reclamation County Landfill, Chiquita Canyon

Landfill, Bowerman Sanitary Landfill, Lancaster Landfill and Recycling Center, and Olinda Alpha Sanitary Landfill (CalRecycle 2018e).

The Simi Valley Landfill and Recycling Center is owned and operated by Waste Management of California. It is located on 887 acres at 2801 Madera Road in Simi Valley, 8.0 miles north of the City. Landfilling is permitted on 368 acres with a design capacity and remaining capacity of 119.6 million cubic yards in 2012. This landfill can accept 6,000 tons of refuse and 3,250 tons of recyclable materials per day. The landfill is expected to operate until 2052 (CalRecycle 2018d).

The Calabasas Landfill, which is owned and operated by the Los Angeles County Sanitation Districts, is located at 5300 Lost Hills Road, approximately 6.9 miles east of Westlake Village. It covers 491 acres, with 305 acres used for the disposal of as much as 69.3 million cubic yards of wastes. The maximum permitted capacity of this landfill is 3,500 tons per day. As of December 31, 2014, the remaining capacity of the landfill was 14.5 million cubic yards. The landfill is expected to close in 2029 (CalRecycle 2018c).

Solid waste recycling programs offered by the City include a public information program; a small battery drop-off program at City Hall; a door-to-door hazardous waste program; and free bulky item and e-waste recycling (Westlake Village 2018b).

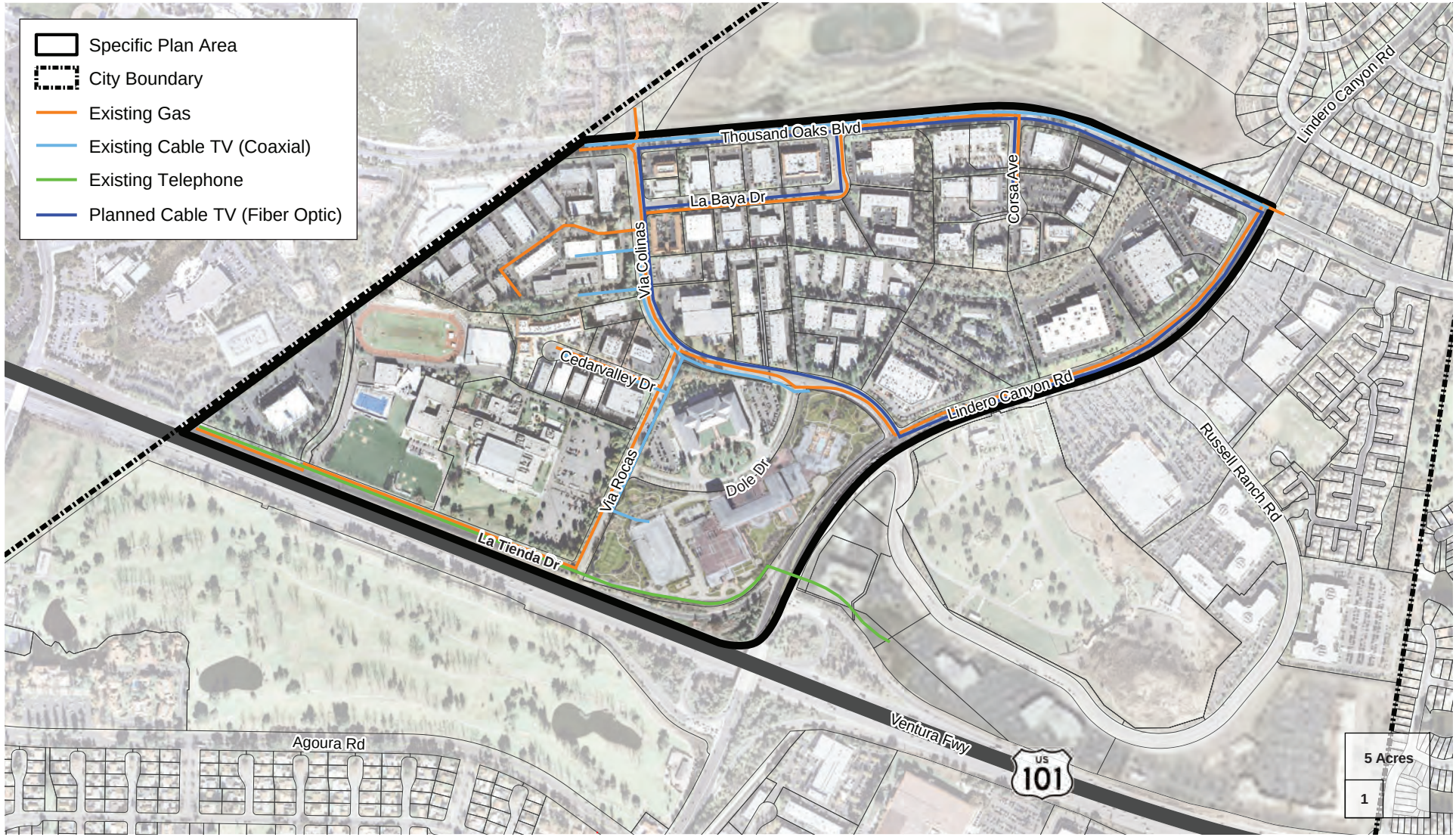
Electricity and Natural Gas

The Southern California Edison Company (SCE) provides electrical services to over 15 million people in 180 incorporated cities and 15 counties over 50,000 square miles in Central, Coastal, and Southern California, including the City of Westlake Village (SCE 2018). In 2016, SCE sold approximately 103.4 billion kilowatt-hours of electricity (CEC 2018). SCE has 66-kilovolt transmission lines within a 100-foot-wide easement along the City's northeastern border, with underground power lines serving individual customers in the planning area (Westlake Village 1993).

Southern California Gas Company (SCG) provides natural gas services to 21.6 million consumers in more than 500 communities over 20,000 square miles throughout Central and Southern California (SCG 2018). SCG provided a total of 7.514 billion therms of natural gas in 2016 (CEC 2018). No transmission gas line or high-pressure distribution gas line is in or near the planning area. Three- and four-inch gas lines are present in Thousand Oaks Boulevard, Lindero Canyon Road, Via Colinas, Via Rocas, and La Tienda Drive (Westlake Village 1993). Exhibit 4.18-2, Existing Gas, Telephone, and Cable TV Lines, shows existing gas lines in the planning area.

Telecommunication Systems

Telephone and telecommunication services in the City are provided by AT&T, as the local exchange carrier. Cable television and telecommunications services are also provided by Spectrum. In the planning area, most of the telephone lines are joint-trenched with SCE lines (JMC2 2010). Exhibit 4.18-2 shows existing cable television and telephone lines in the planning area.



Source: Civic Solutions 2018

Existing Gas, Telephone and Cable TV Lines

Exhibit 4.18-2

North Business Park Specific Plan Draft Program EIR

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4.18.4 THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance are derived from the Environmental Checklist Form included as Appendix G of the CEQA Guidelines. The project would result in a significant adverse impact related to Utilities and Service Systems if it would:

Threshold 4.18a: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board

Threshold 4.18b: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

Threshold 4.18d: Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed

Threshold 4.18e: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments

Threshold 4.18f: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs

Threshold 4.18g: Fail to comply with Federal, State, and local statutes and regulations related to solid waste

The City does not have an established threshold for impacts to dry utilities (electricity, natural gas, and communication systems). For purposes of this analysis, the following thresholds of significance were applied for the analysis of dry utilities. The project would result in a significant adverse impact related to Utilities and Service Systems if it would:

Threshold 4.18h: Require or result in the construction of new electric, natural gas or communication facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

Threshold 4.18i: Encourage the wasteful or inefficient use of energy

The following threshold is addressed in Section 4.9, Hydrology and Water Quality, of this Program EIR. The project would result in a significant adverse impact related to Hydrology and Water Quality if it would:

Threshold 4.18c: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

4.18.5 PROPOSED SPECIFIC PLAN AND REGULATORY REQUIREMENTS

The goals and policies, development standards, design guidelines, and other components of the Specific Plan and existing regulatory requirements that future developments would be required to follow are identified below.

Specific Plan Requirements

Goals and Policies. Goals and policies in the proposed Specific Plan that may prevent environmental impacts related to Utilities and Service Systems include:

Land Use and Urban Design

Policy LU/UD-1.1: Provide for intensification at appropriate locations provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability.

Goal LU/UD-6: Encourage sustainable design and development practices.

Policy LU/UD-6.2: Encourage design that takes advantage of the area's natural resources, such as topography, wind, sun, etc., and emphasize environmental sensitivity and sustainable development practices throughout the Specific Plan area.

Policy LU/UD-6.3: Implement standards and guidelines for sustainable development based on best management practices and available and emerging technologies in the design, construction and long-term maintenance of projects.

Policy LU/UD-6.4: Through the development process, encourage building orientations conducive to utilizing available solar energy.

Policy LU/UD-6.5: Encourage projects to achieve the Leadership in Energy and Environmental Design (LEED) Certification – or other similar certification.

Economic Development

Goal ED-1: Provide for adequate infrastructure financing for existing and future development.

Policy ED-1.1: Require existing and new development to contribute their fair share of the cost of on- and off-site public infrastructure.

Policy ED-1.3: Consider innovative financing mechanisms, including, but not limited to, establishing Community Facilities Districts (CFDs), Special Assessment Districts, Enhanced Infrastructure Financing Districts, Development Impact Fees and participation in a Capital Improvement Program (CIP) to fund and construct necessary public facilities and infrastructure.

Policy ED-1.4: Based on capital cost estimates provided as part of the Specific Plan, establish development impact fees for new development's fair share cost of required facilities.

Policy ED-1.5: Apply for available State, Federal and regional funding sources to finance infrastructure costs.

Policy ED-1.6: Periodically update the financing plan as modifications to financing programs, land uses, and cost estimates for infrastructure and public facilities occur.

Policy ED-4.4: Provide for a reimbursement program to developers/land owners if they finance public infrastructure beyond their fair share as development impact fee revenues are collected.

Policy C-1.4: Support the development of infrastructure implementation strategies focused on encouraging the use of electric and other non-carbon emitting vehicles.

Infrastructure

Goal I-1: Provide fully functional, safe, cost-effective and environmentally friendly public infrastructure to meet the needs of future development within the North Business Park Specific Plan area.

Policy I-1.1: Continue to coordinate with and fully utilize the resources of the various coordinating agencies to provide sufficient levels of water, sewer, and storm drain service throughout the Specific Plan area.

Policy I-1.2: Continue to coordinate with the dry utility service providers to ensure adequate provision of electricity, natural gas, telephone and data services to the Specific Plan area.

Goal I-2: Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.

Policy I-2.1: As a condition of development approval, ensure that utilities are adequately sized to accommodate the proposed development and, if applicable, sized for other future developments.

Policy I-2.2: Require individual projects to provide comprehensive infrastructure plans for City review and approval as part of a development application.

Goal I-3: Provide environmentally efficient and sustainable infrastructure improvements.

Policy I-3.1: Enforce the State of California Low Impact Development (LID) practices for all new development, which will provide for conservation of natural features and reduce long-term maintenance and life cycle costs.

Policy 1-3.2: Strongly encourage the provision of “green” infrastructure, such as “green” streets, solar panels, heat reflective roofs, green roofs, etc. to minimize environmental impacts of development.

Policy I-3.3: Require the expanded use of recycled wastewater for irrigation, dust control, soil compaction, fire protection, and other uses as they are developed, as a means of reducing impacts on ground water resources.

Policy I-4.1: Require undergrounding of new utility lines, with priority given to the undergrounding of utility lines along major streets. This will also allow trees to reach full height and improve the aesthetics of the area.

Design Standards and Guidelines. Design standards and guidelines that would reduce utility demands and potential impacts related to Utilities and Service Systems include those that address the following:

Chapter 5. Design Guidelines

C. Building Siting and Orientation

F. Plazas and Courtyards

J. Materials, Finishes and Colors

K. Exterior Lighting

L. Service Area and Mechanical Equipment

Chapter 7. Open Space and Streetscape Improvements

C. Streetscape Improvements

Chapter 8. Infrastructure Improvements

B. Water System

C. Sewer System

D. Storm Drain System

E. Electrical System

F. Natural Gas System

G. Telecommunications System

H. Cable Television System

Public Improvements. The proposed Specific Plan outlines a number of infrastructure improvements to serve existing and future development in the planning area. These include the installation of fiber-optic cables on local streets to improve telecommunications services in the planning area. The Specific Plan also includes an implementation strategy (e.g., include proposed public improvements and amenities into the City's Capital Improvement Program, formation of a local Property Based Improvement District (PBID) or a landscape and lighting maintenance district, review of development impact fees, and/or other measures) to facilitate funding and construction of the proposed public improvements.

Regulatory Requirements

There are existing federal, State, regional, and local regulations that relate to the provision of utilities, the conservation of water and energy resources, and the reduction in the demand for landfill capacity. These regulatory requirements (RRs) are listed below.

RR 4.18-1: All water, sewer, and other utility infrastructure lines and facilities must be constructed in compliance with the applicable regulations set forth in the City's Municipal Code, which adopts the County's Building Code and in turn, incorporates by reference the California Building Code, the California Plumbing Code, the California Electrical Code, and the California Mechanical Code. In addition, the construction of water and sewer system facilities shall comply with the City's and

the Las Virgenes Municipal Water District's (LVMWD's) plans and specifications for potable and recycled water, and sewer lines.

RR 4.18-2: All new construction requiring water and sewer services must comply with pertinent regulations in the LVMWD Code regarding the prevention and elimination of leaks, the use of water-efficient appliances, water waste prohibition, water conservation for landscape irrigation, and water use reductions during a water shortage. Water conserving fixture installations are subject to compliance inspections prior to the issuance of final occupancy permits.

RR 4.18-3: In compliance with the CalGreen Code, development projects must comply with the standards for energy-efficient appliances, renewable energy, graywater systems, water-efficient plumbing fixtures, construction waste management, recycling and recycled materials, equipment and systems testing and operations, building design, insulation, flooring and framing, and other applicable standards. Beyond the standards, increased energy and water conservation measures may be implemented on a voluntary basis.

RR 4.18-4: All development projects in the City must comply with the City's Sanitary Sewers and Industrial Waste Ordinance (Chapter 5.2 of the Municipal Code), which outlines the standards for the proper maintenance of sewer lines and facilities, along with the need for permits for discharges into the sewer system. No discharges or connections to the trunk sewers of the LVMWD are allowed if the discharges or connections will admit wastes that do not comply with the wastewater discharge requirements of the LVMWD. Pre-treatment is required for specific industrial wastes prior to discharge into the sewer system, in accordance with the LVMWD Code.

RR 4.18-5: Development projects in the City must pay connection fees and bimonthly sewer charges to the LVMWD to obtain sewage treatment services and to allow the LVMWD to maintain, improve, or expand its sewer treatment facilities and infrastructure.

RR 4.18-6: All development projects in the City must comply with the City's Integrated Waste Management Ordinance (Chapter 5.3 of the Municipal Code), which requires that a minimum number and size of solid waste, recyclable, and green waste containers be provided for residential, commercial, and industrial properties. The ordinance prohibits the disposal of wastes on public and private properties, unless the wastes are stored in receptacles and subject to regular collection, recycling, and/or landfill disposal. The collection, removal, and disposal of solid wastes shall only be made by authorized haulers who are also required to offer recyclable and green waste collection programs. Scavenging, waste burning, and burying of solid wastes are prohibited.

RR 4.18-7: Future development projects must prepare a waste management plan to comply with the CalGreen Code, which requires the diversion of at least 65 percent of construction and demolition waste tonnage, including concrete and asphalt demolition wastes. The waste management plan shall be submitted to the City as part of the building or demolition permit; implemented during construction; and a completed waste management plan shall be submitted to the City after construction that shows actual data on tonnage of materials recycled and diverted.

RR 4.18-8: Future development projects must comply with Title 24 of the *California Code of Regulations* in effect at the time of application for building permits. Title 24 Building Energy Efficiency Standards cover the use of energy-efficient building systems, including ventilation, insulation, and construction and the use of energy-saving appliances, conditioning systems, water heating, and lighting; the CalGreen Code requires energy efficiency and conservation in new residential and non-residential projects.

4.18.6 ENVIRONMENTAL IMPACTS

Future development projects under the proposed Specific Plan would generate additional demands for utility services. Planned roadway and infrastructure improvements would not create a demand for utility services, except for minor irrigation water demand for landscaped parkways and street medians.

Water and Wastewater Infrastructure

Threshold 4.18b: Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Future development in the Focus Area (consisting of 1,017 new dwelling units and 1.6 million square feet of non-residential development (an increase of 1,017 units and a decrease of 389,697 square feet of non-residential uses) would lead to an increase in potable water demand. New linear parks and open spaces would also generate irrigation water demand. More intensive development may also require higher fire flows.

Future development within the planning area and changes in the type of land uses associated with implementation of the Specific Plan would result in an increase in water demand and changes in required fire flows. As shown below in Table 4.18-3, the Specific Plan buildout would result in an increase of 249 afy over existing water use in the planning area.

The proposed Specific Plan has a number of goals and policies that call for the provision of adequate utility infrastructure systems to serve the planning area. These include Policy LU/UD-1.1, Goal ED-1 and supporting Policy ED-1.1, Policy ED-1.3, Policy ED-1.4, Policy ED-1.5, Policy ED-1.6, and Policy ED-4.4 that relate to adequate infrastructure financing and Goal I-1 and Goal I-2, with supporting Policy I-1.1, Policy I-1.2, Policy I-2.1, and Policy I-2.2 that relate to the provision of public infrastructure to meet needs. The Specific Plan also includes design standards and guidelines for water efficiency and landscape irrigation and maintenance. The Specific Plan does not propose the upgrade or extension of water or sewer lines, but shows that LVMWD is proposing a new recycled water line in Thousand Oaks Boulevard. Compliance with pertinent goals, policies, and design standards and guidelines would reduce water and wastewater treatment demands from future development.

In addition, the California Plumbing Code (Part 5 of the California Building Code) provides standards for the design and construction of water and sewer systems, storm drains, and recycled water systems in buildings, and the City and LVMWD have standards for the construction of water and sewer lines in public rights-of-way. Compliance with the building standards for water and sewer line design and construction (RR 4.18-1) would be required for future development projects.

To ensure that adequate water infrastructure capacity and required fire flows are available to serve future development, Mitigation Measure (MM) 4.18-1 requires that all future development project applications provide an engineering analysis of project-specific impacts to water infrastructure that identifies any needed water line and facility upgrades, replacements, and/or expansions that should be constructed as part of the project.

The increase in water use would be accompanied by an increase in sewage generation. This, in turn, may require the upgrade or improvement to existing sewer lines serving the planning area. To ensure adequate sewer infrastructure capacity, MM 4.18-1 also requires that all future development project applications provide an engineering analysis of project-specific impacts to sewer infrastructure that identifies any needed sewer line and facility upgrades, replacements, and/or expansions that should be constructed as part of the project and/or that the development would have to provide a fair share contribution to fund the necessary upgrades. This engineering analysis needs to determine any needed sewer line upgrades to the smaller sewer lines south of the freeway. If upgrades are needed, funding for these improvements should be planned for all development in the area to participate in. This MM would ensure that future development has the necessary water and sewer infrastructure to accommodate increased utility demands.

Due to the developed nature of the planning area, it is expected that upgrades to existing water and sewer infrastructure would involve trenching in City streets and disturbed areas. Construction-related impacts from any necessary infrastructure upgrades are included in the analysis in Sections 4.1 through 4.18 of this Program EIR.

Planned roadway and infrastructure improvements called out in the Specific Plan are not expected to require the construction of new potable water or sewer lines or treatment facilities, as these improvements are not likely to require water or sewer services. Landscape irrigation of new parkways and street medians in the planning area would be served by existing recycled water lines.

Increased water use in the planning area is expected to generate wastewater flows that would be treated to become recycled water and that, in turn, would be needed to meet the irrigation demand from new landscaped parkways and medians. The LVMWD's UWMP indicates that excess recycled water at the Tapia Water Reclamation Facility is discharged into Malibu Creek and to the Los Angeles River via the Arroyo Calabasas during the winter months. In the summer months, recycled water is supplemented by groundwater that is conveyed to the Tapia Water Reclamation Facility. Thus, recycled water demand in the LVMWD service area, including the planning area, would be met by recycled water from the Tapia Water Reclamation Facility.

With compliance with RR 4.18-1 and the goals, policies, and design standards and guidelines of the Specific Plan and implementation of MM 4.18-1, the potential impacts of future development projects on water and sewer infrastructure and facilities would be less than significant after mitigation. Irrigation water demand from proposed landscaped parkways and street medians could be supplied by existing recycled water lines in the planning area, and impacts would be less than significant.

Water Supply

Threshold 4.18d: Would the project require new or expanded entitlements and resources or would sufficient water supplies be available to serve the project?

The WSA prepared for the *Westlake Village Business Park Specific Plan,* as approved by the LVMWD Board in May 2013, estimated water demand from future land uses in the Focus Area. The projected demand from the Specific Plan was then included in the LVMWD's 2015 UWMP. The WSA was subsequently updated in September 2018 to reflect the changes in future development in the Focus Area and the anticipated water demand. As shown in Table 4.18-3, water demand from existing development and future development in the planning area is estimated at 740 afy. With 491 afy of existing demand, this translates to an increase of 249 afy over existing water use in the planning area.

TABLE 4.18-3
PROJECTED WATER DEMAND

Specific Plan District	Residential Area and Water Use		Commercial Area and Water Use		Total Estimated Water Use	
	Land Area (acres)	Water Use (gpd)	Land Area (acres)	Water Use (gpd)*	Daily Water Use (gpd)[c]	Annual Water Use (afy)[c]
Focus Area						
Mixed Use Corsa District	12.45	138,023	3.11	2,661	140,684	158
Mixed Use Lindero District	14.59	161,723	5.39	4,612	166,335	186
Office District	–	–	10.79	9,225	9,225	10
Design District South	–	–	9.93	8,490	8,490	10
Design District North	–	–	19.80	16,929	16,929	19
Mixed Use Cedar Valley District	–	–	8.96	7,661	7,661	9
Business Park East District	–	–	9.59	8,199	8,199	9
Business Park West District	–	–	17.09	14,612	14,612	16
Subtotal	27.04	299,746	84.66	72,390	372,137	417
Public Rights-of-Way	–	–	2.67[a]	–	13,825	15
Total in Focus Area	–	–	–	–	385,962	432
Total outside Focus Area[b]						308
Specific Plan Total						740
Existing Water Demand						491
Increase in Demand						249

gpd: gallons per day; afy: acre-feet per year; LVMWD: Las Virgenes Municipal Water District.

[a] Irrigated landscaped areas in parkways and medians assumed at 15.8 percent of 16.93 acres of public rights-of-way
[b] Average annual water use based on LVMWD customer billing data.

Source: LVMWD 2018d.

Water demand projections for five-year increments were provided in the WSA, which indicated that the water demands from the previous proposal would be primarily met by imported water

supplies obtained by the LVMWD through the MWD, with irrigation water demand met by recycled water from the Tapia Water Reclamation Facility. The WSA analysis showed that future development in the planning area can be readily served by available supplies from 2015 to 2035 under the normal year, single-dry year, and multiple-dry year scenarios (LVMWD 2013a).

The LVMWD updated their UWMP in 2015 and included the projected water demand from the previously proposed Specific Plan (estimated at a total of 652 afy in the planning area) and additional demand from other future developments within their service area. With the revised Specific Plan proposal showing an additional water demand of 88 afy, LVMWD assumes that this demand would be incremental over time at approximately 18 afy from 2015 to 2040 (LVMWD 2018d). Table 4.18-4 shows a comparison of LVMWD's supply and demand during a normal year using the 2015 UWMP's supply and demand projections and the estimated increase in water demand that would occur from future development under the proposed Specific Plan.

TABLE 4.18-4
SUPPLY AND DEMAND DURING NORMAL YEAR

	2020	2025	2030	2035	2040
LVMWD 2015 UWMP Supply[a]	26,798	27,796	28,838	29,925	31,058
LVMWD 2015 UWMP Demand[b]	25,798	27,796	28,838	29,925	31,058
Specific Plan Water Demand Increase[c]	18	35	53	70	88
Total Projected LVMWD Demand	**26,816**	**27,831**	**28,891**	**29,995**	**31,146**
Difference[d]	-17.6	-35.2	-52.8	-70.4	-88
Difference as % of Supply	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%
Difference as % of Demand	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%

LVMWD: Las Virgenes Municipal Water District; UWMP: Urban Water Management Plan

[a] From LVMWD's 2015 UWMP Table 4-11
[b] From LVMWD's 2015 UWMP Table 3-14
[c] Assumes linear increase in water demand until buildout in 2040
[d] Rounded off

Source: LVMWD 2018d.

As shown, the 88 afy of additional water demand would be approximately 0.3 percent over the projected water supplies and demand in LVMWD's 2015 UWMP. This increase in demand would also occur during a single-dry year and multiple-dry year scenarios. Since the 2015 UWMP assumes that the same amount of supply will be bought to meet the system's demand during normal and drought water year scenarios, water supply to meet projected demand from the proposed Specific Plan's change in planned development (that was not considered in the 2015 UWMP) would be an additional demand from LVMWD. However, this increase in demand would be a negligible deficiency in the LVMWD's supply to meet demand during normal year, single-dry year and multiple-dry years (LVMWD 2018d).

As indicated in the WSA Amendment, the 2015 UWMP's water supply was based on the estimated water demand and did not reflect LVMWD's conveyance system or total water storage capabilities. The water demand from the previously proposed Specific Plan was accounted for in the 2015 UWMP, but the increase in demand due to proposed changes in planned development (and associated 88 afy of demand) was not included. The projected increase in demand (0.3 percent of total demand) is considered negligible and would be offset by changes in land use within the LVMWD's service area, ongoing water conservation efforts, expansion of the recycled water system, and on-site retrofitting of landscape irrigation to convert potable water use to recycled water. Also, additional water supply from the MWD can be used to offset any

insufficiencies in supply. In addition, the UWMP would be updated in 2020 to reflect changes in land use within the LVMWD's service area and would likely include the projected demand from the Specific Plan. The WSA Amendment also states that LVMWD has the capability to provide water to the *North Business Plan Specific Plan* area and other future development in its service area, considering the changes in land use, water conservation efforts, and interconnections with other municipalities (LVMWD 2018d).

A number of LVMWD regulations call for the implementation of water conservation measures to reduce water demand. Compliance with these regulations would reduce potential water demand from future development projects (RR 4.18-2). RR 4.18-3 also requires compliance with the CalGreen Code, which calls for the incorporation of water efficiency and conservation measures in new construction.

In addition, the proposed Specific Plan includes Goal LU/UD-6 and Policy LU/UD-6.2, Policy LU/UD-6.3, Policy LU/UD-6.4, and Policy LU/UD-6.5, which encourage sustainable design, further reducing water demand from future development and infrastructure projects. The Specific Plan also has design standards and guidelines for water efficiency and landscape irrigation and maintenance and requires compliance with the landscaping standards in Chapter 9.16 of the City's Municipal Code, which include water-efficient landscaping and irrigation systems. Compliance with these goals, policies, and design standards and guidelines would reduce water demand from future development projects.

As discussed earlier, State law requires the preparation of a WSA for projects of a certain size to document that water supplies are available to serve the development. Since a WSA has been prepared for the Specific Plan, projects that fall within the development types and sizes used in the WSA would have available water supplies, and individual project WSAs generally need not be prepared for individual projects that are consistent with the Specific Plan. However, State law may require a re-evaluation in certain circumstances such as for projects that exceed the sizes of developments accounted for in the WSA or that propose different land uses to ensure that LVMWD water supplies are available to serve these developments. Implementation of MM 4.18-2 would verify the availability of adequate water supplies to serve large development projects and would identify measures to obtain the necessary water supply, if needed, and which shall be implemented as part of the development. This MM would ensure adequate water supplies to all future development within the Focus Area. Most of the planned roadway and infrastructure improvements called out in the Specific Plan will not require a permanent water supply and, thus, are not expected to create water demand, except during the temporary construction phases. Landscape irrigation of planned parkways and medians within the planning area would be served by existing recycled water lines that convey recycled water from the Tapia Water Reclamation Facility. Increased water use in the planning area is expected to provide the recycled water that would be needed to meet this irrigation demand.

Implementation of MM 4.18-2, along with compliance with regulatory requirements and the goals, policies, and design standards and guidelines in the Specific Plan, would ensure adequate water supplies. Impacts would be less than significant after mitigation.

Wastewater Treatment and Infrastructure

Threshold 4.18a: Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Threshold 4.18b: Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Threshold 4.18e: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Wastewater Treatment Requirements

Future development would increase sewage flows in City sewer lines, in LVMWD trunk sewer lines, and at the Tapia Water Reclamation Facility. All sewage treatment plants are subject to the water quality discharge requirements of the applicable National Pollutant Discharge Elimination System (NPDES) permit. The Tapia Water Reclamation Facility is regulated by NPDES Permit No. CA0056014, CI No. 4760.

Treatment plant discharges that would cause a downstream surface water or drainage course to exceed applicable NPDES requirements for discharges into municipal separate storm sewer system (MS4) facilities would result in a potentially significant impact. Residential wastewater does not require levels of treatment that would exceed the Tapia Water Reclamation Facility's NPDES Permit treatment requirements; however, some industrial, manufacturing, and/or commercial uses may generate wastewater requiring additional treatment on site or at the Tapia Water Reclamation Facility prior to discharge into receiving waters.

RR 4.18-4 requires all wastewater discharges into the sewer system to comply with the discharge standards set forth in the City's Sanitary Sewers and Industrial Waste Ordinance, which outlines the standards for the proper maintenance of sewer lines and facilities, along with the need for permits for discharges into the sewer system. The LVMWD Code also has regulations for wastewater discharge prohibitions and limitations, including the need for special permits. These permits include conditions for on-site treatment of wastewater or industrial wastes prior to release into the sewer system to prevent exceedance of set pollutant limits and waste discharge requirements. Compliance with RR 4.18-4 would ensure that potential impacts related to wastewater treatment requirements are less than significant. No mitigation is required.

Planned roadway and infrastructure improvements would not generate a demand for wastewater treatment. No impacts would occur.

Wastewater Treatment Capacity

Future development would generate sewage and wastewater that will require conveyance and treatment. The estimates for sewage generation assume that 80 percent of water use (except for irrigation water demand for median landscape irrigation) would become wastewater, as provided in Table 4.18-5.

TABLE 4.18-5
ESTIMATED SEWAGE GENERATION

Specific Plan District	Residential Uses		Commercial Uses		Daily Sewage Generation (gpd)
	Water Use (gpd)	Sewage Generation (gpd)	Water Use (gpd)	Sewage Generation (gpd)	
Focus Area					
Mixed Use Corsa District	138,023	110,418	2,661	2,129	112,547
Mixed Use Lindero District	161,723	129,378	4,612	3,690	133,068
Office District	–	–	9,225	7,380	7,380
Design District South	–	–	8,490	6,792	6,792
Design District North	–	–	16,929	13,543	13,543
Mixed Use Cedar Valley District	–	–	7,661	6,129	6,129
Business Park East District	–	–	8,199	6,559	6,559
Business Park West District	–	–	14,612	11,690	11,690
Public Rights-of-Way	–	–	13,825	--	–
Total	**299,746**	**239,797**	**86,214**	**57,911**	**297,708**

gpd: gallons per day

Source: water use from LVMWD 2018d.

As shown in Table 4.18-5, approximately 297,708 gallons per day (gpd) of wastewater would be generated by future development in the Focus Area. With an estimate of approximately 130,698 gpd of sewage generation from existing developments in this area (assumed at 80 percent of water use of 183 afy[1]), an increase in sewage generation of 167,010 gpd would occur at buildout of the planning area with implementation of the proposed Specific Plan.

As discussed above, the Tapia Water Reclamation Facility treats an average of 7.8 to 9.4 mgd; thus, the plant has a remaining capacity of 2.6 to 4.2 mgd. The incremental increase of 167,010 gpd (or 0.167 mgd) could be accommodated by the remaining capacity and would only represent approximately 1.4 percent of the current available capacity of 12 mgd. Therefore, sewer treatment capacity is available to serve future development under the proposed Specific Plan.

The LVMWD has identified a number of sewer system improvements in its Sanitation Master Plan Update 2014 that are needed to improve reliability, efficiency, and capacity; reduce energy consumption; and improve compost quality. These improvements are being constructed and implemented by the LVMWD to meet current regulations and projected demand. These improvements are not located in the planning area and need not be implemented by future development under the proposed Specific Plan.

The LVMWD is authorized by the *California Health and Safety Code* (Division 6, Section 6520.5) to charge a fee for connections to the LVMWD sewage system. The LVMWD also charges for sewer services every two months. The connection fees and sewer charges are used for LVMWD operations, including the construction of improvements to the sewer system to serve existing and future developments. Therefore, payment of applicable fees by individual developments (RR 4.18-5) would allow the LVMWD to improve the sewer system and to provide adequate

[1] Based on 491 afy of existing water demand in the planning area and 308 afy of demand outside the Focus Area

capacity to treat the projected wastewater generation from its service area, including those from existing and future developments under the proposed Specific Plan.

The proposed Specific Plan also includes a number of goals and policies that call for the provision of adequate utility infrastructure systems to serve the planning area. These include Goal ED-1 and supporting Policy ED-1.1, Policy ED-1.3, Policy ED-1.4, Policy ED-1.5, Policy ED-1.6, and Policy ED-4.4 that relate to adequate infrastructure financing and Goals I-1 and I-2, with supporting Policy I-1.1, Policy I-1.2, Policy I-2.1, and Policy I-2.2 that relate to the provision of public infrastructure to meet needs. Compliance with these goals and policies would also ensure the provision of necessary sewer infrastructure improvements to adequately serve future development. Water conservation measures implemented by future development and infrastructure projects, as discussed above, would also indirectly reduce wastewater/sewage generation and the need for wastewater treatment.

Roadway and infrastructure improvements would not create a demand for sewer services. Implementation of MM 4.18-1 would also ensure that sewer infrastructure capacity is available to serve individual developments in the Focus Area. Impact related to wastewater treatment facilities would be less than significant after mitigation.

Solid Waste Disposal

Threshold 4.18f: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Threshold 4.18g: Would the project comply with Federal, State, and local statutes and regulations related to solid waste?

Future development and roadway and infrastructure improvements under the proposed Specific Plan would generate solid wastes during construction, occupancy, use, and operations, which would require collection and disposal.

Construction Wastes

Demolition of non-residential buildings is estimated to generate 155 pounds of debris per square foot of structure, while construction of non-residential buildings is estimated to generate 3.89 pounds of debris per square foot of structure, and the construction of multi-family residential structures is estimated to generate 4.0 pounds of debris per square foot of structure (USEPA 1998).

An estimate of construction and demolition wastes from future development projects is provided in Table 4.18-6. Based on a review of existing land uses and development conditions in the Focus Area, the City assumes that 546,636 square feet of existing non-residential uses will remain in place in the Focus Area and would not be demolished or replaced.

TABLE 4.18-6
CONSTRUCTION AND DEMOLITION WASTES

	Total Floor Area (sf)	C&D Waste Generation Factor (lbs/sf)	Waste Generation (tons)
Demolition of Existing Development in Focus Area			
Non-residential uses[a]	1,474,454	155	114,270
Construction of Future Development in Focus Area			
Residential uses[b]	1,506,700	4.38	3,300
Non-residential uses[c]	1,084,756	3.89	2,110
		Total	**119,680**

sf: square feet/foot; C&D: construction and demolition; lbs/sf: pounds per square foot.

[a] Assumes 546,636 square feet of existing non-residential uses remain in place of the total 2,021,090 square feet of existing non-residential development

[b] Assumes that 1,017 dwelling units would include 301 apartment units with an average floor area of 1,100 sf per unit and 716 condominium units with an average floor area of 1,600 sf per unit plus 30,000 sf of common circulation areas.

[c] Assumes 546,636 square feet of existing non-residential uses are existing development of the total 1,631,392 square feet of future non-residential development.

As shown, as much as 119,680 tons of construction and demolition (C&D) wastes would be generated by future development. In addition, planned roadway and infrastructure improvements would also generate C&D wastes. This waste generation would be incremental and one-time waste generation. Using a C&D wastes weight-to-volume ratio of 0.60 ton per cubic yard to account for heavier concrete and asphalt wastes, as much as 199,467 cubic yards of C&D wastes may require landfill disposal. This does not account for additional C&D wastes that may be generated by roadway and infrastructure improvements, nor does it consider potential recycling of 65 percent of C&D wastes (i.e., wood, concrete rubble, steel), as required under the CalGreen Code (RR 4.18-7).

The Calabasas Landfill has 14.5 million cubic yards of remaining capacity, and the Simi Valley Landfill has 119.6 million cubic yards of remaining capacity that may be used to dispose of the estimated 69,814 cubic yards of C&D wastes (after 65-percent diversion) from the construction of future development under the proposed Specific Plan and the additional C&D wastes from infrastructure improvements. Also, the C&D wastes would be generated incrementally over time as individual parcels are developed and planned roadway and infrastructure improvements are constructed. Therefore, C&D disposal volumes are expected to be less than the permitted throughputs of 6,000 tons per day for the Simi Valley Landfill and 3,500 tons per day for the Calabasas Landfill. Impacts would be less than significant, and no mitigation is required.

Operational Wastes

Occupancy of future residential uses and operation of commercial and light industrial uses under the proposed Specific Plan would generate solid wastes requiring collection and disposal. Table 4.18-7 uses the 2016 disposal rates for the City, which is 9.2 pounds of solid waste per day per resident and 6.1 pounds per day per employee (CalRecycle 2018b), to show the increase in solid waste disposal needs in the planning area (after diversion).

TABLE 4.18-7
ESTIMATED SOLID WASTE GENERATION

Population and Employment	2016 Disposal Rates of the City	Solid Waste Disposal (lbs/day)	Solid Waste Disposal (tons/day)*
Existing Development			
0 residents	9.2 lbs per resident	0 lbs/day	0 lbs/day
5,157 employees	6.1 lbs per employee	31,456 lbs/day	15.73 tons/day
Future Development			
2,288 residents	9.2 lbs per resident	21,050 lbs/day	10.53 tons/day
3,670 employees	6.1 lbs per employee	22,387 lbs/day	11.19 tons/day
Total Estimated Solid Waste Disposal		*43,437 lbs/day*	*21.72 tons/day*
Increase in Solid Waste Disposal		**11,979 lbs/day**	**5.99 tons/day**

lbs: pounds
* This figure is calculated by dividing the number in pounds per day of solid wastes by 2,000 pounds per ton.
** Some numbers are rounded off.

As shown, future development would result in a net increase in solid waste disposal of approximately 11,979 pounds per day (approximately 5.99 tons per day). Individual developments would have to contact Waste Management or other City-registered waste hauler to obtain waste collection and recycling services, which are provided based on demand.

The Simi Valley Landfill and Recycling Center is used to dispose of the majority of solid wastes from Westlake Village. The landfill accepted an average of 2,932 tons per day in 2016 but is allowed to accept as much as 9,250 tons of solid wastes and recyclable materials per day (CalRecycle 2018f). This landfill has remaining capacity to accept an additional 6,318 tons per day of solid wastes and recyclable materials.

The Calabasas Landfill accepted an average of 916 tons per day in 2015, while the maximum permitted capacity is 3,500 tons per day (CalRecycle 2014). This landfill has available capacity to accept an additional 2,584 tons of wastes per day.

The remaining throughput capacities of 6,318 tons per day at the Simi Valley Landfill and Recycling Center and 2,584 tons per day at the Calabasas Landfill would easily accommodate the disposal of an additional 5.99 tons per day of solid wastes that would be generated by future development under the proposed Specific Plan. These landfills would also have capacity to accommodate the incremental demand for the disposal of C&D wastes from individual development projects and planned roadway and infrastructure improvements that would be built in the planning area over time. In addition, wastes from landscape maintenance of the parkways and medians in the planning area can be accommodated by the remaining capacities of these landfills. Impacts on landfill capacity would be less than significant, and no mitigation is required.

Regulatory Compliance

The City's Integrated Waste Management Ordinance (RR 4.18-6) regulates the collection, transport, disposal, and recycling of solid wastes generated within the City. Future development projects under the proposed Specific Plan would need to have the minimum number and size of solid waste, recyclable, and green waste containers and arrange for regular pickup by an authorized hauler. Residents, employees, and other persons would also need to comply with prohibitions on scavenging, waste burning or burying, and other related regulations.

The CalGreen Code requires 65 percent of construction and demolition wastes to be diversion from landfill disposal. Future development projects and roadway and infrastructure improvements would need to comply with this regulation during construction (RR 4.18-3). Future development projects would also need to follow the design standards and guidelines for trash receptacles and trash collection areas, as contained in the proposed Specific Plan.

Regarding hazardous waste disposal, future development and infrastructure improvements under the proposed Specific Plan would result in hazardous waste generation that would be subject to existing federal, State, and County regulations for proper transport, handling, storage and disposal. This is discussed further in Section 4.8, Hazards and Hazardous Materials, of this Program EIR.

Therefore, no significant adverse impacts related to solid waste regulations would occur, and no mitigation is required.

Electricity, Natural Gas, and Telecommunications Infrastructure

Threshold 4.18h: Would the project require or result in the construction of new electric, natural gas or communication facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Threshold 4.18i: Would the project encourage the wasteful or inefficient use of energy?

Electricity and Natural Gas Infrastructure

Future development and roadway and infrastructure projects under the proposed Specific Plan would generate a demand for electricity and natural gas, which would be provided by SCE and SCG, respectively. Estimates of demand for electricity and natural gas demand related to future development in the Focus Area are provided in Table 4.18-8. These estimates account for reductions in energy use associated with compliance with the CalGreen Code.

TABLE 4.18-8
ESTIMATED ELECTRICAL POWER AND NATURAL GAS DEMANDS

	Units or Size	Electrical Demand[a]	Natural Gas Demand[a,b]
Existing Development in Focus Area			
Dwelling units	0 du	0 kWh/yr	0 therms/yr
Non-residential floor area	2,021,089 sf	28.7 million kWh/yr	200,343 therms/yr
Future Development in Focus Area			
Dwelling units	1,017 du	4.0 million kWh/yr	98,116 therms/yr
Non-residential floor area	1,631,392sf	21.1 million kWh/yr	122,804 therms/yr
Total Demand		25.1 million kWh/yr	220,920 therms/yr
Decrease/Increase in Demand		**-3.6 million kWh/yr**	**20,577** therms/yr

du: dwelling unit; kWh: kilowatt hour; yr: year; kBTU: thousand British thermal units; sf: square feet; SCAQMD: South Coast Air Quality Management District; CalEEmod: California Emissions Estimator Model.

[a] Using electric power and natural gas use estimates from SCAQMD's CalEEmod model run for the project
[b] 1 therm = 100 cubic feet of natural gas or 100,067 British thermal units

As shown above, future development under the Specific Plan would result in a demand for approximately 25.1 million kilowatt-hours per year (kWh/yr) of electricity and 220,920 therms of natural gas per year. A decrease in electrical demand of 3.6 million kWH/yr and an increase in demand and natural gas of 20,577 therms per year are not expected to require new supplies or facilities from SCE or SCG. Total demands from developments in the Focus Area would represent a minimal amount of the total electrical demand from SCE (103.4 billion kWh) and total natural gas supplied by SCG (7.514 billion therms) in 2016. Also, existing power and natural gas lines are available in the Specific Plan area for future service connections.

Under RR 4.18-1, all new construction must comply with the City's Municipal Code, which adopts the County Building Code that, in turn, adopts the California Building Code (CBC), California Plumbing Code, California Electrical Code, and California Mechanical Code as the City's building regulations, subject to specific amendments. Compliance with RR 4.18-1 would allow for the construction of electrical and natural gas infrastructure according to set standards and would prevent the creation of significant environmental impacts.

In addition, future development projects must be constructed in compliance with all State Building Energy Efficiency Standards (RR 4.18-8) and the CalGreen Code (RR 4.18-3) in effect at the time of application for building permits. These regulations address the use of energy-efficient building systems, including ventilation, insulation, and construction, and the use of energy-saving appliances, air conditioning systems, water heating, and lighting. Compliance with RR 4.18-3 and RR 4.18-8 would reduce demands for electricity or natural gas.

The Specific Plan's Goal LU/UD-6 and supporting Policy LU/UD-6.2, Policy LU/UD-6.3, Policy LU/UD-6.4, and Policy LU/UD-6.5 and Goal I-3 and supporting Policy I-3.1, Policy I-3.2, and Policy I-3.3 call for sustainable design and energy conservation to reduce demands from future development and infrastructure improvements. In addition, the proposed Specific Plan also includes a number of goals and policies that call for the provision of adequate utility infrastructure systems in the planning area. These include Goal ED-1 and supporting Policy ED-1.1, Policy ED-1.3, Policy ED-1.4, Policy ED-1.5, Policy ED-1.6, and ED-4.4 that relate to adequate infrastructure financing and Goal I-1 and Goal I-2, with supporting Policy I-1.1, Policy I-1.2, Policy I-2.1, and Policy I-2.2 that relate to the provision of public infrastructure to meet needs.

A number of Site Design and Sustainable Design Standards and Guidelines in the proposed Specific Plan also promote energy efficiency and conservation. Compliance with these goals, policies, and design standards and guidelines would reduce energy demands and would ensure the provision of adequate power and natural gas services. The Specific Plan also requires light fixtures in public rights-of-way to follow SCE standards for maintenance.

The development of new structures with new electrical and gas systems would allow development in the Focus Area to comply with existing energy standards and improve energy efficiencies. The decrease in electrical power demand and the increase in natural gas demand would have minor effects on regional energy supplies and would not be considered an inefficient, wasteful, and unnecessary use of energy resources. Impacts would be less than significant, and no mitigation is required.

Construction-related impacts associated with needed upgrades to electrical and natural gas infrastructure would be confined to individual parcels, existing public roadways, and other disturbed areas and are analyzed in Sections 4.1 through 4.18 of this Program EIR.

Telecommunications Infrastructure

Future development projects under the proposed Specific Plan would generate a demand for telecommunication systems and services, which would be provided by AT&T or its competitors (for telephone services) and by Spectrum and AT&T (for cable television services). The Specific Plan calls for new fiber-optic lines to improve telecommunications services in the planning area. Because telecommunication services are provided by private companies according to demand, increases in demand for services are expected to be met with increases in staffing, facilities, and equipment to provide the needed services, which could result in the installation of new lines in the planning area. Exhibit 4.18-2, Existing Gas, Telephone, and Cable TV Lines, shows the proposed fiber-optic lines in Lindero Canyon Road, Thousand Oaks Boulevard, Via Colinas, Corsa Avenue, and La Baya Drive.

AT&T has indicated that they can serve future development under the proposed Specific Plan with no adverse impacts on their services or facilities. They will require a set of finalized plans to determine where projects will be served and will work with developers on needed joint trenches with other utilities (AT&T 2018).

As regulated public utilities, AT&T, Spectrum, and other providers generally serve new developments upon request. Service connections and line extensions would be made to existing lines in the Specific Plan area in accordance with the Tariffs on file with the California Public Utilities Commission.

Under RR 4.18-1, all new construction must comply with the City's Municipal Code, which adopts the County Building Code that in turn, adopts the California Building Code, California Plumbing Code, California Electrical Code, and California Mechanical Code, subject to specific amendments. Compliance with RR 4.18-1 would allow for the construction of telecommunications infrastructure according to acceptable building standards and would prevent the creation of significant environmental impacts.

Construction-related impacts associated with the extension of fiber-optic lines and new telecommunication services are analyzed in Sections 4.1 through 4.18 of this Program EIR. Roadway and infrastructure improvements would not create a demand for telecommunication services.

With compliance with RR 4.18-1, potential impacts on telecommunication services from future development would be less than significant; and no mitigation is required.

4.18.7 CUMULATIVE IMPACTS

Growth and development in the City and surrounding area would generate increased demand for utility services from various service agencies. While increases in utility demands would occur for agencies that do not serve the planning area or the City, future development under the proposed Specific Plan and roadway and infrastructure projects would not add to the service demands of these outside agencies. At the same time, cumulative impacts on regional utility providers would account for growth and development within the larger region, rather than just the areas near the Specific Plan area. Therefore, the cumulative analysis for impacts on utility services considers the service area of the respective providers and adjacent service agencies, as they may be affected by services to be provided within the planning area.

Water Supply and Infrastructure

Water services in the planning area are provided by the LVMWD. Future growth and development in the LVMWD service area would lead to an increase in demand for water services. The LVMWD's UWMP outlines the agency's water supplies, projected 20-year demands, and programs to reduce water demands during periods of drought. The UWMP indicates that the LVMWD would have adequate supplies to meet water demand within its service area during a normal year, a single-dry year, and multiple-dry years to the year 2040 (LVMWD 2016). The WSA and WSA Amendment for the proposed Specific Plan also indicates that the LVMWD could adequately provide water to future development in the planning area and within the LVMWD service area (LVMWD 2013a, 2018d). The LVMWD's water conservation programs, interconnections and transfer and exchange agreements, water shortage contingency plan, prohibitions on water wasting, and excessive use penalties are expected to further reduce water use in its service area and cumulative impacts on water supplies.

Compliance with RR 4.18-1 on the construction of needed water system upgrades and with RRs 4.18-2 and 4.18-3 on water conservation measures would prevent any significant cumulative adverse impacts on water supplies and services. No mitigation is required.

Wastewater Treatment and Infrastructure

Cumulative impacts on sewer services would also occur within the LVMWD service area, which serves the planning area. Future growth and development in the LVMWD's service area would generate additional sewage and wastewater that would require treatment at the Tapia Water Reclamation Facility. The LVMWD's Sanitation Master Plan Update 2014 projects sewage treatment demand to 2035 and identifies sewer system improvements needed to provide adequate sewer collection and wastewater treatment services and to comply with current regulations. The Sanitation Master Plan Update indicates that the 12-mgd capacity of the Tapia Water Reclamation Facility will be adequate to meet future sewage treatment demand. However, a number of system upgrades are needed at the Water Reclamation Plant, the Rancho Las Virgenes Composting Facility, and the conveyance system (LVMWD 2014a).

The LVMWD charges connection fees to fund its sewage treatment operations, which would also fund the construction of needed improvements to the sewer system. Therefore, payment of connection fees and monthly sewer charges by individual developments would allow the LVMWD to provide adequate capacity to treat the projected wastewater generation from its service area, including those from future development under the proposed Specific Plan.

Compliance with RRs 4.18-1 and 4.18-4 on the construction of sewer system facilities and with RRs 4.18-2 and 4.18-3 on water conservation measures would also prevent any significant cumulative adverse impacts on sewer services. No significant cumulative adverse impacts on sewer services are expected, and no mitigation is required.

Solid Waste Disposal

Solid waste collection services are provided in the planning area by Waste Management, and cumulative impacts on their services from future growth and development within the region would result in additional demands for solid waste collection and disposal services. Increases in demand for waste collection services are expected to be met with increases in staffing, facilities, and equipment to provide the needed services. Increases in waste generation requiring landfill disposal are expected to decrease landfill capacity over time.

As discussed earlier, the Simi Valley Landfill and Recycling Center has remaining capacity of 6,318 tons per day, and the Calabasas Landfill has remaining capacity of 2,584 tons per day that would accommodate the disposal needs of the Conejo Valley and Las Virgenes Subregion. The Calabasas Landfill is expected to close in 2029 and the Simi Valley Landfill in 2052. Compliance with waste reduction and recycling programs and regulations (RRs 4.18-3, 4.18-6, and 4.18-7) are expected to reduce solid waste generation, resulting in less landfill disposal demand and, in turn, extend of the life of existing landfills. Cumulative impacts on solid waste disposal facilities are expected to be less than significant. No mitigation is required.

Electricity, Natural Gas, and Telecommunication Infrastructure

SCE, SCG, AT&T, and Spectrum are private companies that provide services on demand. The increases in demand for electrical power, natural gas, and telecommunication services are expected to be met with increases in staffing, facilities, and equipment by these companies. No significant cumulative adverse impacts on their services are expected. Service connections to future developments in the Southern California region would need to be coordinated with individual utility companies. Additionally, development projects are required to comply with State and local regulations related to energy conservation (RRs 4.18-3 and 4.18-8). The Specific Plan also contains goals and policies and design standards and guidelines that promote energy conservation. No significant cumulative adverse impacts related to electrical power, natural gas, or telecommunications systems would occur. No mitigation is required.

4.18.8 MITIGATION MEASURES

MM 4.18-1: Prior to the approval of development applications that could have an impact on existing water and sewer infrastructure and facilities (e.g., the proposed development will have an estimated water demand and/or wastewater generation that is greater than the water demand and/or wastewater generation of the existing land use on the site), the project applicant/developer shall prepare an engineering study in consultation with the City and LVMWD to determine if capacity is available to serve the project or if an upgrade or replacement of the existing water and sewer lines and facilities are needed. If water and/or sewer infrastructure improvements are required in order to serve a development project, then these upgrades shall be incorporated into site development plans, subject to review and approval by the City and the County Department of Building and Safety. Any identified upgrades, replacements, and/or expansions shall be constructed as part of the project or the development shall pay its fair share contribution to fund the necessary upgrades. If infrastructure improvements outside the jurisdiction of the City are required—including improvements to water lines, recycled water lines, or the trunk sewer lines owned by the LVMWD—the needed improvements shall be completed to the satisfaction of the LVMWD.

MM 4.18-2: Future development projects shall be evaluated against the LVMWD's Urban Water Management Plan and the Water Supply Assessment (WSA) and WSA Amendment prepared for the *North Business Park Specific Plan* to determine if the proposed land use and development size is consistent with the analysis in the WSA and WSA Amendment for which the provision of adequate water supplies has been verified. If the project is larger or features a different land use than that evaluated in the WSA and WSA Amendment, the project applicant/developer shall consult with the LVMWD to determine if the incremental increase in water demand can still be accommodated by available water supplies. Measures necessary to obtain adequate water supplies shall be implemented as part of the development,

if necessary. Written documentation of this consultation and LVMWD determination shall be submitted to the City for use in the cumulative water demand calculations for subsequent development projects.

4.18.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Water and Wastewater Infrastructure

Less Than Significant Impact With Mitigation

Water Supply

Less Than Significant Impact With Mitigation

Wastewater Treatment Requirements

Less Than Significant Impact with Mitigation

Solid Waste Disposal

Less Than Significant Impact

Electricity, Natural Gas and Communication Infrastructure

Less Than Significant Impact

Cumulative Impacts

Less Than Significant Impact

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SECTION 5.0 ALTERNATIVE ANALYSIS

5.1 INTRODUCTION

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines states:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The Lead Agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

5.1.1 PROJECT SUMMARY AND OBJECTIVES

The proposed North Business Park Specific Plan reflects the City's goals of promoting the revitalization of underutilized properties and the intensification and adaptive reuse of these properties. Adoption of the Specific Plan would provide a planning document to regulate future development within the planning area in accordance with the land uses and development standards contained in the Specific Plan. As many as 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated in the planning area, along with a number of roadway and infrastructure improvements.

The proposed *North Business Park Specific Plan* seeks to achieve the following objectives, as stated in Section 3.3, Project Description, of this Program EIR:

- To provide a long-range strategy for revitalizing the North Business Park
- To enhance the City's economic base
- To define new public spaces to serve the business park and the entire community
- To create a model for sustainable, healthy development
- To develop a long-term view of appropriate land uses for the area
- To provide greater flexibility in permitted land uses to capture economic potential both in the short term and long term
- To provide high density zoning and the addition of housing at appropriate locations within the Specific Plan area
- To establish a framework for quality development and public improvements that are in character with the high quality of design established within the City of Westlake Village
- To respect the high value the community places on open space
- To implement some of the key visions and values of the *City of Westlake Village 2025 Strategic Plan*

5.1.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Feasible alternatives to the proposed Specific Plan include those that would attain most of the project objectives listed above, while reducing one or more of the significant and unavoidable impacts associated with implementation of the Specific Plan. The significant and unavoidable impacts of future development and planned roadway and infrastructure improvements under the proposed Specific Plan, as discussed in Section 4.0, Environmental Analysis, of this Program EIR include:

- Air Quality
- Greenhouse Gas Emissions
- Population, Housing and Employment

5.2 ALTERNATIVES ELIMINATED FROM DETAILED CONSIDERATION

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should (1) identify alternatives that were considered by the Lead Agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process and (2) briefly explain the reasons underlying the Lead Agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (1) failure to meet most of the basic project objectives; (2) infeasibility; or (3) inability to avoid significant environmental impacts.

5.2.1 REDUCED INTENSITY

The reduction in the maximum allowable development intensity of land uses in the planning area below that allowed under current zoning regulations would render existing land uses non-conforming. With no development rights to rebuild at the same or at higher densities/intensities, property owners are likely to retain existing land uses for as long as possible. Since Section 9.22.020 of the City's Municipal Code requires that modification of at least 50 percent of a non-conforming structure be made to current regulations, it is also anticipated that no major rehabilitation would be made to existing developments that would require property owners to comply with lower allowable development intensities. Therefore, a reduced intensity alternative was not considered feasible, as it would not promote new development but instead would prolong the use and presence of existing older and underutilized developments in the planning area. It would also not help the City meet its Regional Housing Needs Allocation (RHNA) goals. This alternative would not meet any of the objectives of the Specific Plan and was rejected from further consideration.

5.2.2 GENERAL PLAN OR ZONING CODE AMENDMENT

The adoption of a General Plan Amendment for the planning area that involves a change in the Land Use Policy Map with land use designation changes to the planning area allowing for office, retail, and business park uses, would not allow mixed use developments unless changes to other sections of the General Plan are made. Also, a Zoning Code Amendment changing the planning area zoning designations would allow for office, retail, and business park uses but would not allow mixed use developments without additional changes to the text and regulations of the Code. Since the City does not envision mixed use developments in other areas of the City, a General Plan Amendment or a Zoning Code Amendment that creates a Mixed Use land use designation and zone and subsequently redesignates/rezones portions of the Focus Area as Mixed Use may allow mixed use developments in three areas/districts but would not provide incentives for new

development in the rest of the Focus Area. This would prevent the development of a walkable community to support future mixed use projects, as envisioned in the proposed Specific Plan. Therefore, the approval of a General Plan Amendment or a Zoning Code Amendment (without a Specific Plan to promote the revitalization of the entire Focus Area) was rejected from further consideration.

5.2.3 ALTERNATIVE LAND USES AND DENSITIES

During the Specific Plan development, public workshops with property owners, businesses, residents of adjacent neighborhoods, and interested parties were held, along with study sessions with the City Council and its Environmental Committee; Business Park Specific Plan Ad Hoc Committee; and Land Use Committee. Four conceptual land use scenarios were developed and discussed during these workshops and study sessions.

The land use scenarios included different combinations of land uses and densities, ranging from no change to existing uses and densities (e.g., retaining existing business parks and office uses at current densities) to allowing higher intensity land uses that include residential uses, as well as significant increases in commercial, retail, and office floor areas.

Scenario 1 considers the retention of existing land uses. The three other scenarios would add a Design District along La Baya Drive and Via Colinas to build upon the existing uses in this area that focus on home furnishings and home design products, while allowing commercial services and restaurants. Two scenarios (Scenarios 3 and 4) would allow condominium units in the planning area. Improved streetscapes, additional open space, and potential parking structure locations to address the existing shortage of parking were addressed for all four scenarios. Table 5-1 compares the different land use scenarios that were evaluated during the planning phase.

TABLE 5-1
COMPARISON OF LAND USE SCENARIOS

Scenario	Floor Area in Focus Area			
	Residential Floor Area	Non-Residential Floor area	Total Floor Area	Increase over Existing
1 (Existing)	0 sf	2,021,090 sf	2,021,090 sf	0 sf
2	0 sf	2,727,653 sf	2,727,653 sf	706,563 sf
3	976,825 sf in 429 du	2,185,052 sf	3,161,877 sf	1,140,787 sf
4	1,296,793 sf in 640 du	2,477,757 sf	3,774,550 sf	1,753,460 sf
5	521,100 sf in 401 du	2,609,940 sf	3,131,040 sf	1,109,950 sf
Proposed Specific Plan	1,506,700 sf in 1,017 du	1,631,392 sf	3,138,092 sf	1,117,002 sf

sf: square feet; du: dwelling units
Source: The Arroyo Group 2011 and 2013, Civic Solutions 2018.

As shown, the potential increase in floor area would range from zero for Scenario 1, which would preserve existing land uses, to 706,563 square feet of additional non-residential development under Scenario 2, and from 1,140,787 to 1,753,460 square feet of additional residential and non-residential development (Scenarios 3 and 4). Two scenarios (Scenarios 1 and 2) would not allow any residential development, while three others (Scenarios 3, 4, and 5) would allow from

401 to 640 new dwelling units. Scenario 5 was originally considered as the Project but was further refined due to potential significant adverse impacts on traffic and transportation.

Scenario 1, which preserves existing land uses, is analyzed in this EIR as the No Project/No Development Alternative. The other alternative scenarios have more non-residential floor area and less residential units than considered in the proposed Specific Plan. Therefore, they are also likely to cause greater demand-driven impacts (i.e., vehicle trips, public service demands, air pollutant and greenhouse gas [GHG] emissions; noise sources; population, housing, and/or employment; and utility demands) than the Specific Plan. Thus, Scenarios 2, 3, 4, and 5 are not subject to further consideration, as these scenarios would still result in significant unavoidable adverse impacts on Air Quality and Transportation.

5.2.4 ALTERNATIVE SITE

Section 15126.6(f)(2)(A) of the State CEQA Guidelines indicates that, in determining the consideration of an alternative location, "The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR". Section 15126.6(f)(3) of the State CEQA Guidelines further states that "an EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative".

Since most of the areas in the City of Westlake Village that are planned for urban land uses are developed, there is no vacant area with approximately 200 acres that may be developed with the same land uses proposed under the Specific Plan. Also, commercial and industrial uses in other areas of the City are in relatively good condition and have not been subject to recent plans or inquiries for new development. In addition, the City has no jurisdiction outside its corporate boundaries where the Specific Plan may be implemented. An alternative site outside the planning area is not feasible or reasonable.

Therefore, analysis of an alternative site is limited to changes in the boundaries of the planning area (discussed as Alternative 4 below).

5.3 ALTERNATIVES CARRIED FORWARD FOR CONSIDERATION

In accordance with Section 15126.6(a) of the State CEQA Guidelines, this section summarizes the range of alternatives considered in the EIR, which include:

- Alternative 1: No Project/No Development Alternative
- Alternative 2: No Project/Existing Zoning Alternative
- Alternative 3: Reduced Development Capacity Alternative
- Alternative 4: Reduced Planning Area Alternative

The analysis of each of the project alternatives identified below includes the following:

- A brief description of the alternative.
- An analysis of environmental impacts and a comparison to the possible impacts of the proposed Specific Plan. Pursuant to Section 15126.6(e) the State CEQA Guidelines, if an alternative would cause one or more significant effects in addition to those that would be

caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

- An assessment of the alternative's ability to meet the project objectives (which are listed in Section 5.1.1).

The comparison of impacts between each alternative and the proposed Specific Plan assumes that the following would also be implemented to each of the alternatives, where appropriate: (1) proposed Specific Plan goals, policies, design standards and guidelines, and public improvements; (2) the existing Regulatory Requirements (RRs); and (3) the Mitigation Measures (MMs) identified in Section 4.0, Environmental Analysis, of this EIR. No Specific Plan goals, policies, design standards and guidelines, and public improvements, or MMs are applied to Alternative 1 – the No Project/No Development Alternative, which basically assumes that the existing conditions in the planning area would remain unchanged. Also, no Specific Plan goals, policies, design standards and guidelines, and public improvements are applied to Alternative 2 – the No Project/Existing Zoning Alternative since no Specific Plan would be adopted under this alternative.

5.3.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Section 15126.6(e) of the State CEQA Guidelines requires than an EIR evaluate a "No Project" alternative in order to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of No Project alternative: (1) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project alternative would be the continuation of that plan; and (2) when the project is not a land use/regulatory plan but is a specific development proposal on an identifiable property, the No Project alternative is the circumstance under which that project is not approved and no development occurs. Alternative 1 represents the No Project alternative assuming that no additional development or redevelopment of existing land uses would occur in the planning area.

Description of the Alternative

Alternative 1 assumes that no new development would occur within the Specific Plan area, and existing land uses and environmental conditions would remain the same indefinitely. This includes the retention of nearly 2.0 million square feet of hotel, office and institutional uses in the southern section of the planning area and the over 2.0 million square feet of existing office, business park, and industrial developments in the northern two-thirds of the planning area. In addition, this alternative assumes that no roadway or infrastructure improvements would be implemented in the planning area. With no change in existing conditions, this alternative would not meet any of the objectives for the proposed Specific Plan for reuse and revitalization of older developments and, over time, would lead to the deterioration of existing structures in the planning area.

Comparative Analysis of Environmental Impacts

Aesthetics and Visual Quality

Alternative 1 would not result in any changes to the visual quality or aesthetics of existing developments in the planning area. No impacts related to aesthetics (including the introduction of new structures, changes to scenic views, or introduction of new sources of light and glare) would occur. Impact on aesthetics would be less with this alternative than under the proposed Specific Plan. However, this alternative would not replace older developments in the planning area.

Agriculture and Forest Resources

Alternative 1 would not result in any modifications to existing land uses in the planning area. No impacts on agriculture would occur since no agricultural operations or uses are present in or near the planning area. With no new development, no impacts on forest lands would occur. The impact on agriculture and forest resources would be the same under this alternative as under the proposed Specific Plan.

Air Quality

Alternative 1 would not involve any changes to the land uses in the planning area and would not generate new sources of pollutant emissions. Stationary and vehicle emissions generated by existing developments in the planning area would remain unchanged. No impacts to air quality would occur. Air quality impacts would be less with this alternative than under the proposed Specific Plan.

Biological Resources

While the planning area supports only ornamental landscaping, Alternative 1 would not disturb or destroy existing plant and animal species or their habitats in the planning area, since no new development would occur. This alternative would avoid impacts associated with the removal of landscaping that would accompany demolition and with replacing landscaping related to future development and planned infrastructure improvements. Impact on biological resources would be less with this alternative than with the proposed Specific Plan.

Cultural Resources

Alternative 1 would not involve ground disturbance and would avoid any potential impacts to known and unknown historical, archaeological, and paleontological resources, since no new development (demolition and construction) would occur in the planning area. Cultural resources impacts would be less with this alternative than with the proposed Specific Plan.

Geology and Soils

Alternative 1 would not involve any grading, excavation, construction, or building activities. Therefore, no changes in the local geology and soils would occur. Also, no change in property and personal exposure to existing geologic and seismic hazards in the planning area would occur. Geology and soils impacts would be less under this alternative than under the proposed Specific Plan.

Greenhouse Gas Emissions

Alternative 1 would not lead to any development in the planning area and would not generate additional GHG emissions. Therefore, current contributions to global warming/climate change potential would remain the same, consistent with existing conditions.

However, this alternative would not meet sustainability goals and policies that would promote green technologies to be part of future development in the City. Without new development, the retrofit of older, less energy-efficient structures with energy-efficient technology or the replacement of existing buildings with more energy-efficient structures would not occur. Although no new vehicle trips associated with new development would occur, the benefits associated with new green development would not occur either. This alternative is not consistent with plans and

policies for GHG reduction. GHG impacts would be greater with this alternative than with the proposed Specific Plan.

Hazards and Hazardous Materials

Alternative 1 would not change existing hazards, including hazardous materials use, in the planning area. The No Project/No Development Alternative would not increase the resident population that would be exposed to existing hazards related to hazardous material use in the planning area. Due to the presence of older structures with asbestos and lead-based paint and the hazards associated with older structures built to less stringent building codes and operations involving hazardous materials under older regulations, this alternative would have impacts that would not occur with future development under the Specific Plan. Hazards and hazardous materials impacts would be greater under this alternative than under the proposed Specific Plan.

Hydrology and Water Quality

Alternative 1 would not involve any changes to the topography of the City, including drainage patterns, the storm drain system, percolation rates, runoff volumes, or other hydrologic conditions in the planning area. There would be no new sources of urban runoff or increases in storm water pollutants; therefore, no impacts related to water quality would occur. However, existing older developments in the Focus Area do not conform to current storm water regulations, and runoff quality would be worse under this alternative. Hydrology and water quality impacts would be greater with this alternative than under the proposed Specific Plan.

Land Use and Planning

Alternative 1 would not result in any changes to existing land uses or land use designations in the planning area. Also, existing City land use policies would remain applicable to the planning area. No division of established communities would occur and no inconsistencies with the City's General Plan and Zoning Regulations would be created. Impacts to land use would be less with this alternative than under the proposed Specific Plan. However, this Alternative would not be consistent with the proposed General Development Policy in the City's draft General Plan that calls for the intensification of existing development in the Focus Area, as articulated in Objective 9.3 and supporting policies.

Mineral Resources

Alternative 1 would not result in any ground disturbance in the planning area. No impacts related to the loss of access to mineral resources would occur. Also, no demand for mineral resources for the construction of structures and infrastructure would occur. Mineral resources impacts would be less with this alternative than under the proposed Specific Plan.

Noise

Alternative 1 would not result in any new development in the planning area, and no new sources of construction, vehicle, or stationary noise would be introduced. At the same time, no noise-sensitive uses would be developed which may be exposed to local noise sources in and near the planning area. Therefore, no new noise impacts would occur. Noise impacts would be less under this alternative than under the proposed Specific Plan.

Population, Housing, and Employment

Under this alternative, no residents would be introduced into the planning area and approximately 5,157 employees would remain in place. Alternative 1 would not change the number of jobs in the planning area, nor would it involve the development of housing that may increase the resident population of the planning area or the City. Therefore, no impacts related to population, housing, and employment growth would occur. However, this alternative would not accommodate the City's future housing needs, as allocated by the Regional Housing Needs Assessment (RHNA) and called out in the City's Housing Element. The population, housing, and employment impacts would be less beneficial under this alternative than under the proposed Specific Plan.

Public Services

Alternative 1 would not involve any changes to existing land uses and would not change existing demands for public services. No demand for school, library, or park services would be created. No changes in demand or impact to public services would occur, and no new public facilities would be needed to serve existing developments. Public services impacts would be less with this alternative than with the proposed Specific Plan.

Parks and Recreation

Alternative 1 would not lead to new housing development in the planning area that would create a demand for or an impact on recreational facilities and parks. No impacts on recreation would occur. Recreation impacts would be less with this alternative than with the proposed Specific Plan.

Transportation

Alternative 1 would not involve any changes to the existing land uses in the planning area and would not generate additional vehicle trips to and from the planning area. Daily trip generation is estimated at 29,651 trips from existing land uses in the Focus Area. The Traffic Impact Study indicates that area intersections are currently operating at level of service (LOS D or better during the AM and PM peak hours (LLG 2018). The existing intersection LOS operations would characterize traffic conditions under Alternative 1.

No new impacts related to traffic and circulation and alternative transportation systems would occur. At the same time, no new sidewalks, bike lanes, or other roadway improvements would be implemented under this alternative. Transportation and traffic impacts would be less under this alternative than under the proposed Specific Plan.

Tribal Cultural Resources

Alternative 1 would not involve ground disturbance and would avoid any potential impacts to tribal cultural resources, since no new development (demolition and construction) would occur in the planning area. Tribal cultural resources impacts would be less with this alternative than with the proposed Specific Plan.

Utilities and Service Systems

Alternative 1 would not involve any changes to existing land uses; it would not create new demands for utilities and service systems. No change to existing utility lines serving the planning area would be needed or implemented. At the same time, fiber-optic lines would not be provided

to serve the northern section of the planning area. Utilities and service system impacts would be less with this alternative than with the proposed Specific Plan.

Conclusion

As shown in Table 5-2, Alternative 1 would result in no environmental impacts or changes and would have less impact on most environmental issues than the proposed Specific Plan.

TABLE 5-2
SUMMARY OF ALTERNATIVE 1 IMPACTS

Environmental Issue	Impacts of Alternative 1: No Project/No Development	
	Degree of Impacts	Compared to Impacts of Specific Plan
Aesthetics and Visual Quality	No impact	Less than proposed Specific Plan
Agriculture and Forest Resources	No impact	Same Impact as Specific Plan
Air Quality	No impact	Less than proposed Specific Plan
Biological Resources	No impact	Less than proposed Specific Plan
Cultural Resources	No impact	Less than proposed Specific Plan
Geology and Soils	No impact	Less than proposed Specific Plan
Greenhouse Gas Emissions	No change in GHG emissions	Greater than proposed Specific Plan
Hazards and Hazardous Materials	No change in hazardous material use	Greater than proposed Specific Plan
Hydrology and Water Quality	No change in runoff quality	Greater than proposed Specific Plan
Land Use and Planning	No impact	Less than proposed Specific Plan
Mineral Resources	No impact	Less than proposed Specific Plan
Noise	No impact	Less than proposed Specific Plan
Population, Housing, and Employment	No new housing and no decrease in employment	Less beneficial than proposed Specific Plan in terms of housing
Public Services	No impact	Less than proposed Specific Plan
Parks and Recreation	No impact	Less than proposed Specific Plan
Transportation	No impact	Less than proposed Specific Plan
Tribal Cultural Resources	No impact	Less than proposed Specific Plan
Utilities and Service Systems	No impact	Less than proposed Specific Plan

Alternative 1 would avoid the significant unavoidable impacts that would occur with changes in existing land uses and future development in the planning area, including increases in pollutant emissions that would add to existing air quality violations and additional vehicle trips on local roadways. However, Alternative 1 would result in greater impacts than the proposed Specific Plan as they relate to GHG emissions, hazardous materials use, and storm water pollutants (runoff water quality) that are generated by existing developments. Also, this alternative would not create new housing opportunities in the City.

While Alternative 1 would result in less environmental impacts than the proposed Specific Plan on most environmental issues and would not result in unavoidable impacts on Air Quality and Transportation that would occur with the proposed Specific Plan, this alternative would not meet any of the project objectives identified in Sections 3.3 and 5.1.1 of this Program EIR.

5.3.2 ALTERNATIVE 2: NO PROJECT/EXISTING ZONING ALTERNATIVE

As discussed earlier, the "No Project" alternative may also be defined as a scenario where a proposed project is not approved and the existing land use policy or plan will continue to regulate development on the site. Because the proposed project involves an adoption of a Specific Plan as allowed under the City's Zoning Regulations, Alternative 2 assumes that the *North Business Park Specific Plan* will not be approved by the City and the Westlake Village Zoning Regulations would continue to regulate future development in the Specific Plan area.

Description of the Alternative

Alternative 2 would allow future development as allowed under the current zoning designation of Business Park for the Focus Area. Similar to the anticipated development under the proposed Specific Plan, no new development is anticipated in the southern section of the planning area. This alternative would lead to the incremental development of individual parcels or the expansion of existing land uses in the Focus Area to maximum allowable development intensities under the City's existing regulations.

Estimates show that, under the current Business Park zoning, approximately 411,886 square feet of additional development can be accommodated in the Focus Area, except for the parcels on Cedarvalley Drive where developments are now at or above maximum intensities. There would be less development floor area under Alternative 2 than what is anticipated under the proposed Specific Plan (i.e., Alternative 2 would have 801,583 square feet more of non-residential development but 1,017 fewer or no dwelling units).

Comparative Analysis of Environmental Impacts

Aesthetics and Visual Quality

Due to the anticipated development or expansion of existing land uses to maximum intensities allowed under the Business Park zoning, Alternative 2 would result in aesthetic impacts similar to the proposed Specific Plan. However, additional development or expansion under this alternative would not be subject to the design standards and guidelines in the proposed Specific Plan, which would (1) allow higher intensity developments with more open space, (2) create quality developments, (3) improve streetscapes, and (4) protect hillside views. Alternative 2 would result in fewer sources of light and glare than the proposed Specific Plan due to the lower intensity of development. As with the proposed Specific Plan, Alternative 2 would result in less than significant impacts on aesthetics, with compliance with regulatory requirements. However, aesthetics impact would be greater with this alternative than with the proposed Specific Plan.

Agriculture and Forest Resources

Alternative 2 would have no impacts on agriculture and forest resources, similar to the proposed Specific Plan. Since no agricultural lands or uses are present in or near the planning area, no impacts on agricultural operations or Farmlands would occur. Also, no impacts to forest land would occur. The impacts on agriculture and forest resources would be the same under this alternative as under the proposed Specific Plan.

Air Quality

Alternative 2 would generate pollutant emissions from stationary and mobile sources that would accompany future development or the expansion of existing land uses as allowed under the

current Business Park zoning for the Focus Area. This impact would be less than the impact of the proposed Specific Plan, since Alternative 2 would allow an increase in the total floor area of existing development (411,886 square feet of additional non-residential development under Alternative 2 versus a decrease of 389,697 square feet of non-residential development and 1,017 new dwelling units under the Specific Plan) and Alternative 2 would not allow residential development. The impacts of Alternative 2 on air quality would be significant, even after compliance with regulatory requirements and implementation of mitigation measures, due to existing violations of air quality standards in Los Angeles County and the South Coast Air Basin. This alternative would result in significant and unavoidable impacts due to its contributions to existing air quality violations, but impacts would be less than those anticipated under the proposed Specific Plan.

Biological Resources

Future development and/or expansion of existing land uses under Alternative 2 would result in impacts to biological resources and would require implementation of mitigation measures to reduce impacts to less than significant levels. This future development would be less than the development anticipated under the proposed Specific Plan, as existing parcels that are currently developed to the maximum allowable intensity would not be replaced with new developments under this alternative. Under Alternative 2, developments on existing parcels on Cedarvalley Drive would also remain in place. This will reduce the disturbance and removal of existing plant and animal habitats in the planning area. Biological resources impacts would be less under this alternative than under the proposed Specific Plan.

Cultural Resources

As with the proposed Specific Plan, Alternative 2 would allow for new development and/or expansion of existing land uses in the Focus Area. Therefore, potential impacts to cultural resources would occur, although a smaller area would be disturbed since existing parcels that are currently developed to the maximum allowable intensity and the existing land uses on Cedarvalley Drive would not be replaced under this alternative. Alternative 2 would be subject to the same regulatory requirements and mitigation measures regarding historic, archaeological, and paleontological resources as the proposed Specific Plan, and impacts would be reduced to less than significant levels. Impacts to cultural resources would be less under this alternative than under the proposed Specific Plan.

Geology and Soils

Alternative 2 would involve new development and/or expansion of existing land uses in the Focus Area, similar to the proposed Specific Plan. Compliance with existing federal, State, and local regulations would reduce impacts to less than significant levels, as with the proposed Specific Plan. With a lower development potential than the Specific Plan (estimated at a reduction of 410,439 square feet of total development floor area than the Specific Plan and no dwelling units), less exposure to existing geologic and seismic hazards would occur. Impact on geology and soils would be less under this alternative than under the proposed Specific Plan.

Greenhouse Gas Emissions

Alternative 2 would generate GHG emissions from future development and/or expansion of existing land uses in the Focus Area, similar to the proposed Specific Plan. However, this alternative would have a lower development potential and would not lead to the development of residential uses in the planning area. With implementation of the same mitigation measures, the

potential GHG impacts of this alternative are anticipated to be less than the impacts of the proposed Specific Plan. However, without residential or mixed use developments and other sustainable practices proposed by the Specific Plan, the per capita GHG emissions under this alternative would be greater, and significant impacts related to global warming/climate change would occur.

Hazards and Hazardous Materials

With less development potential under Alternative 2, existing hazards related to hazardous materials use in the planning area would remain. As with the proposed Specific Plan, impacts associated with hazards and hazardous materials would be less than significant with compliance with applicable regulations. However, more structures with asbestos and lead-based paint are likely to remain under this alternative. Impacts associated with hazards and hazardous materials use and hazardous waste generation would be greater under this alternative than under the proposed Specific Plan.

Hydrology and Water Quality

Implementation of Alternative 2 would result in changes in hydrology and water quality due to future development and/or expansion of existing land uses. Compliance with regulatory requirements would avoid downstream and off-site impacts and would reduce storm water pollutants from the planning area. As with the proposed Specific Plan, impacts associated with hydrology and water quality would be less than significant with compliance with existing regulations. However, with less development capacity and more of the existing developments remaining in place, fewer source-control and treatment-control best management practices (BMPs) would be implemented under this alternative and impacts on water quality would be greater. Alternative 2 would have greater hydrology and water quality impacts than the proposed Specific Plan.

Land Use and Planning

Alternative 2 would allow future development and/or expansion of existing land uses in accordance with the current zoning for the planning area. Approximately 411,886 square feet of additional non-residential development over existing land uses would be allowed in the planning area under Alternative 2. No dwelling units are expected under this alternative and no division of established communities would occur. While an increase in development intensity would occur in the planning area, no changes in land use types and no conflict with the City's General Plan and Zoning Regulations are expected. Land use impacts would be less than significant under Alternative 2, and this alternative would have less impact than the proposed Specific Plan.

Mineral Resources

Implementation of Alternative 2 would involve development and/or expansion of existing land uses in the Focus Area, similar to the proposed Specific Plan. There would be less demand for mineral resources for new development and expansion due to Alternative 2's lower development potential. Impact on mineral resources would be less under this alternative than the proposed Specific Plan, and impacts would be less than significant.

Noise

New development and/or expansion of existing land uses under Alternative 2 would be limited to 411,886 square feet of additional non-residential development, which would result in less

construction and fewer vehicle and stationary noise sources than anticipated under the proposed Specific Plan. Compliance with regulatory requirements and implementation of mitigation measures for construction and stationary noise sources would be required to reduce noise impacts to less than significant levels. Noise impacts would be less with this alternative than with the proposed Specific Plan.

Population, Housing, and Employment

Implementation of Alternative 2 would result in additional non-residential development that would generate new jobs in the planning area. This is estimated at 5,850 jobs, or 693 jobs more than under existing conditions and 2,180 more jobs than the estimated job generation of the proposed Specific Plan. However, no dwelling units would be built under this alternative. Therefore, this alternative would not accommodate the City's future housing needs, as allocated by the RHNA. Impacts on population, housing, and employment would be less than significant. No substantial population growth would occur. However, impacts on population and housing would be less beneficial under this alternative than under the proposed Specific Plan.

Public Services

Alternative 2 would generate additional demand for public services from future development and/or expansion of existing land uses; however, this demand would be less than those anticipated under the proposed Specific Plan due to the lower development capacity of the planning area. Also, this alternative would reduce potential conflicts between vehicles and bicyclists that would be created by Class II bike lanes planned under the Specific Plan. No demand for school, library, or park services would be generated by Alternative 2, since no residential development would occur in the planning area under this alternative. Both Alternative 2 and the proposed Specific Plan would result in less than significant impacts related to public services, with compliance with the regulatory requirements; but public services impacts from Alternative 2 would be less than under the proposed Specific Plan. Mitigation for public services related to libraries and parks would not be necessary since no new residential development potential would be created in the Specific Plan area.

Parks and Recreation

Alternative 2 would have no impact on recreation since no residential development would occur in the planning area. Therefore, no additional demand for parks and recreational facilities would occur under this alternative. Recreation impacts would be less with this alternative than with the proposed Specific Plan.

Transportation

Alternative 2 would result in fewer vehicle trips than the proposed Specific Plan due the lower development capacity (estimated at a reduction of 410,439 square feet of total development floor area and 1,017 dwelling units less than the Specific Plan). Therefore, less traffic-related impacts are expected than those evaluated for the proposed Specific Plan.

This alternative would contribute to increased traffic congestion on area intersections but, with incremental development over time, changes in LOS would also be incremental and less than significant. If anticipated new development under this alternative occurs by 2040, new vehicle trips would change delays or volume to capacity (V/C) ratios at nearby intersections.

With future development under the proposed Specific Plan, the increase in delay or V/C ratio at one intersection in Westlake Village (Corsa Avenue/Thousand Oaks Boulevard) would exceed the City's threshold. By Year 2040, the same intersection in Westlake Village would experience an increase in delay or V/C ratio that exceeds the City's threshold.

Since Alternative 2 does not include future residential development but would have 801,583 square feet more of non-residential development than the Specific Plan, it would have a different trip generation, trip distribution and trip assignment. Thus, it would affect local intersections differently than the proposed Specific Plan. The potential for significant adverse impacts cannot be readily dismissed.

Also, new sidewalks, bike lanes, and other roadway improvements would not be implemented in the planning area under this alternative. Thus, the transportation-related impacts of this alternative cannot be readily compared with the impacts of the proposed Specific Plan.

Tribal Cultural Resources

As with the proposed Specific Plan, Alternative 2 would allow for new development and/or expansion of existing land uses in the Focus Area. Therefore, potential impacts to buried tribal cultural resources would occur, although a smaller area would be disturbed since existing parcels that are currently developed to the maximum allowable intensity and the existing land uses on Cedarvalley Drive would not be replaced under this alternative. Alternative 2 would be subject to the same regulatory requirements and mitigation measures regarding tribal cultural resources as the proposed Specific Plan, and impacts would be reduced to less than significant levels. Impacts to tribal cultural resources would be less under this alternative than under the proposed Specific Plan.

Utilities and Service Systems

Alternative 2 would generate additional demands for utility services from future development and/or the expansion of existing land uses. However, this demand would be less than the demand anticipated for the proposed Specific Plan due to the lower development floor area. Also, no fiber-optic line would be installed to serve the northern section of the planning area under Alternative 2. This alternative and the proposed Specific Plan would result in less than significant impacts related to utilities after compliance with regulatory requirements and the implementation of mitigation measures.

Conclusion

Continued implementation of the City's Zoning Regulations throughout the planning area, as anticipated under Alternative 2, would allow for new development and/or expansion of existing land uses to achieve maximum allowable intensity. This incremental increase in development is estimated at approximately 411,886 square feet of additional non-residential development over existing development in the Focus Area. Table 5-3 compares the impacts of Alternative 2 with those of the proposed Specific Plan.

TABLE 5-3
SUMMARY OF ALTERNATIVE 2 IMPACTS

Environmental Issue	Impacts of Alternative 2: No Project/Existing Zoning	
	Degree of Impacts after Mitigation	Compared to Impacts of Specific Plan
Aesthetics and Visual Quality	Less than significant impact	Greater than proposed Specific Plan
Agriculture and Forest Resources	No impact	Same Impact as Specific Plan
Air Quality	Significant impact	Less than proposed Specific Plan
Biological Resources	Less than significant impact	Less than proposed Specific Plan
Cultural Resources	Less than significant impact	Less than proposed Specific Plan
Geology and Soils	Less than significant impact	Less than proposed Specific Plan
Greenhouse Gas Emissions	Significant impact	Less than proposed Specific Plan
Hazards and Hazardous Materials	Less than significant impact	Greater than proposed Specific Plan
Hydrology and Water Quality	Less than significant impact	Greater than proposed Specific Plan
Land Use and Planning	Less than significant impact	Less than proposed Specific Plan
Mineral Resources	Less than significant impact	Less than proposed Specific Plan
Noise	Less than significant impact	Less than proposed Specific Plan
Population, Housing, and Employment	Less than significant impact	Less beneficial than proposed Specific Plan
Public Services	Less than significant impact	Less than proposed Specific Plan
Parks and Recreation	No impact	Less than proposed Specific Plan
Transportation	Potential for significant impact	Potential for greater impact than proposed Specific Plan
Tribal Cultural Resources	Less than significant impact	Less than proposed Specific Plan
Utilities and Service Systems	Less than significant impact	Less than proposed Specific Plan

Future development under this alternative would result in environmental impacts, but they would be less than those expected under the proposed Specific Plan due to the lower development floor area. However, impacts on Aesthetics, Hazards and Hazardous Materials, and Hydrology and Water Quality would be greater due to the retention of existing older structures; the current hazardous material uses and generation in the planning area; and the water quality of runoff from existing land uses. Also, potential traffic impacts may be greater than the Specific Plan due to the increase in non-residential floor area and the absence of residential development. While this alternative would not result in an inconsistency with the projections used in the Air Quality Management Plan (AQMP) for the South Coast Air Basin, it would still contribute to existing air quality violations. This alternative would also generate GHG emissions and vehicle traffic that could result in impacts that would be considered significant and adverse, even after mitigation.

Alternative 2 would not meet the City's objectives related to the revitalization of the planning area, as outlined in Sections 3.3 and 5.1.1, since the City's current Zoning Regulations would continue to control development in the planning area and no incentives to new development would be provided. Also, this alternative would not provide property owners with the flexibility to develop their land with other land uses or to assemble parcels for larger unified developments nor would it provide high density zoning for the development of residential uses in the Specific Plan area. This alternative does not include goals and policies for creating a walkable environment and building sustainable developments in the planning area. In addition, this alternative would not help meet the City's future housing needs.

5.3.3 ALTERNATIVE 3: REDUCED DEVELOPMENT CAPACITY ALTERNATIVE

Since the proposed Specific Plan would result in significant unavoidable adverse impacts on Air Quality; Greenhouse Gas Emissions; and Population, Housing, and Employment, Alternative 3 assumes that a lower development capacity would be allowed and accommodated in the planning area to reduce the significant unavoidable impacts of the proposed Specific Plan. This would essentially be made through a reduction in the allowable development intensity for some Specific Plan districts. This alternative was developed specifically to reduce the significant and unavoidable impacts associated with future development under the proposed Specific Plan.

Description of the Alternative

Alternative 3 proposes a Specific Plan that would be accompanied by the creation of the same Specific Plan districts but with revised development standards. This alternative would promote the replacement of existing land uses in the planning area but provides a more conservative outlook at future development. This alternative decreases the maximum allowable floor area ratio (FAR) in all districts from 0.50 (as established by the proposed Specific Plan) to a maximum FAR of 0.30. Allowable residential density would also be reduced to 15 dwelling units per acre in the Mixed Use Corsa and Mixed Use Lindero Districts.

This alternative would allow for future development to include 1.34 million square feet of non-residential development (678,081 square feet less than the floor area of existing development) and 533 new dwelling units, which would be a reduction of 288,384 square feet of non-residential development and 484 fewer dwelling units than proposed in the Specific Plan.

The same goals and policies and design standards and guidelines in the proposed Specific Plan would be made part of this alternative. In addition, planned roadway and infrastructure improvements under the proposed Specific Plan would also be implemented under this alternative.

Comparative Analysis of Environmental Impacts

Aesthetics and Visual Quality

Alternative 3 would allow future development in the planning area at lower intensities in the Focus Area. Future development in the Business Park East and West and Design North and South will be slightly less than allowed under the proposed Specific Plan but significantly less in the Office and Mixed Use Cedarvalley Districts. With the potential for preservation of existing land uses or smaller and lower structures in some districts of the planning area, visual changes would be less than the proposed Specific Plan. The aesthetics impacts with this alternative would be less than significant and would be less than the impacts of the proposed Specific Plan.

Agriculture and Forest Resources

Alternative 3 would not result in any impacts to agricultural resources since no agricultural operations or uses are present in and near the planning area. No impacts related to the loss of Important Farmland would occur. Also, no impacts to forest land would occur. The impact of this alternative on agriculture and forest resources would be the same as the impact of the proposed Specific Plan.

Air Quality

Alternative 3 would reduce the development potential in the Focus Area through the reduction in the maximum allowable development intensities and densities. Only 1.34 million square feet of non-residential development and 533 new dwelling units of future development would be accommodated at buildout in the planning area. A reduction of 678,081 square feet in existing development (and 288,384 square feet over the Specific Plan) would translate to less pollutant emissions from both mobile and stationary sources. Air quality impacts would be less with this alternative than under the proposed Specific Plan. Although reduced, impacts would remain significant and unavoidable due to inconsistency with the AQMP and potential contributions to existing air quality violations.

Biological Resources

Alternative 3 would have the same impact on biological resources as the proposed Specific Plan, since the same areas would be subject to development, albeit at lower intensities. Special status species that may occur in the northeastern section of the planning area would be disturbed, and impacts to the drainage channel may also occur. Disturbance of oak trees would be similar to that described for the proposed Specific Plan. The impact of this alternative on biological resources would be the same as the impact of the proposed Specific Plan and would be less than significant with mitigation.

Cultural Resources

Under Alternative 3, impacts to unknown and buried cultural resources would occur in the planning area due to future development. The impact of this alternative on cultural resources would be the same as the impact of the proposed Specific Plan since the same areas would be disturbed for development and infrastructure improvements. Impacts on cultural resources would be less than significant with mitigation.

Geology and Soils

With the same planning area subject to future development and planned roadway and infrastructure improvements under this alternative, the same areas of disturbance would occur under Alternative 3 as with the proposed Specific Plan. With lower allowable development intensities, smaller footings, foundations, and building pads may be needed by future development under this alternative. Therefore, less disturbance of the existing topography and less exposure to geologic and seismic hazards in the area would occur. Geology and soils impacts would be less under this alternative than under the proposed Specific Plan; these impacts would be less than significant, with compliance with regulatory requirements.

Greenhouse Gas Emissions

With less development capacity than the proposed Specific Plan, less GHG emissions would be generated under this alternative. This alternative also assumes that the goals and policies and design standards and guidelines for sustainability and energy and water conservation (as proposed in the Specific Plan), would be adopted under this alternative. Impacts on global climate change would be less under this alternative than the proposed Specific Plan; however, impacts would remain significant even after mitigation.

Hazards and Hazardous Materials

The total floor area of future development under this alternative would be less (i.e., a reduction in 288,384 square feet of non-residential development and 484 fewer dwelling units) than that anticipated under the proposed Specific Plan. Therefore, a potential decrease in hazardous material use would occur in the planning area. Hazards and hazardous materials impacts would be less under this alternative than under the proposed Specific Plan. Also, impacts would be less than significant with compliance with existing regulations as regulatory requirements.

Hydrology and Water Quality

Alternative 3 would allow future development in the planning area at lower intensities and densities. With less intensive development allowed in the planning area than that allowed by the proposed Specific Plan, changes in existing hydrology patterns and storm water pollutant sources would be less than the impacts of the proposed Specific Plan. This alternative assumes that future development would comply with regulatory requirements for hydrology and water quality (through the provision of on-site source-control or treatment-control Best Management Practices [BMPs]); and impacts would be less than significant, similar to the proposed Specific Plan. Hydrology and water quality impacts would be less with this alternative than under the proposed Specific Plan.

Land Use and Planning

Alternative 3 proposes the same mix of land uses in the planning area as the proposed Specific Plan. However, less development would occur under this alternative due to the lower allowable intensity and development density in the Focus Area. This difference (288,384 square feet of non-residential development and 484 dwelling units) does not change the level of impact related to land use between Alternative 3 and the proposed Specific Plan; impacts would be less than significant.

Mineral Resources

Alternative 3 would reduce the development capacity of the planning area, resulting in a lesser demand for aggregate resources for building construction. Mineral resources impacts would be less under this alternative than under the proposed Specific Plan; impacts would be less than significant.

Noise

Alternative 3 would reduce the development capacity of the planning area, resulting in less construction noise in the short term and less noise from vehicle trips and stationary sources in the long term. Noise impacts would be less under this alternative than under the proposed Specific Plan; however, mitigation would be needed to reduce noise from construction and stationary sources. Noise impacts under this alternative would be less than significant after mitigation.

Population, Housing, and Employment

With lower development intensities in the Focus Area, a decrease in employment generation could be expected under this alternative. This alternative's 533 dwelling units could be occupied by at least 1,199 residents (assuming 2.25 persons per household). Even if only 533 new dwelling units are developed under this alternative, future housing allocations under the RHNA would still be met and accommodated under this alternative. The impact of this alternative on employment would be less beneficial than the impact of the proposed Specific Plan. Since population, housing,

and employment growth would still exceed Southern California Association of Governments' (SCAG's) forecasts under this alternative, impacts related to substantial population growth would be significant.

Public Services

Alternative 3 would generate additional demand for public services; however, this demand would be less than those anticipated for the proposed Specific Plan due to the lower development capacities of the Focus Area. Both Alternative 3 and the proposed Specific Plan would result in less than significant impacts related to public services, with compliance with regulatory requirements. Public services impacts would be less under this alternative than under the proposed Specific Plan.

Parks and Recreation

Alternative 3 would have less residential development capacity (by 484 dwelling units) than the proposed Specific Plan. Therefore, it would generate less demand for recreational facilities, as created by the resident population of the planning area. Recreation impacts would be less under this alternative than under the proposed Specific Plan. Impacts would be less than significant after implementation of the same mitigation for the Specific Plan, which calls for the provision of private and common open space as part of future residential developments.

Transportation

With less development capacity than the proposed Specific Plan, fewer vehicle trips would be generated under this alternative. This would result in less congestion on area streets and intersections. At the same time, new sidewalks, bike lanes, and other roadway improvements would also be implemented under this alternative as proposed with the Specific Plan. Transportation impacts would be less under this alternative than under the proposed Specific Plan. With less development under this alternative, traffic impacts would be less than significant after mitigation (similar to the proposed Specific Plan) or less than significant without the need for mitigation.

Tribal Cultural Resources

Under Alternative 3, potential impacts to tribal cultural resources due to grading and excavation for future development would occur within the same planning area. With lower intensities and densities for new development, shallower excavations may be necessary; and the potential for disturbance of buried tribal cultural resources would be less. The impact of this alternative on tribal cultural resources would be less than significant with mitigation. Tribal cultural resources impacts would be less with this alternative than with the proposed Specific Plan.

Utilities and Service Systems

Alternative 3 would generate additional demand for utility services; however, this demand would be less than that anticipated for the proposed Specific Plan due to the reduction in allowable development in the Focus Area. Despite the reduced demand, both Alternative 3 and the proposed Specific Plan would result in less than significant impacts related to utilities after mitigation. Utilities and service system impacts would be less with this alternative than with the proposed Specific Plan.

Conclusion

Implementation of Alternative 3 would reduce environmental impacts on most environmental issues in comparison to the impacts of the proposed Specific Plan, specifically, Aesthetics; Air Quality; Geology and Soils; GHG Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Mineral Resources; Noise; Population, Housing, and Employment; Public Service Demands; Recreation; Transportation/Traffic; and Utility Demands. Table 5-4 summarizes the impacts of Alternative 3 and compares them with those of the proposed Specific Plan.

TABLE 5-4
SUMMARY OF ALTERNATIVE 3 IMPACTS

Environmental Issue	Impacts of Alternative 3: Reduced Development Capacity	
	Degree of Impacts after Mitigation	Compared to Impacts of Specific Plan
Aesthetics and Visual Quality	Less than significant impact	Less than proposed Specific Plan
Agriculture and Forest Resources	No impact	Same Impact as Specific Plan
Air Quality	Significant impact	Less than proposed Specific Plan
Biological Resources	Less than significant impact	Same Impact as Specific Plan
Cultural Resources	Less than significant impact	Same Impact as Specific Plan
Geology and Soils	Less than significant impact	Less than proposed Specific Plan
Greenhouse Gas Emissions	Significant impact	Less than proposed Specific Plan
Hazards and Hazardous Materials	Less than significant impact	Less than proposed Specific Plan
Hydrology and Water Quality	Less than significant impact	Less than proposed Specific Plan
Land Use and Planning	Less than significant impact	Same Impact as Specific Plan
Mineral Resources	Less than significant impact	Less than proposed Specific Plan
Noise	Less than significant impact	Less than proposed Specific Plan
Population, Housing, and Employment	Significant impact	Less beneficial than proposed Specific Plan
Public Services	Less than significant impact	Less than proposed Specific Plan
Parks and Recreation	Less than significant impact	Less than proposed Specific Plan
Transportation	Less than significant impact	Less than proposed Specific Plan
Tribal Cultural Resources	Less than significant impact	Less than proposed Specific Plan
Utilities and Service Systems	Less than significant impact	Less than proposed Specific Plan

Alternative 3 would result in the same or less environmental impacts than the proposed Specific Plan on all environmental issues. This alternative would also need to comply with the regulatory requirements and mitigation measures called out in Section 4.0, Environmental Analysis, of this Program EIR, similar to the proposed Specific Plan.

Since this alternative would include the adoption of the same goals and policies, Specific Plan districts, design standards and guidelines, and infrastructure improvements in the proposed Specific Plan, it would generally meet the objectives of the proposed Specific Plan for revitalization of the planning area but with decreased environmental impacts due to the reduced development capacity.

However, existing developments built at higher intensities than the maximum FAR of 0.30 are likely to remain in place and would not redevelop. Also, this alternative does not provide as much flexibility and incentive to property owners for new development in the Focus Area. It would also

reduce the scale of mixed-use developments that would support the creation of a vibrant community in the planning area and reduce potential residential developments in the Specific Plan area. In addition, future development under the Reduced Development Capacity Alternative would still contribute to impacts on AQMP inconsistency, existing air quality violations, global GHG emissions, and population growth, which would remain significant and unavoidable. Therefore, Alternative 3 would have the same significant unavoidable impacts as the proposed Specific Plan.

5.3.4 ALTERNATIVE 4: REDUCED PLANNING AREA ALTERNATIVE

This alternative proposes a revision to the boundaries of the planning area to include a smaller area that would be regulated by the proposed Specific Plan. While the planning area may be revised in numerous ways, ranging from any half-block to combinations of blocks, parcels, and streets, Alternative 4 was developed to look at the most reasonable change in the planning area boundaries.

Specifically, the reduced planning area would not include the parcels where recent developments have occurred (Dole Headquarters, Four Seasons Hotel, Westlake Village Studios) since the plans preserve these land uses. Also, the reduced planning area would not include Oaks Christian Middle School and High School or Calvary Chapel as the City wants to retain these institutional uses. In addition, the City wants to maintain the same land uses at the Business Park East and Business Park West districts (Westlake Commerce Center and the Westlake Village Industrial Park). Thus, these parcels could be excluded from the Specific Plan area under Alternative 4.

Since future development is anticipated mainly in the northern section, an alternative that considers the adoption of a Specific Plan for the north section would generally have the same impacts as the proposed Specific Plan, except for the impacts associated with public improvements on Via Rocas, Cedarvalley Drive, La Tienda Drive, and the segment of Lindero Canyon Road south of Via Colinas, which are outside the Focus Area. Therefore, an alternative with this revised boundary would not result in any substantial reduction in the potential impacts of the Specific Plan.

Instead, Alternative 4 has been developed to consider an even smaller planning area where future development is expected to occur, to provide the City with information regarding the reduction in potential environmental impacts associated with a significant reduction in the planning area size.

Description of the Alternative

Alternative 4 proposes a change to the boundaries of the planning area that would exclude (1) the southern parcels that are developed with newer land uses, (2) the parcels along Cedarvalley Drive (in the Mixed Use Cedarvalley District), and (3) the parcels in the Business Park East and West Districts on Via Colinas. The approximate 85-acre planning area would be bound by Lindero Canyon Road to the east, Thousand Oaks Boulevard to the north, and Via Colinas to the west and south (see Exhibit 5-1).

Under this alternative, proposed public improvements (i.e., sidewalks, bike lanes, street trees, and parkway landscaping) on Via Rocas, Cedarvalley Drive, La Tienda Drive, and the segment of Lindero Canyon Road south of Via Colinas would not be implemented, as these roads would be outside the reduced planning area.

Future development would include 1,017 new dwelling units and 970,825 square feet of non-residential development, as anticipated in the proposed Specific Plan's Mixed Use Corsa,

Aerial Source: Esri DigitalGlobe 2017

Reduced Planning Area Alternative

Exhibit 5-1

North Business Park Specific Plan Draft Program EIR

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Mixed Use Lindero, Office, Design (South), and Design (La Baya) Districts. The same goals and policies, Specific Plan districts, design standards and guidelines, and public improvements for the reduced planning area would be implemented as part of this alternative.

Comparative Analysis of Environmental Impacts

Aesthetics and Visual Quality

Alternative 4 would allow future development in the reduced planning area, which will be less than allowed under the proposed Specific Plan. The mix of land use types, densities, and intensities of development under this alternative would be the same as under the proposed Specific Plan. Changes in the visual quality of existing developments, including the introduction of new sources of light and glare would occur. However, no parkway or streetscape improvements would occur on adjacent streets, and no new development would occur at business parks on Via Colinas. Impacts under Alternative 4 would be less than significant with compliance with regulatory requirements and Specific Plan standards and guidelines. Aesthetics impacts would be less with this alternative than under the proposed Specific Plan.

Agriculture and Forest Resources

Alternative 4 would not result in any impacts to agricultural resources since no agricultural operations or uses are present in or near the reduced planning area. No impacts related to the loss of farmland or forest land would occur. As with the proposed Specific Plan, no impact to agriculture and forest resources would occur under this alternative.

Air Quality

Alternative 4 would lead to new development in the reduced planning area, similar to that anticipated under the proposed Specific Plan. However, with no public improvements outside the reduced planning area and no new development south and west of Via Colinas, less construction, vehicle, and stationary source emissions would occur under this alternative. With no sidewalks and bike lanes on adjacent streets, this alternative would not encourage the use of alternatives to the automobile. Air quality impacts would be less with this alternative than with the proposed Specific Plan. However, impacts would be significant and unavoidable due to inconsistency with the AQMP and due to potential contributions to existing air quality violations.

Biological Resources

Alternative 4 would have the same impact on biological resources as the proposed Specific Plan in the reduced planning area (85 acres under this alternative versus 200 acres under the proposed Specific Plan). Special status species that may occur in the northeastern section of the planning area would be disturbed, but no impacts to the Westlake Creek drainage channel would occur. No impacts on biological resources outside the planning area would occur. Existing landscaped areas within the Mixed Use Cedarvalley and Business Park East and West Districts and on adjacent streets would not be disturbed. The biological resources impacts with this alternative would be less than significant with mitigation. Biological resources impacts would be less with this alternative than with the proposed Specific Plan.

Cultural Resources

Under Alternative 4, potential impacts to buried archaeological and paleontological resources would occur only within the reduced planning area from grading and excavation for future

development. With no development outside the reduced planning area and no infrastructure improvements on adjacent streets, the potential for disturbance of buried cultural resources due to excavation activities would be less. The impact of this alternative on cultural resources would be less than significant with mitigation. Cultural resources impacts would be less with this alternative than with the proposed Specific Plan.

Geology and Soils

With future development confined to a reduced planning area, less disturbance of the existing topography and exposure to geologic and seismic hazards in the area would occur under Alternative 4. Future development would be exposed to the landslide hazard at the northeastern section, since the reduced planning area includes this slope area. However, compliance with the California Building Code for engineering geologic report/geotechnical investigation would ensure the structural stability of structures or infrastructure that may be built on this slope area. Geology and soils impacts would be less with this alternative than with the proposed Specific Plan; impacts would be less than significant after compliance with regulatory requirements.

Greenhouse Gas Emissions

With less development potential than the proposed Specific Plan, less GHG emissions would be generated under this alternative. Future mixed use developments would reduce the number and length of vehicle trips, reducing GHG emissions from transportation sources. This alternative also assumes that the goals and policies and the design standards and guidelines for sustainability and energy and water conservation would be adopted under this alternative (as proposed in the Specific Plan), resulting in a lower contribution to global climate change. Impacts of GHG emissions would be less with this alternative than with the proposed Specific Plan, but impacts would remain significant even after mitigation.

Hazards and Hazardous Materials

The potential for future development under this alternative would be the same but within a smaller planning area. Therefore, hazardous material use and generation that would occur in the reduced planning area under this alternative would likely be less than under the proposed Specific Plan. At the same time, this alternative would allow hazardous materials users in business parks along Via Colinas to remain. The impact of this alternative on hazards and hazardous materials would be the same as the impact of the proposed Specific Plan and would be less than significant, with compliance with regulatory requirements.

Hydrology and Water Quality

Alternative 4 would allow future development in the reduced planning area, which would be less than that anticipated under the proposed Specific Plan. With a smaller area to be developed, fewer changes in existing hydrology patterns would occur. This alternative assumes that future development would comply with regulatory requirements for hydrology and water quality. However, existing business parks on Via Colinas would not be replaced with new development that would feature BMPs to improve runoff water quality. Hydrology and water quality impacts would be greater with this alternative than with the proposed Specific Plan, but impacts would still be less than significant with compliance with regulatory requirements.

Land Use and Planning

Alternative 4 proposes the same mix of land uses in the reduced planning area as the proposed Specific Plan but would not lead to new development on the parcels along Cedarvalley Drive and at business parks on Via Colinas. This difference does not change the level of impact between Alternative 4 and the proposed Specific Plan. Inconsistencies with the City's General Plan and Zoning Regulations would still require a General Plan Amendment and Zoning Code Amendment. Impacts would be less than significant and would be the same under this alternative and the proposed Specific Plan.

Mineral Resources

Alternative 4 would lead to future development in the reduced planning area, resulting in a demand for aggregate resources. However, no new development at business parks on Via Colinas and no public improvements on adjacent streets would occur. The mineral resources impacts with this alternative would be less than significant and would be slightly less than the impact of the proposed Specific Plan.

Noise

This alternative would lead to future development in the reduced planning area, resulting in less residential and non-residential development than allowed under the proposed Specific Plan. Along with temporary construction noise, the introduction in stationary noise impacts and an increase in vehicle traffic noise would occur in the long term. Mitigation would be needed to reduce noise from construction and stationary sources. Since new noise sources and receptors would be fewer, the impact of this alternative on noise would be less than the impact of the proposed Specific Plan. Noise impacts would also be less than significant after mitigation.

Population, Housing, and Employment

With future development confined to the reduced planning area, the increase in population, housing stock, and employment base of the City would be less under this alternative than under the proposed Specific Plan. With the same 1,017 new dwelling units that would be occupied by an estimated 2,288 residents under this alternative, future housing allocations under the RHNA would be accommodated by this alternative. Employment at 2,709 jobs would be less under this alternative than the proposed Specific Plan with the reduced planning area. The beneficial impacts of this alternative on population, housing, and employment would be less than those from the proposed Specific Plan (3,670 jobs). Since population and housing growth would still exceed SCAG forecasts, impacts related to substantial population growth would be significant.

Public Services

Alternative 4 would generate additional demand for public services, but this demand would be less than that anticipated from future development under the proposed Specific Plan due to the future development associated with the reduced planning area. Also, this alternative would reduce potential conflicts between vehicles and bicyclists that would be created by Class II bike lanes planned under the Specific Plan. Despite the increased demands for public services, both Alternative 4 and the proposed Specific Plan would result in less than significant impacts, with compliance with regulatory requirements. Public services impacts would be less with this alternative than with the proposed Specific Plan.

Parks and Recreation

Alternative 4 would allow the same mixed use residential developments in the Mixed Use Corsa and Mixed Use Lindero Districts. Therefore, it would generate the same demand for parks and recreation as part of future residential developments. Since the demand for parks from new dwelling units would be same under the proposed Specific Plan), the open space and recreation facilities that would accompany future development would also be the same. The same recreation impacts would occur with this alternative as the proposed Specific Plan; impacts would also be less than significant after mitigation.

Transportation

With less development under this alternative than the proposed Specific Plan, fewer vehicle trips would be generated by this alternative. This would result in less congestion at area streets and intersections. However, this alternative does not propose sidewalks and bike lanes on adjacent streets that would promote alternative transportation.

The impacts of this alternative on traffic and circulation would be less than the impact of the proposed Specific Plan. Thus, the traffic impacts of both Alternative 4 and the proposed Specific Plan could be less than significant after mitigation or could be less than significant without the need for mitigation.

Tribal Cultural Resources

Under Alternative 4, potential impacts to tribal cultural resources from grading and excavation for future development would occur only within the reduced planning area. With no development outside the reduced planning area and no infrastructure improvements on adjacent streets, the potential for disturbance of buried tribal cultural resources due to excavation activities would be less. The impact of this alternative on tribal cultural resources would be less than significant with mitigation. Tribal cultural resources impacts would be less with this alternative than with the proposed Specific Plan.

Utilities and Service Systems

Alternative 4 would generate additional demand for utility services, and this demand would be less than those anticipated for the proposed Specific Plan due to the decrease in development in the reduced planning area. This alternative would not include the installation of fiber-optic lines to serve the reduced planning area. Despite the increase in utility demands, both Alternative 4 and the proposed Specific Plan would result in less than significant impacts related to utilities after mitigation. Utilities and service systems impacts would be less with this alternative than with the proposed Specific Plan.

Conclusion

Implementation of Alternative 4 would lead to environmental changes associated with future development that would be less than the future development anticipated under the proposed Specific Plan. This decrease is mainly due to the reduced size of the planning area where new development may occur. Table 5-5 compares the impacts of Alternative 4 with those of the proposed Specific Plan.

TABLE 5-5
SUMMARY OF ALTERNATIVE 4 IMPACTS

Environmental Issue	Impacts of Alternative 4: Reduced Planning Area	
	Degree of Impacts after Mitigation	Compared to Impacts of Specific Plan
Aesthetics and Visual Quality	Less than significant impact	Less than proposed Specific Plan
Agriculture and Forest Resources	No impact	Same Impact as Specific Plan
Air Quality	Significant impact	Less than proposed Specific Plan
Biological Resources	Less than significant impact	Less than proposed Specific Plan
Cultural Resources	Less than significant impact	Less than proposed Specific Plan
Geology and Soils	Less than significant impact	Less than proposed Specific Plan
Greenhouse Gas Emissions	Significant impact	Less than proposed Specific Plan
Hazards and Hazardous Materials	Less than significant impact	Same Impact as Specific Plan
Hydrology and Water Quality	Less than significant impact	Greater than proposed Specific Plan
Land Use and Planning	Less than significant impact	Same Impact as Specific Plan
Mineral Resources	Less than significant impact	Less than proposed Specific Plan
Noise	Less than significant impact	Less than proposed Specific Plan
Population, Housing, and Employment	Significant impact	Less beneficial than proposed Specific Plan
Public Services	Less than significant impact	Less than proposed Specific Plan
Parks and Recreation	Less than significant impact	Same as proposed Specific Plan
Transportation	Less than significant impact	Less than proposed Specific Plan
Tribal Cultural Resources	Less than significant impact	Less than proposed Specific Plan
Utilities and Service Systems	Less than significant impact	Less than proposed Specific Plan

The reduction in the size of the planning area would reduce future development potential and the associated environmental impacts on most environmental issues. Impacts on Agriculture and Forest Resources, Hazards and Hazardous Materials, and Land Use and Planning would be the same. However, impacts on Hydrology and Water Quality would be greater under Alternative 4 since existing developments outside the reduced planning area would not implement source-control or treatment-control BMPs that would improve runoff water quality.

Since this alternative would include the adoption of the goals and policies and design standards and guidelines of the proposed Specific Plan and would comply with the regulatory requirements and mitigation measures called out in Section 4.0, Environmental Analysis, of this EIR, it would reduce the potential impacts of future development within the reduced planning area. Impacts on Air Quality, GHG Emissions, and Transportation would be less than those anticipated under the proposed Specific Plan; but this Alternative would not provide facilities to promote alternative transportation (e.g., sidewalks, bike lanes, crosswalks) and impacts would still be significant and unavoidable. Also, impacts related to the temporary exceedance of SCAG forecasts would occur and would be significant.

Alternative 4 would generally meet the objectives of the proposed Specific Plan since it would promote the reuse and revitalization of older structures and allow mixed use development and residential uses in an 85-acre area at the northern section of the City, as allowed by the proposed Specific Plan. At the same time, this alternative would result in less environmental impacts than the proposed Specific Plan on most environmental issues.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 1: No Project/No Development Alternative would be considered environmentally superior because no development that may create environmental changes would occur in the planning area. Therefore, existing conditions would not change and no impacts would accompany this alternative. However, the environmental analysis of this alternative indicates that, through a comparison with the potential impacts of proposed *North Business Park Specific Plan,* Alternative 1 would have greater impacts on GHG Emissions, Hazards and Hazardous Materials, and Hydrology and Water Quality when compared to the operational impacts of the proposed Specific Plan. While no short-term construction impacts would occur, the long-term impacts associated with continued generation of GHG emissions, hazardous materials use and generation from existing industrial developments, and the lack of on-site BMPs to treat existing storm water would not make this an environmentally superior alternative. Also, the visual quality of older properties that would remain in place would also deteriorate over time under this alternative. More importantly, this alternative would not meet any of the City's objectives for the replacement of older and underutilized parcels in the northern section of the City or for the revitalization of the planning area.

Alternatives 2, 3, and 4 would result in less impacts than the proposed Specific Plan due to their lower development potentials. Alternative 2, the No Project/Existing Zoning Alternative, would have the least development potential. However, it would not include Specific Plan goals and policies, standards and guidelines, and roadway and infrastructure improvements that would be implemented under Alternatives 3 and 4 and the proposed Specific Plan. While future development would comply with existing regulations, Alternative 2 would not implement the mitigation measures outlined in Section 4.0 that would be applicable to Alternatives 3 and 4.

Also, Alternative 2 does not address the City's need to revitalize the area north of U.S. 101. This alternative does not provide incentives to new development and does not include goals and policies for sustainability and energy conservation that would reduce GHG emissions from future development. In addition, this alternative does not include roadway and infrastructure improvements to serve existing and future developments in the planning area. Therefore, it does not respond to the goals of the City as proposed by the Specific Plan.

Alternative 4 would mainly result in less development due to the reduced planning area. This alternative would reduce the significant and unavoidable impacts related to pollutant emissions contribution to existing violations, AQMP inconsistency, traffic congestion on local streets, substantial population growth, and GHG emissions anticipated under the proposed Specific Plan. This alternative would also confine ground disturbance (i.e., excavation, demolition, and construction activities) to a smaller area. While Alternative 4 would reduce the significant and unavoidable impacts associated with the proposed Specific Plan, this alternative would not completely avoid or reduce these impacts to less than significant levels, even after mitigation. Impacts on Air Quality, GHG Emissions, and substantial population growth would still remain significant and unavoidable, similar to the proposed Specific Plan.

Among the Alternatives and the proposed Specific Plan, Alternative 3, Reduced Development Capacity Alternative, would have the least impacts. Therefore, it is considered environmentally superior. This is because Alternative 3 would reduce the future development potential of the

planning area while imposing Specific Plan goals and policies, standards and guidelines, and roadway and infrastructure improvements, along with the implementation of mitigation measures. This alternative would result in the reduction of potential environmental impacts on all environmental issues. It would also generally meet the objectives of the proposed Specific Plan. However, future development under Alternative 3 would still be inconsistent with the AQMP; would contribute to existing air quality violations and global warming/climate change potential from pollutant and GHG emissions, and would result in substantial population growth not anticipated in regional growth projections. These impacts would remain significant and unavoidable, even after mitigation. Therefore, Alternative 3 would have the same significant unavoidable impacts as the proposed Specific Plan.

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SECTION 6.0 LONG-TERM IMPLICATIONS

6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROJECT SHOULD IT BE IMPLEMENTED

Implementation of the proposed *North Business Park Specific Plan* would involve the development of existing land uses, including the construction of 1,017 new dwelling units and 1,631,392 square feet of non-residential development, which includes existing land uses to remain and future development to replace existing development. The Specific Plan also calls for the construction of roadway and infrastructure improvements to serve existing and future development in the planning area.

The environmental impacts of the proposed Specific Plan are discussed in Sections 4.1 through 4.18 of this Program EIR. Future development that would be allowed by the Specific Plan and planned roadway and infrastructure improvement projects would require the long-term commitment of natural resources. Development of the Focus Area over time would result in the recommitment of land resources for urban development, including residential, commercial, mixed-use, office, industrial, and transportation uses, as well as upgraded utility infrastructure systems in the planning area.

Over the long term, development would require the continued commitment and use of nonrenewable and slowly renewable resources, including petroleum fuels and natural gas (for vehicle use, construction, lighting, heating, and cooling of structures) and lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, roadways, and infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by long-term implementation of the Specific Plan (e.g., air quality through the combustion of fossil fuels and the production of greenhouse gases (GHGs), and water supply through the increased potable water demands for drinking, cooking, cleaning, and general maintenance needs).

Also, changes to the visual characteristics, discovered cultural resources and tribal cultural resources, disturbed or removed biological habitats, and alterations to the local geology and hydrology patterns cannot be reversed. At the same time, impacts related to air pollutant emissions, greenhouse gas emissions, hazardous materials use, land use, traffic generation, noise, public service, recreation, utility demands, and population, housing and employment increases can only be halted with the abandonment (or a significant reduction in operations) of land uses and activities in the planning area.

6.2 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that EIRs contain a statement indicating why the potential impacts of a project were determined not to be significant.

As discussed in Section 4.0 of this Program EIR, implementation of the proposed Specific Plan would result in no impacts or less than significant impacts on the following environmental issues:

- Agriculture and Forest Resources
- Mineral Resources

Due to the lack of agricultural, forest, and mineral resources in and near the planning area, no impacts on these issues would occur with implementation of the Specific Plan.

Compliance with existing regulations (outlined as regulatory requirements under each environmental issue in Section 4.0) would reduce potential environmental impacts to less than significant levels on the following issues:

- Aesthetics and Visual Quality
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Public Services

6.3 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Future development and infrastructure projects could potentially lead to significant adverse impacts prior to the implementation of mitigation measures for the following environmental issues:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Parks and Recreation
- Population, Housing, and Employment
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

With the implementation of mitigation measures, impacts on the following issues would be less than significant:

- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Parks and Recreation
- Transportation
- Tribal Cultural Resources

- Utilities and Service Systems

Even with mitigation, future development and planned roadway and infrastructure improvements under the proposed Specific Plan would result in the following significant unavoidable adverse impacts and would require adoption of a Statement of Overriding Considerations:

- Air Quality (Air Quality Management Plan Consistency, Air Quality Standards Violation, Sensitive Receptors, and Cumulative Air Quality Impacts)
- GHG Emissions (Exceedance of SCAQMD's Recommended GHG Emissions Target and Cumulative GHG Emissions)
- Population, Housing, and Employment (Substantial Population Growth exceeding SCAG forecasts)

The proposed Specific Plan calls of development of the Focus Area at higher intensities than accounted in growth projections for the Air Quality Management Plan (AQMP) for the South Coast Air Basin. Also, due to existing violations of State and federal ambient air quality standards for ozone (O_3), respirable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead in the Los Angeles portion of the South Coast Air Basin, any increase in the emissions of these pollutants would contribute to the existing violations by potentially increasing the frequency or severity of violations; by contributing to existing and new violations; and/or by delaying the timely attainment of air quality standards. Construction and operation of future developments also have the potential for resulting in impacts on nearby sensitive receptors. Therefore, new pollutant emissions from future development under the Specific Plan and planned roadway and infrastructure improvements would be considered a significant adverse impact. Since no single development or City can reduce or prevent clean air violations in the South Coast Air Basin by itself, this impact will remain significant and unavoidable. Every single development also contributes to existing air pollution levels on a cumulative basis.

While GHG emissions from future development in the Focus Area would be less than the GHG emissions under existing 2018 and 2040 without the Specific Plan scenarios, these emissions would exceed SCAQMD's recommended emissions target of 3.0 $MTCO_2e$ per service population. Therefore, future development under the Specific Plan has the potential to make a cumulatively considerable contribution to global GHG emissions. Mitigation measures to reduce GHG emissions have been provided to reduce these emissions but all mitigation cannot be readily quantified and the GHG emissions would not be reduced to less than 3.0 $MTCO_2e$ per service population. Also, GHG emissions from future development would contribute to global GHG emissions and the potential for climate change. Thus, GHG emissions would remain significant and unavoidable.

Based on the estimated population, housing, and employment generation under the proposed Specific Plan compared to SCAG's projections, the proposed Specific Plan would result in substantial population and housing growth in the City beyond what has been projected by SCAG to occur in 2040.

SCAG's forecasts were based on input from the City in accordance with its General Plan and local development trends. The exceedance of growth forecasts means that the proposed Specific Plan would induce growth that was not considered by the City and SCAG. However, future SCAG forecasts (as updated every four years) will include the City's changed development capacity based on the proposed Specific Plan, once it is adopted. Therefore, the exceedance of SCAG's housing, household, and employment forecasts for 2040 would be temporary and would

disappear in the next SCAG forecast to be developed in 2020. The impact related to exceedance of projections would be temporary but considered a significant impact. There is no feasible mitigation for this impact.

6.4 GROWTH-INDUCING IMPACTS

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed Specific Plan could foster economic or population growth or the construction of additional development, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects are examined through the following questions:

1. Would the project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would the project result in the need to expand one or more public services to maintain desired levels of service?
3. Would the project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of the project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

It should be noted that growth-inducing effects are not necessarily beneficial, detrimental, or of little significance to the environment. This analysis is presented to provide additional information on ways in which the proposed Specific Plan could contribute to significant changes in the environment beyond the direct consequences associated with future development and infrastructure improvements under the proposed Specific Plan.

1. Would the project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?

The proposed Specific Plan seeks to encourage the development of the Focus Area with different land uses and/or land uses at higher densities. The Specific Plan would induce future development in the planning area, but this growth is considered beneficial in removing obsolete properties and revitalizing the planning area.

Since the City is largely developed with urban and suburban land uses, roadway and utility infrastructure systems are already in place and serve existing developments and need not be extended to serve future development under the Specific Plan. The provision of fiber-optic cables to serve the planning area would improve telecommunication services to existing and future developments, but would not induce new development since the planning area is already developed. Future development is also not expected to occur mainly due to the availability of fiber-optic cables.

Planned roadway and infrastructure improvements (i.e., fiber-optic lines, new sidewalks, bike lanes, crosswalks, parkway landscaping, potential shared parking structure, recommended local community shuttle service, bus stops, and street trees) would serve existing and future developments in the planning area. These improvements are also unlikely to be a major factor in inducing the development of abutting parcels due to the small scale of proposed improvements.

No growth-inducing impacts related to the extension of infrastructure is expected with the proposed Specific Plan.

As discussed in Section 3.0, the proposed Specific Plan includes changes in the maximum development capacity of the planning area, allowing 1,017 new dwelling units and 1,631,392 square feet of non-residential development. However, the majority of future development would replace existing developments in the Focus Area (covering over 2.0 million square feet), resulting in a decrease in non-residential floor area. The impacts associated with this future development are analyzed in Sections 4.1 through 4.18 of this Program EIR. Significant adverse impacts would be avoided or reduced through compliance with the goals and policies, Specific Plan districts and development standards, design standards and guidelines, and public improvements contained in the proposed Specific Plan; the regulatory requirements (RRs); and the required mitigation measures (MMs). As summarized above, significant unavoidable adverse impacts would remain for Air Quality; GHG Emissions; and Population, Housing, and Employment.

The Specific Plan is not expected to induce development in areas adjacent to the planning area, since these adjacent areas are developed or have already been planned for development. The vacant land on Russell Ranch Road, east of the Valley Oaks-Griffin Memorial Park is part of the cemetery property and is zoned as Open Space. Vacant land around the Westlake Village Park (north of the planning area) is also designated and zoned as Open Space.

The proposed Specific Plan is not expected to induce development in other vacant areas outside the City, since the City and the Specific Plan have no jurisdiction over these adjacent areas. Therefore, changes in the land use regulations for the planning area that would accompany adoption of the Specific Plan and the proposed General Plan Amendment and changes to the Zoning Regulations would not induce or allow growth and development in adjacent areas outside the City.

2. Would the project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Section 4.14, Public Services, increased demand for public services would occur with future development under the Specific Plan. The Los Angeles County Fire Department (LACFD) indicated that development would have to comply with applicable codes and requirements and the LACFD will review projects when actual construction is proposed. The Los Angeles County Sheriff's Department (LACSD) indicated that future development may require additional staff and assets, which may require expansion or relocation of the Sheriff's Station. Since the LACFD and LACSD serve an area much larger than the City of Westlake Village, and the City is one of the many other cities that contract with the LACFD and LACSD for fire and police protection services, the City is not directly involved in the expansion of LACFD and LACSD facilities (e.g., existing and new fire stations and Sheriff's Station). Also, future development in the planning area would be incremental over time and would involve demolition and replacement of existing land uses, translating to a replacement of associated public service demands. Thus, new fire stations or Sheriff's stations are not expected to be readily required by the proposed Specific Plan. However, the City regularly reviews and renegotiates the fire and police protection service levels provided in the City, which will maintain desired levels of service.

The Las Virgenes Unified School District (LVUSD) has indicated that no adverse impact on school services from future development would occur under the proposed Specific Plan (LVUSD 2018). Future development would generate increased demand for library services that would impact the services of the Westlake Village Library. Renewal and modifications to the contract between the

City and the Los Angeles County Library System would provide adequate library services to the City. Demand for parks would be met by existing parks and recreational facilities, by future recreational areas and facilities provided with future residential developments in the Focus Area, and by the Westlake Village Park and YMCA located north of the planning area. Planned roadway and infrastructure improvements that would be constructed under the Specific Plan would meet the needs of existing and future development and are not being proposed to induce or promote growth in adjacent areas.

Since no specific development project would accompany the adoption of the proposed Specific Plan and since future development would occur incrementally over time in accordance with property owner discretion, increased demand for public services would also be incremental over time and would not require an immediate expansion of existing facilities or service levels. The Specific Plan contains goals and policies that call for the provision of adequate public services to existing and future developments in the planning area. It also includes design standards and guidelines to reduce demands for fire protection and police protection services.

Since no deficiencies in existing service levels have been identified by the public service agencies and no new public facilities are proposed by the Specific Plan, any future changes in public service levels would only be undertaken by each agency to serve cumulative increases in service demands and would not be directly required or proposed by the Specific Plan so as to induce growth.

Future needs to expand public services through additional equipment and personnel would not have a direct environmental impact. No new fire stations, Sheriff's stations, schools, libraries, or other public facilities are proposed as part of the Specific Plan, nor would any be needed to serve future development under the Specific Plan. Therefore, the Specific Plan would not have significant growth-inducing consequences with respect to public services.

3. Would the project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

The creation of a mixed use (commercial and residential) area at the northern section of the City may make the area more attractive to investors and indirectly induce other developments in the adjacent cities of Thousand Oaks and Agoura Hills. However, economic forces (i.e., market demand, available supply, financing, property ownership, cost of construction, local taxes and fees, and return on investment) are likely to be greater factors that would dictate investment and development activities in the surrounding area than development projects in the Focus Area. With future development in the Focus Area occurring in response to market demand, it is likely that other older developments in adjacent areas (e.g., business parks in Thousand Oaks) would experience the same market pressures and would also be developed with new land uses.

The indirect effects associated with future development include the creation of short-term construction jobs and the increase in the resident population and housing stock of the City. These would generate additional demands for commercial goods and services in the City and surrounding areas, which would present business opportunities for new shopping, entertainment, employment, home improvement, maintenance, and other non-residential developments. This demand would, in turn, encourage new businesses and/or the expansion of existing businesses that address these economic needs.

Existing and future commercial and industrial uses in and near the planning area are expected to meet the demand for goods and services generated by future residents and employees in the planning area. The analysis in Sections 4.1 through 4.18 of this Program EIR include the potential

environmental impacts of future development that may occur under the proposed Specific Plan, including new commercial and industrial uses that would serve future residents, along with the cumulative impacts of the Specific Plan when considered with future growth and development in adjacent areas.

Other development projects would be subject to review and approval by the City or County with jurisdiction over the individual project site, and would include the necessary environmental clearance in compliance with CEQA. Environmental review for individual projects would avoid or reduce potentially significant adverse impacts that may occur, in accordance with CEQA. Public utility and service providers would also need to determine if the additional growth associated with individual projects can be accommodated by existing or planned infrastructure improvements and public service and utility agencies' capabilities to provide services. This review and approval of individual developments by public agencies and service providers would allow for the provision of adequate services and infrastructure to serve future development, while ensuring that no land use conflicts are created. Mitigation measures, regulatory requirements, and conditions of approval imposed on individual development projects in the area are expected to avoid or reduce environmental impacts, which may be indirectly induced by the Specific Plan or by future development under the Specific Plan. Therefore, the growth-inducing impacts of the Specific Plan are not expected to result in significant adverse effects on the environment.

4. **Would approval of the project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

The Westlake North Specific Plan (for the area north of U.S. 101 and east of Lindero Canyon Road) and the proposed *North Business Park Specific Plan* have been developed in accordance with City regulations. As discussed earlier, the proposed Specific Plan would allow changes in existing land uses within the Focus Area and would promote the transition of the Focus Area to higher intensity non-residential uses and/or mixed-use developments. Therefore, the proposed Specific Plan seeks to induce growth by encouraging development within the planning area.

Changes to the City's General Plan and Zoning Regulations are needed to accommodate the proposed Specific Plan. However, these changes would only apply to the Specific Plan area and would not change the development policies and regulations for other areas of the City or outside the City. Also, the Specific Plan would not be accompanied by a specific development proposal or construction activity that may result in direct environmental impacts.

As stated earlier, adjacent undeveloped areas are zoned as Open Space and other areas (such as the southern section of the planning area) are developed with relatively new land uses. Therefore, the proposed changes to the City's General Plan and Zoning Regulations would not induce adjacent areas in the City to develop or redevelop.

The Specific Plan includes a number of goals and policies, Specific Plan districts and development standards, design standards and guidelines, and roadway and infrastructure improvements that are expected to reduce the environmental impacts of future development or to meet the demands and needs for adequate housing, infrastructure, and public services in the planning area. Mitigation measures have been identified in Sections 4.1 through 4.18 to reduce the impacts of future development under the proposed Specific Plan and planned roadway and infrastructure improvements in the planning area after compliance with the regulatory requirements.

Therefore, although the Specific Plan may have growth-inducing impacts by promoting development in the Focus Area, the Specific Plan goals, policies and regulations, the regulatory requirements, and mitigation measures would reduce the environmental impacts of future development and planned roadway and infrastructure improvements to less than significant levels, except for Air Quality; GHG Emissions; and Population, Housing, and Employment. These impacts have been addressed in Sections 4.1 through 4.18 of this Program EIR. Subsequent environmental review for individual development projects and planned roadway and infrastructure improvements would refine the analysis of each project's potential environmental impacts and identify the applicable regulatory requirements and mitigation measures for individual developments.

The adoption of the proposed Specific Plan and approval of changes to the City's General Plan and Zoning Regulations to accommodate the Specific Plan will not be precedent-setting actions that would encourage and facilitate other development in the surrounding area.

References:

Civic Solutions. 2018. *North Business Park Specific Plan.* San Juan Capistrano, CA: Civic Solutions.

Las Virgenes Unified School District (LVUSD). 2018 (July 11). Personal communication. Letter Correspondence from Karen Kimmel, Assistant Superintendent, Business of LVUSD to J. Alido of Psomas. Agoura Hills, CA: LVUSD.

Linscott, Law and Greenspan (LLG). 2018. Traffic Impact Study, North Business Park Specific Plan. Pasadena, CA: LLG.

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SECTION 7.0 LIST OF EIR PREPARERS AND CONTRIBUTORS

7.1 EIR PREPARERS

7.1.1 CITY OF WESTLAKE VILLAGE

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7.1.2 PSOMAS

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Josephine Alido, AICP .....Project Manager
Daria Sarraf.....Environmental Planner
Charles Cisneros, RPA .....Director, Cultural Resources
Marc T. Blain..... Biological Resources Manager
Tin Cheung .....Director, Air Quality and Acoustical Programs
Linda St. John .....Technical Writer
Sheryl Kristal..... Word Processor
Michael Deseo ..... GIS Specialist

7.2 CONTRIBUTORS

7.2.1 CIVIC SOLUTIONS

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7.2.2 LINSCOTT, LAW AND GREENSPAN, ENGINEERS

Traffic Analysis

Clare M. Look-Jaeger, P.E.....Principal, Traffic Engineer
Francesca S. Bravo ..... Transportation Engineer

7.2.3 STANLEY R. HOFFMAN ASSOCIATES

Economic Analysis

Stanley R. Hoffman, FAICP .....President

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APPENDIX A-1

1ST NOTICE OF PREPARATION (NOP) (FEBRUARY 2013)

ORIGINAL FILED

FEB 19 2013

LOS ANGELES, COUNTY CLERK

Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting

TO: **Interested Parties**

PROJECT TITLE: **Westlake Village Business Park Specific Plan**

LEAD AGENCY: **City of Westlake Village**
31200 Oak Crest Drive
Westlake Village, CA 91361

SCOPING MEETING: **February 26, 2013 at 6:00 PM**
Council Chambers
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

In accordance with the California Environmental Quality Act (CEQA), the City of Westlake Village is serving as the Lead Agency and will be preparing a Program Environmental Impact Report (EIR) for the proposed *Westlake Village Business Park Specific Plan.* In compliance with Section 15082 of the CEQA Guidelines, the City of Westlake Village is sending this Notice of Preparation (NOP) to responsible and trustee agencies, and other interested parties to inform them of the proposed Specific Plan and its environmental review process.

In addition, the City needs to know your agency's views with respect to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project, as your agency may need to use the Program Environmental Impact Report (EIR) when considering the issuance of any permits or other approvals for future redevelopment projects allowed under the proposed *Westlake Village Business Park Specific Plan* and public improvements that may be constructed as part of Specific Plan implementation.

Project Location

The City of Westlake Village (City) is located at the northwestern end of Los Angeles County, east of the Los Angeles County-Ventura County line. The City covers 5.62 square miles of land and is bound by the City of Agoura Hills to the east and northeast; the City of Thousand Oaks to the north and west; and unincorporated Los Angeles County land to the southeast and south. Regional access to Westlake Village is provided by the Ventura Freeway (Interstate [I] 101), which bisects the City in an east-west direction, with on- and off-ramps at Lindero Canyon Road. Exhibit 1 is the City's regional location.

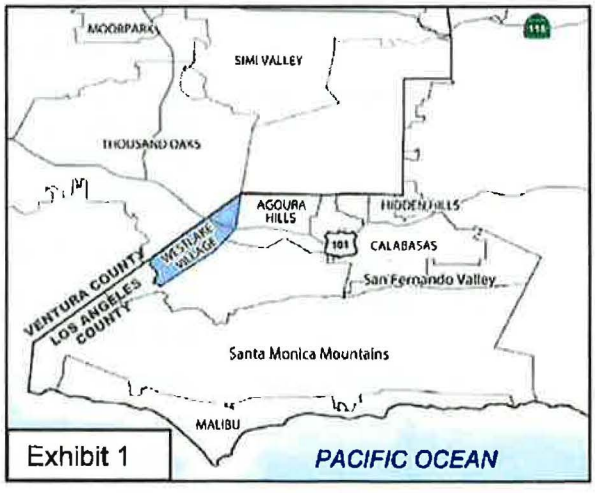


Exhibit 1

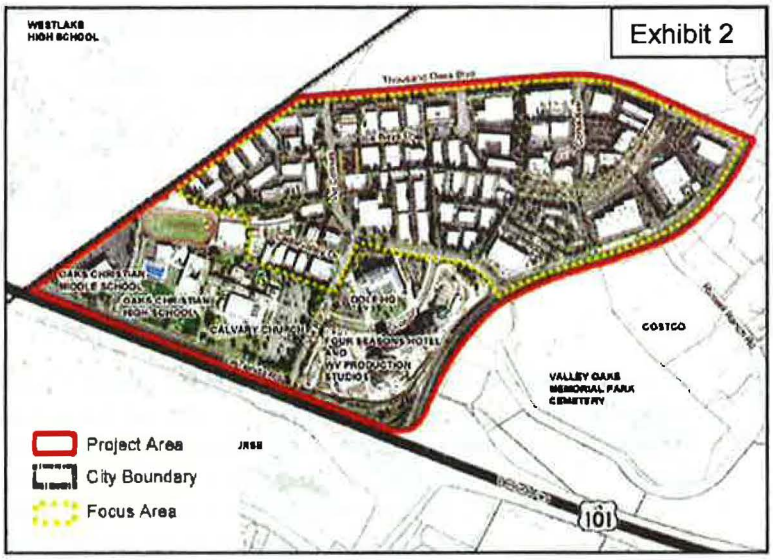
13 0047692

The City is a suburban community that is primarily developed with residential land uses; commercial development along major arterials; industrial development at the northern section; public and institutional uses at scattered locations; and open space lands at the northern, eastern, and southern edges of the City. The Specific Plan area (or planning area) covers approximately 200 acres of land at the northern section of the City, bound by the I-101 Freeway on the south; Lindero Canyon Road on the east; Thousand Oaks Boulevard on the north; and the City limits and County line on the west. This area is developed with industrial and commercial uses, business parks, and institutional uses. The Specific Plan would only regulate future development within the northern two-thirds (128 acres) (called the Focus Area) of the planning area. However, infrastructure improvements are proposed within the larger planning area. Exhibit 2 shows the boundaries of the Specific Plan Area.

Project Description

The proposed *Westlake Village Business Park Specific Plan* has been developed in accordance with the requirements of the *California Government Code* (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457). Adoption of the *Westlake Village Business Park Specific Plan* would provide a planning document to control future redevelopment within the planning area in accordance with the land uses and development standards contained in the Specific Plan.

Exhibit 2



The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the northern section of the City within the Specific Plan area. The goals of the proposed Specific Plan are listed below.

Land Use and Urban Design

- ***Goal LU/UD-1:*** Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.
- ***Goal LU/UD-2:*** Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.
- ***Goal LU/UD-3:*** Create a range of housing opportunities and choices.
- ***Goal LU/UD-4:*** Create a vibrant environment for both residents and visitors.
- ***Goal LU/UD-5:*** Encourage good design and high-quality development within the Specific Plan area.
- ***Goal LU/UD-6:*** Encourage sustainable design and development practices.
- ***Goal LU/UD-7:*** Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Economic Development

- ***Goal ED-1:*** Provide for adequate infrastructure financing for existing and future development.
- ***Goal ED-2:*** Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.
- ***Goal ED-3:*** Diversify and increase City revenues that lead to a more fiscally balanced community.
- ***Goal ED-4:*** Provide incentives for future development to assemble and make efficient utilization of land.
- ***Goal ED-5:*** Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Circulation

- ***Goal C-1:*** Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Parking

- ***Goal P-1:*** Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Infrastructure

- ***Goal I-1:*** Provide fully functional, safe, cost-effective, and environmentally friendly public infrastructure to meet the needs of future development within the Westlake Village Business Park Specific Plan area.
- ***Goal I-2:*** Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.
- ***Goal I-3:*** Provide environmentally efficient and sustainable infrastructure improvements.
- ***Goal I-4:*** Minimize the impacts of new utilities on view corridors and the natural and built environment.

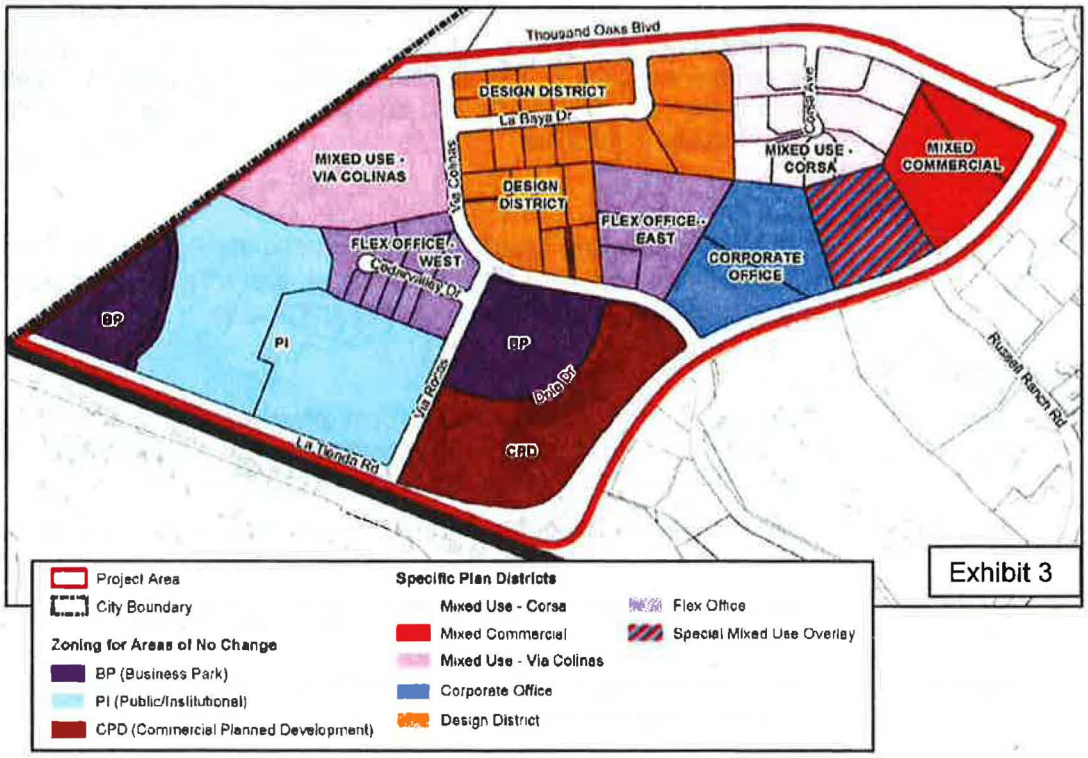
To achieve these goals, the proposed *Westlake Village Business Park Specific Plan* establishes the Specific Plan districts for the northern two-thirds of the planning area, as shown in Exhibit 3:

Mixed Use – Corsa District. This district includes the area along Corsa Avenue and provides for the development of a mix of residential, specialty retail, restaurant, office, and entertainment uses, as well as the development of a pedestrian-oriented environment. Density incentives would encourage lot consolidation and the development of larger, unified projects. The permitted retail uses are intended to serve the specialty shopping needs of city residents and regional shoppers. In mixed-use buildings, ground floor retail uses and upper residential floors would generate pedestrian activity within a large, central, public gathering

space, or "village green" and a linear park along the ridge located at the southern and eastern boundaries of this district.

Mixed Commercial District. This district is located at the southwest corner of Lindero Canyon Road and Thousand Oaks Boulevard. This district provides opportunities for specialty retail, restaurant, office, and entertainment uses in a pedestrian-oriented environment. The Guitar Center Corporate headquarters in this district is interested in expanding this use to include a flagship store. Thus, this district may become a major retail location in the City.

Mixed Use – Via Colinas District. This district is located at the southwest corner of Via Colinas and Thousand Oaks Boulevard. It will accommodate existing and future office and light industrial activities designed to be compatible with the nearby mixed-use and commercial districts. New development in this district may include office and light industrial activities within flexible spaces, restaurants, medium/high density residential uses, and/or live-work units. A linear park along the ridge on the southern boundary of this district would take advantage of views available to the south.



Corporate Office District. This district is located at the northwest corner of Lindero Canyon Road and Via Colinas. This district is intended for existing and future corporate office uses, along with support retail and service uses, to maintain this area as a major employment center. The northern section of the Corporate Office District has a Special Mixed-Use Overlay to allow for the expansion or continuation of mixed commercial or retail development in the adjacent Mixed Commercial District. The Special Mixed-Use Overlay allows for development of this area to redevelop with uses allowed in the Mixed Commercial District or the Corporate Office District, although the development standards for the Corporate Office District apply.

Flex Office District. This district is located in two areas in the Specific Plan area: Flex Office-West is the area along Cedarvalley Drive (west of Via Rocas), while Flex Office-East

is the area north of Via Colinas between the Design District and the Corporate Office District. The Flex Office District would accommodate existing and future office and light industrial activities designed to be compatible with the nearby mixed use and commercial districts. New development in this district may include office and light industrial activities in flexible spaces and/or live-work units.

Design District. This district is located north and east of Via Colinas and would accommodate existing and future expansion of commercial and light industrial activities, with a focus on design and home furnishing products. The creation of a walkable environment in this district would attract shoppers, architects, builders, designers, and interior decorators for all of their home design and furnishings needs.

The proposed Specific Plan identifies the allowable land uses and development standards for each district. It also includes design standards and guidelines that would need to be followed by future redevelopment projects. These standards and guidelines address the following:

- Site Design, including site layout, circulation and parking, parking structures, pedestrian circulation, open space, plazas and courtyards, site amenities, equipment screening, crime prevention, and building interface.
- Architectural Design, including architectural styles, massing, form and scale, building design, building elements, material finishes and color, and lighting.
- Sustainable Design, including passive solar design, building design, site grading and water efficiency.
- Landscape Design, including landscape design intent, setback and parking lot landscaping, plant materials, hardscape materials, landscape irrigation and maintenance, storm water management and grading.
- Parking Requirements, including parking for specific land uses, shared parking, general parking district, parking improvement district, and bicycle parking.
- Public Rights-of-Way, including Green Street, sidewalks, median and parkway trees, street furniture, and lighting.

Circulation and Infrastructure Improvements

The proposed Specific Plan outlines a number of circulation, parking, open space and streetscape, and infrastructure improvements that would serve and support the development of higher intensity land uses in the Specific Plan area. They include new sidewalks, traffic signals, bike lanes, crosswalks, parkway landscaping, a shared parking structure, local community shuttle service, bus stops, and street trees.

Specific Plan Implementation

Approval of the proposed Specific Plan would not be accompanied by new development or redevelopment within the planning area. Specifically, the Specific Plan goals and policies would not directly lead to changes to the environment. Also, the designation of Specific Plan districts and the accompanying use regulations, development standards, and design guidelines would not, in themselves, lead to environmental impacts. However, upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure may occur on any lot within the Specific Plan area that is not in conformity with the provisions of the Specific Plan.

Subject to property owner discretion, individual parcels may be proposed for redevelopment at some future date. At that time, they would be reviewed for compliance with the adopted *Westlake Village Business Park Specific Plan* prior to approval.

Table 1 provides an estimate of development that can be accommodated within each Specific Plan district at buildout of the planning area, assuming maximum densities and intensities.

TABLE 1
MAXIMUM DEVELOPMENT CAPACITY

District	Land Area	Residential Development	Non-Residential Development	
			Land Use	Floor Area (sf)
Mixed Use – Corsa District (1a)	15.56 ac	301 du[a]	Specialty Retail Restaurant(s) Office Subtotal	108,473 13,559 13,559 135,591
Mixed Use – Via Colinas District (6)	17.09 ac	100 du[b]	Flex space	267,622
Mixed Commercial District (1b)	10.79 ac	–	Specialty Retail Restaurant(s) Office Subtotal	79,876 7,988 311,516 399,380
Corporate Office District (2)	19.98 ac	–	Office	652,702
Flex Office District[c] (3, 5)	18.55 ac	–	Flex space	507,082
Design District (4a, 4b)	29.73 ac	–	Home Design/Improv Restaurants Subtotal	638,925 8,638 647,563
Public Rights-of-Way	16.93 ac	–		–
Total	**128.63 ac**	**401 du**		**2,609,940 sf**
Existing Development[d]		–		2,021,090 sf
Development Increase		***401 du***		***588,850 sf***

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac

[b] Assumes residential development on 40% of land area at a density of 18–25 du/ac

[c] Four parcels on Cedarvalley Drive are developed with buildings that exceed the maximum floor area ratio permitted by the Specific Plan. Thus, these buildings are expected to remain indefinitely without any increase in floor area over time.

[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.

Source: The Arroyo Group, Westlake Village Business Park Specific Plan (Public Review Draft), September 2012

Exhibit 4 shows the conceptual vision plan for the planning area.

Exhibit 4

As many as 401 new dwelling units and over 2.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at buildout. With over 2.0 million square feet of existing developments within the Focus Area, the net increase in development is estimated at 401 dwelling units and 588,850 square feet of new non-residential development. This development increase would result in environmental impacts, which would be attributed to the proposed Specific Plan.

Probable Environmental Effects

The City has determined that future redevelopment associated with implementation of the proposed Specific Plan and planned infrastructure improvements may result in potentially significant adverse impacts on the environment and that a Program EIR must be prepared pursuant to CEQA. The Program EIR will analyze potential impacts on all environmental issues: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems. As such, an Initial Study has not been prepared.

NOP Review and Comment Period

The NOP review and comment period is from Tuesday, **February 19, 2013 through Wednesday, March 20, 2013**. Due to the time limits mandated by State law, please send comments and responses at the earliest possible date, but no later than March 20, 2013. Please send all written comments to Scott Wolfe, AICP at the address below.

Scoping Meeting

In compliance with Section 15082(c) of the CEQA Guidelines, the City of Westlake Village will conduct a public scoping meeting on **Tuesday, February 26, 2013** to solicit comments from public agencies and the general public about their concerns and issues that they want addressed in the Program EIR for the proposed Specific Plan. The meeting will be held from **6:00 PM to 7:00 PM** at the following address:

Council Chambers
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

For questions about the proposed Specific Plan, NOP, and scoping meeting, and to send comments on this NOP, please contact:

Scott Wolfe, AICP, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361
Phone: (818) 706-1613
Email: scott@wlv.org

Scott Wolfe, AICP, Planning Director
Planning Department

2/13/13
Date

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Westlake Village Business Park Specific Plan

Lead Agency: City of Westlake Village | Contact Person: Scott Wolfe

Mailing Address: 31200 Oak Crest Drive | Phone: (818) 706-1613

City: Westlake Village | Zip: 91361 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Westlake Village

Cross Streets: Lindero Canyon Road and Via Colinas | Zip Code: 91362

Longitude/Latitude (degrees, minutes and seconds): 34 ° 9 ′ 14.72″ N / 118 ° 48 ′ 13.5 ″ W | Total Acres: 200

Assessor's Parcel No.: | Section: | Twp.: 2N | Range: 20W | Base: SBM

Within 2 Miles: State Hwy #: I-101 | Waterways:

Airports: | Railways: | Schools: Oaks Christian

Document Type:

CEQA: ☒ NOP ☐ Draft EIR | NEPA: ☐ NOI | Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR | ☐ EA | ☐ Final Document
☐ Neg Dec (Prior SCH No.) | ☐ Draft EIS | ☐ Other:
☐ Mit Neg Dec Other: | ☐ FONSI

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units 401 Acres
☐ Office: Sq.ft. 406721 Acres Employees ☐ Transportation: Type
☐ Commercial: Sq.ft. 47994 Acres Employees ☐ Mining: Mineral
☐ Industrial: Sq.ft. 134135 Acres Employees ☐ Power: Type MW
☐ Educational: ☐ Waste Treatment: Type MGD
☐ Recreational: ☐ Hazardous Waste: Type
☐ Water Facilities: Type MGD ☐ Other:

Project Issues Discussed in Document:

☐ Aesthetic/Visual	☐ Fiscal	☐ Recreation/Parks	☐ Vegetation
☐ Agricultural Land	☐ Flood Plain/Flooding	☐ Schools/Universities	☐ Water Quality
☐ Air Quality	☐ Forest Land/Fire Hazard	☐ Septic Systems	☐ Water Supply/Groundwater
☐ Archeological/Historical	☐ Geologic/Seismic	☐ Sewer Capacity	☐ Wetland/Riparian
☐ Biological Resources	☐ Minerals	☐ Soil Erosion/Compaction/Grading	☐ Growth Inducement
☐ Coastal Zone	☐ Noise	☐ Solid Waste	☐ Land Use
☐ Drainage/Absorption	☐ Population/Housing Balance	☐ Toxic/Hazardous	☐ Cumulative Effects
☐ Economic/Jobs	☐ Public Services/Facilities	☐ Traffic/Circulation	☐ Other:

Present Land Use/Zoning/General Plan Designation:

Land uses: office, industrial, hotel, institutional uses/Zoning: BP, CPD, I/General Plan: BP, GC, I

Project Description: *(please use a separate page if necessary)*

The proposed Westlake Village Business Park Specific Plan would promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of existing developments within the northern two-thirds of the planning area. In addition, infrastructure improvements are proposed throughout the planning area. As many as 401 new dwelling units and 588,850 square feet of additional non-residential development may be accommodated at buildout.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
S	Caltrans District #7	X	Public Utilities Commission
	Caltrans Division of Aeronautics	S	Regional WQCB #4
	Caltrans Planning	X	Resources Agency
	Central Valley Flood Protection Board	X	Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission	X	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of	X	Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
S	Fish & Game Region #5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
X	Health Services, Department of		Other:
X	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 19, 2013 Ending Date March 20, 2013

Lead Agency (Complete if applicable):

Consulting Firm: BonTerra Consulting
Address: 225 S. Lake Avenue, Suite 1000
City/State/Zip: Pasadena, CA 91101
Contact: Josephine Alido
Phone: 626-351-2000

Applicant: City of Westlake Village
Address: 31200 Oak Crest Drive
City/State/Zip: Westlake Village, CA 91361
Phone: (818) 706-1613

Signature of Lead Agency Representative: _____ **Date:** 2/14/13

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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Los Angeles, CA 90017

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Los Angeles County
Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952

CEQA/Environmental Review
Southern California Association of Governments
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Los Angeles, CA 90017

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VILLAGE
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CORSA LLC
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LINDERO HEADQUARTERS COMPANY, INC.
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DOLE FOOD COMPANY INC
2 DOLE DR
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APPENDIX A-2

2ND NOP (MAY 2018)

Notice of Preparation of an Environmental Impact Report
and
Notice of Scoping Meeting

Date:	**May 30, 2018**
To:	**Interested Parties**
Project Title:	**North Business Park Specific Plan**
Lead Agency:	**City of Westlake Village** **31200 Oak Crest Drive** **Westlake Village, CA 91361**
Scoping Meeting:	**June 12, 2018 at 6:00 PM** **Council Chambers** **City of Westlake Village** **31200 Oak Crest Drive** **Westlake Village, CA 91361**

FILED
JUN 01 2018
DEAN C. LOGAN
REGISTRAR-RECORDER/COUNTY CLERK
L. McCOY
DEPUTY

In accordance with the California Environmental Quality Act (CEQA), the City of Westlake Village is serving as the Lead Agency and will be preparing a Program Environmental Impact Report (EIR) for the proposed *North Business Park Specific Plan* (proposed Project). In compliance with Section 15082 of the CEQA Guidelines, the City of Westlake Village is sending this Notice of Preparation (NOP) to responsible and trustee agencies, and other interested parties to inform them of the proposed Specific Plan and its environmental review process.

In addition, the City needs to know your agency's views with respect to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed Project, as your agency may need to use the Program EIR when considering the issuance of any permits or other approvals for future redevelopment projects allowed under the proposed *North Business Park Specific Plan* and public improvements that may be constructed as part of Specific Plan implementation.

Project Location

The City of Westlake Village (City) is located at the northwestern end of Los Angeles County, east of the Los Angeles County-Ventura County line. The City covers 5.62 square miles of land and is bound by the City of Agoura Hills to the east and northeast; the City of Thousand Oaks to the north and west; and unincorporated Los Angeles County land to the southeast and south. Regional access to Westlake Village is provided by the Ventura Freeway (US Highway 101), which bisects the City in an east-west direction, with on- and off-ramps at Lindero Canyon Road. Exhibit 1 depicts the City's regional location.

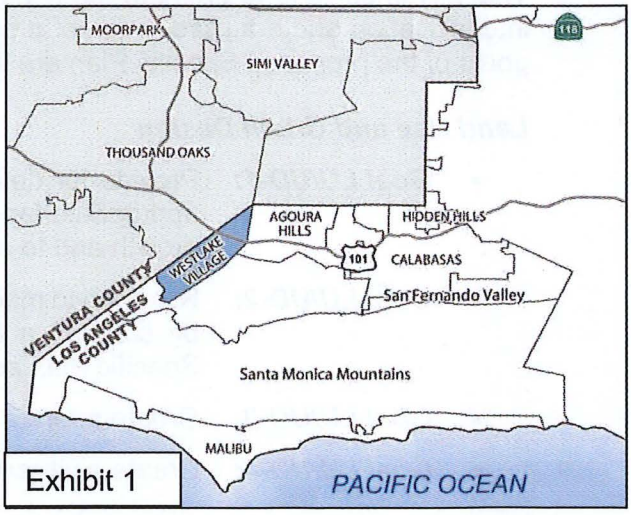
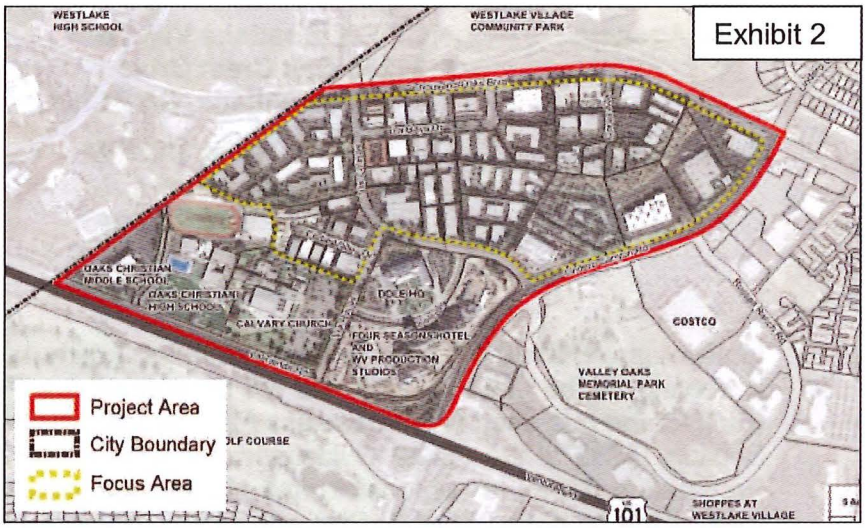


Exhibit 1

Westlake Village is a suburban community that is primarily developed with residential land uses, with commercial developments along major arterials; industrial developments at the northern section; public and institutional uses at scattered locations; and open space lands at the northern, eastern, and southern edges of the City. The Specific Plan area (or planning area) covers approximately 200 acres of land at the northern section of the City, bound by the I-101 Freeway on the south; Lindero Canyon Road on the east; Thousand Oaks Boulevard on the north; and the City limits and County line on the west. The Specific Plan area contains 54 parcels with multiple property owners, and is developed with light industrial and commercial uses, business parks, and institutional uses. The Specific Plan would generally regulate future development within the northern two-thirds of the Specific Plan area, referred to as the Focus Area; however, streetscape and infrastructure improvements are proposed in the southern portion of the Specific Plan area as well. Exhibit 2 shows the boundaries of the Specific Plan and the Focus Area.

Adjacent uses include the Westlake Village Community Park/YMCA to the north; office development to the west; Costco and Valley Oaks Memorial Park Cemetery to the east of Lindero Canyon Road; and the Shoppes at Westlake Village farther to the east along Russell Ranch Road.

Exhibit 2



Project Description

The proposed *North Business Park Specific Plan* has been developed in accordance with the requirements of the *California Government Code* (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457). Adoption of the *North Business Park Specific Plan* would provide a planning document to control future redevelopment within the Focus Area in accordance with the land uses and development standards contained in the Specific Plan. No zoning changes are planned for the southern properties within the Specific Plan area that contain the Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, Calvary Community Church, and for several business parks in the Focus Area. As such, the existing zoning would be retained and these properties would remain subject to the requirements of the City's Municipal Code.

The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the Focus Area within the Specific Plan. The goals of the proposed Specific Plan are listed below.

Land Use and Urban Design

- ***Goal LU/UD-1:*** Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.
- ***Goal LU/UD-2:*** Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.
- ***Goal LU/UD-3:*** Create a range of housing opportunities and choices.
- ***Goal LU/UD-4:*** Create a vibrant environment for both residents and visitors.

- ***Goal LU/UD-5:*** Encourage good design and high-quality development within the Specific Plan area.
- ***Goal LU/UD-6:*** Encourage sustainable design and development practices.
- ***Goal LU/UD-7:*** Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Economic Development

- ***Goal ED-1:*** Provide for adequate infrastructure financing for existing and future development.
- ***Goal ED-2:*** Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.
- ***Goal ED-3:*** Diversify and increase City revenues that lead to a more fiscally balanced community.
- ***Goal ED-4:*** Provide incentives for future development to assemble and make efficient utilization of land.
- ***Goal ED-5:*** Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Circulation

- ***Goal C-1:*** Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Parking

- ***Goal P-1:*** Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Infrastructure

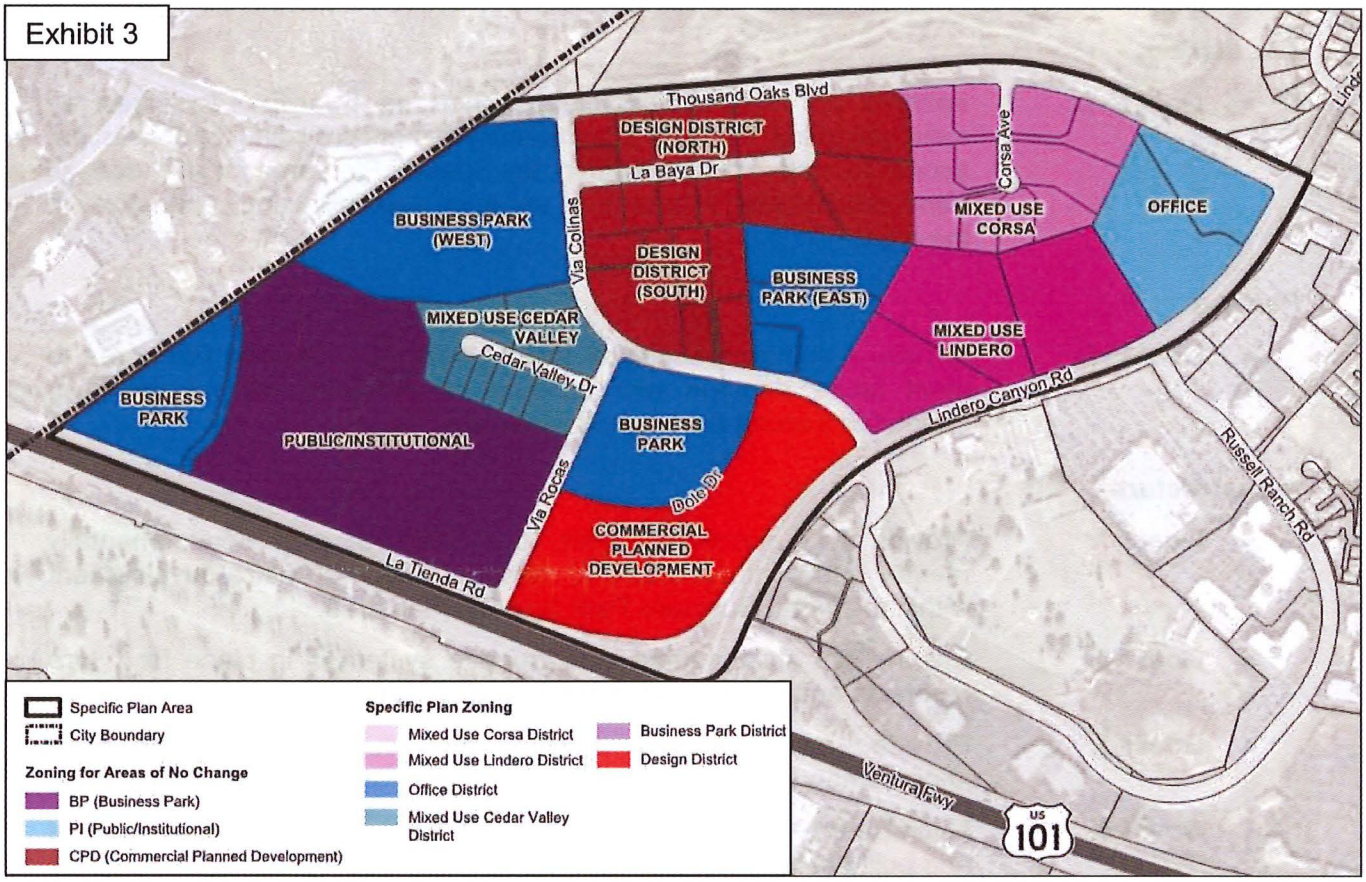
- ***Goal I-1:*** Provide fully functional, safe, cost-effective, and environmentally friendly public infrastructure to meet the needs of future development within the North Business Park Specific Plan area.
- ***Goal I-2:*** Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.
- ***Goal I-3:*** Provide environmentally efficient and sustainable infrastructure improvements.
- ***Goal I-4:*** Minimize the impacts of new utilities on view corridors and the natural and built environment.

To achieve these goals, the proposed *North Business Park Specific Plan* establishes the following Specific Plan districts, as shown in Exhibit 3:

Mixed Use Corsa District. This district includes the area along Corsa Avenue and provides opportunities for residential, office, and restaurant uses in a pedestrian-oriented environment that capitalize on the views of the Santa Monica mountains to the south. Development in this district is intended to facilitate the grouping of innovative housing options with employment uses, public gathering spaces, and community amenities. This district provides density incentives to encourage lot consolidation so that reassembly of sites large enough to rebuild at higher densities is feasible, resulting in unified projects in an integrated built environment. The Mixed Use Corsa District fosters pedestrian-oriented activity by providing a mix of uses in a compact and walkable area and encouraging large areas of open space for community gatherings. Attached residential uses are permitted within a horizontal or vertical mixed use setting. New residential uses will be able to take advantage of the proximity to the Westlake Village Community Park located directly north across Thousand Oaks Boulevard.

Mixed Use Lindero District. This district is intended to provide for corporate office and attached residential uses north of Via Colinas and west of Lindero Canyon Road. This district allows for office uses to maintain this area as a major employment center. In addition, market forces are already suggesting transition of some office uses to multi-family residential units along Lindero Canyon Road. The visibility and accessibility of residential units along Lindero Canyon Road is beneficial with adjacent office uses to maintain a jobs-housing balance.

Exhibit 3



Office District. This district provides opportunities for increased general office uses and is located at the southwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, a prime intersection in the City for office uses. It is also the location of the Guitar Center corporate headquarters and distribution facilities.

Design District. This district is located southeast of the intersection of Via Colinas and Thousand Oaks Boulevard and along La Baya Drive. Building upon what is already occurring in this area, the Design District provides for the existing and future expansion of commercial, retail and service uses, with a focus on design and home improvement products, especially along La Baya Drive. With a concentration of home design uses in a walkable environment, and additional investment such as street improvements, signage, and branding of the district, the Design District is intended to be a local and regional destination that attracts shoppers, architects, builders, designers and interior decorators for their home design and furnishings needs. The auto service uses are intended to transition to specialty retail/home design uses over the long term.

Mixed Use Cedar Valley District. This district is intended for existing office and business park activities, as well as accommodate the transition of several buildings to educational support uses, including student housing, administrative and classrooms, as part of the Oaks Christian School campus. Parking for these uses will be provided on the Oaks Christian School campus and pedestrian connections will be made to the adjacent campus.

Other areas within the Specific Plan are designated Business Park, Public/Institutional, and Commercial Planned Development, which reflect their existing zoning designations, as follows:

Business Park (BP). These areas correspond to the City's existing Business Park zoning designation and include the Business Park East and Business Park West districts. Development in the areas designated Business Park would be regulated by Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations).

Public/Institutional (PI). These areas correspond to the City's existing Public/Institutional zoning designation, where development would be regulated by Article 9 of the Westlake Village Municipal Code.

Commercial Planned Development (CPD). These areas correspond to the City's existing Commercial Planned Development zoning designation, where development would be regulated by Article 9 of the Westlake Village Municipal Code.

The proposed Specific Plan identifies the allowable land uses and development standards for each district. It also includes design standards and guidelines that would need to be followed by future redevelopment projects. These standards and guidelines address the following:

- Site Design, including site layout, circulation and parking, parking structures, pedestrian circulation, open space, plazas and courtyards, site amenities, equipment screening, crime prevention, and building interface.
- Architectural Design, including architectural styles, massing, form and scale, building design, building elements, material finishes and color, and lighting.
- Sustainable Design, including passive solar design, building design, site grading and water efficiency.
- Landscape Design, including landscape design intent, setback and parking lot landscaping, plant materials, hardscape materials, landscape irrigation and maintenance, storm water management and grading.
- Parking Requirements, including parking for specific land uses, shared parking, general parking district, parking improvement district, and bicycle parking.

- Public Rights-of-Way, including Green Street, sidewalks, median and parkway trees, street furniture, and lighting.

Circulation and Infrastructure Improvements

The proposed Specific Plan outlines a number of circulation, parking, open space and streetscape, and infrastructure improvements that would serve and support the development of mixed use and higher intensity land uses in the Specific Plan area. The Specific Plan also proposes new sidewalks, traffic signals, bike lanes, crosswalks, parkway landscaping, a shared parking structure, local community shuttle service, bus stops, and street trees.

Specific Plan Implementation

Approval of the proposed Specific Plan would not be accompanied by new development or redevelopment within the planning area. Specifically, the Specific Plan goals and policies would not directly lead to changes to the environment. Also, the designation of Specific Plan districts and the accompanying use regulations, development standards, and design guidelines would not, in themselves, lead to environmental impacts. However, upon adoption of the Specific Plan and subject to property owner discretion, individual parcels may be proposed for redevelopment at some future date. At that time, future development projects would be reviewed for compliance with the adopted *North Business Park Specific Plan* prior to approval. Upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure could occur on any lot within the Specific Plan area that is not in conformity with the provisions of the Specific Plan.

Table 1 provides an estimate of development capacity that could be accommodated within each Specific Plan district at buildout of the Focus Area, which reflects the proposed and most likely development that could occur, considering development patterns and market trends in the City.

TABLE 1
DEVELOPMENT CAPACITY OF FOCUS AREA

Specific Plan District	Land Area	Residential Development	Non-Residential Development	
			Land Use	Floor Area (sf)
Mixed Use Corsa District	15.56 ac	301 du[a]	Restaurants Office Subtotal	6,780 80,000 86,780
Mixed Use Lindero District	19.98 ac	716 du	Office	115,790
Office District	10.79 ac	–	Office	230,000
Design District South	9.93 ac	–	Specialty Retail Retail Other Services[b] Subtotal	89,085 26,490 59,240 174,815
Design District North	19.80 ac	–	Business Park Specialty Retail Subtotal	263,970 99,470 363,440
Mixed Use Cedar Valley District	8.96 ac	–	Business Park Oaks Christian Res/Anc.[c] Subtotal	205,025 83,936 288,961
Business Park East District	9.59 ac	–	Business Park	129,559
Business Park West District	17.09 ac	–	Business Park	242,047
Public Rights-of-Way	16.93 ac	–		–
Total	**128.63 ac**	**1,017 du**		**1,631,392 sf**

Specific Plan District	Land Area	Residential Development	Non-Residential Development	
			Land Use	Floor Area (sf)
Existing Development[d]		–		2,021,090 sf
Development Increase/(Decrease)		***1,017 du***		***(389,698 sf)***

sf: square feet; ac: acres; du: dwelling unit

[a] Assumes residential development on 80% of land area at a density of 18–25 du/ac

[b] Other services include a pet hotel and spa, an animal hospital, a fitness studio, and a towing company.

[c] Oaks Christian School will be using a portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedar Valley Drive, respectively.

[d] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.

Please note that the development capacity in Table 1 has been revised since the City initially circulated an NOP for the Project (formerly the Westlake Village Business Park Specific Plan) in 2013. The changes include increases in the residential capacity and decreases in the total floor area and intensity of non-residential development. These changes were specifically made to reduce the potential environmental impacts of future development that would be allowed by the proposed Specific Plan, while still meeting the stated goals.

Source: North Business Park Specific Plan, April 2018 draft

As many as 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at buildout, which is anticipated by the year 2040. With over 2.0 million square feet of existing developments within the Focus Area, new residential and mixed use developments could result in 1,017 new dwelling units, along with the retention or redevelopment of existing land uses, resulting in 1,631,392 square feet of non-residential development (a decrease of approximately 390,000 square feet compared to existing developments). Future development projects in the Specific Plan area that would replace existing land uses would result in environmental impacts, which would be attributed to the proposed Specific Plan.

Probable Environmental Effects

The City has determined that future redevelopment associated with implementation of the proposed Specific Plan and planned infrastructure improvements may result in potentially significant adverse impacts on the environment and that a Program EIR must be prepared pursuant to CEQA. The Program EIR will analyze potential impacts on all environmental issues: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, Tribal Cultural Resources, and Utilities and Service Systems. As such, an Initial Study has not been prepared.

NOP Review and Comment Period

The NOP review and comment period is from Wednesday, **May 30, 2018 through Friday, June 29, 2018**. Due to the time limits mandated by State law, please send comments and responses at the earliest possible date, but no later than **Friday, June 29, 2018**. Please send all written comments to Scott Wolfe, AICP at the address below.

Scoping Meeting

In compliance with Section 15082(c) of the CEQA Guidelines, the City of Westlake Village will conduct a public scoping meeting on **Tuesday, June 12, 2018** to solicit comments from public agencies and the general public about their concerns and issues that they want addressed in the Program EIR for the proposed Specific Plan. The meeting will be held from **6:00 PM to 7:30 PM** at the **Council Chambers, City of Westlake Village, 31200 Oak Crest Drive, Westlake Village, California 91361.**

For questions about the proposed Specific Plan, NOP, and Scoping Meeting, and to send comments on this NOP, please contact:

Scott Wolfe, AICP, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361
Phone: (818) 706-1613
Email: scott@wlv.org

Scott Wolfe, AICP, Planning Director/Deputy City Manager
Planning Department

5/29/18
Date

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: North Business Park Specific Plan

Lead Agency: City of Westlake Village | Contact Person: Scott Wolfe
Mailing Address: 31200 Oak Crest Drive | Phone: (818) 706-1613
City: Westlake Village | Zip: 91361 | County: Los Angeles

Project Location: County: Los Angeles | City/Nearest Community: Westlake Village
Cross Streets: Lindero Canyon Road and Via Colinas | Zip Code: 91362
Longitude/Latitude (degrees, minutes and seconds): 34 ° 9 ′ 14.72 ″ N / 118 ° 48 ′ 13.5 ″ W | Total Acres: 200
Assessor's Parcel No.: | Section: | Twp.: 2N | Range: 20W | Base: SBM
Within 2 Miles: State Hwy #: US Highway 101 | Waterways:
Airports: | Railways: | Schools: Oaks Christian School

Document Type:

CEQA: ☒ NOP ☐ Draft EIR | NEPA: ☐ NOI | Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:
☐ Mit Neg Dec Other: ☐ FONSI

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units 1017 Acres
☐ Office: Sq.ft. 425790 Acres Employees
☐ Commercial: Sq.ft. 281065 Acres Employees
☐ Industrial: Sq.ft. 840601 Acres Employees
☐ Educational: 83,936 sf
☐ Recreational:
☐ Water Facilities: Type MGD

☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Land uses: office, industrial, hotel, institutional uses/Zoning: BP, CPD, I/General Plan: BP, GC, I

Project Description: *(please use a separate page if necessary)*

The proposed North Business Park Specific Plan would promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of existing developments within the Focus Area (northern two-thirds of the planning area). In addition, infrastructure improvements are proposed throughout the planning area. As many as 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated at buildout of the planning area (a decrease of about 390,000 square feet of existing non-residential uses).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
X	California Emergency Management Agency		Parks & Recreation, Department of
X	California Highway Patrol		Pesticide Regulation, Department of
S	Caltrans District #7	X	Public Utilities Commission
	Caltrans Division of Aeronautics	S	Regional WQCB #4
	Caltrans Planning	X	Resources Agency
	Central Valley Flood Protection Board	X	Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission	X	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of	X	Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
S	Fish & Game Region #5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
X	Health Services, Department of		Other:
X	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date May 30, 2018 Ending Date June 29, 2018

Lead Agency (Complete if applicable):

Consulting Firm: Psomas
Address: 225 S. Lake Avenue, Suite 1000
City/State/Zip: Pasadena, CA 91101
Contact: Josephine Alido
Phone: 951-300-2808

Applicant: City of Westlake Village
Address: 31200 Oak Crest Drive
City/State/Zip: Westlake Village, CA 91361
Phone: (818) 706-1613

Signature of Lead Agency Representative: _____ **Date:** 5/29/18

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

NOP Distribution List

AGENCIES

Scott Wolfe
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Westlake Village, CA 91361

Metro CEQA Review Coordination
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Environmental Filings, Rm 2001
Los Angeles County Registrar-
Recorder/County Clerk
12400 E. Imperial Highway
Norwalk, CA 90650

Caltrans District 7
Office of Regional Planning
IGR/CEQA Branch
100 South Main Street
Los Angeles, CA 90012

County of Ventura -RMA
Attn: Kim Prillhart
County Planning Director
800 S. Victoria Avenue
Ventura, CA 93009

LA County Department of Public Works
Land Development/CEQA Review
900 S. Fremont Avenue
Alhambra, CA 91803-1331

CEQA/Environmental Review
Southern California Association of
Governments
900 Wilshire Blvd., Suite 1700
Los Angeles, CA 90017

Jean Ward, AICP
Civic Solutions
27362 Calle Arroyo
San Juan Capistrano, CA 92675

State of California
State Clearinghouse
Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

US Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd, Suite 1101
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Los Angeles, CA 90012

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Los Angeles, CA 90013

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Station 144
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Westlake Village, CA 91361

Gary T.K. Tse, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
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Monterey Park, California 91754

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U.S. Fish and Wildlife Service
Ventura Field Office
2493 Portola Road, Suite B
Ventura, CA 93003

Ed Pert
California Department of Fish & Wildlife
South Coast Region 5
3883 Ruffin Road
San Diego, CA 92123

Los Angeles County
Department of Health Services
313 N. Figueroa St., Room 212
Los Angeles, CA 90012

Attn: Lijin Sun, Program Supervisor
SCAQMD
21865 Copley Drive
Diamond Bar, CA 91765-4182

Reference Desk
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31220 Oak Crest Drive
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Pasadena, CA 91106

CITY NOTICE LABELS

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3820 Mainsail Circle
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POWERBOX INC
2216 AGATE CT
SIMI VALLEY CA 93065-1840

DAVIS AND LEGATE BUILDING
31929 WATERGATE CT
WESTLAKE VILLAGE CA 91361-4021

LA BAYA MUNRO LLC RONALD V MUNRO
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MALIBU CA 90265-5117

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JOHNSON,ROTH TR JOHN AND DEAHN JOHNSON TRUST
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H AND J REAL ESTATE HOLDINGS LLC PETER AND TRACY KLEINICK
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ENCINO CA 91436-2754

NASCH VILLAGE GREEN LP C/O HELEN ZEFF
5655 LINDERO CANYON RD STE 521
WESTLAKE VILLAGE CA 91362-4016

TOTH,BRETT M
5716 CORSA AVE STE 207
WESTLAKE VILLAGE CA 91362-7355

5795 LINDERO CANYON LP
21700 OXNARD ST STE 1250
WOODLAND HILLS CA 91367-7556

WESTLAKE SUMMIT BUSINESS PARK LLC
5304 DERRY AVE STE A
AGOURA HILLS CA 91301-6018

FLORAL HILLS CORP
400 N INDIAN HILL BLVD
CLAREMONT CA 91711-4613

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WESTLAKE VILLAGE CA 91362-5248

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PO BOX 540
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SANTA ROSA VALLEY CA 93012-8834

31238 VIA COLINAS ASSOCIATES LLC C/O BRYAN BADGETT
31238 VIA COLINAS STE E
WESTLAKE VILLAGE CA 91362-3948

RANTEC MICROWAVE SYSTEMS INC C/O CARL GRINDLE
31186 LA BAYA DR
WESTLAKE VILLAGE CA 91362-4003

BECKER,GARY S AND KATHERINE TRS BECKER TRUST
6568 WOODCREST PL
OAK PARK CA 91377-1226

CHIPPEWA ENTERPRISES INC
13245 RIVERSIDE DR STE 600
SHERMAN OAKS CA 91423-2172

FISHMAN,GARRY AND LINDA TRS GARRY AND LINDA FISHMAN TRUST
5960 VALENTINE RD STE 3
VENTURA CA 93003-6671

ROSEN,HOWARD S AND LINDA G
31194 LA BAYA DR UNIT 206
WESTLAKE VILLAGE CA 91362-4021

TAMCAM LLC ELLEN TAMIYASA
31194 LA BAYA DR STE 200
WESTLAKE VILLAGE CA 91362-6430

TV PROPERTIES LLC C/O THOMAS HOLMES
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6522 WILDLIFE RD
MALIBU CA 90265-4355

WYBAM COMPANY
1125 EARLHAM CT
OAK PARK CA 91377-4712

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VC CAPITAL LLC
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WESTLAKE VILLAGE INDUSTRIAL PARK LLC
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CALABASAS CA 91302-1011

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SHERMAN OAKS CA 91403-5362

KNOPFLER,GEORGE TR GEORGE KNOPFLER TRUST
11658 LAURELCREST DR
STUDIO CITY CA 91604-3813

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AGOURA HILLS CA 91301-4142

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WESTLAKE VILLAGE CA 91359

KIANI,FATEMEH
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CALABASAS CA 91302-2828

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WESTLAKE VILLAGE CA 91362-4048

H P PROPERTIES
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POURTAHMASSEBI,SOHRAB AND CHRISTINE T
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WESTLAKE VILLAGE CA 91362-4021

GUITAR CENTER INC
5795 LINDERO CANYON RD
WESTLAKE VILLAGE CA 91362-4013

WESTLAKE OFFICE COURT LTD
5743 CORSA AVE NO 200
WESTLAKE VILLAGE CA 91362-7312

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FSKW ENTERPRISES LLC
101 MOODY CT STE 200
THOUSAND OAKS CA 91360-6068

OAKS CHRISTIAN SCHOOL C/O MIKE PARKINSON COO
31749 LA TIENDA RD
WESTLAKE VILLAGE CA 91362-4010

WESTLAKE OFFICE COURT LTD
5743 CORSA AVE NO 200
WESTLAKE VILLAGE CA 91362-7312

NATION,THOMAS AND DONNA TRS NATION FAMILY TRUST AND SHERMAN,M CO TR SHERMAN TRUST
31290 LA BAYA DR
WESTLAKE VILLAGE CA 913624062

31194 LA BAYA LLC
31194 LA BAYA DR 100
WESTLAKE VILLAGE CA 91362-6420

JEON,SANG M TR JEON FAMILY TRUST
1559 UPPER RANCH RD
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L B VIA COLINAS LLC GEORGE LINDER
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HALE,ARTHUR L TR ARTHUR L HALE TRUST
31192 LA BAYA DR STE D
WESTLAKE VILLAGE CA 91362-6395

HALE,ARTHUR L TR ARTHUR L HALE TRUST
31192 LA BAYA DR STE D
WESTLAKE VILLAGE CA 91362-6395

J AND J PROPERTIES CORSA LLC
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WEST HILLS CA 91307-4024

SLAN,HAROLD M AND SANDRA TRS SLAN FAMILY TRUST AND COUNTESS CASUALS INC
16030 VENTURA BLVD 640
ENCINO CA 91436-2754

VITA VET LABS INC C/O BLAKE KIRSCHBAUM
5717 CORSA AVE
WESTLAKE VILLAGE CA 91362-4001

M J T R
7651 ALABAMA AVE STE C
CANOGA PARK CA 91304-4902

LINDERO OAKS LLC
4607 LAKEVIEW CANYON RD STE 430
WESTLAKE VILLAGE CA 91361-4028

OAKS CHRISTIAN SCHOOL C/O DAVID T STOWELL
4590 E THOUSAND OAKS BLVD STE 100
WESTLAKE VILLAGE CA 91362-7213

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30819 JANLOR DR
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CALVARY COMMUNITY CHURCH OF
5495 VIA ROCAS
WESTLAKE VILLAGE CA 913624084

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29307 TREE HOLLOW GLEN
AGOURA HILLS CA 91301-1553

31119 VIA COLINAS WESTLAKE VILLAGE LLC C/O RONALD Z SHMERLING
31119 VIA COLINAS STE 502
WESTLAKE VILLAGE CA 91362-3941

DOLE FOOD COMPANY INC C/O TAX DEPARTMENT
2 DOLE DR
WESTLAKE VILLAGE CA 91362-7300

SMITH,KENNETH R AND ALICE J TRS K AND A SMITH TRUST
1322 SOUTHWIND CIR
THOUSAND OAKS CA 91361-3425

EMS REAL ESTATE HOLDING LLC
2629 TOWNSGATE RD STE 200
WESTLAKE VILLAGE CA 91361-2985

KRAAKE PROPERTIES LLC
31115 VIA COLINAS UNIT 302
WESTLAKE VILLAGE CA 91362-4508

LINDERO HEADQUARTERS COMPANY INC
1 DOLE DR
WESTLAKE VILLAGE CA 913627300

BRE CA OFFICE OWNER LLC C/O MATT KORITZ
PO BOX A3879
CHICAGO IL 60690-3879

JACKSON,DONNA A
31117 VIA COLINAS STE 403
WESTLAKE VILLAGE CA 91362-4504

LIBRA PROPERTY HOLDINGS LLC
31119 VIA COLINAS 501
WESTLAKE VILLAGE CA 913623933

APPENDIX B-1

NOP COMMENTS ON 1ST NOP

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED
FEB 25 2013
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

February 22, 2013

Scott Wolfe, AICP, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Notice of Preparation of a CEQA Document for the
Westlake Village Business Park Specific Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC130219-02
Control Number

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

March 7, 2013

Mr. Scott Wolfe, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361
scott@wlv.org

Subject: Notice of Preparation of a Program Environmental Impact Report for the Westlake Village Business Park Specific Plan, Los Angeles County (SCH # 2013021040)

Dear Mr. Wolfe:

The California Department of Fish and Wildlife (Department) has reviewed the Initial Study (IS) and Notice of Preparation for a Program Environmental Impact Report (PEIR) to be prepared by the City of Westlake Village (City). The City proposes to develop a Specific Plan that would control and guide future redevelopment within a planning area approximately 200 acres in size and generally located north of Hwy 101, west of Lindero Drive and south of Thousand Oaks Boulevard. The area is currently developed with industrial, commercial and institutional uses and business parks. The Specific Plan would focus on the northern 2/3 of the project site (128 acres), and infrastructure improvements could occur throughout the larger planning area. Approval of the proposed Specific Plan would not directly lead to changes to the environment. Subject to property owner discretion, individual parcels may be proposed for redevelopment at some future date, and would be reviewed for compliance with the adopted Specific Plan, prior to approval.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. With these stressors in mind, the Department looks forward to working with the City in recommending conservation and protective measures for biological and botanical resources.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the project under CEQA. (*Id.*, § 21069.)

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:

   a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities. (See Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities at: http://www.dfg.ca.gov/habcon/plant/).
   b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use within the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
   c. Endangered, rare, and threatened species to address should include all those species which meet the related definition under the CEQA Guidelines. (See Cal. Code Regs., tit. 14, § 15380).
   d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

   a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
   b. Project impacts including deposition of debris should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration and pest management.
   c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
   d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections

3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts from project activities (including but not limited to, staging and disturbances to native and non native vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If project activities cannot avoid the avian breeding season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all active raptor nests).
f. Proposed impacts to all habitats from City required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not be located within the FMZ.
g. Impacts from project activities to bats which may result in injury or death. Bats may reside within trees or man made structures that may be impacted during project implementation.

   To avoid the direct loss of bats that could result from removal of trees and/or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark), the following steps would be taken:

   - To the extent feasible, tree removal or relocation would be scheduled between October 1 and February 28, outside of the maternity roosting season.
   - If trees and/or structures must be removed during the maternity season (March 1 to September 30), a qualified bat specialist should conduct a pre-construction survey to identify those trees and/or structures proposed for disturbance that could provide hibernacula or nursery colony roosting habitat for bats.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including but not limited to wetlands/riparian habitats, alluvial scrub, coastal sage scrub, and oak woodlands should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

   a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.
   b. The Department considers Rare Natural Communities to be threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.
   c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. An Incidental Take Permit (ITP) from the Department may be required if the project, project construction, or any project-related activity during the life of the project will result in "take" as defined by the Fish and Game Code of any species protected by CESA. (Fish & G. Code, §§86, 2080, 2081, subd. (b), (c).) Early consultation with Department regarding potential permitting obligations under CESA with respect to the project is encouraged. (Cal. Code Regs., tit. 14, § 783.2, subd. (b).). It is imperative with these potential permitting obligations that the draft environmental document prepared by the Lead Agency includes a thorough and robust analysis of the potentially significant impacts to endangered, rare, and threatened species, and their habitat, that may occur as a result of the proposed project. For any such potentially significant impacts the Lead Agency should also analyze and describe specific, potentially feasible mitigation measures to avoid or substantially lessen any such impacts as required by CEQA and, if an ITP is necessary, as required by the relevant permitting criteria prescribed by Fish and Game Code section 2081, subdivisions (b) and (c). The failure to include this analysis in an environmental document could preclude the Department from relying on the Lead Agency's analysis to issue an ITP without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project. (See, e.g., Cal. Code Regs., tit. 14, § 15096, subd. (f).) For these reasons, a biological mitigation monitoring and reporting program should be prepared in sufficient detail to satisfy the requirements for a CESA Permit.

5. The Department opposes the elimination of watercourses (including concrete channels, blue line streams and other watercourses not designated as blue line streams on USGS maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of any drainage.

The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a project subject to CEQA. To facilitate issuance of a LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project.

Thank you for this opportunity to provide comments. Please contact Ms. Mary Meyer, Staff Environmental Scientist, at (805) 640-8019 if you should have any questions and for further coordination on the proposed project.

Sincerely,

Betty J Courtney

Betty Courtney
Environmental Program Manager
South Coast Region

cc: Mr. Dan Blankenship, CDFW, Santa Clarita
Ms. Mary Meyer, CDFW, Ojai
Mr. Brock Warmuth, CDFW, Camarillo
Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Scott Morgan, State Clearinghouse, Sacramento

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
ds_nahc@pacbell.net
www.nahc.ca.gov
(916) 657-5390 - Fax

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FEB 27 2013
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

February 22, 2013

Mr. Scott Wolfe, AICP, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

RE: SCH# 2013021040; CEQA Notice of Preparation (NOP) – Westlake Village Business Park Specific Plan Project - draft Environmental Impact Report; located in the City of Westlake Village; Los Angeles County

Dear Mr. Wolfe:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.
  - The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.
- ✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.
- ✓ Contact has been made to the the Native American Heritage Commission for:
  - A Sacred Lands File Check, and cultural resources have been identified to your agency.
  - A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.
  - Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC.

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- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Tribal Contacts
-

Native American Contacts
Los Angeles County
February 22, 2013

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Ferrnandeño

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino

San Manuel Band of Mission Indians
Carla Rodriguez, Chairwoman
26569 Community Center Drive
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Serrano

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
,
tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva

Fernandeno Tataviam Band of Mission Indians
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(818) 837-0796 Fax

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S an Fernando Band of Mission Indians
John Valenzuela, Chairperson
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Fernandeño
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LA City/County Native American Indian Comm
Ron Andrade, Director
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Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Randy Guzman - Folkes
6471 Cornell Circle
Moorpark , CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013021040; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Westlake Village Business Park Specific Plan Project; located in the City of Westlake Village; Los Angeles County, California.

Native American Contacts
Los Angeles County
February 22, 2013

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003
310-587-2203

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013021040; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Westlake Village Business Park Specific Plan Project; located in the City of Westlake Village; Los Angeles County, California.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937

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CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

February 26, 2013

Mr. Scott Wolfe
City of Westlake Village
31200 Oak Crest Dr.
Westlake Village, CA. 91361

IGR/CEQA No. 130216/NY
SCH No. 2013021040
NOP/Westlake Village Business Park Specific Plan
Vicinity: LA/SR-101/37.54

Dear Mr. Wolfe:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Westlake Village Business Park Specific Plan Project in the City of Westlake Village. The project proposes to develop a planned residential project, which includes as many as 401 new dwelling units and 588,850 SF of non-residential developments.

To fully analyze and evaluate the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared. Please reference the Caltrans Traffic Impact Study Guide, which can be accessed on the Internet at: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what should be included in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to the US-101freeway and associated on/off ramps.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, **cumulative traffic generated from all specific approved developments in the area**, and traffic growth other than from the project and developments. For example: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

   - description of transportation infrastructure improvements
   - financial costs, funding sources and financing
   - sequence and scheduling considerations
   - implementation responsibilities, controls and monitoring

   Any mitigation involving transit, HOV, or TDM must be justified and its effects conservatively estimated.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). The ratio would be the projects equitable share responsibility.

For purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth.

We look forward to reviewing the DEIR and expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send a copy in advance to, Nerses Armand Yerjanian, the project coordinator, at the following address:

Department of Transportation
District 7 – Office of Transportation Planning
IGR/CEQA Branch
100 S. Main Street, MS 16
Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 130216/NY.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

RECEIVED
FEB 22 2013
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

February 15, 2013

To: Reviewing Agencies

Re: Westlake Village Business Park Specific Plan
SCH# 2013021040

Attached for your review and comment is the Notice of Preparation (NOP) for the Westlake Village Business Park Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Scott Wolfe
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2013021040
Project Title Westlake Village Business Park Specific Plan
Lead Agency Westlake Village, City of

Type NOP Notice of Preparation

Description The proposed Westlake Village Business Park Specific Plan would promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of existing developments within the northern two-thirds of the planning area. In addition, infrastructure improvements are proposed throughout the planning area. As many as 401 new dwelling units and 588,850 sf of additional non-residential development may be accommodated at buildout.

Lead Agency Contact

Name Scott Wolfe
Agency City of Westlake Village
Phone (818) 706-1613 **Fax**
email
Address 31200 Oak Crest Drive
City Westlake Village **State** CA **Zip** 91361

Project Location

County Los Angeles
City Westlake Village
Region
Cross Streets Lindero Canyon Road and Via Colinas
Lat / Long 34° 9' 14.7" N / 118° 48' 13.5" W
Parcel No.
Township 2N **Range** 20W **Section** **Base** SBB&M

Proximity to:

Highways I-101
Airports
Railways
Waterways
Schools Oaks Christian
Land Use LU: office, industrial, hotel, institutional uses
Z: BP, CPD, I
GP: BP, GC, I

Project Issues

Reviewing Agencies Resources Agency; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Management Agency, California; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Santa Monica Mountains Conservancy

Date Received 02/15/2013 **Start of Review** 02/15/2013 **End of Review** 03/18/2013

NOP Distribution List

County: Los Angeles SCH# 2013021040

esources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Nicole Wong
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Dept. of Conservation**
  Elizabeth Carpenter
- [ ] **California Energy Commission**
  Eric Knight
- [x] **Cal Fire**
  Dan Foster
- [ ] **Central Valley Flood Protection Board**
  James Herota
- [ ] **Office of Historic Preservation**
  Ron Parsons
- [ ] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources** Resources Agency
  Nadell Gayou

ish and Game

- [ ] **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Wildlife Region 1**
  Donald Koch
- [ ] **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Wildlife Region 2**
  Jeff Drongesen
- [ ] **Fish & Wildlife Region 3**
  Charles Armor
- [ ] **Fish & Wildlife Region 4**
  Julie Vance
- [x] **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Wildlife Region 6 I/M**
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- [ ] **Dept. of Public Health**
  Jeffery Worth
  Dept. of Health/Drinking Water
- [ ] **Delta Stewardship Council**
  Kevan Samsam

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Michael Machado
- [x] **Cal EMA (Emergency Management Agency)**
  Dennis Castrillo
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Leo Wong
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [x] **State Lands Commission**
  Jennifer Deleong
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Philip Crimmins
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [x] **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects
- [x] **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Gary Arnold
- [ ] **Caltrans, District 4**
  Erik Alm
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Michael Navarro
- [x] **Caltrans, District 7**
  Dianna Watson
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Jacob Armstrong
- [ ] **Caltrans, District 12**
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [x] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
- [ ] **RWQCB 5F**
  Central Valley Region (5)
  Fresno Branch Office
- [ ] **RWQCB 5R**
  Central Valley Region (5)
  Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
- [ ] **RWQCB 6V**
  Lahontan Region (6)
  Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

Other _____

_____

_____

- [x] Santa Monica Mts Conservancy

Last Updated 01/08/2013

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

2013021040

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Westlake Village Business Park Specific Plan

Lead Agency: City of Westlake Village — Contact Person: Scott Wolfe
Mailing Address: 31200 Oak Crest Drive — Phone: (818) 706-1613
City: Westlake Village — Zip: 91361 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Westlake Village
Cross Streets: Lindero Canyon Road and Via Colinas — Zip Code: 91362
Longitude/Latitude (degrees, minutes and seconds): 34 ° 9 ′ 14.7 ″ N / 118 ° 48 ′ 13.5 ″ W Total Acres: 200
Assessor's Parcel No.: — Section: — Twp.: 2N — Range: 20W — Base: SBM
Within 2 Miles: State Hwy #: I-101 — Waterways:
Airports: — Railways: — Schools: Oaks Christian

RECEIVED
FEB 15 2013
STATE CLEARING HOUSE

Document Type:

CEQA: ☒ NOP ☐ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) ☐ Mit Neg Dec Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☐ Residential: Units 401 Acres
☐ Office: Sq.ft. 40672 Acres Employees
☐ Commercial: Sq.ft. 47994 Acres Employees
☐ Industrial: Sq.ft. 134135 Acres Employees
☐ Educational:
☐ Recreational:
☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Land uses: office, industrial, hotel, institutional uses/Zoning: BP, CPD, I/General Plan: BP, GC, I

Project Description: *(please use a separate page if necessary)*

The proposed Westlake Village Business Park Specific Plan would promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of existing developments within the northern two-thirds of the planning area. In addition, infrastructure improvements are proposed throughout the planning area. As many as 401 new dwelling units and 588,850 square feet of additional non-residential development may be accommodated at buildout.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Sign-In Sheet

Scoping Meeting
Westlake Village Business Park Specific Plan
February 26, 2013
6:00 PM
City Hall Council Chambers

Name	Agency/Organization (if applicable)	Street Address/City/State/Zip	Email Address
DARRELL FRIEDMAN	MWS WIRE INDUSTRIES	31200 CEDAR VALLEY DR, WLV	df1809@GMAIL.COM
Jeff Specter	City of T Oaks	2100 [redacted] Thousand Oaks Bl, T Oaks	jspecter@toak.org
Belmond	Arcus		belmond@thearcus

APPENDIX B-2

NOP COMMENTS ON 2ND NOP

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: June 5, 2018

scott@wlv.org
Scott Wolfe, AICP, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Notice of Preparation of an Environmental Impact Report for North Business Park Specific Plan[1]

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send SCAQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[2]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to

[1] The Lead Agency proposes to build, among others, a total of 1,017 residential units on 128.63 acres.
[2] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Mobile Source Health Risk Assessment

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of SCAQMD staff's concern about the potential public health impacts of siting sensitive populations within close proximity of freeways, SCAQMD staff recommends that, prior to approving the project, Lead Agencies consider the impacts of air pollutants on people who will live in a new project and provide mitigation where necessary.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse health risk impacts using its best efforts to find out and a good-faith effort at full disclosure in the CEQA document. Based on a review of Exhibit 2 in the Initial Study/Notice of Preparation, SCAQMD staff found that the Proposed Project will be located in a close proximity to Highway 101 Freeway. Because of the close proximity to the existing freeway, residents at the Proposed Project would be exposed to diesel particulate matter (DPM). Diesel particulate matter emitted from diesel powered engines (such as trucks) has been classified by the state as a toxic air contaminant and a carcinogen. Since future residences of the Proposed Project would be exposed to toxic emissions from nearby sources of air pollution (e.g., diesel fueled vehicles and trucks), SCAQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA)[3] to disclose the potential health risks to residents from the emissions coming from vehicles traveling on the Highway 101 Freeway[4].

[3] South Coast Air Quality Management District. *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[4] SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

Guidance Regarding Residences Sited Near a High-Volume Freeway or Other Sources of Air Pollution

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[5] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

As stated above, the Proposed Project is located in proximity to the Highway 101 Freeway. Many strategies are available to reduce exposure, including, but are not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Because of the potential adverse health risks involved with siting sensitive receptors near freeways, it is essential that any proposed strategy must be carefully evaluated before implementation.

[5] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

In the event that enhanced filtration units are installed at the Proposed Project either as a mitigation measure or project design feature requirement, SCAQMD staff recommends that the Lead Agency consider the limitations of the enhanced filtration. For example, in a study that SCAQMD conducted to investigate filters[6], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the residents. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. In addition, these filters have no ability to filter out any toxic gases from vehicle exhaust. . Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to DPM emissions.

If enhanced filtration units are installed at the Proposed Project, and to ensure that they are enforceable throughout the lifetime of the Proposed Project as well as effective in reducing exposures to DPM emissions, SCAQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance of filters in the EIR. To facilitate a good faith effort at full disclosure and provide useful information to future residents who will live at the Proposed Project, the EIR should include the following information, at a minimum:

- Disclose the potential health impacts to prospective residents from living in a close proximity of Highway 101 and the reduced effectiveness of air filtration system when windows are open and/or when residents are outdoor (e.g., in the common usable open space areas);
- Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are installed on-site at the Proposed Project before a permit of occupancy is issued;
- Identify the responsible implementing and enforcement agency such as the Lead Agency to ensure that enhanced filtration units are inspected regularly;
- Provide information to residents on where the MERV filers can be purchased;
- Disclose the potential increase in energy costs for running the HVAC system to prospective residents;
- Provide recommended schedules (e.g., once a year or every six months) for replacing the enhanced filtration units to prospective residents;
- Identify the responsible entity such as residents themselves, Homeowner's Association, or property management for ensuring enhanced filtration units are replaced on time, if appropriate and feasible (if residents should be responsible for the periodic and regular purchase and replacement of the enhanced filtration units, the Lead Agency should include this information in the disclosure form);
- Identify, provide, and disclose any ongoing cost sharing strategies, if any, for the purchase and replacement of the enhanced filtration units;
- Set City-wide or Project-specific criteria for assessing progress in installing and replacing the enhanced filtration units; and
- Develop a City-wide or Project-specific process for evaluating the effectiveness of the enhanced filtration units at the Proposed Project.

[6] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by SCAQMD: http://d7.iqair.com/sites/default/files/pdf/Polidori-et-al-2012.pdf.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage at: http://www.aqmd.gov.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC180530-01
Control Number

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor
NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

June 8, 2018

Scott Wolfe
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Also sent via e-mail: scott@wlv.org

RE: SCH# 2018051064, North Business Park Specific Plan Project, City of Westlake Village; Los Angeles County, California

Dear Mr. Wolfe:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    - **a.** A brief description of the project.
    - **b.** The lead agency contact information.
    - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    - **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    - **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    - **a.** Alternatives to the project**.**
    - **b.** Recommended mitigation measures**.**
    - **c.** Significant effects**.** (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    - **a.** Type of environmental review necessary.
    - **b.** Significance of the tribal cultural resources.
    - **c.** Significance of the project's impacts on tribal cultural resources.
    - **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    - **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
    - **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
- **a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- **b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- **a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- **b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- **c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst
(916) 373-3714

cc: State Clearinghouse

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Mark A. Towne
Community Development Director

June 22, 2018

Scott Wolfe, AICP
Planning Director/Deputy City Manager
31200 Oak Crest Drive
Westlake Village, CA 91361

Subject: EIR Notice of Preparation; North Business Park Specific Plan; IRW 2018-70275

This is in response to the May 30, 2018, Notice of Preparation concerning the North Business Park Specific Plan proposal. The project will generate vehicle trips that will impact traffic on streets within the City of Thousand Oaks. Trip distribution and traffic impacts should be thoroughly analyzed and discussed in the EIR as described below:

1. At a minimum, the traffic analysis should examine impacts to the following 8 intersections (a.m. and p.m. peak hours) and 2 road segments west of the City of Westlake Village.

   Intersections:

   a. Thousand Oaks Blvd. @ Via Merida
   b. Thousand Oaks Blvd. @ Lakeview Canyon Rd.
   c. Thousand Oaks Blvd. @ Westlake Blvd.
   d. Lakeview Canyon Rd. @ La Tienda Rd.
   e. Lakeview Canyon Rd. @ Agoura Rd.
   f. Westlake Blvd. and U.S. 101 NB on/off ramps.
   g. Westlake Blvd and U.S. 101 SB on/of ramps.
   h. Westlake Blvd. @ Agoura Road

   Road Segments:

   a. Agoura Rd. between Westlake Blvd. and Lakeview Canyon
   b. Thousand Oaks Blvd. between Westlake Blvd. and Lakeview Canyon.

2. The analysis should be consistent with Caltrans guidelines and use the HCM methodology for all intersections (both City and Caltrans intersections).

3. When assigning "Future" growth the analysis should include the land use information provided in the Thousand Oaks Blvd. Specific Plan (Amendment #3 August 2016) or the most recent document available at the time the EIR is prepared.

4. The analysis should include impacts to all modes of transportation including active transportation (bicycles and pedestrians) i.e. if mitigation measures include widening an intersection to improve the level of service there should be an analysis of how that would negatively impact future walking and bicycling.

Please call me or send me an email if you have questions or concerns.

Jeffrey Specter

Jeffrey Specter
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cdd:js\421-70\IRW 2018-70275

State of California – Natural Resources Agency
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EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

June 28, 2018

Scott Wolfe, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361
email: scott@wlv.org

Subject: Comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the North Business Park Specific Plan, Los Angeles County (SCH # 2018051064)

Dear Mr. Wolfe:

The California Department of Fish and Wildlife (Department or CDFW) has reviewed the above-referenced NOP for the City of Westlake Village (City) North Business Park Specific Plan (project) DEIR as part of the California Environmental Quality Act (CEQA) review process. The project would provide a planning document to control future redevelopment within a specified focus area in accordance with the land uses and development standards contained in the project.

The project planning area covers approximately 200 acres of land at the northern section of the City, bound by the 1-101 Freeway on the south; Lindero Canyon Road on the east; Thousand Oaks Boulevard on the north; and the City limits and County line on the west. The project planning area contains 54 parcels with multiple property owners, and is developed with light industrial and commercial uses, business parks, and institutional uses. The project would generally regulate future development within the northern two-thirds of the project area.

Pursuant to the Department's authority as a Responsible Agency (CEQA Guidelines §15381) over those aspects of the proposed project that are subject to the California Endangered Species Act (CESA; Fish and Game Code § 2050 *et seq.*), the California Native Plant Protection Act (NPPA; Fish and Game Code §1900 *et seq.*) and the Lake and Streambed Alteration Program (LSA; Fish and Game Code section 1600 *et seq.*), and our authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines §15386), the following comments and recommendations have been prepared to assist the Lead Agency in avoiding and/or minimizing potential project impacts on biological resources.

General Comments

1. The Department has responsibility for protection of wetland and riparian habitats and strongly discourages their development or conversion to uplands. We contest any proposed action that would result in a reduction of wetland acreage or habitat values, unless, at a minimum, project mitigation assure there will be "no net loss" of either wetland acreage or habitat values. Development and conversion include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses within the project site, whether intermittent or perennial, should be retained and afforded

substantial setbacks to assure the preservation of the riparian and aquatic values and maintain the value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors should be included in the DEIR and demonstrate replacement of the loss of function and value for wildlife.

a) The project area may support aquatic, riparian, and wetland habitats; therefore, a delineation of the stream and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department. Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

2. The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department determines whether a LSA Agreement with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA Agreement is subject to CEQA and, as a Responsible Agency under CEQA, it may consider the local jurisdiction's (lead agency) approved CEQA document for the project. To minimize additional requirements by the Department pursuant to LSA and/or under CEQA, the DEIR should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of a LSA.

3. The Department considers adverse impacts to a species protected by CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code §§ 2080, 2085). Consequently, if the project, project construction, or any project-related activity during the life of the project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. [b],[c]). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA authorization. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals in the DEIR should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

4. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:

a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas (CEQA Guidelines §15124).

b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated (CEQA Guidelines §15126.6); the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, particularly wetland/riparian habitat which appears to occur within the project site. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

5. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. The DEIR should include the following information:

   a) Per CEQA Guidelines §15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.

   b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's recent updated Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018). The protocols are available at the following website: http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts off-site. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

   c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.

   d) An inventory of rare, threatened, endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition, including state species of special concern (SSC) (CEQA Guidelines, §§§15380, 15063, 15065). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable

are strongly recommended. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service. In assigning "impact significance" to populations of non-listed species, such as SCC, factors to consider include population-level effects, proportion of the taxon's range affected by a project, regional effects, and impacts to habitat features.

Analyses of the Potential Project-Related Impacts on the Biological Resources

6. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR (CEQA Guidelines §§15126, 15130):

   a) Potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-project fate of runoff from the project site. The DEIR analysis should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and related potential impacts to habitat supported by groundwater. Mitigation measures proposed to alleviate such impacts should be included in the DEIR.

   b) Indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Program [NCCP; Fish and Game Code § 2800 *et seq.*]). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.

   c) The land use designations and zoning of areas for development projects or other uses that are nearby or adjacent to natural areas which may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these land use/zoning conflicts should be included in the DEIR.

   d) A cumulative effects inventory and analysis in accordance with CEQA Guidelines §15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

7. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

8. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats (CEQA Guidelines § 15126.4). Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is

not feasible or would not be biologically viable, and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. For off-site mitigation, we recommend use of a CDFW-approved mitigation bank or other acceptable location approved by CDFW. Any lands proposed as mitigation should have a recorded conservation easement and be dedicated to an entity which has been approved to hold/manage lands pursuant to AB 1094 (2012), which amended Government Code §§ 65965-65968.

9. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

10. In order to avoid impacts to nesting birds, the DEIR should include a requirement that clearing of vegetation, and when biologically warranted construction, occur outside of the peak avian breeding season which generally runs from February 1 through September 1 (as early as January for some raptors). If project construction is necessary during the bird breeding season a qualified biologist with experience in conducting bird breeding surveys should conduct weekly bird surveys for nesting birds, within three days prior to the work in the area, and ensure no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum width of 300-feet (500-feet for raptors), be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

11. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

12. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

13. To ensure that all measures to avoid or mitigate significant impacts to biological resources are implemented, the DEIR should include a mitigation monitoring and reporting program

that clearly describes the impact, proposed measure, implementing entity, timeframe, reporting entity/mechanism and completion date (CEQA Guidelines §15097).

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Scott Harris, Environmental Scientist at (805) 644-6305 or Scott.P.Harris@wildlife.ca.gov.

Sincerely,

for

Betty Courtney
Environmental Program Manager I
South Coast Region

ec: Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Scott Harris, CDFW, Ventura
Mr. Scott Morgan, State Clearinghouse, Sacramento

References

CDFW. 2018. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities.* http://www.dfg.ca.gov/habcon/plant/). .

Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. *A manual of California Vegetation*, 2nd ed. ISBN 978-0-943460-49-9.

SCAG
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June 29, 2018

Mr. Scott Wolfe, AICP, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, California, 91361
Phone: (818) 706-1613
E-mail: scott@wlv.org

RE: SCAG Comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the North Business Park Specific Plan [SCAG NO. IGR9628]

Dear Mr. Wolfe,

Thank you for submitting the Notice of Preparation of a Draft Program Environmental Impact Report (PEIR) for the North Business Park Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft PEIR for the North Business Park Specific Plan. The proposed project includes up to 1,017 dwelling units, 1,631,392 square feet (sf) of non-residential uses, 221,825 sf of commercial/retail, and 425,790 sf of office space on approximately 111.7 acres.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE NORTH BUSINESS PARK SPECIFIC PLAN [SCAG NO. IGR9628]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Westlake Village Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	8,400	8,600	8,800
Households	6,458,000	7,325,000	7,412,300	3,330	3,400	3,500
Employment	8,414,000	9,441,000	9,871,500	14,600	15,500	15,900

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

SH-AD-32A (8/17)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

"A Tradition of Service Since 1850"

DATE: June 29, 2018
FILE NO:

OFFICE CORRESPONDENCE

FROM: JOSHUA W. THAI, CAPTAIN
MALIBU/LOST HILLS STATION

TO: TRACY JUE, DIRECTOR
FACILITES PLANNING BUREAU

SUBJECT: REVIEW COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE NORTH BUSINESS PARK SPECIFIC PLAN

The Traffic Bureau of the Malibu/Lost Hills Sheriff's Station (Station) reviewed the Notice of Preparation (NOP), dated May 30, 2018, for the North Business Park Specific Plan Project (Specific Plan). The proposed Specific Plan covers approximately 200 acres of land at the northern section of the City of Westlake Village (City). The Specific Plan area contains 54 parcels with multiple owners, and is developed with light industrial and commercial uses, business parks, and institutional uses. Most of the future development would be regulate within the northern two-thirds of the Specific Plan area, referred to as the Focus Area, however, streetscape and infrastructure improvements are proposed in the southern portion of the Specific Plan area as well. (NOP page 1-2). The proposed Specific Plan is located within the Station's service area.

Adoption of the proposed Specific Plan would provide a planning document to control future redevelopment within the Focus Area. The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the Focus Area. The goals include developing appropriate land uses and urban design; economic development; improve the circulation system; provide sufficient supply of parking; and provide fully functional, safe, cost-effective, environmentally friendly public infrastructure. The proposed Specific Plan outlines a number of circulation, parking, open space and streetscape, and infrastructure improvements that would serve and support the development of mixed use and higher intensity in the Specific Plan area. The Specific Plan also proposes new sidewalks, traffic signals, bike lanes, crosswalks, parkway landscaping, a shared parking structure, local community shuttle service, bus stops, and street trees. (NOP pages 2-6)

According to the NOP (Table 1, page 6), approximately 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at buildout, which is anticipated by the year 2040. Based on the current US Census Bureau's city-wide average size of 2.37 persons per household, the 1,017 residential units is expected to generate a resident population of 2,410 persons. Based on the generally-accepted law enforcement service ratio objective of 1 deputy per 1,000 residents, the resident population generated by the Specific Plan would result in the need for 2-3 additional deputies.

An initial study has not been prepared yet but the City has determined that future redevelopment associated with implementation of the proposed Specific Plan and planned infrastructure improvements may result in potentially significant adverse impacts on the environment, which may include law enforcement service providers. The Station concurs with this assessment, because the increases in population, employment, development intensity, and traffic, anticipated by the NOP will undoubtedly result in an increased number of calls for law enforcement services to be handled by the Station. Meeting increased demands for services will require additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets (patrol and support vehicles, weaponry, communications equipment, office furnishings/equipment, etc.). In order to accommodate such additional staff and assets, the Station itself will required substantial expansion or relocation.

The Station has no further comment at this time. However, the Station reserves the right to amend or supplement this assessment, if necessary, upon subsequent reviews of the proposed Project.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please feel free to contact Detective Michael Ranes in the Malibu/Lost Hills Traffic Office at (818) 878-5559 (MLRanes@lasd.org).

RECEIVED
JUL 06 2018
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

JIM MCDONNELL, SHERIFF

June 29, 2018

Mr. Scott Wolfe, AICP, Planning Director/Deputy City Manager
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, California 91361

Dear Mr. Wolfe:

REVIEW COMMENTS
NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING
NORTH BUSINESS PARK SPECIFIC PLAN PROJECT

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Notice of Preparation (NOP) of an Environmental Impact Report dated May 30, 2018, for the North Business Park Specific Plan Project (Specific Plan). The proposed Specific Plan covers approximately 200 acres of land at the northern section of the City of Westlake Village (City). Most of the future development would regulate within the northern two-thirds of the Specific Plan area, referred to as the Focus Area. The proposed Specific Plan would provide a planning document to control future redevelopment within the Focus Area to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties.

Approximately 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at buildout, which is anticipated by the year 2040. The proposed Specific Plan is expected to add an estimated 2,410 residents to the City's population. The proposed Project is located within the service area of the Malibu/Lost Hills Sheriff's Station (Station). Accordingly, the Station reviewed the NOP and authored the attached review comments (see correspondence dated June 29, 2018, from Captain Joshua Thai).

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Maynora Castro at (323) 526-5578.

Sincerely,

JIM McDONNELL, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

SH-AD-32A (8/17)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

"A Tradition of Service Since 1850"

DATE: June 29, 2018
FILE NO:

OFFICE CORRESPONDENCE

FROM: JOSHUA W. THAI, CAPTAIN
MALIBU/LOST HILLS STATION

TO: TRACY JUE, DIRECTOR
FACILITES PLANNING BUREAU

SUBJECT: REVIEW COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE NORTH BUSINESS PARK SPECIFIC PLAN

The Traffic Bureau of the Malibu/Lost Hills Sheriff's Station (Station) reviewed the Notice of Preparation (NOP), dated May 30, 2018, for the North Business Park Specific Plan Project (Specific Plan). The proposed Specific Plan covers approximately 200 acres of land at the northern section of the City of Westlake Village (City). The Specific Plan area contains 54 parcels with multiple owners, and is developed with light industrial and commercial uses, business parks, and institutional uses. Most of the future development would be regulate within the northern two-thirds of the Specific Plan area, referred to as the Focus Area, however, streetscape and infrastructure improvements are proposed in the southern portion of the Specific Plan area as well. (NOP page 1-2). The proposed Specific Plan is located within the Station's service area.

Adoption of the proposed Specific Plan would provide a planning document to control future redevelopment within the Focus Area. The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the Focus Area. The goals include developing appropriate land uses and urban design; economic development; improve the circulation system; provide sufficient supply of parking; and provide fully functional, safe, cost-effective, environmentally friendly public infrastructure. The proposed Specific Plan outlines a number of circulation, parking, open space and streetscape, and infrastructure improvements that would serve and support the development of mixed use and higher intensity in the Specific Plan area. The Specific Plan also proposes new sidewalks, traffic signals, bike lanes, crosswalks, parkway landscaping, a shared parking structure, local community shuttle service, bus stops, and street trees. (NOP pages 2-6)

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An initial study has not been prepared yet but the City has determined that future redevelopment associated with implementation of the proposed Specific Plan and planned infrastructure improvements may result in potentially significant adverse impacts on the environment, which may include law enforcement service providers. The Station concurs with this assessment, because the increases in population, employment, development intensity, and traffic, anticipated by the NOP will undoubtedly result in an increased number of calls for law enforcement services to be handled by the Station. Meeting increased demands for services will require additional resources, including patrol deputies, other sworn deputies, support personnel, and attendant assets (patrol and support vehicles, weaponry, communications equipment, office furnishings/equipment, etc.). In order to accommodate such additional staff and assets, the Station itself will required substantial expansion or relocation.

The Station has no further comment at this time. However, the Station reserves the right to amend or supplement this assessment, if necessary, upon subsequent reviews of the proposed Project.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please feel free to contact Detective Michael Ranes in the Malibu/Lost Hills Traffic Office at (818) 878-5559 (MLRanes@lasd.org).

COUNTY OF LOS ANGELES
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CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

July 3, 2018

Scott Wolfe, Planning Director
City of Westlake Village
Planning Department
31200 Oak Crest Drive
Westlake Village, CA 91361

Dear Mr. Wolfe:

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT, "NORTH BUSINESS PARK SPECIFIC PLAN," IS SEEKING TO PROMOTE THE REVITALIZATION OF UNDERUTILIZED OR OBSOLETE PROPERTIES AND THE INTENSIFICATION AND ADAPTIVE REUSE OF PROPERTIES IN THE FOCUS AREA WITHIN THE SPECIFIC PLAN, WESTLAKE VILLAGE, FFER 201800062

The Notice of Preparation of an Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the Draft EIR.

LAND DEVELOPMENT UNIT:

1. The development of this project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

2. The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the

availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities. The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.

This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed the project will not have a significant impact to the Fire Department's Land Development Unit.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Michael Y. Takeshita

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac

APPENDIX C

GENERAL PLAN CONSISTENCY

APPENDIX C
GENERAL PLAN CONSISTENCY

Chapter 1: Community Development

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
General Development Policy	
Goal 1: Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for the expansion of new uses in environmentally suitable areas, and for the intensification or reuse of selected sub-areas which are economically underutilized or functionally obsolete.	**Consistent.** The proposed Specific Plan would promote the "intensification or reuse of selected sub-areas which are economically underutilized or functionally obsolete" rather than preserving existing developments. With the approval of the General Plan Amendment, the Specific Plan would be consistent with this goal.
Objective 1.1: Provide for new land use development and adaptive reuse which is reflective of and complements the overall pattern and scale of existing development, and offers the opportunity for the revitalization and/or reuse of selected sub-areas as distinctly identifiable activity centers of the City.	**Consistent.** The proposed Specific Plan would offer the opportunity for the revitalization and/or reuse of the City's main commercial/industrial area, as called for under this objective.
Policy 1.1.1: Provide for the maintenance of existing uses at their current scale and intensity of use in those areas designated as Maintenance areas on the General Development Policy map.	**Consistent.** The Focus Area is designated as an area for Intensification and the rest of the planning is designated for Maintenance, as proposed by the Specific Plan.
Policy 1.1.2: Provide for the maintenance and possible expansion of open space and recreation uses in those areas designated as Open Space and Recreation areas on the General Development Policy map.	**Not Applicable.** The planning area** is not designated as an Open Space and Recreation area.
Policy 1.1.3: Provide for the intensification and adaptive reuse of sites located in areas designated as Intensification areas on the General Development Policy map provided that the proposed use is compatible in use, scale and density with adjacent uses and further provided that the proposed use is compatible with existing or planned infrastructure capacity and availability.	**Consistent.** The proposed Specific Plan would require approval of the General Plan Amendment to redesignate the Focus Area as an area planned for Intensification. The Specific Plan also contains standards and guidelines to maintain land use compatibility and infrastructure capacity.
Policy 1.1.4: Provide for the expansion of uses in areas designated as Infill areas on the General Development Policy map (Figure 7) provided the proposed use is compatible in scale, density and land use type with adjacent uses, and further provided the proposed use is consistent with and sensitive to the site's environmental setting.	**Not Applicable.** The planning area is not designated as an Infill area.
Infrastructure	
Goal 2: Ensure that new development is adequately served by supporting transportation facilities, and utility infrastructure and public services.	**Consistent.** The proposed Specific Plan includes Infrastructure goals and policies that require the provision of an adequate infrastructure system.
Objective 2.1: Ensure that new development is adequately served by transportation facilities (streets, highways, transit, and other), utilities (wastewater collection and treatment, water supply, electrical, natural gas), solid waste disposal services, storm drainage, and other public infrastructure.	**Consistent.** The proposed Specific Plan includes Circulation, Parking and Infrastructure goals and policies that would ensure transportation and infrastructure systems are available to serve the planning area.

Chapter 1: Community Development

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 2.1.1: Implement and maintain public infrastructure improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Circulation, Utility Service, Facilities, and Conservation Elements of the General Plan).	**Consistent.** The proposed Specific Plan outlines public infrastructure improvements needed to serve existing and future developments in the planning area.
Objective 2.2: Ensure that land use development is coordinated with the ability to provide adequate public services (general governmental, police, fire, recreational, cultural, and other).	**Consistent.** The proposed Specific Plan would not have significant unavoidable adverse impacts on public services, as discussed in Section 4.14 of the Program EIR for the Specific Plan.
Policy 2.2.1: Implement public service improvements necessary to support land uses accommodated by the Land Use Plan (as defined in the Institutions, Public Safety, and Recreation Elements of the General Plan)	**Consistent.** The proposed Specific Plan would not have significant unavoidable adverse impacts on public services, as discussed in Section 4.14 of the Program EIR.
Policy 2.2.2: Implement procedures which maintain and enhance the economic viability of development and fiscal well-being of the City (i.e., require new development to pay for capital improvements and service costs generated by such development).	**Consistent.** The proposed Specific Plan includes Economic Development goals and policies that call for adequate infrastructure financing and an increase in City revenues.
Citywide Land Use Distribution	
Goal 3: Provide for the appropriate mix and type of land uses which serve the needs of existing and future residents, generate sufficient revenues to support essential City services, improve the overall balance of employment and housing, respect the City's natural environmental resources, and complement and enhance the character of the City and quality of life of its residents.	**Consistent.** The proposed Specific Plan would provide a mix of land uses that would accommodate the needs of existing and future residents and enhance the character of the City. Environmental resources would be protected, as discussed in the Program EIR for the Specific Plan.
Objective 3.1: Ensure that sufficient lands are designated to accommodate a balance of uses which (a) provide for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of City residents, and (b) preserve the City's significant environmental resources.	**Consistent.** The proposed Specific Plan would accommodate residential, commercial retail, office and light industrial uses in the planning area. The planning area does not support sensitive biological or other environmental resources. Mitigation for significant cultural resources has been provided in Section 4.5 of the Program EIR.
Policy 3.1.1: Accommodate existing land uses and new development in accordance with the Land Use Plan map of the General Plan.	**Consistent.** The proposed Specific Plan would require approval of the General Plan Amendment to change the designation of the planning area to Specific Plan No. 2. This will allow redevelopment of the Focus Area in accordance with the Specific Plan.
Policy 3.1.2: Implement density limits and development standards which ensure that new development maintains and enhances the overall quality, scale, and physical characteristics of the City.	**Consistent.** The proposed Specific Plan includes development density and intensity limits that would enhance the character of the City.
Residential Development, Permitted Uses, Physical Form and Character	
Goal 4: Maintain existing residential neighborhoods and provide opportunities for the development of additional housing to provide for the needs of City residents at all income levels.	**Consistent.** The proposed Specific Plan would allow multi-family residential development in the Focus Area to meet the City's future housing needs.

Chapter 1: Community Development

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Objective 4.1: Maintain the quality of existing residential neighborhoods and require new residential development to be compatible with and complement existing neighborhoods in terms of scale, architectural design and character.	**Consistent.** The proposed Specific Plan would allow future residential development that would complement existing neighborhoods in the City by providing a different product type within a mixed use development.
Policy 4.1.1: Accommodate the development of properties designated for residential use with up to the maximum number of units depicted on the Land Use Plan map.	**Not Applicable.** The planning area is not currently designated for residential uses. However, the proposed Specific Plan would allow future residential development within the Focus Area.
Policy 4.1 .2: Maintain a maximum height limit of 35 feet (two stories) for all new residential development. Allow split level configuration in hillside areas in order to minimize grading and to achieve high quality design compatible with natural topographic conditions.	**Consistent.** The proposed Specific Plan does not proposed traditional residential development in the City. It promotes mixed use developments, where high density residential uses are allowed with commercial uses. The Mixed Use Lindero district has a height limit of 70 feet and the Mixed Use Corsa district has a height limit is 55 feet. This is intended to promote redevelopment of older developments and mixed use projects. The Specific Plan is also only applicable to development in the Focus Area and would not affect the height limits of residential development in other areas of the City.
Policy 4.1.3: Carefully review the consolidation of parcels to avoid the creation of larger scale building masses if determined detrimental to the surrounding neighborhood.	**Consistent.** The proposed Specific Plan would allow the consolidation of parcels away from existing residential neighborhoods.
Policy 4.1.4: Prohibit lot splits in developed residential neighborhoods.	**Not Applicable.** The planning area currently does not support residential uses.
Policy 4.1.5: Allow for the development of congregate-care, shared, cooperative, and other housing types intended to meet the special needs of senior citizens in areas classified as Medium, Intermediate, High and Very High Density Residential on the Land Use Plan map (Figure 9) provided that they are designed to be compatible with adjacent residential and non-residential uses.	**Consistent.** The proposed Specific Plan would allow mixed use residential projects with higher densities in an area that would be redesignated as Specific Plan No. 2. Mixed use developments would have to comply with the development standards and design guidelines in the proposed Specific Plan to promote compatibility with adjacent land uses.
Policy 4.1.6: Require that new residential projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses in accordance with standards and criteria set forth in Section 9.15 of the City Zoning Ordinance.	**Consistent.** The proposed Specific Plan includes design standards and development guidelines for the development of high quality residential and non-residential developments.
Policy 4.1.7: Require that new residential development undergo architectural review to ensure compatibility with adjacent land uses, including the: a. maintenance of the predominant or average existing front yard setbacks; b. use of complementary building materials, colors, and allowing flexibility for distinguished design solutions; and c. limitation of building volume and bulk so that it does not adversely affect the character of existing neighborhoods.	**Consistent.** Future development under the proposed Specific Plan would be subject to design review for compliance with applicable design and development guidelines, which include yard setbacks; complementary building materials, finishes, and color; and other architectural design standards.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 4.1.8: Require that new residential developments be designed to: a. provide adequate access and egress to accommodate anticipated traffic volumes and safety/emergency response vehicles; b. preserve major ridgelines and scenic hillside areas; c. integrate with natural topography; d. fully mitigate potential flood and fire hazards; e. provide adequate mitigation of service impacts (schools, sheriff, fire, etc.); f. provide adequate storm water facilities; g. provide adequate on-site recreation facilities; h. preserve and protect significant biological resources and habitat areas; i. fully mitigate potential adverse impacts on water quality at Westlake Lake, and Lake Eleanor, and Lake Lindero which are due to new residential project; and j. prevent potential adverse impacts on the Las Virgenes Reservoir so as to preserve drinking water quality of the Reservoir and conform to all standards of the California Department Health Services regulations or other responsible agencies.	**Consistent.** The proposed Specific Plan includes Site Design standards and guidelines that address site design and layout; circulation and parking; and circulation for future residential development. It also contains standards to preserve existing topographical features and the development of a greenbelt or linear parks along the ridgeline. No significant unavoidable impacts related to flood and fire hazards, public services, hydrology and water quality, recreation, and biological resources would occur, as discussed in the Program EIR.
Commercial Development, Permitted Uses, Physical Form and Character	
Goal 5: Maintain and enhance existing commercial areas which provide jobs and services to Westlake Village residents.	**Consistent.** The proposed Specific Plan would promote the redevelopment and expansion of existing commercial uses within the Focus Area and would increase employment opportunities in the City.
Objective 5.1: Retain and enhance the quality of existing commercial centers by promoting adequate maintenance of on-site landscaping and facilities and continued compatibility with adjacent residential neighborhoods.	**Consistent.** The proposed Specific Plan would improve existing commercial uses within the Focus Area through redevelopment that would comply with design standards and guidelines.
Policy 5.1.1: Accommodate retail, restaurant, service and office uses in areas designated as General Commercial on the Land Use Plan map.	**Consistent.** While the planning area is not currently designated as General Commercial, it will accommodate future retail, restaurant, service, and office uses under the proposed Specific Plan.
Policy 5.1.2: Accommodate office and ancillary uses (restaurants, banks, photocopying, etc.) in areas designated as Office Commercial on the Land Use map.	**Consistent.** While the planning area is not currently designated as Office Commercial, it will accommodate future office and ancillary uses under the proposed Specific Plan.
Policy 5.1.3: Accommodate private recreational uses in areas designated as Commercial Recreation on the Land Use Plan map.	**Consistent.** While the planning area is not currently designated as Commercial Recreation, it requires recreational areas in future residential uses and allows private recreational uses in the Focus Area.
Policy 5.1.4: Permit development to a maximum intensity or floor area ratio as indicated on the Land Use Plan map (Figure 9), and a maximum height of two (2) stories (35 feet) in areas designated General Commercial, Office	**Consistent.** The proposed Specific Plan would allow buildings up to 70 feet in height to accommodate mixed use developments and to promote the revitalization of obsolete developments but includes design standards and guidelines that would promote land use compatibility and establish community

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Commercial and Commercial Recreation. However, structures of greater height may be permitted within a commercial area if the finding can be made that: a. the community will derive a substantial benefit from the increased height in the form of significantly greater revenues or jobs; and b. the development will be compatible with adjacent land uses and in keeping with established community character.	character. Future development under the Specific Plan would also increase jobs in the planning area.
Policy 5.1.5: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development in accordance with the applicable provisions of the Westlake Village Municipal Code.	**Consistent.** The proposed Specific Plan includes design standards and guidelines for future commercial developments. These standards call for compatibility, quality, and character in future development projects.
Policy 5.1.6: Require that structures and sites be designed to convey visual interest and character and be compatible with adjacent uses, including: a. differentiation of building facades by materials, color, architectural details (columns, recessed or projecting windows, articulated beams or spandrels, etc.), offset planar surfaces, and modulated building volumes; b. architectural treatment of all prominent building elevations; c. enclosure of storage areas with decorative screening or walls; d. location of site entries to minimize conflicts with adjacent uses and residential neighborhoods; and e. mitigation of noise, odor, lighting, and other impacts.	**Consistent.** The proposed Specific Plan includes development standards and architectural design standards and guidelines that promote visual interest and land use compatibility and that address site planning, building architecture, and environmental elements.
Industrial Development, Permitted Uses, Physical Form and Character	
Goal 6: Retain and enhance existing industrial and business park uses which provide jobs to the residents of Westlake Village and adjacent communities, and/or generate revenues to support essential City services.	**Consistent.** The proposed Specific Plan would promote redevelopment and expansion of existing industrial uses within the Focus Area, which would increase employment opportunities and revenues to the City.
Objective 6.1: Maintain and enhance the quality of existing industrial districts of the City by promoting the maintenance of on-site landscaping and facilities continued compatibility with adjacent residential neighborhoods and commercial districts.	**Consistent.** The proposed Specific Plan would improve existing industrial uses within the Focus Area through redevelopment that would comply with design standards and guidelines that promote compatibility with adjacent land uses.
Policy 6.1.1: Accommodate industrial/light manufacturing, research and development, business parks, offices, and educational and public and quasi-public facilities in Business Park designated areas.	**Consistent.** The proposed Specific Plan would change the existing land use designation of the Focus Area from Business Park to Specific Plan No. 2 but would continue to allow industrial/light manufacturing uses, research and development uses, business parks, offices, educational uses, and public and quasi-public facilities.
Policy 6.1.2: Accommodate retail and service uses which are ancillary and supporting to the primary industrial and business park uses (e.g., restaurants, banks, photocopying, and similar uses), and other uses which are functionally similar to a permitted business park use.	**Consistent.** The proposed Specific Plan would allow retail, restaurant, service, and office uses to support other land uses in and near the planning area.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 6.1.3: Permit development to a maximum intensity or floor area ratio as indicated on this Land Use Plan map (Figure 9), and a maximum height of two (2) stories (35 feet) in areas designated as Business Park. However, structures of greater height may be permitted within a business park area if the finding can be made that: a. the community will derive substantial benefit from the increased height in the form of significantly increased revenues or jobs; and b. the development will be compatible with adjacent land uses and in keeping with established community character.	**Consistent.** A General Plan Amendment would change the Business Park and Institutional designations of the planning area to Specific Plan No. 2. Under the proposed Specific Plan, the allowable maximum intensity and building height would increase to promote redevelopment, which would increase job opportunities in the Focus Area and City revenues. Also, the Specific Plan includes design standards and guidelines that would promote land use compatibility and establish community character.
Policy 6.1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development in accordance with applicable provisions of the Westlake Village Municipal Code.	**Consistent.** The proposed Specific Plan includes design standards and guidelines for future development projects that call for quality development, land use compatibility, and community character.
Policy 6.1 .5: Require that structures and sites be designed to convey visual interest and character and be compatible with adjacent uses, including: a. differentiation of building facades by materials, color, architectural details (columns, recessed or projecting windows, articulated beams or spandrels, etc.), offset planar surfaces, and modulated building volumes; b. architectural treatment of all prominent building elevations; c. enclosure of storage areas with decorative screening or walls; d. location of site entries to minimize conflicts with adjacent uses and residential neighborhoods; and e. mitigation of noise, odor, lighting, and other impacts.	**Consistent.** The proposed Specific Plan includes development standards and architectural design standards and guidelines that promote visual interest and land use compatibility and that address site planning, building architecture, and environmental elements.
Public and Institutional Development, Permitted Uses, Physical Form and Character	
Goal 7: Provide for public and institutional uses which support the needs and functions of the residents and businesses within the City of Westlake Village.	**Consistent.** The proposed Specific Plan would permit or conditionally permit various public uses and schools within the Focus Area.
Objective 7.1: Retain and expand public and quasi-public land uses and facilities, as necessary, to support the needs of existing and future City residents.	**Consistent.** The proposed Specific Plan would permit or conditionally permit various public uses and schools within the Focus Area.
Policy 7.1.1: Accommodate governmental, administrative, parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, etc.), health, human services, public utility, religious and other public uses in areas designated as Public-Quasi Public.	**Consistent.** The Focus Area is not designated as Public-Quasi Public, but the proposed Specific Plan would permit or conditionally permit various public uses and utility structures and facilities within the Focus Area.
Policy 7.1.2: Require that public buildings be designed to achieve a high level of quality, distinctive character, and compatibility with existing uses and are developed in accordance with applicable provisions of the Westlake Village Municipal Code.	**Consistent.** The proposed Specific Plan includes design standards and guidelines, which call for compatibility, quality, and character in future development projects.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 7.1.3: Require that public sites be designed to incorporate landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses.	**Consistent.** The proposed Specific Plan includes development standards and architectural design standards and guidelines that promote visual interest and land use compatibility.
Open Space	
Goal 8: Preserve and protect the City's open space resources as important scenic, environmental, and recreational amenities for all City residents and visitors.	**Consistent.** The proposed Specific Plan calls for the development of linear parks and public plazas in the Focus Area to serve existing and future residents, employees, visitors, and patrons.
Objective 8.1: Ensure that adequate open space and parklands are maintained for existing and future residents in balance with new development.	**Consistent.** The proposed Specific Plan requires recreational areas in residential uses and allows private recreational uses.
Policy 8.1.1: Retain existing publicly and privately owned open space lands which are permanently dedicated or for which an easement has been granted, including areas designated as "Open Space" on the Land Use Plan map (Figure 9).	**Not Applicable.** The planning area is currently not developed with a park or public open space and is not designated as Open Space. However, the proposed Specific Plan calls for the development of public and private open space as part of future residential developments.
Policy 8.1.2: Retain existing publicly-owned parks as recreational resources, including areas designated as "P" on the Land Use Plan map (Figure 9).	**Not Applicable.** The planning area is currently not developed with a park and is not designated as a Park. However, the proposed Specific Plan calls for the development of linear parks and public plazas in the Focus Area.
Policy 8.1.3: Provide for the preservation of additional open space areas for resource protection and recreational purposes, in accordance with the Parks and Recreation Element.	**Not Applicable.** The planning area is not located within Tract Map No. 32994.
Policy 8.1.4: Retain the Westlake Golf Course as an important recreational and scenic amenity for all City residents and visitors (Figure 9).	**Not Applicable.** The planning area does not include the Westlake Golf Course.
Policy 8.1.5: Restrict the development of recreational facilities, including parcels designated as "CR" on the Land Use Plan (Figure 9) map, to uses and facilities which are consistent with the intended recreational function.	**Not Applicable.** The planning area is currently not developed with a recreational facility and is not designated as Commercial Recreation.
Objective 8.2: Ensure that adequate open space is provided to protect significant visual and environmental resources.	**Consistent.** The proposed Specific Plan calls for the development of linear parks and public plazas in the Focus Area. It also requires recreational areas within residential uses and allows private recreational uses.
Policy 8.2.1: Require that development be sited and designed to protect significant environmental resources, including the provision of open space, in accordance with the Biological Resources Element policies.	**Not Applicable.** The planning area does not support biological resources, sensitive biological communities, or other environmental resources identified in the General Plan.
Policy 8.2.2: Require that significant ridgelines be preserved as a visual and open space resource in accordance with the Visual Resources and Scenic Highways Elements' policies.	**Consistent.** The proposed Specific Plan includes standards to preserve existing topographical features and calls for the development of linear parks along the ridgeline.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Targeted Specific Plan Sites	
Goal 9: Promote the revitalization and more effective use of properties characterized by economic underutilization or obsolescence through the implementation of a specific plan.	**Consistent.** The proposed Specific Plan was developed to specifically promote the revitalization of underutilized properties and the intensification and adaptive reuse of existing developments in the Focus Area.
Objective 9.1: Encourage the revitalization and reuse of parcels within the Southern Business Park area for business park and office development (Figure 8).	**Not Applicable.** The Southern Business Park is located south of the US 101 and the North Business Park planning area and has since been redeveloped with institutional and commercial uses.
Policy 9.1.1: Require that projects be designed to maintain high quality views from the 101 Freeway Scenic Corridor.	**Not Applicable.** This policy is for the Southern Business Park and the planning area for the proposed North Business Park Specific Plan is not located within the Southern Business Park area.
Policy 9.1.2: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping.	**Not Applicable.** This policy is for the Southern Business Park and the planning area for the proposed North Business Park Specific Plan is not located within the Southern Business Park area.
Policy 9.1.3: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants.	**Not Applicable.** This policy is for the Southern Business Park and the planning area for the proposed North Business Park Specific Plan is not located within the Southern Business Park area.
Objective 9.2: Maintain the existing development and continued use of the Westlake North Specific Plan area for mixed use development of general commercial, office commercial, high density residential and park facilities.	**Not Applicable.** The planning area for the proposed North Business Park Specific Plan is not located within the Westlake North Specific Plan area.
Policy 9.2.1: Require that projects be designed to maintain high quality views from the 101 Freeway Scenic Corridor.	**Not Applicable.** The planning area for the proposed North Business Park Specific Plan is not located within the Westlake North Specific Plan area.
Policy 9.2.2: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces, and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping.	**Not Applicable.** The planning area for the proposed North Business Park Specific Plan is not located within the Westlake North Specific Plan area.
Policy 9.2.3: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants.	**Not Applicable.** The planning area for the proposed North Business Park Specific Plan is not located within the Westlake North Specific Plan area.
Policy 9.2.4: Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed use development.	**Not Applicable.** The planning area for the proposed North Business Park Specific Plan is not located within the Westlake North Specific Plan area.
Objective 9.3: Encourage the revitalization and reuse of the business park uses north of the Ventura Freeway and west of Lindero Canyon Road for mixed use development (Figure 8)	**Consistent.** The proposed Specific Plan was developed specifically for the revitalization and reuse of business parks located west of Lindero Canyon Road.
Policy 9.3.1: Require that projects be designed to integrate development in a "village" character (i.e., cluster buildings on common walkways, open spaces,	**Consistent.** The proposed Specific Plan promotes the development of a pedestrian friendly area, consisting of a mixed of residential, commercial, office and light industrial uses.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
and plazas, incorporate facade articulation and vertical setbacks), and include extensive landscaping.	
Policy 9.3.2: Require the provision of on-site open space amenities designed to be accessible to and of sufficient size to be usable by tenants.	**Consistent.** The proposed Specific Plan includes the provision of parks, public plazas and other community amenities.
Policy 9.3.3: Incorporate a range of uses spanning from residential to office to commercial, giving residents of Westlake Village and surrounding communities amenities consistent with ideals of a mixed use development.	**Consistent.** The proposed Specific Plan calls for mixed use developments in the planning area, consisting of residential, commercial, office and light industrial uses, along with supporting public facilities and infrastructure.
Senior Housing Overlay	
Goal 10: Increase the supply of residential units available to senior residents.	**Consistent.** The proposed Specific Plan would allow mixed use developments that may provide housing for senior residents.
Objective 10.1: Provide land use incentives to increase the supply of senior housing units.	**Consistent.** The proposed Specific Plan provides increased development intensities for mixed use developments that may include senior housing units.
Policy 10.1.1: Permit a bonus density of up to 18.5 units per gross acre in areas designated with the senior housing overlay, provided that: a. the structures will be designed to complement the character of the residential neighborhoods in which they are located; b. structures shall be designed to convey the sense of multiple building volumes and to incorporate articulated design elements; avoiding the character of large, undifferentiated building masses; and c. adequate open space is incorporated into the project.	**Consistent.** The proposed Specific Plan would allow mixed use developments that accommodate residential uses at 25 units per acre. Development standards and design guidelines are included in the Specific Plan to promote visual interest, land use compatibility, and open space provision.
Hillside Management Overlay	
Goal 11: Preserve and maintain the natural character and visual amenities of hillsides as a scenic resource.	**Not Applicable.** The planning area is not located in a hillside area.
Objective 11.1: Minimize development and development impacts on scenic hillsides and prominent ridgelines.	**Consistent.** The proposed Specific Plan includes standards to preserve existing topographical features and the development of a greenbelt or linear parks along the ridgeline.
Policy 11.1.1: Permit development within designated Hillside Management areas in accordance with the Hillside Development Standards contained in the Zoning Ordinance (refer to Visual Resources and Scenic Highways Element).	**Not Applicable.** The planning area is not located in a Hillside Management Area.
Cultural Reconnaissance Overlay	
Goal 12: Preserve sites of archaeological and historic significance.	**Consistent.** Section 4.5, Cultural Resources, provides mitigation for potential impacts to cultural resources.
Objective 12.1: Minimize development and development impacts on archaeological resources and historically significant sites.	**Consistent.** No significant unavoidable adverse impacts to cultural resources would occur after the implementation of mitigation measures, as discussed in Section 4.5 of the Program EIR.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 12.2.1: Prior to authorizing development within designated Cultural Reconnaissance areas, require an intensive and systematic surface reconnaissance to identify significant resources and establish appropriate mitigation measure.	**Not Applicable.** The planning area is not located in a designated Cultural Reconnaissance area.
Flood Hazard Overlay	
Goal 13: Protect development within potential flood hazard areas.	**Not Applicable.** The planning area is not located in a flood hazard area.
Objective 13.1: Assure that all new development is protected from potential flood hazards.	**Consistent.** The planning area is not subject to any major flood hazard.
Policy 13.1.1: Require that proposed development located within or adjacent to a flood hazard area be designed and constructed so as to fully mitigate potential flood hazard impacts.	**Not Applicable.** The planning area is not located in or near a flood hazard area.
Watershed Areas Overlay	
Goal 14: Protect Westlake Village watershed areas.	**Consistent.** Future development under the proposed Specific Plan would comply with existing storm water quality regulations that would avoid adverse impacts on the City's watershed areas.
Objective 14.1: Assure that proposed new development within or adjacent to watershed areas does not adversely impact Las Virgenes Reservoir, Triunfo Creek, and Westlake Lake.	**Consistent.** Future development under the proposed Specific Plan would comply with existing storm water quality regulations that would improve the quality of storm water runoff flowing into Triunfo Creek.
Policy 14.1.1: Require that developments proposed within a designated watershed area incorporate design measures to fully mitigate the impacts of runoff, siltation, erosion and pollutants on affected water bodies (refer to Watershed Areas section).	**Consistent.** Future development under the proposed Specific Plan would comply with existing storm water quality regulations that would improve the quality of storm water runoff flowing into Triunfo Creek and downstream water bodies.
Significant Habitat Overlay	
Goal 15: Protect highly sensitive biological habitats.	**Not Applicable.** The planning area does not support sensitive biological habitats.
Objective 15.1: Minimize the negative effects of development on highly sensitive biological habitats as identified on the Sensitive Biological Communities Map (Figure 33).	**Not Applicable.** The planning area is not located in areas designated as Sensitive Biological Communities.
Policy 15.1.1: Evaluate the impact of a proposed development on affected sensitive habitat areas and require appropriate mitigation measures as a condition of development approval (refer to Sensitive Biological Communities Map).	**Consistent.** The proposed Specific Plan would not have significant unavoidable adverse impacts on biological resources, as discussed in Section 4.4 of the Program EIR.
Land Use Compatibility	
Goal 16: Ensure compatibility among the various types and densities of land uses to be accommodated within the City.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that promote land use compatibility.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Objective 16.1: Incorporate functional and physical buffers, setbacks, and other elements as transitions between land uses characterized by differing functions, activities, density, scale, and mass.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between differing land uses, setbacks, building density, scale, and mass.
Policy 16.1.1: Require that parcels developed for commercial and industrial uses incorporate buffers between abutting residential properties which adequately protect the residential use from the impacts of noise, light, visual intrusion, and vehicular traffic; including the use of horizontal and vertical setbacks, structural or landscape buffers, and other appropriate techniques.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. There are also design standards for lighting, circulation, views, and other land use compatibility issues.
Policy 16.1.2: Require that the on-site lighting of commercial and industrial uses be unobtrusive and designed or located so that only the intended area is illuminated, off-site glare is minimized, and adequate safety is provided.	**Consistent.** The proposed Specific Plan includes design standards to buffer residential uses from the light and glare impacts of incompatible commercial or industrial development.
Policy 16.1.3: Require that dining and entertainment establishments and other uses characterized by high activity levels provide adequate safeguards and measures to prevent “spill-over” impacts on adjacent properties.	**Consistent.** The proposed Specific Plan includes design standards to protect sensitive uses from glare and prohibits floodlights near residential areas.
Policy 16.1.4: Control the development of industrial and other uses which use, store, produce, or transport toxics, air emissions, and other pollutants; requiring adequate mitigation measures confirmed by environmental review and monitoring.	**Consistent.** Future development under the proposed Specific Plan would not have significant adverse impacts related to hazardous materials with compliance with existing regulations, as discussed in Section 4.8, Hazards and Hazardous Materials, of the Program EIR.
Policy 16.1.5: Control the location and number of all “community-sensitive” uses (e.g. alcohol sales, adult business, game arcades, and other uses) based on proximity to residences, schools, religious facilities, hospitals, and parks.	**Consistent.** The proposed Specific Plan allows alcohol sales and game arcades as conditional uses in some districts and does not allow adult entertainment or businesses.
Architecture and Site Design	
Goal 17: Ensure that the City's built environment, including its architecture, landscape, public open spaces, and rights-of-way maintain a high quality of design which is compatible with the City's established suburban character and environmental setting .	**Consistent.** The proposed Specific Plan includes Site Design and Architectural Design standards and guidelines to maintain the City’s character.
Objective 17.1: Promote the development of residential, commercial, industrial and public buildings which: • maintain the City's tradition of high quality architecture and landscape design; • are compatible in scale, mass, form, character, and quality with existing neighborhoods, and districts; and • are compatible with the City's natural environmental resources, viewsheds, and open spaces.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that would promote high quality development, land use compatibility, and natural resource protection.
Policy 17.1.1: Limit the use of reflective glass, bright colors, expansive metal skins and other materials and designs which detract from the community’s established character.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that address the use of color, texture and form, metal finishes, and prohibited reflective surfaces.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 17.1 .2: Require that air conditioning and other mechanical equipment located on the rooftop of a structure be visually screened from public view and adjacent properties.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that require mechanical equipment to be screened from public view.
Signage	
Goal 18: Enhance the aesthetic value of commercial, industrial and residential areas through the implementation of signage design guidelines.	**Consistent.** While the proposed Specific Plan does not include sign regulations, the design standards and guidelines address the use of signage to enhance the pedestrian environment. Signs for individual buildings shall be subject to the City's sign regulations in the Westlake Village Municipal Code.
Objective 18.1: Promote the use of signage in private development which creates a high quality visual environment.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that address the use of signage to support a walkable environment.
Policy 18.1.1: Limit the number, location, and size of signs to ensure that they do not visually dominate the district in which they are located and are used primarily for the purpose of identifying the location and nature of business establishments.	**Consistent.** Future development would be subject to the sign regulations in the Westlake Village Municipal Code.
Policy 18.1.2: Require that signage be integrated with the architectural design of the buildings served and are placed in locations which complement facade articulation, details, and rhythm.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that address the use of signage for pedestrian safety, access and circulation.
Policy 18.1.3: Prohibit the use of billboards, roof signs, exterior flashing, neon, portable, and animated signs.	**Consistent.** Future development would have to comply with applicable sign regulations in the Westlake Village Municipal Code.
Landscaping	
Goal 19: Ensure the proper design, installation and maintenance of high quality landscaping within the City.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines to create an aesthetically pleasing landscape.
Objective 19.1: Achieve landscaping of residential, commercial, industrial and public sites which compliments adjacent development and exhibits high quality landscape design.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines to enhance the quality and visual character of future development projects.
Policy 19.1.1: Review and modify, as necessary, existing landscaping standards and guidelines for development to promote a high level of visual and environmental quality.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines to create an aesthetically pleasing landscape.
Policy 19.1.2: Select landscape and tree species which complement the architectural design of structures and reflect the intended functional, physical, and visual character of the district in which they are located.	**Consistent.** The proposed Specific Plan includes a street tree matrix for specific streets in the planning area to help create a sense of place.
Policy 19.1.3: Require that development projects submit and implement a landscaping plan.	**Consistent.** Future development would be subject to City review for compliance with the landscaping standards in the Specific Plan.
Policy 19.1.4: Encourage the incorporation of mature specimen trees and other significant vegetation which may exist on a site into the design of a development project for that site.	**Consistent.** The proposed Specific Plan calls for the preservation and on-site relocation of mature native trees.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 19.1.5: Require that surface parking lots incorporate trees which will provide extensive shade cover within two years after completion of construction.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines that call for parking lot trees to provide shade in summer.
Policy 19.1.6: Encourage the use of drought-tolerant species in landscape design.	**Consistent.** The proposed Specific Plan calls for the use of native plants and drought-tolerant species in landscaped areas.
Policy 19.1.7: Require that development incorporate adequate drought-conscious irrigation systems.	**Consistent.** The proposed Specific Plan calls for the use of low flow and drip irrigation systems for landscaped areas.
Policy 19.1.8: Promote the use of reclaimed water for the irrigation of public and private landscape, as available.	**Consistent.** Irrigation systems for the landscaped areas of future development, parkways, and medians would connect to existing recycled water lines in the planning area.

* Westlake Village General Plan 2018
** The North Business Park Specific Plan area (or planning area) is the 200-acre area bound by Lindero Canyon Road, U.S. 101, the City limits and Thousand Oaks Boulevard, but the Focus Area refers only to the northern $^{2}/_{3}$ of the planning area where future development is anticipated to occur.

2013–2021 Housing Element

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY***	SPECIFIC PLAN CONSISTENCY
Accessibility to Housing	
Policy 1.1: Promote accessibility to housing opportunities by all households, regardless of race, color, religion, sex, marital status, income, age, household size, or physical disability.	**Consistent.** The proposed Specific Plan would allow the development of mixed use residential/commercial projects that would expand housing opportunities in the City.
Preserving Housing and Neighborhoods	
Policy 2.1: Encourage the continued high maintenance levels currently in practice.	**Not Applicable.** There are no residential uses in the planning area.
Policy 2.2: Ensure that new residential development is consistent with the plans and policies of the General Plan.	**Consistent.** With the approval of the General Plan Amendment, the proposed Specific Plan would be consistent with the City's General Plan.
Policy 2.3: Ensure the compatibility of new development with existing residential uses.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses.
Preserving Affordability	
Policy 3.1: Investigate and pursue programs and funding sources designated to maintain and/or improve the affordability of existing housing units to low and moderate income households.	**Not Applicable.** The proposed Specific Plan would not be involved in securing funding for affordable housing.

2013–2021 Housing Element

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY***	SPECIFIC PLAN CONSISTENCY
Standards and Plans for Adequate Sites	
Policy 4.1: Ensure the availability of adequate sites for a variety of housing types.	**Consistent.** The proposed Specific Plan would allow the development of mixed use residential/commercial projects that would expand the variety of housing in the City.
Policy 4.2: Encourage the infilling of vacant residential land.	**Not Applicable.** The planning area is entirely developed.
Adequate Provision of Housing for All Economic Segments of the Community	
Policy 5.1: Provide a range of residential styles, locations, and densities.	**Consistent.** The proposed Specific Plan would allow the development of mixed use residential/commercial projects at a maximum density of 25 units per acre.
Policy 5.2: Minimize the impact of the City's development processing on housing costs.	**Not Applicable.** This is an administrative program of the City that is part of its Housing Element implementation.
Policy 5.3: Encourage the use of innovative land use techniques and construction methods to lower housing costs without compromising basic health, safety, and aesthetic considerations.	**Consistent.** The proposed Specific Plan would allow the development of mixed use residential/commercial projects that have not been developed in the City.
Policy 5.4: Strive to provide incentives for and otherwise encourage the private development of new affordable housing for low- and moderate-income households.	**Consistent.** The proposed Specific Plan would allow the development of mixed use residential/commercial projects that would expand housing opportunities in the City.
Policy 5.5: Investigate and pursue programs and funding sources designed to expand housing opportunities for low- and moderate-income households, including first time home buyers, the elderly and handicapped.	**Not Applicable.** The proposed Specific Plan would not be involved in securing funding for affordable housing.
Policy 5.6: Periodically reexamine local building and zoning codes for possible amendments to reduce construction costs without sacrificing basic health and safety considerations.	**Not Applicable.** This is an administrative program of the City that is part of its Housing Element implementation.
Jobs/Housing Balance	
Policy 6.1: Support the jobs/housing balance policies set forth in the Southern California Association of Governments' Regional Growth Management Plan in order to achieve improved regional mobility and air quality.	**Consistent.** The proposed Specific Plan would allow the development of a mix of land uses that would increase housing and employment opportunities in the planning area.
Policy 6.2: Support an improved jobs/housing balance within the Las Virgenes-Malibu-Conejo subregion, consistent with the characteristics of the resident work force.	**Consistent.** The proposed Specific Plan would allow the development of a mix of land uses that would increase housing and employment opportunities that would be available to residents of the Las Virgenes Subregion.
Policy 6.3: Ensure that job growth within the City of Westlake Village is compatible with the character of the community, and is consistent with high-quality standards of development.	**Consistent.** The proposed Specific Plan would promote the redevelopment of older structures to improve the visual character of the planning area.
*** Westlake Village 2013-2021 Housing Element	

APPENDIX C
GENERAL PLAN CONSISTENCY

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Circulation Adequacy/Accessibility	
Policy 1: Provide for the efficient movement of people, goods and services within the City and to and from major destinations outside the City.	**Consistent.** The proposed Specific Plan includes circulation improvements that would improve traffic and transportation in the planning area and surrounding areas.
Relationship to Land Use and the Environment	
Policy 2: Provide a street network which meets circulation needs without impairing the quality of the City's neighborhoods and environment.	**Consistent.** The proposed Specific Plan would improve the local roadway network in the planning area that serves the northern section of the City.
Alternative Modes of Transportation	
Policy 3: Encourage the development of viable transportation alternatives to serve the needs of the transit-dependents, minimize the expenditure of energy and natural resources, and reduce air and noise pollution.	**Consistent.** The proposed Specific Plan calls for the addition of sidewalks, bicycle lanes, a community shuttle service, and bus stops that would promote alternatives to the use of the automobile.
Transportation Demand Management	
Policy 4: Comply with the State mandated Congestion Management Program, implemented by the Los Angeles County Transportation Commission.	**Consistent.** The proposed Specific Plan would be consistent with the Los Angeles County CMP, as discussed in Section 4.16, Transportation, of the Program EIR.
Water Service and Facilities	
Goal 1: Assure that the highest level of utility service is provided and maintained, and that limited water and energy resources are conserved by, and for the benefit of current and future community residents.	**Consistent.** Adequate water supplies would be available to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR. The Specific Plan also includes design standards and guidelines that call for the implementation of water conservation measures.
Objective 1: Ensure adequate water distribution service and facilities are available to meet existing and future daily and peak demands.	**Consistent.** Adequate water lines and facilities would be provided to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 1.1: Coordinate with the Las Virgenes Municipal Water District (LVMWD) to ensure that the provision of water service is adequate to meet the needs of City residents and business establishments.	**Consistent.** Consultation with the LVMWD has been made to ensure adequate water supplies will be available to serve future development under the proposed Specific Plan. Individual redevelopment projects would have to coordinate with LVMWD for the provision of water service.
Policy 1.2: Require new developments to be served by adequate water distribution systems, designed and constructed in accordance with the requirements of the Las Virgenes Municipal Water District and other responsible public agencies.	**Consistent.** Adequate water lines and facilities would be provided to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 1.3: Prohibit or fully mitigate any activities which have the potential to negatively impact the quality of the City's water supply (i.e., development of watersheds, human body contact with reservoir water without treatment, etc.).	**Not Applicable.** The planning area is not located in the watershed area of the Las Virgenes Reservoir.
Wastewater Service and Facilities	
Objective 2: Ensure that adequate wastewater collection and treatment facilities are available to convey and treat wastewater generated by existing and future development in the City.	**Consistent.** Adequate wastewater services would be available to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 2.1: Coordinate with the Los Angeles County Water and Sewer Division and the Las Virgenes Municipal Water District (LVMWD) to ensure the City's wastewater service and treatment facilities are adequate.	**Consistent.** Consultation with the LVMWD has been made to ensure adequate wastewater services will be available to serve future development under the proposed Specific Plan. Individual redevelopment projects would have to coordinate with LVMWD for the provision of sewer service.
Policy 2.2: As a condition of project approval, ensure that proposed developments within the City's jurisdiction will provide adequate wastewater service.	**Consistent.** Future development under the proposed Specific Plan would be required to provide any needed infrastructure upgrades as part individual projects, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 2.3: Require developments needing sewer hookup be financially responsible for system connections and required onsite improvements.	**Consistent.** Future development under the proposed Specific Plan would have to pay connection and service fees to the LVMWD for sewer service and provide any needed infrastructure upgrades as part individual projects, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Strom Drain Maintenance and Facilities	
Objective 3: Ensure adequate storm drain and flood control facilities are constructed and maintained to fully mitigate flood hazards.	**Not Applicable.** The planning area is not located in flood hazard areas.
Policy 3.1: Cooperate with Los Angeles County Flood Control District's (LACFCD) to ensure the maintenance of City-owned and County-owned storm drain pipelines are clean and properly maintained annually.	**Not Applicable.** This is a maintenance program of the City.
Policy 3.2: Require adequate storm drain and flood control facilities be designed to standard set forth by the Los Angeles County Flood Control District.	**Consistent.** Future development under the proposed Specific Plan would not affect the capacity of existing storm drain facilities, as discussed in Section 4.9, Hydrology, of the Program EIR.
Policy 3.3: Continue to pursue LACFCD's maintenance of the underground portion of Lindero Canyon Flood Control Channel.	**Not Applicable.** This is an administrative program of the City.
Natural Gas	
Objective 4: Ensure adequate natural gas facilities are available to meet existing and future daily demands.	**Consistent.** Adequate natural gas services would be available to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 4.1: Coordinate with the Southern California Gas Company to ensure that the provision of natural has is adequate to meet the needs of City residents and business establishments.	**Consistent.** Future development under the proposed Specific Plan would have to coordinate with the Southern California Gas Company (now Sempra Utilities) for the provision of natural gas services to individual developments.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 4.2: Coordinate with the Southern California Gas Company to promote effective planning and conservation of natural gas resources.	**Consistent.** The proposed Specific Plan calls for the implementation of energy conservation measures to reduce the demand for natural gas.
Electrical Service	
Objective 5: Ensure adequate electrical facilities are available to meet existing and future daily demands.	**Consistent.** Adequate electrical power services would be available to serve future development under the proposed Specific Plan, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 5.1: Coordinate with the Southern California Edison Company to ensure that the provision of electricity is adequate to meet the needs of City residents and business establishments.	**Consistent.** Future development under the proposed Specific Plan would have to coordinate with the Southern California Edison Company for the provision of electrical power services to individual developments.
Cable Television	
Objective 6: Ensure adequate cable television service and facilities are available to meet existing and future needs.	**Consistent.** The proposed Specific Plan includes the provision of fiber optic cables in the planning area to improve cable television and telecommunication services.
Policy 6.1: Require all cable television wiring facilities and equipment are placed below grade where feasible.	**Consistent.** The proposed Specific Plan requires that all new utility lines be placed underground.
Policy 6.2: Require the extension of cable television services to all existing and new residential developments.	**Consistent.** Future development under the proposed Specific Plan would have to coordinate with AT&T or Spectrum for the provision of telecommunication services to individual developments.
Broadband Internet	
Objective 7: Ensure adequate Broadband Internet service and facilities are available to meet existing and future needs.	**Consistent.** The proposed Specific Plan includes the provision of fiber optic cables in the planning area to improve cable television and telecommunication services.
Policy 7.1: Require all Broadband Internet wiring facilities and equipment are placed below grade where feasible.	**Consistent.** The proposed Specific Plan requires that all new utility lines to be placed underground.
Policy 6.2: Require the extension of Broadband Internet services to all existing and new residential developments.	**Consistent.** Future development under the proposed Specific Plan would have to coordinate with AT&T or Spectrum for the provision of telecommunication services to individual developments.
Conservation of Natural Resources	
Objective 8: Provide ample opportunities for business and residents of the community to conserve and reuse natural resources.	**Consistent.** The proposed Specific Plan includes Sustainable Design standards and guidelines that would conserve and reuse natural resources.
Policy 8.1: Require, where available, the use of reclaimed water in common landscape areas of all proposed developments.	**Consistent.** Irrigation systems for landscaped areas in future development project sites, parkways and medians would connect to existing recycled water lines in the planning area.
Policy 8.2: Encourage and promote the conservation of water and other non-potable resources by all users throughout the community.	**Consistent.** The Specific Plan includes design standards and guidelines that call for the implementation of water conservation measures.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 8.3: Maintain standards for landscaping and irrigation which are in compliance with State requirements.	**Not Applicable.** This is an administrative program of the City. The proposed Specific Plan includes Landscape Design and Sustainable Design standards and guidelines that promote water efficiency and water conservation.
Policy 8.4: Require that the use of energy saving designs and materials be incorporated into the construction of all public buildings, while encouraging their use city-wide.	**Consistent.** The Specific Plan includes design standards and guidelines that call for the implementation of energy conservation measures.
Institutional Facilities	
Goal 1: Attain and maintain the highest level of educational, cultural and other institutional services commensurate with the needs of all City residents.	**Not Applicable.** This is a Citywide goal.
Objective 1: To promote and facilitate the enhancement of existing and future educational facilities and programs serving the residents of Westlake Village.	**Not Applicable.** This is an administrative program of the City.
Policy 1.1: Maintain effective communication with officials of the Las Virgenes Unified School District (LVUSD) regarding current and anticipated service and facility needs.	**Not Applicable.** This is an administrative program of the City. However, consultation with the LVUSD has been made to ensure that school services will be available to serve future development under the proposed Specific Plan.
Policy 1.2: Cooperate and coordinate with the LVUSD in the maintenance of accurate student population projections.	**Not Applicable.** This is an administrative program of the City.
Policy 1.3: To the extent feasible, coordinate City provided transit services with the needs of the student population.	**Not Applicable.** This is an administrative program of the City.
Policy 1.4: Promote the provision of community based programs providing specialized educational opportunities (i.e. after school programs, preschool enrichment, senior programs, etc.).	**Not Applicable.** This is an administrative program of the City.
Policy 1.5: Ensure that the impacts of new development on educational services and facilities are mitigated to the fullest extent feasible.	**Consistent.** Future development under the proposed Specific Plan would have to pay school impact fees, as discussed in Section 4.14, Public Services, of the Program EIR.
Library Facilities and Programs	
Objective 2: Enhance the level of library service available to City residents through cooperative programs with the Los Angeles Librarian and adjacent local jurisdictions.	**Not Applicable.** This is an administrative program of the City. However, a mitigation measure recommended by the County Library has been included in the Program EIR.
Policy 2.1: Maintain and enhance existing library facilities and services within the City.	**Not Applicable.** This is an administrative program of the City and since the Westlake Village Library is not located in the planning area.
Policy 2.2: Coordinate with adjacent local jurisdictions to enhance accessibility to library facilities and services for all City residents.	**Not Applicable.** This is an administrative program of the City.
Civic Facilities	
Objective 3: Maintain adequate civic center facilities to support the municipal functions of the City of Westlake Village.	**Not Applicable.** The planning area does not include the City's civic center. The proposed Specific Plan does not preclude the development of civic center facilities in the Focus Area.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 3.1: Continue to maintain civic center facilities adequate to accommodate the municipal functions of City government in an efficient and cost effective manner.	**Not Applicable.** The planning area is not developed with civic center facilities.
Policy 3.2: Ensure that the scale and design of any new municipal offices or facilities are in keeping with the low profile, suburban character of the adjacent land uses.	**Not Applicable.** The proposed Specific Plan does not propose the development of municipal offices or facilities. However, the proposed Specific Plan does not preclude the development of civic center facilities in the Focus Area.
Other Institutional Facilities	
Objective 4: Assure community-serving religious, medical, educational, and governmental facilities are established and maintained in a manner compatible with surrounding land uses and in keeping with the character of Westlake Village.	**Consistent.** The Specific Plan allows public and school uses in the Focus Area and includes design standards and guidelines that would promote land use compatibility and enhance the character of the City.
Policy 4.1: Through the design review process, ensure that new or expanded community-serving institutional uses and facilities are compatible with surrounding land uses and in keeping with the character of Westlake Village.	**Consistent.** Future public and school uses under the proposed Specific Plan would be subject to design review for compliance with the design standards and guidelines in the Specific Plan.
Public Safety	
Goal: Provide adequate levels of law enforcement, fire and health care services in an effective and efficient manner in order to meet the needs of City residents and businesses.	**Consistent.** Adequate public services would be available to serve future development under the proposed Specific Plan, as discussed in Section 4.14, Public Services, of the Program EIR.
Policy 1.1: Maintain adequate levels of service for law enforcement, and fire protection and health services.	**Consistent.** Future development under the proposed Specific Plan would not have significant unavoidable adverse impacts on public services, as discussed in Section 4.14, Public Services, of the Program EIR.
Policy 1.2: Enhance existing services levels of law enforcement and fire protection as necessary through coordination with adjacent jurisdictions and service providers, and appropriate project design.	**Not Applicable.** This is an administrative program of the City. However, consultation with service providers has been made to ensure that adequate public services will be available to serve future development under the proposed Specific Plan.
Policy 1.3: Encourage the provision of quality health services within the city through coordination with adjacent jurisdictions and service providers, and enhancement of existing medical facilities.	**Not Applicable.** This is an administrative program of the City; however, impacts on medical services are discussed in Section 4.14, Public Services, of the Program EIR.
Recreation	
Goal 1: Ensure that adequate park and recreational facilities are provided to meet the recreational needs of the existing and future residents while preserving the natural resources of the community.	**Consistent.** The proposed Specific Plan requires the provision of recreational areas within future residential uses. It also calls for the development of parks and public plazas within the Focus Area to serve existing and future residents, employees, visitors, and patrons.
Goal 2: Enrich the quality of life for all citizens of Westlake Village by providing constructive and creative leisure activities for all ages.	**Not Applicable.** This is an administrative program of the City.
Goal 3: Ensure that the community has an effective bikeway and trail system which enhances the safety and enjoyment of cyclists, pedestrians and motorists.	**Consistent.** The proposed Specific Plan includes the provision of sidewalks and bicycle lanes in the planning area.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Goal 4: Ensure that City parks and recreation facilities are properly operated and maintained through adequate funding and manpower allocations.	**Not Applicable.** This is an administrative program of the City.
Parks and Recreational Facilities	
Objective 1: Maintain an integrated and cohesively designed park system that is complementary to existing and proposed development as well as the natural environment.	**Consistent.** The proposed Specific Plan calls for the development of parks that would connect public places and serve as gathering areas within the planning area.
Policy 1.1: Establish a parks and recreation master plan for the City, defining existing and anticipated recreational needs, locations for new or expanded facilities, timing of development, and funding sources.	**Not Applicable.** This is an administrative program of the City.
Policy 1.2: Where appropriate, require new development to provide pedestrian paths, trails and/or sidewalks to facilitate and encourage pedestrian access and recreational enjoyment.	**Consistent.** The proposed Specific Plan includes the provision of new sidewalks and bicycle lanes in the planning area to promote walking and bicycle use.
Policy 1.4: Cooperate with other jurisdictions to achieve the multiple-use management of public lands, specifically recognizing recreation as a desirable use and provide new opportunities for additional park and recreational facilities and services.	**Not Applicable.** This is an administrative program of the City.
Policy 1.5: Increase the City's recreational area through the joint use or multi-purpose use of existing and future open spaces and school facilities, including the coordination and cooperation with adjacent jurisdictions.	**Not Applicable.** This is an administrative program of the City. Recreational facilities at the private schools in the planning area are available for use with permission from school administrators.
Policy 1.6: Require new development to provide adequate park space on site or contribute in lieu fees to meet the needs created by the proposed development.	**Consistent.** The proposed Specific Plan requires the provision of recreational areas in future residential use areas and promotes the development of linear parks and public plazas in the Focus Area to serve existing and future residents, employees, visitors, and patrons.
Policy 1.7: Work with local agencies and organizations to provide new opportunities for additional park and recreational facilities.	**Consistent.** The proposed Specific Plan requires the provision of recreational areas in future residential use areas and promotes the development of linear parks and public plazas within the Focus Area to serve existing and future residents, employees, visitors, and patrons.
Policy 1.8: Encourage local citizens groups and service organizations to participate in the development and maintenance of recreational facilities and services.	**Not Applicable.** This is an administrative program of the City.
Recreational Programming	
Objective 2: Provide ample opportunities for increased involvement of the community in recreational programs and events.	**Not Applicable.** This is an administrative program of the City.
Policy 2.1 – Encourage the publication of opportunities for outdoor-oriented recreational programs, thereby increasing public involvement and enjoyment of these activities.	**Not Applicable.** This is an administrative program of the City.

Chapter 2: Infrastructure and Community Services

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 2.2 – Encourage recreational programs which provide ample opportunities for children, adults, disabled individuals and senior citizens.	**Not Applicable.** This is an administrative program of the City.
Policy 2.3 – Require land developed as parks to provide for needed recreational facilities and activities as identified by the Parks and Recreation Master Plan (i.e., softball fields, football fields, tennis courts, etc.).	**Consistent.** The proposed Specific Plan requires the provision of recreational areas with future residential uses and allows private recreational uses. It also calls for the development of linear parks and public plazas in the Focus Area to serve existing and future residents, employees, visitors, and patrons.
Bikeway and Trail Systems	
Objective 3: Emphasize bikeway and trail linkage opportunities between the community and adjacent areas; and continually maintain bike and trail system in a safe and enjoyable condition.	**Consistent.** The proposed Specific Plan also includes the provision of new sidewalks and bicycle lanes in the planning area.
Policy 3.1: Pursue the development and maintenance of the proposed and existing trail alignments as shown in Figure 23 by the appropriate responsible agency.	**Not Applicable.** No existing or proposed trails are located in or near the planning area.
Policy 3.2: Upgrade Class II bikeways to Class I facilities, as economically feasible, if the opportunity presents itself when the streets are widened or as vehicular traffic increases to a level which jeopardizes the safety of pedestrians and/or cyclists utilizing City bikeways.	**Consistent.** The planning area includes an existing Class I bicycle facility along Lindero Canyon Road.
Policy 3.3: Where appropriate, pursue trail development opportunities in the southern portion of the city to interconnect with trail systems of the National Recreational Area (NRA).	**Not Applicable.** The planning area is not located in the southern portion of the City.
Policy 3.4: Designate a hiking and riding trail network within the City in coordination with other jurisdictions.	**Consistent.** The proposed Specific Plan includes the provision of new bicycle lanes in the planning area.
Policy 3.5: Require, where appropriate, new developments that abut regional trail, and/or bikeways to provide for the continuation and enhancement of those systems.	**Consistent.** The proposed Specific Plan includes the provision of new bicycle lanes in the planning area to connect to bicycle lanes in adjacent jurisdictions.
Recreation Program Funding	
Objective 4 – Develop alternative funding sources for the timely provision or improvement of parks and recreational facilities in the community.	**Not Applicable.** This is an administrative program of the City.
Policy 4.1: Require new development to provide adequate park and recreational facilities for their users, or pay an in-lieu fees as determined by the provisions of State Nexus Legislation and the Quimby Act.	**Consistent.** The proposed Specific Plan requires the provision of recreational areas within future residential uses and calls for the development of linear parks and public plazas to serve future residents, employees, visitors, and patrons.
Policy 4.2: In addition to City provided recreational facilities as specified in the Parks and Recreation Master Plan, encourage the development and maintenance of quality commercial recreation facilities that could not otherwise be provided by the City.	**Consistent.** The proposed Specific Plan requires the provision of recreational areas within future residential uses and calls for the development of linear parks and public plazas.
CMP: Congestion Management Plan; LVMWD: Las Virgenes Municipal Water District; LACFCD: Los Angeles County Flood Control District; LVUSD: Las Virgenes Unified School District; NRA: National Recreation Area. * Westlake Village General Plan 2018	

APPENDIX C
GENERAL PLAN CONSISTENCY

Chapter 3: Natural Resources

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Biological Resources	
Goal: Preserve and enhance the City's biological resources by assuring that development occurs in a manner that reflects the characteristics, sensitivities and constraints of these resources.	**Consistent.** The proposed Specific Plan would have no significant unavoidable adverse impacts on biological resources, as discussed in Section 4.4, Biological Resources, of the Program EIR.
Objective 1: Maintain adequate data and information on significant biological resources and their locations to facilitate conservation and sensitive development.	**Not Applicable.** This is an administrative program of the City.
Policy 1.1: Acquire and annually update the most current information available regarding the status and location of Sensitive Biological Communities (SBCs) within the City.	**Not Applicable.** This is an administrative program of the City.
Policy 1.2: As part of the development review process require analysis of SBCs, depicted on Figure 33, to determine whether significant biological habitats exist and to what extent they should be appropriately preserved.	**Not Applicable.** The planning area is not located in an area that supports an SBC.
Policy 1.3: Encourage new development projects to identify biological constraints and habitat linkages prior to project planning and site design.	**Consistent.** The Program EIR discusses biological resources and habitat linkages in Section 4.4, Biological Resources. No significant unavoidable adverse impacts would occur with future development under the proposed Specific Plan.
Site Development	
Objective 2: Minimize the impacts of new development on sensitive biological resources.	**Consistent.** No sensitive biological resources are present in the planning area. The proposed Specific Plan would have no significant unavoidable adverse impacts on biological resources, as discussed in Section 4.4, Biological Resources, of the Program EIR.
Policy 2.1: Require development to blend indigenous/native plants into new development landscaping which abut natural vegetation.	**Consistent.** The proposed Specific Plan calls for the preservation of mature native trees and the use of California native and drought-tolerant plants for landscaping.
Policy 2.2: Require the clustering of development to ensure open space connectiveness and facilitate wildlife movement, where appropriate.	**Not Applicable.** The planning area is not located in an area where wildlife movement occurs.
Policy 2.3: Pursue the voluntary dedication (of) open space or conservation easements to protect sensitive species and their habitats.	**Not Applicable.** The planning area is not located in an area with sensitive plant and animal species or their habitats.
Policy 2.4: Minimize the overall reduction of oak trees throughout the community, where appropriate, based on the biological resource survey.	**Consistent.** Future development under the proposed Specific Plan would need to comply with the City's Oak Tree Preservation standards.
Policy 2.5: Prohibit development in riparian habitats to the greatest extent feasible.	**Not Applicable.** There are no riparian habitats in the planning area.

Chapter 3: Natural Resources

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 2.6: Review proposed projects in the SBCs to evaluate their conformance with the following standards: a. The development plan shall retain watercourses, riparian habitat and wetlands in their natural condition to the maximum extent feasible. b. Development shall incorporate habitat linkages (wildlife corridors) to adjacent open spaces where appropriate. c. Roads and utilities shall be located and designed such that conflicts with biological resources, habitat areas, linkages or corridors are minimized.	**Not Applicable.** The planning area is not located in an area that supports an SBC.
Visual Resources/Scenic Highways	
Goal: Maintain and enhance the visual quality and character of the community's urban and natural environments.	**Consistent.** The proposed Specific Plan calls for the redevelopment of older structures to improve the visual character of the planning area.
Objective 1: Provide for an attractive City image and design character visible from the Ventura/101 Freeway.	**Consistent.** While no redevelopment along U.S. 101 is planned under the Specific Plan, streetscape improvements along Lindero Canyon Road and La Tienda Drive would improve the views of the planning area from the freeway.
Policy 1.1: Require development, which is located within the viewshed of the Ventura/101 Freeway, to preserve, protect and enhance the visual integrity of the Santa Monica Mountain backdrops and other natural landforms.	**Consistent.** The proposed Specific Plan would improve the views from the U.S. 101 and would not block views of the Santa Monica Mountains from the freeway.
Landscape Maintenance and Enhancement	
Objective 2: Ensure that landscaped areas are continually enhanced and maintained throughout the community.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines with which future development projects in the Focus Area would need to comply.
Policy 2.1: Encourage private development to provide landscaping themes which are compatible with the existing visual character of their surrounding environment.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines with which future development projects in the Focus Area would need to comply.
Policy 2.2: Maintain and enhance the existing landscaped medians and parkways within the City's major urban corridors.	**Consistent.** The proposed Specific Plan includes a street tree matrix and calls for parkway and median landscaping improvements in the planning area.
Policy 2.3: Require all developments to adequately maintain all landscape and hardscape areas.	**Consistent.** The proposed Specific Plan includes Landscape Design standards and guidelines that call for landscapes that require minimal maintenance. Property maintenance will be subject to enforcement under the City's Municipal Code.
Policy 2,4: Encourage the use of drought tolerant and California native plans for commercial, residential and public landscaping.	**Consistent.** The proposed Specific Plan calls for the preservation of mature native trees and the use of California native and drought-tolerant plants for landscaping.
Objective 3: Provide for the preservation and maintenance of the visual quality of the Community's natural landforms and water bodies.	**Consistent.** The proposed Specific Plan calls for the development of linear parks along the ridgeline to preserve the views of the planning area and to provide views of the adjacent mountains and hillsides.
Policy 3.1: Protect scenic viewsheds from Decker Road and maintain the natural visual character of the hillsides.	**Not Applicable.** The planning area is not located near Decker Road or within a hillside area.

Chapter 3: Natural Resources

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 3.2: Preserve the City's hillside backdrop and natural land forms in their present state to the greatest extent possible by encouraging innovative designs which adapt to the natural topography and blend into hillside environments.	**Not Applicable.** The planning area is not located within a hillside area.
Policy 3.3: Require new and relocated utilities to be located underground, when possible; all above ground utilities shall be located and screened to minimize their aesthetic impact.	**Consistent.** The proposed Specific Plan requires that all new utility lines be placed underground.
Policy 3.4: Where appropriate, require landscaped side slopes and earthen berms adjacent to roadways to be naturalistic in appearance.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that call for minimized grading and for graded slopes to blend with the existing terrain.
Policy 3.5: Protect the visual quality of the community's water bodies through the maintenance of building setbacks and landscape treatments, and effective control of erosion and urban runoff.	**Not Applicable.** The planning area is not located near water bodies.
Open Space	
Goal: To provide for the planned management, preservation and wise utilization of the City's natural resources.	**Consistent.** The proposed Specific Plan includes Sustainable Design standards and guidelines that would conserve and reuse natural resources.
Objective 1: Maintain and enhance the number of acres dedicated to natural and/or recreational open space in the City.	**Not Applicable.** The planning area is not located in an area dedicated as natural or recreational open space.
Policy 1.1: Promote the public acquisition and maintenance of open space for the preservation of natural resources, provision of outdoor recreation, and protection of the public health and safety.	**Not Applicable.** This is an administrative program of the City.
Policy 1.2: Assure the preservation of privately held open space which is permanently designated or for which an easement has been granted for open space purposes.	**Not Applicable.** There is no open space easement in or near the planning area.
Policy 1.3: Maintain and enhance existing publicly-owned parks for recreational purposes.	**Not Applicable.** There are no publicly owned parks in the planning area. The proposed Specific Plan would not affect the community park/YMCA that is under construction north of the planning area.
Policy 1.4: Assure the preservation of the Westlake public golf courses as recreational and open space amenity in accordance with provisions of the existing open space easement.	**Not Applicable.** The Westlake public golf course is not located in the planning area. The proposed Specific Plan would not affect the Westlake public golf course located south of U.S. 101.
Objective 2: Maximize the potential for open space derived from hillside management, ridgeline protection, and other natural resource preservation/protection policies.	**Consistent.** The proposed Specific Plan calls for linear parks along the ridgeline to protect the natural topography and to provide views of the adjacent mountains and hillsides.
Policy 2.1: Encourage new development to cluster building units thereby minimizing the land used by development and maximizing the land remaining for natural and recreational open spaces.	**Not Applicable.** The planning area is not located in an area with natural or recreational open space.
Policy 2.2: Require development to be sited and designed to protect significant environmental resources, including significant ridgelines, hillsides, and watershed areas.	**Consistent.** The proposed Specific Plan calls for a greenbelt or linear parks along the ridgeline but is not located in a hillside area. Also, future development under the proposed Specific Plan would comply with existing storm water quality

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
	regulations that would improve the quality of storm water runoff flowing into Triunfo Creek.
Watershed Areas	
Goal: Protect the quality of water contained in Las Virgenes Reservoir and Westlake Lake.	**Not Applicable.** The planning area is not located near Las Virgenes Reservoir or Westlake Lake and does not drain into these water bodies.
Objective 1: Protect and enhance the water quality of Westlake Lake by effectively managing erosion and urban runoff within its extended watershed area.	**Not Applicable.** The planning area is not located Westlake Lake and does not drain into this water body.
Policy 1.1: - Maintain the high water quality of the City's water bodies through interagency coordination and pesticide/fertilizer/herbicide monitoring.	**Not Applicable.** This an administrative program of the City. Future development under the proposed Specific Plan would comply with existing storm water quality regulations that would improve the quality of storm water runoff flowing into Triunfo Creek.
Policy 1.2: Limit the impacts of development on Triunfo Canyon Creek and other riparian habitat areas through interagency coordination and development.	**Not Applicable.** This is an administrative program of the City. Future development under the proposed Specific Plan would comply with existing storm water quality regulations that would improve the quality of storm water runoff flowing into Triunfo Creek.
Policy 1.3: Ensure the effective erosion control and drain maintenance programs.	**Not Applicable.** Storm drain maintenance is an administrative program of the City. The proposed Specific Plan includes design standards and guidelines that call for the preservation of the natural topography; minimization of grading; and future development would comply with regulations to prevent erosion.
Objective 2: Protect the drinking water quality of the Las Virgenes Reservoir through the preservation and effective management of its tributary watershed area.	**Not Applicable.** The planning area is not located near Las Virgenes Reservoir and does not drain into this water body.
Policy 2.1: Regulate development of properties adjacent to the Las Virgenes Reservoir to assure that all new urban uses are located outside of the Reservoir watershed area.	**Not Applicable.** The planning area is not located near Las Virgenes Reservoir or within the watershed area of this reservoir.
Policy 2.2: Assure that low intensity recreational uses (i.e., hiking trails, nature walks, vista points, etc.) permitted within the Las Virgenes Reservoir watershed area are located managed and maintained in a manner that preserves significant natural resources and protects the drinking water quality of the Reservoir.	**Not Applicable.** The planning area is not located near Las Virgenes Reservoir or within the watershed area of this reservoir.
Scarce Resources	
Goal: Work to protect the limited number of resources available to the City of Westlake Village.	**Consistent.** The proposed Specific Plan calls for the redevelopment of an area that is currently developed with urban land uses and will not directly affect natural resources in the City,
Objective 1: Protect the limited resources available to the city while promoting conservation and innovative planning.	**Consistent.** The proposed Specific Plan includes guidelines for energy and water conservation, waste reduction and other sustainable practices that promote conservation of resources.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 1.1: Encourage the planning and development of mixed use developments and transit oriented design techniques	**Consistent.** The Specific Plan proposes mixed use developments in the planning area.
Policy 1.2: Encourage the use of drought tolerant and California native vegetation in commercial, residential, and public landscaping.	**Consistent.** The proposed Specific Plan calls for the preservation of mature native trees and the use of California native and drought-tolerant plants for landscaping.
Air Quality	
Goal 1: Improve regional air quality through a decreased reliance on single occupancy vehicular trips, increased efficiency of transit, shortened vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and increased energy efficiency.	**Consistent.** The proposed Specific Plan calls for new sidewalks, bicycle lanes, a community shuttle service, and bus stops that would promote alternatives to the use of the automobile. The Specific Plan also promotes the development of a mix of land uses that would allow future residents to live near places of work.
Objective 1.1: Work to reduce private and local governmental employee and vehicle work trips	**Consistent.** The proposed Specific Plan calls for mixed use developments in the planning area that would reduce work trips for future residents who would work in the planning area.
Policy 1.1.1: Encourage alternate work schedules (such as 9 day – 80 hour work week and 4 day – 40 hour work week) for all private sector businesses with 50 or more employees whose work day begins between 6 a.m. and 10 a.m.	**Not Applicable.** This is an administrative program of the City.
Policy 1.1.2: Support regional, state and federal legislation including: • non-work trips reductions; • requiring financial institutions and their regulators to identify and offer services through telecommunications; • requiring educational institutions to determine and offer home study courses; • providing developer tax incentives for establishing work centers in housing-rich areas; and • alternative fueled vehicles.	**Not Applicable.** This is an administrative program of the City.
Policy 1.1.3: Encourage the funding, researching, implementing and evaluating telecommuting and teleconferencing activities.	**Not Applicable.** This is an administrative program of the City.
Policy 1.1.4: Encourage all new commercial, industrial, and residential structures to accommodate telecommuting and/or teleconferencing facilities as technology becomes available.	**Consistent.** The proposed Specific Plan does not specifically call for telecommuting and teleconferencing facilities, but would allow these uses in the planning area through improved telecommunication systems and services.
Objective 2.1: Increase the proportion of vehicle work trips made by transit from the proportion of non-work trips made by transit.	**Consistent.** The proposed Specific Plan calls for a community shuttle service and bus stops that would promote transit use in the planning area.
Policy 2.1.1: Work with Metro and Thousand Oaks Transit Service to expand the local transit service area and provide more frequent service to the City of Westlake Village.	**Not Applicable.** This is an administrative program of the City. The proposed Specific Plan calls for the provision of bus stops to facilitate the use of bus transit services in the planning area.
Policy 2.1.2: Encourage bus service to be extended north on Lindero Canyon from Thousand Oaks Boulevard to the City limit, west on Thousand Oaks Boulevard to the corporate limit, east in Agoura Road from Lindero Canyon	**Not Applicable.** The Specific Plan has very little control on extending bus services. However, there are existing bus routes along Thousand Oaks Boulevard and Lindero Canyon Road near the planning area.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Road to the City limit, and south on Lindero Canyon from Lakeview Canyon Road to and continuing on Triunfo Canyon Road.	
Policy 2.1.3: Require developers to install transit directories at new development centers and major activity centers. Require property owners and developers to install directories in existing employment centers when these projects apply for additional planning permits or services.	**Consistent.** As required under the City's Transportation Demand and Trip Reduction Measures, non-residential development projects with at least 25,000 square feet of gross floor area must provide a bulletin board, display case, or kiosk displaying transportation information (i.e., public transit routes; ridesharing information; bicycle route maps).
Policy 2.1.4: Require major commercial and industrial developments to construct bus "turn outs" and transit access points as an integrated part of their site plan.	**Consistent.** The proposed Specific Plan calls for the provision of bus stops in the planning area. Future non-residential redevelopment with at least 100,000 square feet of gross floor area would have to comply with the City's Transportation Demand and Trip Reduction Measures, which require the provision bus stop improvements, if necessary.
Objective 3.1: Implement SCAQMD Regulation 1502 as Municipal Code Section 9.37 - Transportation Demand and Trip Reduction Measures, to reduce the number of vehicle trips and create a transportation demand management plan for non-residential development	**Consistent.** Future development will comply with Chapter 9.37 of the City's Municipal Code
Policy 3.1.1: Require all businesses and multiple tenant commercial centers with 50 or more employees to prepare a transportation demand management plan.	**Consistent.** Future development will comply with the City's TDM regulations. In addition, the proposed Specific Plan recommends the formation of a Traffic Council/Traffic Management Organization to work on traffic, transportation, transit, and parking issues in the planning area. The Traffic Council will be responsible for monitoring traffic levels and congestion; implementing a local transportation demand management program; and promoting business development in the planning area.
Objective 4.1: Increase the number of carpools with 3 or more persons, decrease other work-related trips by the formation of vanpools, and divert single occupant automobile trips to carpool of 2 or more persons.	**Not Applicable.** This is an administrative program of the City.
Policy 4.1.1: Support the passage of vanpool tax credit legislation, including granting tax exempt status for compensation received for specific ridesharing programs, allowing tax deductions for employees who rideshare, and special tax credits for electric vanpools and clean-fuel vans.	**Not Applicable.** This is an administrative program of the City.
Policy 4.1.2: Require the new major employment centers to increase the availability of spaces for multiple occupant vehicles.	**Consistent.** As required under the City's Transportation Demand and Trip Reduction Measures, non-residential development projects with at least 50,000 square feet of gross floor area must provide preferential parking spaces for carpool/vanpool vehicles.
Policy 4.1.3: Require that parking spaces designated for carpool and vanpools are located closest to building entrances and single occupant parking spaces be located further from the entrances.	**Consistent.** As required under the City's Transportation Demand and Trip Reduction Measures, non-residential development projects with at least 50,000 square feet of gross floor area must provide preferential parking spaces for carpool/vanpool vehicles.

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Policy 4.1.4: Encourage those firms which have 4 day – 40 hours work week or 9 day – 80 hours work week to offer employees who carpool Mondays or Fridays off rather than midweek days.	**Not Applicable.** This is an administrative program of the City.
Policy 4.1.5: Encourage business and other uses with large parking facilities located near the Ventura Freeway which have weekend or night peak usage to make the parking lots available for weekday park-n-ride.	**Not Applicable.** This is an administrative program of the City. However, the proposed Specific Plan allows shared parking facilities and calls for the development of a shared parking structure.
Objective 5.1: Divert 2 percent of all trips of three miles or less to a bicycle mode, 20 percent of all auto trips of ½ mile or less to walking trips.	**Consistent.** The proposed Specific Plan proposes mixed use developments that would promote walking or biking and includes the provision of new sidewalks, bicycle lanes, a community shuttle service, and bus stops that would promote alternatives to the use of the automobile.
Policy 5.1.1: Investigate the feasibility of upgrading and improving existing Class II bike lanes to Class I bike paths on Lindero Canyon, Agoura Road, and Triunfo Canyon Road.	**Consistent.** The planning area includes an existing Class I bicycle facility along Lindero Canyon Road.
Policy 5.1.2: Require all new residential developments to link their project's pedestrian paths with adjacent commercial areas and transit access points.	**Consistent.** The proposed Specific Plan includes the provision of new sidewalks and bicycle lanes in the planning area that link to existing sidewalks and bicycle lanes.
Policy 5.1.3: Require the provision of bicycle storage areas and all amenities in all new and renovated commercial developments.	**Consistent.** As required under the City's Transportation Demand and Trip Reduction Measures, non-residential development projects with at least 50,000 square feet of gross floor area must provide bicycle racks or other secure bicycle parking.
Objective 6.1: Reduce vehicle emissions through traffic flow improvements, and use of alternate fuel consuming vehicles.	**Consistent.** Section 4.3, Air Quality discusses vehicle emissions and SCs and MMs that would be implemented to reduce pollutant emissions. This includes compliance with CalGreen Code requirements for the provision or pre-wiring of electric vehicle charging stations and preferential parking for alternative fuel vehicles. Section 4.16, Transportation discusses roadway and intersection improvements to improve traffic flow.
Policy 6.1.1: Investigate the implementation of either Automated Traffic Surveillance and Control or a similar interconnected traffic signal control system or appropriate non-interconnected synchronization methods on Via Colinas, Lindero Canyon between Agoura Road and Via Colinas, and where traffic volume and delay time is significant.	**Not Applicable.** This is an administrative program of the City.
Policy 6.1.2: Support tax incentive legislation for the use and ownership of electric vehicles.	**Not Applicable.** This is an administrative program of the City. However, future development would provide or pre-wire electric vehicle charging stations, as required under the CalGreen Code.
Policy 6.1.3: Support legislation which provides for research, development, and utilization of electric vehicles for private passenger use.	**Not Applicable.** This is an administrative program of the City. However, future development would provide or pre-wire electric vehicle charging stations, as required under the CalGreen Code.
Policy 6.1.4: Encourage the provision of dedicated parking spaces with electrical outlets for electrical vehicles, when such technology becomes economically	**Consistent.** The proposed Specific Plan includes a policy for supporting the development of infrastructure implementation strategies focused on encouraging

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
feasible.	the use of electric and other non-carbon emitting vehicles. Also, future development would provide or pre-wire electric vehicle charging stations, as required under the CalGreen Code.
Objective 7.1: Reduce particulate emissions from paved and unpaved roads, parking lots, and road and building construction.	**Consistent.** Future development under the proposed Specific Plan would need to comply with existing regulations that require implementation of fugitive dust control measures, as discussed in Section 4.3, Air Quality, of the Program EIR.
Policy 7.1.1: Continue to enforce construction site guidelines which require trucks hauling soil, dirt, sand or other emissive materials to cover their loads.	**Consistent.** As discussed in Section 4.3, Air Quality, of the Program EIR, future development under the proposed Specific Plan would need to comply with SCAQMD Rule 403 that requires compliance with California Vehicle Code Section 23114, which requires the covering of haul trucks.
Policy 7.1.2: Require soils to be seeded and watered upon completion of construction and initial landscaping activities.	**Consistent.** Future development under the proposed Specific Plan would need to comply with existing regulations that require implementation of fugitive dust control measures, as discussed in Section 4.3, Air Quality, of the Program EIR.
Policy 7.1.3: Require construction sites to install truck wheel washers and other barriers to prevent transporting of soil onto public right of ways.	**Consistent.** Future development under the proposed Specific Plan would need to comply with existing regulations that require implementation of tracking control measures, as discussed in Sections 4.3, Air Quality, and 4.9, Hydrology and Water Quality, of the Program EIR.
Policy 7.1.4: Encourage developers to maintain the natural topography to the maximum extent possible and limit to amount of land clearing, blasting, grading, ground excavation and cut and fill operations, as specified in the Hillside Management Ordinance.	**Consistent.** While the planning area is not located within the Hillside Management Area, the proposed Specific Plan includes design standards and guidelines that call for minimized grading and for graded slopes to blend with the existing terrain.
Objective 8.1: Reduce the amount of energy consumed by commercial use by promoting energy efficient design and construction.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that call for the implementation of energy conservation measures.
Policy 8.1.1: Require the utilization and installation of energy conservation features in all new construction.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that call for the implementation of energy conservation measures.
Policy 8.1.2: Encourage the retrofitting of energy conservation devices in existing developments.	**Consistent.** Future development under the proposed Specific Plan would replace older developments with new structures that would implement energy-conservation measures and comply with current energy-conservation regulations, as discussed in Section 4.18, Utilities and Service Systems, of the Program EIR.
Policy 8.1.3: Encourage audits of energy usage, identification of conservation measures, and monitor conservation measures implementation for all existing commercial and industrial structures.	**Consistent.** The proposed Specific Plan includes design standards and guidelines that call for the implementation of energy-conservation measures.
Policy 8.1.4: Promote the utilization of passive design concepts which maximize the natural climate to increase energy efficiency.	**Consistent.** The proposed Specific Plan includes policies and Sustainable Design standards and guidelines that call for the use of passive solar design measures.

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Policy 8.1.5: Prohibit new construction from precluding the use of solar energy systems on adjacent properties.	**Consistent.** Future development under the proposed Specific Plan would have to comply with the State's Solar Rights Act that protects access to the sun for solar systems.
Objective 9.1: Reduce the number and shorten the distance of vehicle trips through sound land use planning, and maintain or improve the current 4.2 jobs/housing ratio.	**Consistent.** The proposed Specific Plan would allow the development of a mix of land uses that would increase housing and employment opportunities in the planning area and provide housing near places of work.
Policy 9.1.1: Implement this land use plan which encourages residential and commercial growth to occur in and around existing activity centers, and transportation corridors.	**Consistent.** The proposed Specific Plan would create an activity center near U.S. 101.
Policy 9.1.2: Continue to encourage job growth through designating land with economically viable commercial and industrial uses, for example designating the Business Park specific plan overlay zones.	**Consistent.** The proposed Specific Plan would increase housing and employment opportunities in the planning area, which includes the areas currently designated as Business Park.
Objective 10.1: Improve air quality in the South Coast Air Basin through interagency coordination.	**Not Applicable.** This is an administrative program of the City.
Policy 10.1.1: Coordinate with SCAQMD, SCAG and other local, state, and national agencies in efforts to plan and implement clear air strategies for the South Coast Air Basin.	**Not Applicable.** This is an administrative program of the City. However, future development would comply with pertinent SCAQMD regulations.
Objective 11.1: Utilizing source reduction, recycling and other appropriate measures, reduce the amount of solid waste disposed of in landfills by 75% by 2020.	**Consistent.** The proposed Specific Plan includes Sustainable Design standards and guidelines that promote the use of recycled building materials. Future development would have to comply with the City's Integrated Waste Management Ordinance.
Policy 11.1.1: Implement the City of Westlake Village's Source Reduction and Recycling Element.	**Consistent.** Future development would have to comply with the City's Integrated Waste Management Ordinance.
Objective 12.1: Minimize sensitive uses (residential, hospitals, schools, etc.) exposure to toxic emissions.	**Consistent.** Future development would have to comply with existing regulations on hazardous and toxic emissions, as discussed in Sections 4.3, Air Quality, and 4.8, Hazards and Hazardous Materials, of the Program EIR.
Policy 12.1.1: Assure that sufficient buffer areas exist between a potential sensitive use (residential, hospitals, schools, etc.) and a potential toxic emission source.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Compliance with existing hazardous materials and toxic emission regulations would protect sensitive land uses.
Policy 12.1.2: Require design features, operating procedures, preventative maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants for applicable conditional uses in the City.	**Consistent.** Future development under the proposed Specific Plan would need to comply with existing hazardous materials and toxic emission regulations, as discussed in Sections 4.3, Air Quality, and 4.8, Hazards and Hazardous Materials, of the Program EIR.

SBC: Sensitive Biological Community; SCRTD: Southern California Rapid Transit District (now Metro); SCAQMD: South Coast Air Quality Management District; SCAG: Southern California Association of Governments.
* Westlake Village General Plan 2018

APPENDIX C
GENERAL PLAN CONSISTENCY

Chapter 4: Hazards

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Geologic Constraints	
Goal: Minimize hazards to public health, safety and welfare which may result from geologic conditions, seismic activity and flooding.	**Consistent.** Section 4.6, Geology and Soils, of the Program EIR discusses impacts related to geology and soils and no significant unavoidable adverse impacts would occur with the proposed Specific Plan.
Objective 1: Provide for an efficient and safe evacuation of the community in the event of a major disaster.	**Consistent.** The proposed Specific Plan will maintain and improve the roadway network serving the planning area.
Policy 1.1: Maintain an effective Citywide Emergency Preparedness Plan.	**Not Applicable.** This is an administrative program of the City.
Policy 1.2: Encourage community volunteers to assist police, fire and civil defense personnel during and after a major earthquake, fire, or flood.	**Not Applicable.** This is an administrative program of the City.
Objective 2: Ensure that construction and development activities within the community does not expose residents to avoidable natural hazards.	**Consistent.** Future development under the proposed Specific Plan will have to comply with existing regulations and mitigation measures that would minimize hazards, as discussed in various sections of the EIR.
Policy 2.1: – Require the preparation of a detailed geologic and soils report to accompany each grading permit application in all hillside management areas.	**Not Applicable.** The planning area is not located in a Hillside Management Area.
Policy 2.2: Prohibit the placement of structures for human habitation within flood prone areas unless the flood hazard is eliminated by measures that do not impair the carrying capacity of the watercourse.	**Not Applicable.** The planning area is not located in a designated flood hazard area.
Policy 2.3: Enforce the provisions of the International Building Code, specifically Chapters 18 and 23 as they relate to earthquake-resistant design and excavation and grading.	**Consistent.** Future development under the proposed Specific Plan will have to comply with applicable building codes.
Objective 3: Minimize the impacts to the public in regard to potential flooding within the City.	**Not Applicable.** This is an administrative program of the City and the planning area is not located in a designated flood hazard area.
Policy 3.1: Discourage development within flood hazard areas and ensure any proposed development is extensively reviewed and mitigated.	**Not Applicable.** The planning area is not located in a designated flood hazard area.
Policy 3.2: Prohibit the construction of essential public facilities outside of the flood hazard areas.	**Not Applicable.** The Specific Plan does not propose essential public facilities and the planning area is not located in a designated flood hazard area.
Policy 3.3: Coordinate with local emergency services to ensure that in the event of a flood, essential public facilities and infrastructure remain operational.	**Not Applicable.** This is an administrative program of the City.
Fire Hazard	
Goal: Protect the community from fire hazards in order to reduce potential fire damage and the loss of life.	**Consistent.** Future development under the proposed Specific Plan will have to comply with existing regulations to prevent fire hazards, as discussed in Section

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
	4.8, Hazards and Hazardous Materials, and Section 4.14, Public Services, of the Program EIR.
Objective 1: Reduce fire hazards in the community's built environment by incorporating sound fire prevention designs, materials and systems into new structures.	**Consistent.** Future development under the proposed Specific Plan will have to comply with pertinent provisions in the County Fire Code regarding fire prevention measures.
Policy 1.1: Continue to require that all structures and facilities in the City adhere to City, State and National regulatory standards such as the Uniform Building and Fire Codes and other applicable fire safety standards.	**Consistent.** Future development under the proposed Specific Plan will have to comply with the County Fire Code and the fire safety regulations of the County Fire Department.
Policy 1.2: Prohibit the use of wood shingle/shake roofs and require the use of fire retardant non-wood roofing materials.	**Consistent.** The proposed Specific Plan requires roofing materials to be durable and discourages the use of wood shingles.
Policy 1.3: Encourage the installation of smoke detectors in existing residences built prior to January 1, 1986.	**Consistent**. While there are no existing residences in the planning area, future residential development under the proposed Specific Plan will have to comply with existing regulations that require smoke detectors in residences.
Objective 2: Reduce the risk of property damage and human injury by incorporating fire safety designs into the planning of new private development and essential public facilities.	**Consistent.** Future development under the proposed Specific Plan will have to comply with the County Fire Code regarding fire safety design.
Policy 2.1: Require adequate emergency access (i.e., two viable points of ingress and egress) for emergency vehicles and evacuation in the event of a fire.	**Consistent.** Future development under the proposed Specific Plan will have to comply with the County Fire Code regarding emergency access.
Policy 2.2: Ensure that proposed development in hillside areas has been reviewed by the Fire Department for proper access, and defensible spaces, in addition to the City's Hillside Development Standards.	**Not Applicable.** The planning area is not located in a hillside area.
Policy 2.3: Ensure that all development within the City is adequately serviced by adequate fire protection services and infrastructure.	**Consistent.** Future development under the proposed Specific Plan will be subject to review by the County Fire Department for compliance with pertinent regulations to reduce demand for fire protection services.
Policy 2.4: Continue to update the City's Emergency Response Plan and adopt revisions to the Las Virgenes-Malibu Council of Government's Hazard Mitigation Plan.	**Not Applicable.** This is an administrative program of the City.
Objective 3: Ensure that the risk of damage and injury from brush fires is significantly reduced.	**Not Applicable.** The planning area is developed with urban land uses and is surrounded by roads and existing development.
Policy 3.1: Require that developments located in wildland interface areas incorporate and maintain a fuel modification program, (i.e., brush clearance and the planning of slow burning and fire retardant vegetation) to reduce the threat of wildfires.	**Not Applicable.** The planning area is not located in a wildland interface area. The site is separated from the undeveloped areas to the north by Thousand Oaks Boulevard.
Policy 3.2: Ensure that the high fuel brush vegetation in wildland areas is cleared/maintained as required to reduce the risk of brush fires.	**Not Applicable.** The planning area is not located in a wildland area.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 3.3: Require all brush clearance/maintenance zones be located on the site they are intended to protect.	**Not Applicable.** The planning area is not located in a wildland or wildland interface area.
Objective 4: Assist in the streamlining of reconstruction due to a large scale fire.	**Not Applicable.** This is an administrative program of the City.
Policy 4.1: Expedite plan check of reconstruction for structures lost or damaged due to a large scale fire.	**Not Applicable.** This is an administrative program of the City.
Policy 4.2: Ensure that reconstruction complies with the requirements for construction in Fire Zone 3 and the Very High Fire Hazard Severity Zone for fire safety.	**Not Applicable.** This is an administrative program of the City and the planning area is not located in Fire Zone 3 and the Very High Fire Hazard Severity Zone.
Noise	
Goal: Protect Westlake Village residents, employees, and visitors from the adverse impacts of excessive noise created by stationary (intrusive) and overall (ambient) noise sources.	**Consistent.** The proposed Specific Plan will not result in significant unavoidable adverse impacts related to noise, as discussed in Section 4.12, Noise, of the Program EIR.
Objective 1: Enforce appropriate local noise ordinances, regulations and guidelines, in order to effectively control both overall (ambient) and stationary (intrusive) noise sources.	**Consistent.** Future development under the proposed Specific Plan will have to comply with existing noise regulations, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 1.1: Ensure that local noise ordinances, regulations, and guidelines are appropriate for their intended purpose, are consistent with existing technical standards, and are legally adequate and enforceable.	**Not Applicable.** This is an administrative program of the City.
Objective 2: Maintain base line information regarding the overall (ambient) and stationary source (intrusive) related noise environment of the community on an ongoing basis.	**Not Applicable.** This is an administrative program of the City.
Policy 2.1: Monitor and update available data regarding the community's existing and projected overall (ambient) and stationary (intrusive) noise levels as necessary.	**Not Applicable.** This is an administrative program of the City.
Policy 2.2: Employ technological or mechanical advances in overall and stationary source noise impact mitigation, as they are available and where appropriate.	**Consistent.** Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Objective 3: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, and visitors of the community.	**Consistent.** Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR. No significant unavoidable adverse impacts related to noise will occur.
Policy 3.1: Require noise sensitive land uses (i.e., residents, hospitals, schools, etc.) in areas exposed to existing or projected noise levels exceeding an Ldn of 60 dB(A) exterior, to incorporate effective mitigation measures to reduce interior noise to no more than 45 dB(A).	**Consistent.** Future development under the proposed Specific Plan must comply with existing noise regulations and standards in the City's General Plan and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.

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GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
Policy 3.2: Implement requirements under Title 24 of the State Building Code to ensure that interior noise levels attributable to exterior sources shall not exceed an Ldn of 45 dB(A) in any habitable room within new hotels, long-term care facilities, apartment houses, and dwellings other than detached single-family units.	**Consistent.** Future development under the proposed Specific Plan must comply with existing noise regulations and standards, including Title 24, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.3: Require adequate sound insulation of single-family homes in areas potentially exposed to overall (ambient) noise levels exceeding an Ldn of 60 dB(A).	**Consistent**. No single-family homes would be developed under the Specific Plan. Future residential uses under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.4: Prohibit the development of new industrial, commercial, or related land uses or the expansion of existing land uses when it can be demonstrated that such new or expanded land uses would directly and unavoidably cause overall (ambient) noise levels to exceed an Ldn of 65 dB(A) exterior upon areas containing housing, schools, health care facilities, or other “noise sensitive” land uses.	**Consistent.** Future development under the proposed Specific Plan will not result in significant unavoidable adverse impacts related to noise, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.5: Require that loading and shipping facilities of commercial and industrial land uses be located and designed in a manner to minimize the potential noise impacts upon adjoining residential areas to the greatest degree practicable.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.6: Require that all parking areas for commercial and industrial land uses abutting residential areas be buffered and shielded by landscaped walls, fences, or other effective noise barriers.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.7: Control high-noise generating commercial/industrial equipment and activities to reduce the potentially adverse noise impacts of such equipment upon adjacent residential uses.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.8: Encourage “noise sensitive” land uses, including school, libraries, health care facilities, and residential uses, to incorporate landscaped fences, walls, and/or other noise buffers and barriers, where appropriate and feasible to do so.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with

Chapter 4: Hazards

GENERAL PLAN GOAL, OBJECTIVE, OR POLICY*	SPECIFIC PLAN CONSISTENCY
	existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 3.9: Require an acoustical analysis for any new or expanded land use determined by the City of Westlake Village to be a potential major stationary noise source. Recommend mitigation measures shall be implemented and tested, prior to the issuance of a Certificate of Occupancy for said land use.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Noise mitigation measures call for the preparation of acoustical studies, as discussed in Section 4.12, Noise, of the Program EIR.
Objective 4: Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with existing noise regulations and standards and implement noise mitigation measures, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 4.1: Require that all new non-residential development incorporate on-site ingress and egress points designed to divert traffic (and its resultant noise) away from “noise sensitive” land uses to the greatest degree practicable, consistent with applicable safety and planning considerations.	**Consistent.** The proposed Specific Plan includes development standards and design guidelines that address the interface between residential and non-residential land uses, setbacks, landscape buffers, and impacts from noise and odors. Future development under the proposed Specific Plan must comply with existing noise regulations and standards, as discussed in Section 4.12, Noise, of the Program EIR.
Policy 4.2: Discourage the intrusion of commercial and industrial traffic onto local residential streets.	**Not Applicable.** There are no residential streets in the planning area. Future residential uses would be in mixed use developments and is not expected to include the construction of public residential streets.
* Westlake Village General Plan 2018	

APPENDIX D

AIR QUALITY MODEL RUNS

Westlake Village - Existing Uses - Ventura County, Winter

Westlake Village - Existing Uses

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	957.76	1000sqft	21.99	957,757.00	0
Office Park	848.62	1000sqft	19.48	848,618.00	0
Automobile Care Center	64.32	1000sqft	1.48	64,320.00	0
Strip Mall	150.39	1000sqft	3.45	150,394.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Trips and VMT - Construction included for the Project Scenario

Demolition -

Grading - Construction included for the Project Scenario

Architectural Coating - Construction included for the Project Scenario

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	0.00
tblLandUse	LandUseSquareFeet	957,760.00	957,757.00
tblLandUse	LandUseSquareFeet	848,620.00	848,618.00
tblLandUse	LandUseSquareFeet	150,390.00	150,394.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	331.00	0.00
tblTripsAndVMT	WorkerTripNumber	647.00	0.00
tblTripsAndVMT	WorkerTripNumber	129.00	0.00
tblVehicleTrips	ST_TR	23.72	31.09
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	35.81
tblVehicleTrips	SU_TR	11.88	15.57
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	17.40
tblVehicleTrips	WD_TR	23.72	31.09
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	212.9035	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**212.9035**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	212.9035	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**212.9035**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	56.1038	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727
Energy	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
Mobile	50.0763	192.4888	587.1634	1.4887	125.9494	1.9470	127.8964	33.6432	1.8345	35.4777		150,096.8816	150,096.8816	7.7151		150,289.7582
Total	**106.7725**	**197.8756**	**591.8959**	**1.5210**	**125.9494**	**2.3570**	**128.3064**	**33.6432**	**2.2445**	**35.8877**		**156,559.1327**	**156,559.1327**	**7.8401**	**0.1185**	**156,790.4389**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	56.1038	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727
Energy	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
Mobile	50.0763	192.4888	587.1634	1.4887	125.9494	1.9470	127.8964	33.6432	1.8345	35.4777		150,096.8816	150,096.8816	7.7151		150,289.7582
Total	**106.7725**	**197.8756**	**591.8959**	**1.5210**	**125.9494**	**2.3570**	**128.3064**	**33.6432**	**2.2445**	**35.8877**		**156,559.1327**	**156,559.1327**	**7.8401**	**0.1185**	**156,790.4389**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	3/12/2019	5	50	
2	Site Preparation	Site Preparation	3/13/2019	4/23/2019	5	30	

3	Grading	Grading	4/24/2019	8/6/2019	5	75	
4	Building Construction	Building Construction	8/7/2019	6/7/2022	5	740	
5	Paving	Paving	6/8/2022	8/23/2022	5	55	
6	Architectural Coating	Architectural Coating	8/24/2022	11/8/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,031,634; Non-Residential Outdoor: 1,010,545; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38

Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	212.9035					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**212.9035**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	212.9035					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**212.9035**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	50.0763	192.4888	587.1634	1.4887	125.9494	1.9470	127.8964	33.6432	1.8345	35.4777		150,096.8816	150,096.8816	7.7151		150,289.7582
Unmitigated	50.0763	192.4888	587.1634	1.4887	125.9494	1.9470	127.8964	33.6432	1.8345	35.4777		150,096.8816	150,096.8816	7.7151		150,289.7582

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,999.71	1,999.71	1001.46	1,850,019	1,850,019
General Office Building	9,328.58	2,078.34	890.72	16,937,191	16,937,191
Office Park	10,556.83	1,519.03	704.35	19,694,646	19,694,646
Strip Mall	5,677.22	5,385.47	2616.79	8,005,612	8,005,612
Total	27,562.35	10,982.54	5,213.32	46,487,469	46,487,469

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991
General Office Building	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991
Office Park	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991
Strip Mall	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
NaturalGas Unmitigated	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3682.98	0.0397	0.3611	0.3033	2.1700e-003		0.0274	0.0274		0.0274	0.0274		433.2919	433.2919	8.3000e-003	7.9400e-003	435.8667
General Office Building	23983.3	0.2586	2.3513	1.9751	0.0141		0.1787	0.1787		0.1787	0.1787		2,821.5629	2,821.5629	0.0541	0.0517	2,838.3301
Office Park	26435	0.2851	2.5917	2.1770	0.0156		0.1970	0.1970		0.1970	0.1970		3,110.0038	3,110.0038	0.0596	0.0570	3,128.4850
Strip Mall	824.077	8.8900e-003	0.0808	0.0679	4.8000e-004		6.1400e-003	6.1400e-003		6.1400e-003	6.1400e-003		96.9502	96.9502	1.8600e-003	1.7800e-003	97.5263
Total		**0.5923**	**5.3848**	**4.5233**	**0.0323**		**0.4093**	**0.4093**		**0.4093**	**0.4093**		**6,461.8088**	**6,461.8088**	**0.1239**	**0.1185**	**6,500.2081**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3.68298	0.0397	0.3611	0.3033	2.1700e-003		0.0274	0.0274		0.0274	0.0274		433.2919	433.2919	8.3000e-003	7.9400e-003	435.8667
General Office Building	23.9833	0.2586	2.3513	1.9751	0.0141		0.1787	0.1787		0.1787	0.1787		2,821.5629	2,821.5629	0.0541	0.0517	2,838.3301
Office Park	26.435	0.2851	2.5917	2.1770	0.0156		0.1970	0.1970		0.1970	0.1970		3,110.0038	3,110.0038	0.0596	0.0570	3,128.4850
Strip Mall	0.824077	8.8900e-003	0.0808	0.0679	4.8000e-004		6.1400e-003	6.1400e-003		6.1400e-003	6.1400e-003		96.9502	96.9502	1.8600e-003	1.7800e-003	97.5263
Total		**0.5923**	**5.3848**	**4.5233**	**0.0323**		**0.4093**	**0.4093**		**0.4093**	**0.4093**		**6,461.8088**	**6,461.8088**	**0.1239**	**0.1185**	**6,500.2081**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	56.1038	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727
Unmitigated	56.1038	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	lb/day										lb/day					
Architectural Coating	12.8325					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	43.2513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0200	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727
Total	**56.1038**	**1.9600e-003**	**0.2092**	**2.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**		**0.4423**	**0.4423**	**1.2100e-003**		**0.4727**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.8325					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	43.2513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0200	1.9600e-003	0.2092	2.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004		0.4423	0.4423	1.2100e-003		0.4727
Total	**56.1038**	**1.9600e-003**	**0.2092**	**2.0000e-005**		**7.5000e-004**	**7.5000e-004**		**7.5000e-004**	**7.5000e-004**		**0.4423**	**0.4423**	**1.2100e-003**		**0.4727**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Westlake Village - Existing Uses - Ventura County, Annual

Westlake Village - Existing Uses

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	957.76	1000sqft	21.99	957,757.00	0
Office Park	848.62	1000sqft	19.48	848,618.00	0
Automobile Care Center	64.32	1000sqft	1.48	64,320.00	0
Strip Mall	150.39	1000sqft	3.45	150,394.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Trips and VMT - Construction included for the Project Scenario

Demolition -

Grading - Construction included for the Project Scenario

Architectural Coating - Construction included for the Project Scenario

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	0.00
tblLandUse	LandUseSquareFeet	957,760.00	957,757.00
tblLandUse	LandUseSquareFeet	848,620.00	848,618.00
tblLandUse	LandUseSquareFeet	150,390.00	150,394.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	331.00	0.00
tblTripsAndVMT	WorkerTripNumber	647.00	0.00
tblTripsAndVMT	WorkerTripNumber	129.00	0.00
tblVehicleTrips	ST_TR	23.72	31.09
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	35.81
tblVehicleTrips	SU_TR	11.88	15.57
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	17.40
tblVehicleTrips	WD_TR	23.72	31.09
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	5.8549	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**5.8549**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	5.8549	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**5.8549**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
15	**7-2-2022**	**9-30-2022**	2.8894	2.8894
		Highest	2.8894	2.8894

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	10.2371	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386
Energy	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	10,221.6718	10,221.6718	0.3983	0.0978	10,260.7703
Mobile	7.1075	27.5202	81.5329	0.2135	17.5875	0.2752	17.8627	4.7050	0.2593	4.9643	0.0000	19,536.7552	19,536.7552	0.9830	0.0000	19,561.3311
Waste						0.0000	0.0000		0.0000	0.0000	422.9418	0.0000	422.9418	24.9952	0.0000	1,047.8205
Water						0.0000	0.0000		0.0000	0.0000	107.3098	2,137.1638	2,244.4736	11.1100	0.2785	2,605.2166
Total	**17.4527**	**28.5031**	**82.3772**	**0.2194**	**17.5875**	**0.3500**	**17.9375**	**4.7050**	**0.3340**	**5.0390**	**530.2516**	**31,895.6269**	**32,425.8785**	**37.4866**	**0.3763**	**33,475.1770**

Mitigated Operational

Mitigated C

0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	10.2371	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386
Energy	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	10,221.6718	10,221.6718	0.3983	0.0978	10,260.7703
Mobile	7.1075	27.5202	81.5329	0.2135	17.5875	0.2752	17.8627	4.7050	0.2593	4.9643	0.0000	19,536.7552	19,536.7552	0.9830	0.0000	19,561.3311
Waste						0.0000	0.0000		0.0000	0.0000	422.9418	0.0000	422.9418	24.9952	0.0000	1,047.8205
Water						0.0000	0.0000		0.0000	0.0000	107.3098	2,137.1638	2,244.4736	11.1100	0.2785	2,605.2166
Total	**17.4527**	**28.5031**	**82.3772**	**0.2194**	**17.5875**	**0.3500**	**17.9375**	**4.7050**	**0.3340**	**5.0390**	**530.2516**	**31,895.6269**	**32,425.8785**	**37.4866**	**0.3763**	**33,475.1770**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	3/12/2019	5	50	
2	Site Preparation	Site Preparation	3/13/2019	4/23/2019	5	30	
3	Grading	Grading	4/24/2019	8/6/2019	5	75	
4	Building Construction	Building Construction	8/7/2019	6/7/2022	5	740	
5	Paving	Paving	6/8/2022	8/23/2022	5	55	
6	Architectural Coating	Architectural Coating	8/24/2022	11/8/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,031,634; Non-Residential Outdoor: 1,010,545; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40

Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.8549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8549**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.8549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8549**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.1075	27.5202	81.5329	0.2135	17.5875	0.2752	17.8627	4.7050	0.2593	4.9643	0.0000	19,536.7552	19,536.7552	0.9830	0.0000	19,561.3311
Unmitigated	7.1075	27.5202	81.5329	0.2135	17.5875	0.2752	17.8627	4.7050	0.2593	4.9643	0.0000	19,536.7552	19,536.7552	0.9830	0.0000	19,561.3311

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,999.71	1,999.71	1001.46	1,850,019	1,850,019
General Office Building	9,328.58	2,078.34	890.72	16,937,191	16,937,191
Office Park	10,556.83	1,519.03	704.35	19,694,646	19,694,646
Strip Mall	5,677.22	5,385.47	2616.79	8,005,612	8,005,612
Total	27,562.35	10,982.54	5,213.32	46,487,469	46,487,469

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991
General Office Building	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991

Office Park	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991
Strip Mall	0.561343	0.044849	0.192501	0.126291	0.024328	0.007038	0.018392	0.016738	0.001099	0.000939	0.004127	0.000363	0.001991

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,151.8469	9,151.8469	0.3778	0.0782	9,184.5879
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,151.8469	9,151.8469	0.3778	0.0782	9,184.5879
NaturalGas Mitigated	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,069.8249	1,069.8249	0.0205	0.0196	1,076.1823
NaturalGas Unmitigated	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,069.8249	1,069.8249	0.0205	0.0196	1,076.1823

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.34429e+006	7.2500e-003	0.0659	0.0554	4.0000e-004		5.0100e-003	5.0100e-003		5.0100e-003	5.0100e-003	0.0000	71.7363	71.7363	1.3700e-003	1.3200e-003	72.1626
General Office Building	8.7539e+006	0.0472	0.4291	0.3605	2.5700e-003		0.0326	0.0326		0.0326	0.0326	0.0000	467.1414	467.1414	8.9500e-003	8.5600e-003	469.9174

Office Park	9.64879e+006	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360	0.0000	514.8960	514.8960	9.8700e-003	9.4400e-003	517.9558
Strip Mall	300788	1.6200e-003	0.0147	0.0124	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003	0.0000	16.0512	16.0512	3.1000e-004	2.9000e-004	16.1466
Total		**0.1081**	**0.9827**	**0.8255**	**5.9000e-003**		**0.0747**	**0.0747**		**0.0747**	**0.0747**	**0.0000**	**1,069.8249**	**1,069.8249**	**0.0205**	**0.0196**	**1,076.1823**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.34429e+006	7.2500e-003	0.0659	0.0554	4.0000e-004		5.0100e-003	5.0100e-003		5.0100e-003	5.0100e-003	0.0000	71.7363	71.7363	1.3700e-003	1.3200e-003	72.1626
General Office Building	8.7539e+006	0.0472	0.4291	0.3605	2.5700e-003		0.0326	0.0326		0.0326	0.0326	0.0000	467.1414	467.1414	8.9500e-003	8.5600e-003	469.9174
Office Park	9.64879e+006	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360	0.0000	514.8960	514.8960	9.8700e-003	9.4400e-003	517.9558
Strip Mall	300788	1.6200e-003	0.0147	0.0124	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003	0.0000	16.0512	16.0512	3.1000e-004	2.9000e-004	16.1466
Total		**0.1081**	**0.9827**	**0.8255**	**5.9000e-003**		**0.0747**	**0.0747**		**0.0747**	**0.0747**	**0.0000**	**1,069.8249**	**1,069.8249**	**0.0205**	**0.0196**	**1,076.1823**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	543504	173.1720	7.1500e-003	1.4800e-003	173.7916
General Office Building	1.3399e+007	4,269.2150	0.1763	0.0365	4,284.4882
Office Park	1.30602e+007	4,161.2694	0.1718	0.0355	4,176.1565

Strip Mall	1.72051e+006	548.1905	0.0226	4.6800e-003	550.1517
Total		**9,151.8469**	**0.3778**	**0.0782**	**9,184.5879**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	543504	173.1720	7.1500e-003	1.4800e-003	173.7916
General Office Building	1.3399e+007	4,269.2150	0.1763	0.0365	4,284.4882
Office Park	1.30602e+007	4,161.2694	0.1718	0.0355	4,176.1565
Strip Mall	1.72051e+006	548.1905	0.0226	4.6800e-003	550.1517
Total		**9,151.8469**	**0.3778**	**0.0782**	**9,184.5879**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	10.2371	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386

Unmitigated	10.2371	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386
Total	**10.2371**	**1.8000e-004**	**0.0188**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0361**	**0.0361**	**1.0000e-004**	**0.0000**	**0.0386**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0188	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	1.0000e-004	0.0000	0.0386
Total	**10.2371**	**1.8000e-004**	**0.0188**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0361**	**0.0361**	**1.0000e-004**	**0.0000**	**0.0386**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,244.4736	11.1100	0.2785	2,605.2166
Unmitigated	2,244.4736	11.1100	0.2785	2,605.2166

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	6.0513 / 3.70886	40.1542	0.1988	4.9800e-003	46.6079
General Office Building	170.226 / 104.332	1,129.5585	5.5912	0.1402	1,311.1068
Office Park	150.828 / 92.4432	1,000.8415	4.9541	0.1242	1,161.7018
Strip Mall	11.1398 / 6.8276	73.9194	0.3659	9.1700e-003	85.8001
Total		**2,244.4736**	**11.1100**	**0.2785**	**2,605.2166**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	6.0513 / 3.70886	40.1542	0.1988	4.9800e-003	46.6079
General Office Building	170.226 / 104.332	1,129.5585	5.5912	0.1402	1,311.1068
Office Park	150.828 / 92.4432	1,000.8415	4.9541	0.1242	1,161.7018
Strip Mall	11.1398 / 6.8276	73.9194	0.3659	9.1700e-003	85.8001
Total		**2,244.4736**	**11.1100**	**0.2785**	**2,605.2166**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	422.9418	24.9952	0.0000	1,047.8205
Unmitigated	422.9418	24.9952	0.0000	1,047.8205

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	245.7	49.8749	2.9475	0.0000	123.5629
General Office Building	890.72	180.8081	10.6855	0.0000	447.9444
Office Park	789.22	160.2045	9.4678	0.0000	396.8999
Strip Mall	157.91	32.0543	1.8944	0.0000	79.4132
Total		**422.9418**	**24.9952**	**0.0000**	**1,047.8205**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	245.7	49.8749	2.9475	0.0000	123.5629
General Office Building	890.72	180.8081	10.6855	0.0000	447.9444
Office Park	789.22	160.2045	9.4678	0.0000	396.8999
Strip Mall	157.91	32.0543	1.8944	0.0000	79.4132
Total		**422.9418**	**24.9952**	**0.0000**	**1,047.8205**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

)perational

CO2e

Westlake Village - Existing Uses Year 2040 - Ventura County, Winter

Westlake Village - Existing Uses Year 2040

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	957.76	1000sqft	21.99	957,757.00	0
Office Park	848.62	1000sqft	19.48	848,618.00	0
Automobile Care Center	64.32	1000sqft	1.48	64,320.00	0
Strip Mall	150.39	1000sqft	3.45	150,394.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Trips and VMT - Construction included for the Project Scenario

Demolition -

Grading - Construction included for the Project Scenario

Architectural Coating - Construction included for the Project Scenario

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD2	5.4070e-003	5.4200e-003
tblFleetMix	LHD2	5.4070e-003	5.4200e-003
tblFleetMix	MCY	3.5990e-003	3.6080e-003
tblFleetMix	MCY	3.5990e-003	3.6080e-003
tblFleetMix	MDV	0.09	0.09
tblFleetMix	MDV	0.09	0.09

tblFleetMix	MH	7.1900e-004	0.00
tblFleetMix	MH	7.1900e-004	0.00
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	OBUS	1.2370e-003	0.00
tblFleetMix	OBUS	1.2370e-003	0.00
tblFleetMix	SBUS	4.4900e-004	0.00
tblFleetMix	SBUS	4.4900e-004	0.00
tblFleetMix	UBUS	1.1510e-003	1.1540e-003
tblFleetMix	UBUS	1.1510e-003	1.1540e-003
tblLandUse	LandUseSquareFeet	957,760.00	957,757.00
tblLandUse	LandUseSquareFeet	848,620.00	848,618.00
tblLandUse	LandUseSquareFeet	150,390.00	150,394.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	331.00	0.00
tblTripsAndVMT	WorkerTripNumber	647.00	0.00
tblTripsAndVMT	WorkerTripNumber	129.00	0.00
tblVehicleTrips	ST_TR	23.72	31.09
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	35.81
tblVehicleTrips	SU_TR	11.88	15.57
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	17.40
tblVehicleTrips	WD_TR	23.72	31.09
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

2022	212.9035	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**212.9035**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	212.9035	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**212.9035**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	56.1026	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708

Energy	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
Mobile	13.9365	74.1190	179.9141	0.9353	125.7198	0.4128	126.1326	33.5417	0.3832	33.9248		95,789.9596	95,789.9596	3.2156		95,870.3498
Total	**70.6314**	**79.5057**	**184.6424**	**0.9677**	**125.7198**	**0.8228**	**126.5425**	**33.5417**	**0.7932**	**34.3348**		**102,252.2106**	**102,252.2106**	**3.3406**	**0.1185**	**102,371.0286**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	56.1026	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708
Energy	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
Mobile	13.9365	74.1190	179.9141	0.9353	125.7198	0.4128	126.1326	33.5417	0.3832	33.9248		95,789.9596	95,789.9596	3.2156		95,870.3498
Total	**70.6314**	**79.5057**	**184.6424**	**0.9677**	**125.7198**	**0.8228**	**126.5425**	**33.5417**	**0.7932**	**34.3348**		**102,252.2106**	**102,252.2106**	**3.3406**	**0.1185**	**102,371.0286**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	3/12/2019	5	50	
2	Site Preparation	Site Preparation	3/13/2019	4/23/2019	5	30	
3	Grading	Grading	4/24/2019	8/6/2019	5	75	
4	Building Construction	Building Construction	8/7/2019	6/7/2022	5	740	
5	Paving	Paving	6/8/2022	8/23/2022	5	55	

6	Architectural Coating	Architectural Coating	8/24/2022	11/8/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,031,634; Non-Residential Outdoor: 1,010,545; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	212.9035					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**212.9035**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	212.9035					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**212.9035**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.9365	74.1190	179.9141	0.9353	125.7198	0.4128	126.1326	33.5417	0.3832	33.9248		95,789.9596	95,789.9596	3.2156		95,870.3498
Unmitigated	13.9365	74.1190	179.9141	0.9353	125.7198	0.4128	126.1326	33.5417	0.3832	33.9248		95,789.9596	95,789.9596	3.2156		95,870.3498

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,999.71	1,999.71	1001.46	1,850,019	1,850,019
General Office Building	9,328.58	2,078.34	890.72	16,937,191	16,937,191
Office Park	10,556.83	1,519.03	704.35	19,694,646	19,694,646
Strip Mall	5,677.22	5,385.47	2616.79	8,005,612	8,005,612
Total	27,562.35	10,982.54	5,213.32	46,487,469	46,487,469

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.615845	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
General Office Building	0.617330	0.038060	0.187738	0.094867	0.011512	0.005420	0.021299	0.019012	0.000000	0.001154	0.003608	0.000000	0.000000
Office Park	0.617330	0.038060	0.187738	0.094867	0.011512	0.005420	0.021299	0.019012	0.000000	0.001154	0.003608	0.000000	0.000000
Strip Mall	0.615845	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
NaturalGas Mitigated	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081
NaturalGas Unmitigated	0.5923	5.3848	4.5233	0.0323		0.4093	0.4093		0.4093	0.4093		6,461.8088	6,461.8088	0.1239	0.1185	6,500.2081

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3682.98	0.0397	0.3611	0.3033	2.1700e-003		0.0274	0.0274		0.0274	0.0274		433.2919	433.2919	8.3000e-003	7.9400e-003	435.8667
General Office Building	23983.3	0.2586	2.3513	1.9751	0.0141		0.1787	0.1787		0.1787	0.1787		2,821.5629	2,821.5629	0.0541	0.0517	2,838.3301
Office Park	26435	0.2851	2.5917	2.1770	0.0156		0.1970	0.1970		0.1970	0.1970		3,110.0038	3,110.0038	0.0596	0.0570	3,128.4850
Strip Mall	824.077	8.8900e-003	0.0808	0.0679	4.8000e-004		6.1400e-003	6.1400e-003		6.1400e-003	6.1400e-003		96.9502	96.9502	1.8600e-003	1.7800e-003	97.5263
Total		**0.5923**	**5.3848**	**4.5233**	**0.0323**		**0.4093**	**0.4093**		**0.4093**	**0.4093**		**6,461.8088**	**6,461.8088**	**0.1239**	**0.1185**	**6,500.2081**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	3.68298	0.0397	0.3611	0.3033	2.1700e-003		0.0274	0.0274		0.0274	0.0274		433.2919	433.2919	8.3000e-003	7.9400e-003	435.8667
General Office Building	23.9833	0.2586	2.3513	1.9751	0.0141		0.1787	0.1787		0.1787	0.1787		2,821.5629	2,821.5629	0.0541	0.0517	2,838.3301

Office Park	26.435	0.2851	2.5917	2.1770	0.0156		0.1970	0.1970		0.1970	0.1970		3,110.0038	3,110.0038	0.0596	0.0570	3,128.4850
Strip Mall	0.824077	8.8900e-003	0.0808	0.0679	4.8000e-004		6.1400e-003	6.1400e-003		6.1400e-003	6.1400e-003		96.9502	96.9502	1.8600e-003	1.7800e-003	97.5263
Total		**0.5923**	**5.3848**	**4.5233**	**0.0323**		**0.4093**	**0.4093**		**0.4093**	**0.4093**		**6,461.8088**	**6,461.8088**	**0.1239**	**0.1185**	**6,500.2081**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	56.1026	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708
Unmitigated	56.1026	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.8325					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	43.2513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	0.0188	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708
Total	**56.1026**	**1.8400e-003**	**0.2050**	**2.0000e-005**		**7.3000e-004**	**7.3000e-004**		**7.3000e-004**	**7.3000e-004**		**0.4423**	**0.4423**	**1.1400e-003**		**0.4708**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	12.8325					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	43.2513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0188	1.8400e-003	0.2050	2.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		0.4423	0.4423	1.1400e-003		0.4708
Total	**56.1026**	**1.8400e-003**	**0.2050**	**2.0000e-005**		**7.3000e-004**	**7.3000e-004**		**7.3000e-004**	**7.3000e-004**		**0.4423**	**0.4423**	**1.1400e-003**		**0.4708**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Westlake Village - Existing Uses Year 2040 - Ventura County, Annual

Westlake Village - Existing Uses Year 2040

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	957.76	1000sqft	21.99	957,757.00	0
Office Park	848.62	1000sqft	19.48	848,618.00	0
Automobile Care Center	64.32	1000sqft	1.48	64,320.00	0
Strip Mall	150.39	1000sqft	3.45	150,394.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Off-road Equipment - Construction included for the Project Scenario

Trips and VMT - Construction included for the Project Scenario

Demolition -

Grading - Construction included for the Project Scenario

Architectural Coating - Construction included for the Project Scenario

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	75.00	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDA	0.62	0.62
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD1	0.01	0.01
tblFleetMix	LHD2	5.4070e-003	5.4200e-003
tblFleetMix	LHD2	5.4070e-003	5.4200e-003
tblFleetMix	MCY	3.5990e-003	3.6080e-003
tblFleetMix	MCY	3.5990e-003	3.6080e-003
tblFleetMix	MDV	0.09	0.09
tblFleetMix	MDV	0.09	0.09

tblFleetMix	MH	7.1900e-004	0.00
tblFleetMix	MH	7.1900e-004	0.00
tblFleetMix	MHD	0.02	0.02
tblFleetMix	MHD	0.02	0.02
tblFleetMix	OBUS	1.2370e-003	0.00
tblFleetMix	OBUS	1.2370e-003	0.00
tblFleetMix	SBUS	4.4900e-004	0.00
tblFleetMix	SBUS	4.4900e-004	0.00
tblFleetMix	UBUS	1.1510e-003	1.1540e-003
tblFleetMix	UBUS	1.1510e-003	1.1540e-003
tblLandUse	LandUseSquareFeet	957,760.00	957,757.00
tblLandUse	LandUseSquareFeet	848,620.00	848,618.00
tblLandUse	LandUseSquareFeet	150,390.00	150,394.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblTripsAndVMT	VendorTripNumber	331.00	0.00
tblTripsAndVMT	WorkerTripNumber	647.00	0.00
tblTripsAndVMT	WorkerTripNumber	129.00	0.00
tblVehicleTrips	ST_TR	23.72	31.09
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	35.81
tblVehicleTrips	SU_TR	11.88	15.57
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	17.40
tblVehicleTrips	WD_TR	23.72	31.09
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

2022	5.8549	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**5.8549**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2022	5.8549	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**5.8549**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
15	**7-2-2022**	**9-30-2022**	2.8894	2.8894
		Highest	2.8894	2.8894

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Area	10.2370	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384
Energy	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	10,221.6718	10,221.6718	0.3983	0.0978	10,260.7703
Mobile	1.9957	10.7371	25.2192	0.1344	17.5557	0.0588	17.6144	4.6909	0.0546	4.7455	0.0000	12,487.9689	12,487.9689	0.4106	0.0000	12,498.2348
Waste						0.0000	0.0000		0.0000	0.0000	422.9418	0.0000	422.9418	24.9952	0.0000	1,047.8205
Water						0.0000	0.0000		0.0000	0.0000	107.3098	2,137.1638	2,244.4736	11.1100	0.2785	2,605.2166
Total	**12.3408**	**11.7200**	**26.0632**	**0.1403**	**17.5557**	**0.1335**	**17.6892**	**4.6909**	**0.1293**	**4.8202**	**530.2516**	**24,846.8406**	**25,377.0922**	**36.9142**	**0.3763**	**26,412.0806**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	10.2370	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384
Energy	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	10,221.6718	10,221.6718	0.3983	0.0978	10,260.7703
Mobile	1.9957	10.7371	25.2192	0.1344	17.5557	0.0588	17.6144	4.6909	0.0546	4.7455	0.0000	12,487.9689	12,487.9689	0.4106	0.0000	12,498.2348
Waste						0.0000	0.0000		0.0000	0.0000	422.9418	0.0000	422.9418	24.9952	0.0000	1,047.8205
Water						0.0000	0.0000		0.0000	0.0000	107.3098	2,137.1638	2,244.4736	11.1100	0.2785	2,605.2166
Total	**12.3408**	**11.7200**	**26.0632**	**0.1403**	**17.5557**	**0.1335**	**17.6892**	**4.6909**	**0.1293**	**4.8202**	**530.2516**	**24,846.8406**	**25,377.0922**	**36.9142**	**0.3763**	**26,412.0806**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	3/12/2019	5	50	
2	Site Preparation	Site Preparation	3/13/2019	4/23/2019	5	30	
3	Grading	Grading	4/24/2019	8/6/2019	5	75	
4	Building Construction	Building Construction	8/7/2019	6/7/2022	5	740	
5	Paving	Paving	6/8/2022	8/23/2022	5	55	
6	Architectural Coating	Architectural Coating	8/24/2022	11/8/2022	5	55	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,031,634; Non-Residential Outdoor: 1,010,545; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74

Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.8549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8549**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.8549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.8549**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	1.9957	10.7371	25.2192	0.1344	17.5557	0.0588	17.6144	4.6909	0.0546	4.7455	0.0000	12,487.9689	12,487.9689	0.4106	0.0000	12,498.2348
Unmitigated	1.9957	10.7371	25.2192	0.1344	17.5557	0.0588	17.6144	4.6909	0.0546	4.7455	0.0000	12,487.9689	12,487.9689	0.4106	0.0000	12,498.2348

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	1,999.71	1,999.71	1001.46	1,850,019	1,850,019
General Office Building	9,328.58	2,078.34	890.72	16,937,191	16,937,191
Office Park	10,556.83	1,519.03	704.35	19,694,646	19,694,646
Strip Mall	5,677.22	5,385.47	2616.79	8,005,612	8,005,612
Total	27,562.35	10,982.54	5,213.32	46,487,469	46,487,469

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.615845	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
General Office Building	0.617330	0.038060	0.187738	0.094867	0.011512	0.005420	0.021299	0.019012	0.000000	0.001154	0.003608	0.000000	0.000000
Office Park	0.617330	0.038060	0.187738	0.094867	0.011512	0.005420	0.021299	0.019012	0.000000	0.001154	0.003608	0.000000	0.000000
Strip Mall	0.615845	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,151.8469	9,151.8469	0.3778	0.0782	9,184.5879
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9,151.8469	9,151.8469	0.3778	0.0782	9,184.5879
NaturalGas Mitigated	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,069.8249	1,069.8249	0.0205	0.0196	1,076.1823
NaturalGas Unmitigated	0.1081	0.9827	0.8255	5.9000e-003		0.0747	0.0747		0.0747	0.0747	0.0000	1,069.8249	1,069.8249	0.0205	0.0196	1,076.1823

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.34429e+006	7.2500e-003	0.0659	0.0554	4.0000e-004		5.0100e-003	5.0100e-003		5.0100e-003	5.0100e-003	0.0000	71.7363	71.7363	1.3700e-003	1.3200e-003	72.1626
General Office Building	8.7539e+006	0.0472	0.4291	0.3605	2.5700e-003		0.0326	0.0326		0.0326	0.0326	0.0000	467.1414	467.1414	8.9500e-003	8.5600e-003	469.9174
Office Park	9.64879e+006	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360	0.0000	514.8960	514.8960	9.8700e-003	9.4400e-003	517.9558
Strip Mall	300788	1.6200e-003	0.0147	0.0124	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003	0.0000	16.0512	16.0512	3.1000e-004	2.9000e-004	16.1466
Total		**0.1081**	**0.9827**	**0.8255**	**5.9000e-003**		**0.0747**	**0.0747**		**0.0747**	**0.0747**	**0.0000**	**1,069.8249**	**1,069.8249**	**0.0205**	**0.0196**	**1,076.1823**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	1.34429e+006	7.2500e-003	0.0659	0.0554	4.0000e-004		5.0100e-003	5.0100e-003		5.0100e-003	5.0100e-003	0.0000	71.7363	71.7363	1.3700e-003	1.3200e-003	72.1626
General Office Building	8.7539e+006	0.0472	0.4291	0.3605	2.5700e-003		0.0326	0.0326		0.0326	0.0326	0.0000	467.1414	467.1414	8.9500e-003	8.5600e-003	469.9174
Office Park	9.64879e+006	0.0520	0.4730	0.3973	2.8400e-003		0.0360	0.0360		0.0360	0.0360	0.0000	514.8960	514.8960	9.8700e-003	9.4400e-003	517.9558
Strip Mall	300788	1.6200e-003	0.0147	0.0124	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003	0.0000	16.0512	16.0512	3.1000e-004	2.9000e-004	16.1466
Total		**0.1081**	**0.9827**	**0.8255**	**5.9000e-003**		**0.0747**	**0.0747**		**0.0747**	**0.0747**	**0.0000**	**1,069.8249**	**1,069.8249**	**0.0205**	**0.0196**	**1,076.1823**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	543504	173.1720	7.1500e-003	1.4800e-003	173.7916
General Office Building	1.3399e+007	4,269.2150	0.1763	0.0365	4,284.4882
Office Park	1.30602e+007	4,161.2694	0.1718	0.0355	4,176.1565
Strip Mall	1.72051e+006	548.1905	0.0226	4.6800e-003	550.1517
Total		**9,151.8469**	**0.3778**	**0.0782**	**9,184.5879**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	543504	173.1720	7.1500e-003	1.4800e-003	173.7916
General Office Building	1.3399e+007	4,269.2150	0.1763	0.0365	4,284.4882
Office Park	1.30602e+007	4,161.2694	0.1718	0.0355	4,176.1565
Strip Mall	1.72051e+006	548.1905	0.0226	4.6800e-003	550.1517
Total		**9,151.8469**	**0.3778**	**0.0782**	**9,184.5879**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	10.2370	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384
Unmitigated	10.2370	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6900e-003	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384
Total	**10.2370**	**1.7000e-004**	**0.0185**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0361**	**0.0361**	**9.0000e-005**	**0.0000**	**0.0384**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.3419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6900e-003	1.7000e-004	0.0185	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.0361	0.0361	9.0000e-005	0.0000	0.0384
Total	**10.2370**	**1.7000e-004**	**0.0185**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0361**	**0.0361**	**9.0000e-005**	**0.0000**	**0.0384**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,244.4736	11.1100	0.2785	2,605.2166
Unmitigated	2,244.4736	11.1100	0.2785	2,605.2166

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	6.0513 / 3.70886	40.1542	0.1988	4.9800e-003	46.6079
General Office Building	170.226 / 104.332	1,129.5585	5.5912	0.1402	1,311.1068
Office Park	150.828 / 92.4432	1,000.8415	4.9541	0.1242	1,161.7018
Strip Mall	11.1398 / 6.8276	73.9194	0.3659	9.1700e-003	85.8001
Total		**2,244.4736**	**11.1100**	**0.2785**	**2,605.2166**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	6.0513 / 3.70886	40.1542	0.1988	4.9800e-003	46.6079
General Office Building	170.226 / 104.332	1,129.5585	5.5912	0.1402	1,311.1068
Office Park	150.828 / 92.4432	1,000.8415	4.9541	0.1242	1,161.7018
Strip Mall	11.1398 / 6.8276	73.9194	0.3659	9.1700e-003	85.8001
Total		**2,244.4736**	**11.1100**	**0.2785**	**2,605.2166**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	422.9418	24.9952	0.0000	1,047.8205
Unmitigated	422.9418	24.9952	0.0000	1,047.8205

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	245.7	49.8749	2.9475	0.0000	123.5629
General Office Building	890.72	180.8081	10.6855	0.0000	447.9444
Office Park	789.22	160.2045	9.4678	0.0000	396.8999
Strip Mall	157.91	32.0543	1.8944	0.0000	79.4132
Total		**422.9418**	**24.9952**	**0.0000**	**1,047.8205**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	245.7	49.8749	2.9475	0.0000	123.5629
General Office Building	890.72	180.8081	10.6855	0.0000	447.9444
Office Park	789.22	160.2045	9.4678	0.0000	396.8999
Strip Mall	157.91	32.0543	1.8944	0.0000	79.4132
Total		**422.9418**	**24.9952**	**0.0000**	**1,047.8205**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Westlake Village - Project

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	425.79	1000sqft	9.77	425,790.00	0
Government (Civic Center)	83.94	1000sqft	1.93	83,940.00	0
Office Park	840.60	1000sqft	19.30	840,601.00	0
High Turnover (Sit Down Restaurant)	6.78	1000sqft	0.16	6,780.00	0
Apartments Mid Rise	1,017.00	Dwelling Unit	26.76	1,017,000.00	3112
Strip Mall	274.29	1000sqft	6.30	274,285.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project defined land use sizes.

Demolition -

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	840,600.00	840,601.00
tblLandUse	LandUseSquareFeet	274,290.00	274,285.00
tblVehicleTrips	ST_TR	6.39	3.92
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	158.37	88.36
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	33.66
tblVehicleTrips	SU_TR	5.86	3.59
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	131.84	73.56
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	16.36
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	27.92	0.00
tblVehicleTrips	WD_TR	127.15	70.94
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	35.48

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	8.8270	68.8452	66.7223	0.2279	25.4747	2.3914	27.4353	9.9699	2.2001	12.1700	0.0000	23,352.4713	23,352.4713	1.9474	0.0000	23,397.7108
2020	7.9644	62.2310	61.8252	0.2240	12.8511	1.4312	14.2823	3.4659	1.3483	4.8142	0.0000	22,945.6337	22,945.6337	1.7154	0.0000	22,988.5185
2021	7.2552	56.1818	57.9209	0.2202	12.8513	1.1311	13.9824	3.4660	1.0637	4.5297	0.0000	22,578.7485	22,578.7485	1.6517	0.0000	22,620.0403
2022	6.7298	51.9835	54.8515	0.2156	12.8516	0.9659	13.8175	3.4661	0.9088	4.3749	0.0000	22,129.2310	22,129.2310	1.5957	0.0000	22,169.1221
2023	6.1040	42.4718	51.7062	0.2097	12.8518	0.8008	13.6525	3.4662	0.7526	4.2188	0.0000	21,548.3792	21,548.3792	1.4900	0.0000	21,585.6299
2024	642.8797	41.0489	49.5433	0.2060	12.8520	0.7127	13.5647	3.4663	0.6696	4.1358	0.0000	21,182.1634	21,182.1634	1.4579	0.0000	21,218.6106
Maximum	**642.8797**	**68.8452**	**66.7223**	**0.2279**	**25.4747**	**2.3914**	**27.4353**	**9.9699**	**2.2001**	**12.1700**	**0.0000**	**23,352.4713**	**23,352.4713**	**1.9474**	**0.0000**	**23,397.7108**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	8.8270	68.8452	66.7223	0.2279	12.8509	2.3914	14.5763	3.9122	2.2001	6.1123	0.0000	23,352.4713	23,352.4713	1.9474	0.0000	23,397.7108
2020	7.9644	62.2310	61.8252	0.2240	12.8511	1.4312	14.2823	3.4659	1.3483	4.8142	0.0000	22,945.6337	22,945.6337	1.7154	0.0000	22,988.5185
2021	7.2552	56.1818	57.9209	0.2202	12.8513	1.1311	13.9824	3.4660	1.0637	4.5297	0.0000	22,578.7485	22,578.7485	1.6517	0.0000	22,620.0403
2022	6.7298	51.9835	54.8515	0.2156	12.8516	0.9659	13.8175	3.4661	0.9088	4.3749	0.0000	22,129.2310	22,129.2310	1.5957	0.0000	22,169.1221
2023	6.1040	42.4718	51.7062	0.2097	12.8518	0.8008	13.6525	3.4662	0.7526	4.2188	0.0000	21,548.3792	21,548.3792	1.4900	0.0000	21,585.6299
2024	642.8797	41.0489	49.5433	0.2060	12.8520	0.7127	13.5647	3.4663	0.6696	4.1358	0.0000	21,182.1634	21,182.1634	1.4579	0.0000	21,218.6106
Maximum	**642.8797**	**68.8452**	**66.7223**	**0.2279**	**12.8520**	**2.3914**	**14.5763**	**3.9122**	**2.2001**	**6.1123**	**0.0000**	**23,352.4713**	**23,352.4713**	**1.9474**	**0.0000**	**23,397.7108**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.07**	**0.00**	**13.29**	**22.19**	**0.00**	**17.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Energy	0.8316	7.3725	4.9767	0.0454		0.5745	0.5745		0.5745	0.5745		9,071.7331	9,071.7331	0.1739	0.1663	9,125.6419
Mobile	15.8268	77.7590	191.1666	1.0434	133.8653	0.4399	134.3052	35.7398	0.4083	36.1482		106,824.3868	106,824.3868	3.3656		106,908.5259
Total	**89.0391**	**86.0972**	**279.8440**	**1.0932**	**133.8653**	**1.4803**	**135.3456**	**35.7398**	**1.4487**	**37.1886**	**0.0000**	**116,047.5546**	**116,047.5546**	**3.6842**	**0.1663**	**116,189.2206**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Energy	0.6532	5.7797	3.8275	0.0356		0.4513	0.4513		0.4513	0.4513		7,125.4571	7,125.4571	0.1366	0.1306	7,167.8001
Mobile	15.8268	77.7590	191.1666	1.0434	133.8653	0.4399	134.3052	35.7398	0.4083	36.1482		106,824.3868	106,824.3868	3.3656		106,908.5259
Total	**88.8606**	**84.5043**	**278.6948**	**1.0834**	**133.8653**	**1.3570**	**135.2224**	**35.7398**	**1.3255**	**37.0653**	**0.0000**	**114,101.2786**	**114,101.2786**	**3.6469**	**0.1306**	**114,231.3788**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.20**	**1.85**	**0.41**	**0.89**	**0.00**	**8.33**	**0.09**	**0.00**	**8.51**	**0.33**	**0.00**	**1.68**	**1.68**	**1.01**	**21.46**	**1.69**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	4/9/2019	5	70	
2	Site Preparation	Site Preparation	4/10/2019	6/4/2019	5	40	
3	Grading	Grading	6/5/2019	11/5/2019	5	110	
4	Building Construction	Building Construction	11/6/2019	2/6/2024	5	1110	
5	Paving	Paving	2/7/2024	5/21/2024	5	75	
6	Architectural Coating	Architectural Coating	5/22/2024	9/3/2024	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 2,059,425; Residential Outdoor: 686,475; Non-Residential Indoor: 2,447,094; Non-Residential Outdoor: 815,698; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Westlake Village - Project - Ventura County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	7,503.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,255.00	376.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	251.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.4848	0.0000	23.4848	3.5564	0.0000	3.5564			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**23.4848**	**1.7949**	**25.2797**	**3.5564**	**1.6697**	**5.2261**		**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8797	31.5503	6.4819	0.0820	1.8668	0.1648	2.0316	0.5111	0.1577	0.6687		8,943.0113	8,943.0113	0.8542		8,964.3666
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0590	0.0369	0.4548	1.2300e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		122.9547	122.9547	3.5600e-003		123.0437
Total	**0.9387**	**31.5872**	**6.9367**	**0.0832**	**1.9900**	**0.1657**	**2.1557**	**0.5437**	**0.1585**	**0.7022**		**9,065.9659**	**9,065.9659**	**0.8578**		**9,087.4103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.1591	0.0000	9.1591	1.3870	0.0000	1.3870			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**9.1591**	**1.7949**	**10.9540**	**1.3870**	**1.6697**	**3.0567**	**0.0000**	**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8797	31.5503	6.4819	0.0820	1.8668	0.1648	2.0316	0.5111	0.1577	0.6687		8,943.0113	8,943.0113	0.8542		8,964.3666
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0590	0.0369	0.4548	1.2300e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		122.9547	122.9547	3.5600e-003		123.0437
Total	**0.9387**	**31.5872**	**6.9367**	**0.0832**	**1.9900**	**0.1657**	**2.1557**	**0.5437**	**0.1585**	**0.7022**		**9,065.9659**	**9,065.9659**	**0.8578**		**9,087.4103**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0708	0.0443	0.5458	1.4800e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		147.5456	147.5456	4.2700e-003		147.6524
Total	**0.0708**	**0.0443**	**0.5458**	**1.4800e-003**	**0.1479**	**1.0600e-003**	**0.1489**	**0.0392**	**9.8000e-004**	**0.0402**		**147.5456**	**147.5456**	**4.2700e-003**		**147.6524**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**7.0458**	**2.3904**	**9.4362**	**3.8730**	**2.1991**	**6.0721**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0708	0.0443	0.5458	1.4800e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		147.5456	147.5456	4.2700e-003		147.6524
Total	**0.0708**	**0.0443**	**0.5458**	**1.4800e-003**	**0.1479**	**1.0600e-003**	**0.1489**	**0.0392**	**9.8000e-004**	**0.0402**		**147.5456**	**147.5456**	**4.2700e-003**		**147.6524**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.6733**	**2.3827**	**11.0560**	**3.5965**	**2.1920**	**5.7885**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0786	0.0492	0.6064	1.6500e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		163.9396	163.9396	4.7500e-003		164.0582
Total	**0.0786**	**0.0492**	**0.6064**	**1.6500e-003**	**0.1643**	**1.1800e-003**	**0.1655**	**0.0436**	**1.0900e-003**	**0.0447**		**163.9396**	**163.9396**	**4.7500e-003**		**164.0582**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3826	0.0000	3.3826	1.4026	0.0000	1.4026			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**3.3826**	**2.3827**	**5.7653**	**1.4026**	**2.1920**	**3.5947**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0786	0.0492	0.6064	1.6500e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		163.9396	163.9396	4.7500e-003		164.0582
Total	**0.0786**	**0.0492**	**0.6064**	**1.6500e-003**	**0.1643**	**1.1800e-003**	**0.1655**	**0.0436**	**1.0900e-003**	**0.0447**		**163.9396**	**163.9396**	**4.7500e-003**		**164.0582**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.5317	44.6807	11.5049	0.0976	2.5414	0.3613	2.9027	0.7313	0.3456	1.0769		10,473.6823	10,473.6823	0.8804		10,495.6929
Worker	4.9341	3.0858	38.0537	0.1033	10.3095	0.0743	10.3838	2.7346	0.0684	2.8030		10,287.2089	10,287.2089	0.2978		10,294.6544
Total	**6.4658**	**47.7664**	**49.5586**	**0.2009**	**12.8509**	**0.4355**	**13.2864**	**3.4659**	**0.4140**	**3.8799**		**20,760.8911**	**20,760.8911**	**1.1782**		**20,790.3473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.5317	44.6807	11.5049	0.0976	2.5414	0.3613	2.9027	0.7313	0.3456	1.0769		10,473.6823	10,473.6823	0.8804		10,495.6929
Worker	4.9341	3.0858	38.0537	0.1033	10.3095	0.0743	10.3838	2.7346	0.0684	2.8030		10,287.2089	10,287.2089	0.2978		10,294.6544
Total	**6.4658**	**47.7664**	**49.5586**	**0.2009**	**12.8509**	**0.4355**	**13.2864**	**3.4659**	**0.4140**	**3.8799**		**20,760.8911**	**20,760.8911**	**1.1782**		**20,790.3473**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2592	40.2904	10.2953	0.0971	2.5416	0.2413	2.7829	0.7314	0.2309	0.9622		10,430.1831	10,430.1831	0.8266		10,450.8484
Worker	4.5854	2.7545	34.6815	0.1000	10.3095	0.0728	10.3823	2.7346	0.0671	2.8016		9,962.3876	9,962.3876	0.2659		9,969.0356
Total	**5.8446**	**43.0450**	**44.9767**	**0.1971**	**12.8511**	**0.3141**	**13.1652**	**3.4659**	**0.2979**	**3.7638**		**20,392.5707**	**20,392.5707**	**1.0925**		**20,419.8840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2592	40.2904	10.2953	0.0971	2.5416	0.2413	2.7829	0.7314	0.2309	0.9622		10,430.1831	10,430.1831	0.8266		10,450.8484
Worker	4.5854	2.7545	34.6815	0.1000	10.3095	0.0728	10.3823	2.7346	0.0671	2.8016		9,962.3876	9,962.3876	0.2659		9,969.0356
Total	**5.8446**	**43.0450**	**44.9767**	**0.1971**	**12.8511**	**0.3141**	**13.1652**	**3.4659**	**0.2979**	**3.7638**		**20,392.5707**	**20,392.5707**	**1.0925**		**20,419.8840**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0559	36.2682	9.2946	0.0963	2.5418	0.1010	2.6428	0.7314	0.0966	0.8280		10,362.0222	10,362.0222	0.7932		10,381.8522
Worker	4.2984	2.4815	32.0511	0.0970	10.3095	0.0715	10.3810	2.7346	0.0658	2.8004		9,663.3623	9,663.3623	0.2425		9,669.4239
Total	**5.3543**	**38.7497**	**41.3457**	**0.1933**	**12.8513**	**0.1724**	**13.0238**	**3.4660**	**0.1624**	**3.6284**		**20,025.3846**	**20,025.3846**	**1.0357**		**20,051.2761**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0559	36.2682	9.2946	0.0963	2.5418	0.1010	2.6428	0.7314	0.0966	0.8280		10,362.0222	10,362.0222	0.7932		10,381.8522
Worker	4.2984	2.4815	32.0511	0.0970	10.3095	0.0715	10.3810	2.7346	0.0658	2.8004		9,663.3623	9,663.3623	0.2425		9,669.4239
Total	**5.3543**	**38.7497**	**41.3457**	**0.1933**	**12.8513**	**0.1724**	**13.0238**	**3.4660**	**0.1624**	**3.6284**		**20,025.3846**	**20,025.3846**	**1.0357**		**20,051.2761**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9820	34.1282	8.8179	0.0953	2.5420	0.0872	2.6293	0.7315	0.0834	0.8150		10,266.8181	10,266.8181	0.7644		10,285.9283
Worker	4.0416	2.2397	29.6702	0.0934	10.3095	0.0697	10.3792	2.7346	0.0642	2.7987		9,308.0794	9,308.0794	0.2193		9,313.5616
Total	**5.0236**	**36.3679**	**38.4881**	**0.1887**	**12.8516**	**0.1569**	**13.0085**	**3.4661**	**0.1476**	**3.6137**		**19,574.8974**	**19,574.8974**	**0.9837**		**19,599.4899**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9820	34.1282	8.8179	0.0953	2.5420	0.0872	2.6293	0.7315	0.0834	0.8150		10,266.8181	10,266.8181	0.7644		10,285.9283
Worker	4.0416	2.2397	29.6702	0.0934	10.3095	0.0697	10.3792	2.7346	0.0642	2.7987		9,308.0794	9,308.0794	0.2193		9,313.5616
Total	**5.0236**	**36.3679**	**38.4881**	**0.1887**	**12.8516**	**0.1569**	**13.0085**	**3.4661**	**0.1476**	**3.6137**		**19,574.8974**	**19,574.8974**	**0.9837**		**19,599.4899**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7282	26.0636	8.0410	0.0930	2.5422	0.0330	2.5752	0.7316	0.0315	0.7631		10,041.7449	10,041.7449	0.6844		10,058.8551
Worker	3.8031	2.0233	27.4212	0.0898	10.3095	0.0681	10.3776	2.7346	0.0627	2.7972		8,951.4243	8,951.4243	0.1978		8,956.3688
Total	**4.5313**	**28.0869**	**35.4622**	**0.1828**	**12.8518**	**0.1011**	**12.9528**	**3.4662**	**0.0942**	**3.5604**		**18,993.1692**	**18,993.1692**	**0.8822**		**19,015.2239**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7282	26.0636	8.0410	0.0930	2.5422	0.0330	2.5752	0.7316	0.0315	0.7631		10,041.7449	10,041.7449	0.6844		10,058.8551
Worker	3.8031	2.0233	27.4212	0.0898	10.3095	0.0681	10.3776	2.7346	0.0627	2.7972		8,951.4243	8,951.4243	0.1978		8,956.3688
Total	**4.5313**	**28.0869**	**35.4622**	**0.1828**	**12.8518**	**0.1011**	**12.9528**	**3.4662**	**0.0942**	**3.5604**		**18,993.1692**	**18,993.1692**	**0.8822**		**19,015.2239**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7046	25.7668	7.8410	0.0924	2.5424	0.0323	2.5748	0.7317	0.0309	0.7626		9,991.4703	9,991.4703	0.6730		10,008.2949
Worker	3.5955	1.8383	25.5355	0.0866	10.3095	0.0671	10.3766	2.7346	0.0617	2.7963		8,634.9941	8,634.9941	0.1806		8,639.5081
Total	**4.3002**	**27.6051**	**33.3765**	**0.1790**	**12.8520**	**0.0994**	**12.9514**	**3.4663**	**0.0927**	**3.5589**		**18,626.4645**	**18,626.4645**	**0.8535**		**18,647.8030**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7046	25.7668	7.8410	0.0924	2.5424	0.0323	2.5748	0.7317	0.0309	0.7626		9,991.4703	9,991.4703	0.6730		10,008.2949
Worker	3.5955	1.8383	25.5355	0.0866	10.3095	0.0671	10.3766	2.7346	0.0617	2.7963		8,634.9941	8,634.9941	0.1806		8,639.5081
Total	**4.3002**	**27.6051**	**33.3765**	**0.1790**	**12.8520**	**0.0994**	**12.9514**	**3.4663**	**0.0927**	**3.5589**		**18,626.4645**	**18,626.4645**	**0.8535**		**18,647.8030**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0220	0.3052	1.0400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		103.2071	103.2071	2.1600e-003		103.2611
Total	**0.0430**	**0.0220**	**0.3052**	**1.0400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**103.2071**	**103.2071**	**2.1600e-003**		**103.2611**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0220	0.3052	1.0400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		103.2071	103.2071	2.1600e-003		103.2611
Total	**0.0430**	**0.0220**	**0.3052**	**1.0400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**103.2071**	**103.2071**	**2.1600e-003**		**103.2611**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	641.9799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**642.1606**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7191	0.3677	5.1071	0.0173	2.0619	0.0134	2.0753	0.5469	0.0124	0.5593		1,726.9988	1,726.9988	0.0361		1,727.9016
Total	**0.7191**	**0.3677**	**5.1071**	**0.0173**	**2.0619**	**0.0134**	**2.0753**	**0.5469**	**0.0124**	**0.5593**		**1,726.9988**	**1,726.9988**	**0.0361**		**1,727.9016**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	641.9799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**642.1606**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.7191	0.3677	5.1071	0.0173	2.0619	0.0134	2.0753	0.5469	0.0124	0.5593		1,726.9988	1,726.9988	0.0361		1,727.9016
Total	**0.7191**	**0.3677**	**5.1071**	**0.0173**	**2.0619**	**0.0134**	**2.0753**	**0.5469**	**0.0124**	**0.5593**		**1,726.9988**	**1,726.9988**	**0.0361**		**1,727.9016**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	15.8268	77.7590	191.1666	1.0434	133.8653	0.4399	134.3052	35.7398	0.4083	36.1482		106,824.3868	106,824.3868	3.3656		106,908.5259
Unmitigated	15.8268	77.7590	191.1666	1.0434	133.8653	0.4399	134.3052	35.7398	0.4083	36.1482		106,824.3868	106,824.3868	3.3656		106,908.5259

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,149.36	3,986.64	3651.03	11,204,050	11,204,050
General Office Building	4,147.19	923.96	395.98	7,529,743	7,529,743
Government (Civic Center)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	480.97	599.08	498.74	580,577	580,577
Office Park	10,457.06	1,504.67	697.70	19,508,519	19,508,519
Strip Mall	9,731.81	9,232.60	4487.38	13,723,681	13,723,681
Total	28,966.40	16,246.96	9,730.83	52,546,571	52,546,571

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
General Office Building	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Government (Civic Center)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
High Turnover (Sit Down Restaurant)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Office Park	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Strip Mall	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Westlake Village - Project - Ventura County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6532	5.7797	3.8275	0.0356		0.4513	0.4513		0.4513	0.4513		7,125.4571	7,125.4571	0.1366	0.1306	7,167.8001
NaturalGas Unmitigated	0.8316	7.3725	4.9767	0.0454		0.5745	0.5745		0.5745	0.5745		9,071.7331	9,071.7331	0.1739	0.1663	9,125.6419

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	31840.3	0.3434	2.9343	1.2486	0.0187		0.2372	0.2372		0.2372	0.2372		3,745.9232	3,745.9232	0.0718	0.0687	3,768.1834
General Office Building	10662.2	0.1150	1.0453	0.8781	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,254.3821	1,254.3821	0.0240	0.0230	1,261.8363
Government (Civic Center)	2101.95	0.0227	0.2061	0.1731	1.2400e-003		0.0157	0.0157		0.0157	0.0157		247.2882	247.2882	4.7400e-003	4.5300e-003	248.7577
High Turnover (Sit Down Restaurant)	4816.96	0.0520	0.4723	0.3967	2.8300e-003		0.0359	0.0359		0.0359	0.0359		566.7009	566.7009	0.0109	0.0104	570.0685
Office Park	26185.3	0.2824	2.5672	2.1564	0.0154		0.1951	0.1951		0.1951	0.1951		3,080.6232	3,080.6232	0.0591	0.0565	3,098.9298
Strip Mall	1502.93	0.0162	0.1474	0.1238	8.8000e-004		0.0112	0.0112		0.0112	0.0112		176.8155	176.8155	3.3900e-003	3.2400e-003	177.8662
Total		**0.8316**	**7.3725**	**4.9767**	**0.0454**		**0.5745**	**0.5745**		**0.5745**	**0.5745**		**9,071.7331**	**9,071.7331**	**0.1739**	**0.1663**	**9,125.6419**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	26.899	0.2901	2.4789	1.0549	0.0158		0.2004	0.2004		0.2004	0.2004		3,164.5900	3,164.5900	0.0607	0.0580	3,183.3955
General Office Building	7.65605	0.0826	0.7506	0.6305	4.5000e-003		0.0571	0.0571		0.0571	0.0571		900.7123	900.7123	0.0173	0.0165	906.0647
Government (Civic Center)	1.50931	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113		177.5659	177.5659	3.4000e-003	3.2600e-003	178.6211
High Turnover (Sit Down Restaurant)	4.37917	0.0472	0.4293	0.3606	2.5800e-003		0.0326	0.0326		0.0326	0.0326		515.1970	515.1970	9.8700e-003	9.4500e-003	518.2585
Office Park	18.8341	0.2031	1.8465	1.5510	0.0111		0.1403	0.1403		0.1403	0.1403		2,215.7728	2,215.7728	0.0425	0.0406	2,228.9400
Strip Mall	1.28876	0.0139	0.1264	0.1061	7.6000e-004		9.6000e-003	9.6000e-003		9.6000e-003	9.6000e-003		151.6193	151.6193	2.9100e-003	2.7800e-003	152.5203
Total		**0.6532**	**5.7797**	**3.8275**	**0.0356**		**0.4513**	**0.4513**		**0.4513**	**0.4513**		**7,125.4571**	**7,125.4571**	**0.1366**	**0.1306**	**7,167.8001**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Unmitigated	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.1914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.6757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5136	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659		151.4347	151.4347	0.1447		155.0528
Total	**72.3807**	**0.9657**	**83.7007**	**4.4400e-003**		**0.4659**	**0.4659**		**0.4659**	**0.4659**	**0.0000**	**151.4347**	**151.4347**	**0.1447**	**0.0000**	**155.0528**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.1914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.6757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5136	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659		151.4347	151.4347	0.1447		155.0528
Total	**72.3807**	**0.9657**	**83.7007**	**4.4400e-003**		**0.4659**	**0.4659**		**0.4659**	**0.4659**	**0.0000**	**151.4347**	**151.4347**	**0.1447**	**0.0000**	**155.0528**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Westlake Village - Project

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	425.79	1000sqft	9.77	425,790.00	0
Government (Civic Center)	83.94	1000sqft	1.93	83,940.00	0
Office Park	840.60	1000sqft	19.30	840,601.00	0
High Turnover (Sit Down Restaurant)	6.78	1000sqft	0.16	6,780.00	0
Apartments Mid Rise	1,017.00	Dwelling Unit	26.76	1,017,000.00	3112
Strip Mall	274.29	1000sqft	6.30	274,285.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project defined land use sizes.

Demolition -

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	840,600.00	840,601.00
tblLandUse	LandUseSquareFeet	274,290.00	274,285.00
tblVehicleTrips	ST_TR	6.39	3.92
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	158.37	88.36
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	33.66
tblVehicleTrips	SU_TR	5.86	3.59
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	131.84	73.56
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	16.36
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	27.92	0.00
tblVehicleTrips	WD_TR	127.15	70.94
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	35.48

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	9.5659	69.5130	67.3962	0.2206	25.4747	2.3914	27.4401	9.9699	2.2001	12.1700	0.0000	22,604.6783	22,604.6783	1.9515	0.0000	22,651.1778
2020	8.6496	62.7398	62.3213	0.2168	12.8511	1.4376	14.2887	3.4659	1.3544	4.8203	0.0000	22,208.1402	22,208.1402	1.7603	0.0000	22,252.1473
2021	7.9000	56.5539	58.3059	0.2132	12.8513	1.1368	13.9881	3.4660	1.0691	4.5351	0.0000	21,856.2798	21,856.2798	1.6936	0.0000	21,898.6201
2022	7.3448	52.2785	55.1593	0.2088	12.8516	0.9712	13.8228	3.4661	0.9138	4.3799	0.0000	21,424.5598	21,424.5598	1.6347	0.0000	21,465.4275
2023	6.6826	42.6707	51.7527	0.2031	12.8518	0.8029	13.6546	3.4662	0.7547	4.2208	0.0000	20,865.2498	20,865.2498	1.5192	0.0000	20,903.2304
2024	642.9823	41.2200	49.5562	0.1995	12.8520	0.7146	13.5666	3.4663	0.6714	4.1376	0.0000	20,517.4880	20,517.4880	1.4853	0.0000	20,554.6198
Maximum	**642.9823**	**69.5130**	**67.3962**	**0.2206**	**25.4747**	**2.3914**	**27.4401**	**9.9699**	**2.2001**	**12.1700**	**0.0000**	**22,604.6783**	**22,604.6783**	**1.9515**	**0.0000**	**22,651.1778**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	9.5659	69.5130	67.3962	0.2206	12.8509	2.3914	14.5855	3.9122	2.2001	6.1123	0.0000	22,604.6783	22,604.6783	1.9515	0.0000	22,651.1778
2020	8.6496	62.7398	62.3213	0.2168	12.8511	1.4376	14.2887	3.4659	1.3544	4.8203	0.0000	22,208.1402	22,208.1402	1.7603	0.0000	22,252.1473
2021	7.9000	56.5539	58.3059	0.2132	12.8513	1.1368	13.9881	3.4660	1.0691	4.5351	0.0000	21,856.2798	21,856.2798	1.6936	0.0000	21,898.6201
2022	7.3448	52.2785	55.1593	0.2088	12.8516	0.9712	13.8228	3.4661	0.9138	4.3799	0.0000	21,424.5598	21,424.5598	1.6347	0.0000	21,465.4275
2023	6.6826	42.6707	51.7527	0.2031	12.8518	0.8029	13.6546	3.4662	0.7547	4.2208	0.0000	20,865.2498	20,865.2498	1.5192	0.0000	20,903.2304
2024	642.9823	41.2200	49.5562	0.1995	12.8520	0.7146	13.5666	3.4663	0.6714	4.1376	0.0000	20,517.4880	20,517.4880	1.4853	0.0000	20,554.6198
Maximum	**642.9823**	**69.5130**	**67.3962**	**0.2206**	**12.8520**	**2.3914**	**14.5855**	**3.9122**	**2.2001**	**6.1123**	**0.0000**	**22,604.6783**	**22,604.6783**	**1.9515**	**0.0000**	**22,651.1778**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.07**	**0.00**	**13.28**	**22.19**	**0.00**	**17.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Energy	0.8316	7.3725	4.9767	0.0454		0.5745	0.5745		0.5745	0.5745		9,071.7331	9,071.7331	0.1739	0.1663	9,125.6419
Mobile	14.8229	78.8880	191.5691	1.0005	133.8653	0.4409	134.3062	35.7398	0.4093	36.1491		102,450.2457	102,450.2457	3.4316		102,536.0354
Total	**88.0352**	**87.2262**	**280.2466**	**1.0503**	**133.8653**	**1.4813**	**135.3466**	**35.7398**	**1.4497**	**37.1895**	**0.0000**	**111,673.4135**	**111,673.4135**	**3.7502**	**0.1663**	**111,816.7300**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Energy	0.6532	5.7797	3.8275	0.0356		0.4513	0.4513		0.4513	0.4513		7,125.4571	7,125.4571	0.1366	0.1306	7,167.8001
Mobile	14.8229	78.8880	191.5691	1.0005	133.8653	0.4409	134.3062	35.7398	0.4093	36.1491		102,450.2457	102,450.2457	3.4316		102,536.0354
Total	**87.8568**	**85.6333**	**279.0973**	**1.0405**	**133.8653**	**1.3580**	**135.2234**	**35.7398**	**1.3264**	**37.0663**	**0.0000**	**109,727.1375**	**109,727.1375**	**3.7129**	**0.1306**	**109,858.8883**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.20**	**1.83**	**0.41**	**0.93**	**0.00**	**8.32**	**0.09**	**0.00**	**8.50**	**0.33**	**0.00**	**1.74**	**1.74**	**0.99**	**21.46**	**1.75**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	4/9/2019	5	70	
2	Site Preparation	Site Preparation	4/10/2019	6/4/2019	5	40	
3	Grading	Grading	6/5/2019	11/5/2019	5	110	
4	Building Construction	Building Construction	11/6/2019	2/6/2024	5	1110	
5	Paving	Paving	2/7/2024	5/21/2024	5	75	
6	Architectural Coating	Architectural Coating	5/22/2024	9/3/2024	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 2,059,425; Residential Outdoor: 686,475; Non-Residential Indoor: 2,447,094; Non-Residential Outdoor: 815,698; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Westlake Village - Project - Ventura County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	7,503.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,255.00	376.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	251.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					23.4848	0.0000	23.4848	3.5564	0.0000	3.5564			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**23.4848**	**1.7949**	**25.2797**	**3.5564**	**1.6697**	**5.2261**		**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9076	31.9565	7.0061	0.0807	1.8668	0.1695	2.0363	0.5111	0.1622	0.6732		8,805.6398	8,805.6398	0.8862		8,827.7958
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0432	0.4452	1.1800e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		117.0027	117.0027	3.4500e-003		117.0889
Total	**0.9744**	**31.9997**	**7.4513**	**0.0819**	**1.9900**	**0.1704**	**2.1604**	**0.5437**	**0.1630**	**0.7067**		**8,922.6425**	**8,922.6425**	**0.8897**		**8,944.8848**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.1591	0.0000	9.1591	1.3870	0.0000	1.3870			0.0000			0.0000
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
Total	**3.5134**	**35.7830**	**22.0600**	**0.0388**	**9.1591**	**1.7949**	**10.9540**	**1.3870**	**1.6697**	**3.0567**	**0.0000**	**3,816.8994**	**3,816.8994**	**1.0618**		**3,843.4451**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9076	31.9565	7.0061	0.0807	1.8668	0.1695	2.0363	0.5111	0.1622	0.6732		8,805.6398	8,805.6398	0.8862		8,827.7958
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0668	0.0432	0.4452	1.1800e-003	0.1232	8.9000e-004	0.1241	0.0327	8.2000e-004	0.0335		117.0027	117.0027	3.4500e-003		117.0889
Total	**0.9744**	**31.9997**	**7.4513**	**0.0819**	**1.9900**	**0.1704**	**2.1604**	**0.5437**	**0.1630**	**0.7067**		**8,922.6425**	**8,922.6425**	**0.8897**		**8,944.8848**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991		3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**18.0663**	**2.3904**	**20.4566**	**9.9307**	**2.1991**	**12.1298**		**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0519	0.5343	1.4100e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		140.4032	140.4032	4.1400e-003		140.5067
Total	**0.0802**	**0.0519**	**0.5343**	**1.4100e-003**	**0.1479**	**1.0600e-003**	**0.1489**	**0.0392**	**9.8000e-004**	**0.0402**		**140.4032**	**140.4032**	**4.1400e-003**		**140.5067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.3350	45.5727	22.0630	0.0380		2.3904	2.3904		2.1991	2.1991	0.0000	3,766.4529	3,766.4529	1.1917		3,796.2445
Total	**4.3350**	**45.5727**	**22.0630**	**0.0380**	**7.0458**	**2.3904**	**9.4362**	**3.8730**	**2.1991**	**6.0721**	**0.0000**	**3,766.4529**	**3,766.4529**	**1.1917**		**3,796.2445**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0802	0.0519	0.5343	1.4100e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		140.4032	140.4032	4.1400e-003		140.5067
Total	**0.0802**	**0.0519**	**0.5343**	**1.4100e-003**	**0.1479**	**1.0600e-003**	**0.1489**	**0.0392**	**9.8000e-004**	**0.0402**		**140.4032**	**140.4032**	**4.1400e-003**		**140.5067**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920		6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**8.6733**	**2.3827**	**11.0560**	**3.5965**	**2.1920**	**5.7885**		**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.0577	0.5937	1.5700e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		156.0036	156.0036	4.6000e-003		156.1186
Total	**0.0891**	**0.0577**	**0.5937**	**1.5700e-003**	**0.1643**	**1.1800e-003**	**0.1655**	**0.0436**	**1.0900e-003**	**0.0447**		**156.0036**	**156.0036**	**4.6000e-003**		**156.1186**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3826	0.0000	3.3826	1.4026	0.0000	1.4026			0.0000			0.0000
Off-Road	4.7389	54.5202	33.3768	0.0620		2.3827	2.3827		2.1920	2.1920	0.0000	6,140.0195	6,140.0195	1.9426		6,188.5854
Total	**4.7389**	**54.5202**	**33.3768**	**0.0620**	**3.3826**	**2.3827**	**5.7653**	**1.4026**	**2.1920**	**3.5947**	**0.0000**	**6,140.0195**	**6,140.0195**	**1.9426**		**6,188.5854**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0891	0.0577	0.5937	1.5700e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		156.0036	156.0036	4.6000e-003		156.1186
Total	**0.0891**	**0.0577**	**0.5937**	**1.5700e-003**	**0.1643**	**1.1800e-003**	**0.1655**	**0.0436**	**1.0900e-003**	**0.0447**		**156.0036**	**156.0036**	**4.6000e-003**		**156.1186**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6147	44.8163	12.9810	0.0954	2.5414	0.3705	2.9119	0.7313	0.3544	1.0857		10,223.8731	10,223.8731	0.9401		10,247.3750
Worker	5.5900	3.6179	37.2514	0.0983	10.3095	0.0743	10.3838	2.7346	0.0684	2.8030		9,789.2250	9,789.2250	0.2886		9,796.4394
Total	**7.2047**	**48.4342**	**50.2324**	**0.1937**	**12.8509**	**0.4447**	**13.2956**	**3.4659**	**0.4228**	**3.8887**		**20,013.0982**	**20,013.0982**	**1.2286**		**20,043.8143**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6147	44.8163	12.9810	0.0954	2.5414	0.3705	2.9119	0.7313	0.3544	1.0857		10,223.8731	10,223.8731	0.9401		10,247.3750
Worker	5.5900	3.6179	37.2514	0.0983	10.3095	0.0743	10.3838	2.7346	0.0684	2.8030		9,789.2250	9,789.2250	0.2886		9,796.4394
Total	**7.2047**	**48.4342**	**50.2324**	**0.1937**	**12.8509**	**0.4447**	**13.2956**	**3.4659**	**0.4228**	**3.8887**		**20,013.0982**	**20,013.0982**	**1.2286**		**20,043.8143**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3317	40.3248	11.6081	0.0947	2.5416	0.2478	2.7893	0.7314	0.2370	0.9684		10,175.1077	10,175.1077	0.8805		10,197.1202
Worker	5.1980	3.2290	33.8648	0.0952	10.3095	0.0728	10.3823	2.7346	0.0671	2.8016		9,479.9695	9,479.9695	0.2569		9,486.3927
Total	**6.5297**	**43.5538**	**45.4728**	**0.1899**	**12.8511**	**0.3206**	**13.1717**	**3.4659**	**0.3041**	**3.7700**		**19,655.0772**	**19,655.0772**	**1.1374**		**19,683.5129**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3317	40.3248	11.6081	0.0947	2.5416	0.2478	2.7893	0.7314	0.2370	0.9684		10,175.1077	10,175.1077	0.8805		10,197.1202
Worker	5.1980	3.2290	33.8648	0.0952	10.3095	0.0728	10.3823	2.7346	0.0671	2.8016		9,479.9695	9,479.9695	0.2569		9,486.3927
Total	**6.5297**	**43.5538**	**45.4728**	**0.1899**	**12.8511**	**0.3206**	**13.1717**	**3.4659**	**0.3041**	**3.7700**		**19,655.0772**	**19,655.0772**	**1.1374**		**19,683.5129**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1228	36.2134	10.5123	0.0940	2.5418	0.1067	2.6485	0.7314	0.1020	0.8335		10,107.7634	10,107.7634	0.8438		10,128.8592
Worker	4.8763	2.9084	31.2183	0.0923	10.3095	0.0715	10.3810	2.7346	0.0658	2.8004		9,195.1525	9,195.1525	0.2338		9,200.9966
Total	**5.9991**	**39.1218**	**41.7307**	**0.1863**	**12.8513**	**0.1781**	**13.0294**	**3.4660**	**0.1679**	**3.6339**		**19,302.9159**	**19,302.9159**	**1.0776**		**19,329.8558**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1228	36.2134	10.5123	0.0940	2.5418	0.1067	2.6485	0.7314	0.1020	0.8335		10,107.7634	10,107.7634	0.8438		10,128.8592
Worker	4.8763	2.9084	31.2183	0.0923	10.3095	0.0715	10.3810	2.7346	0.0658	2.8004		9,195.1525	9,195.1525	0.2338		9,200.9966
Total	**5.9991**	**39.1218**	**41.7307**	**0.1863**	**12.8513**	**0.1781**	**13.0294**	**3.4660**	**0.1679**	**3.6339**		**19,302.9159**	**19,302.9159**	**1.0776**		**19,329.8558**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0446	34.0382	9.9678	0.0930	2.5420	0.0925	2.6346	0.7315	0.0885	0.8200		10,012.8837	10,012.8837	0.8117		10,033.1770
Worker	4.5939	2.6246	28.8281	0.0889	10.3095	0.0697	10.3792	2.7346	0.0642	2.7987		8,857.3425	8,857.3425	0.2110		8,862.6183
Total	**5.6386**	**36.6628**	**38.7959**	**0.1818**	**12.8516**	**0.1622**	**13.0138**	**3.4661**	**0.1527**	**3.6188**		**18,870.2262**	**18,870.2262**	**1.0228**		**18,895.7953**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0446	34.0382	9.9678	0.0930	2.5420	0.0925	2.6346	0.7315	0.0885	0.8200		10,012.8837	10,012.8837	0.8117		10,033.1770
Worker	4.5939	2.6246	28.8281	0.0889	10.3095	0.0697	10.3792	2.7346	0.0642	2.7987		8,857.3425	8,857.3425	0.2110		8,862.6183
Total	**5.6386**	**36.6628**	**38.7959**	**0.1818**	**12.8516**	**0.1622**	**13.0138**	**3.4661**	**0.1527**	**3.6188**		**18,870.2262**	**18,870.2262**	**1.0228**		**18,895.7953**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7759	25.9155	8.9395	0.0907	2.5422	0.0351	2.5773	0.7316	0.0336	0.7652		9,791.8439	9,791.8439	0.7215		9,809.8822
Worker	4.3339	2.3703	26.5693	0.0855	10.3095	0.0681	10.3776	2.7346	0.0627	2.7972		8,518.1960	8,518.1960	0.1898		8,522.9421
Total	**5.1098**	**28.2858**	**35.5087**	**0.1762**	**12.8518**	**0.1032**	**12.9549**	**3.4662**	**0.0962**	**3.5624**		**18,310.0399**	**18,310.0399**	**0.9114**		**18,332.8243**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7759	25.9155	8.9395	0.0907	2.5422	0.0351	2.5773	0.7316	0.0336	0.7652		9,791.8439	9,791.8439	0.7215		9,809.8822
Worker	4.3339	2.3703	26.5693	0.0855	10.3095	0.0681	10.3776	2.7346	0.0627	2.7972		8,518.1960	8,518.1960	0.1898		8,522.9421
Total	**5.1098**	**28.2858**	**35.5087**	**0.1762**	**12.8518**	**0.1032**	**12.9549**	**3.4662**	**0.0962**	**3.5624**		**18,310.0399**	**18,310.0399**	**0.9114**		**18,332.8243**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7500	25.6231	8.7005	0.0902	2.5424	0.0342	2.5767	0.7317	0.0327	0.7644		9,745.0659	9,745.0659	0.7080		9,762.7667
Worker	4.1085	2.1532	24.6889	0.0824	10.3095	0.0671	10.3766	2.7346	0.0617	2.7963		8,216.7232	8,216.7232	0.1729		8,221.0455
Total	**4.8585**	**27.7763**	**33.3894**	**0.1726**	**12.8520**	**0.1013**	**12.9533**	**3.4663**	**0.0945**	**3.5607**		**17,961.7891**	**17,961.7891**	**0.8809**		**17,983.8122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7500	25.6231	8.7005	0.0902	2.5424	0.0342	2.5767	0.7317	0.0327	0.7644		9,745.0659	9,745.0659	0.7080		9,762.7667
Worker	4.1085	2.1532	24.6889	0.0824	10.3095	0.0671	10.3766	2.7346	0.0617	2.7963		8,216.7232	8,216.7232	0.1729		8,221.0455
Total	**4.8585**	**27.7763**	**33.3894**	**0.1726**	**12.8520**	**0.1013**	**12.9533**	**3.4663**	**0.0945**	**3.5607**		**17,961.7891**	**17,961.7891**	**0.8809**		**17,983.8122**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0491	0.0257	0.2951	9.8000e-004	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		98.2079	98.2079	2.0700e-003		98.2595
Total	**0.0491**	**0.0257**	**0.2951**	**9.8000e-004**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**98.2079**	**98.2079**	**2.0700e-003**		**98.2595**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9882**	**9.5246**	**14.6258**	**0.0228**		**0.4685**	**0.4685**		**0.4310**	**0.4310**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0491	0.0257	0.2951	9.8000e-004	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		98.2079	98.2079	2.0700e-003		98.2595
Total	**0.0491**	**0.0257**	**0.2951**	**9.8000e-004**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**98.2079**	**98.2079**	**2.0700e-003**		**98.2595**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	641.9799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**642.1606**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8217	0.4306	4.9378	0.0165	2.0619	0.0134	2.0753	0.5469	0.0124	0.5593		1,643.3447	1,643.3447	0.0346		1,644.2091
Total	**0.8217**	**0.4306**	**4.9378**	**0.0165**	**2.0619**	**0.0134**	**2.0753**	**0.5469**	**0.0124**	**0.5593**		**1,643.3447**	**1,643.3447**	**0.0346**		**1,644.2091**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	641.9799					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**642.1606**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.8217	0.4306	4.9378	0.0165	2.0619	0.0134	2.0753	0.5469	0.0124	0.5593		1,643.3447	1,643.3447	0.0346		1,644.2091
Total	**0.8217**	**0.4306**	**4.9378**	**0.0165**	**2.0619**	**0.0134**	**2.0753**	**0.5469**	**0.0124**	**0.5593**		**1,643.3447**	**1,643.3447**	**0.0346**		**1,644.2091**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.8229	78.8880	191.5691	1.0005	133.8653	0.4409	134.3062	35.7398	0.4093	36.1491		102,450.2457	102,450.2457	3.4316		102,536.0354
Unmitigated	14.8229	78.8880	191.5691	1.0005	133.8653	0.4409	134.3062	35.7398	0.4093	36.1491		102,450.2457	102,450.2457	3.4316		102,536.0354

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,149.36	3,986.64	3651.03	11,204,050	11,204,050
General Office Building	4,147.19	923.96	395.98	7,529,743	7,529,743
Government (Civic Center)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	480.97	599.08	498.74	580,577	580,577
Office Park	10,457.06	1,504.67	697.70	19,508,519	19,508,519
Strip Mall	9,731.81	9,232.60	4487.38	13,723,681	13,723,681
Total	28,966.40	16,246.96	9,730.83	52,546,571	52,546,571

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
General Office Building	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Government (Civic Center)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
High Turnover (Sit Down Restaurant)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Office Park	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Strip Mall	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Westlake Village - Project - Ventura County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6532	5.7797	3.8275	0.0356		0.4513	0.4513		0.4513	0.4513		7,125.4571	7,125.4571	0.1366	0.1306	7,167.8001
NaturalGas Unmitigated	0.8316	7.3725	4.9767	0.0454		0.5745	0.5745		0.5745	0.5745		9,071.7331	9,071.7331	0.1739	0.1663	9,125.6419

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	31840.3	0.3434	2.9343	1.2486	0.0187		0.2372	0.2372		0.2372	0.2372		3,745.9232	3,745.9232	0.0718	0.0687	3,768.1834
General Office Building	10662.2	0.1150	1.0453	0.8781	6.2700e-003		0.0794	0.0794		0.0794	0.0794		1,254.3821	1,254.3821	0.0240	0.0230	1,261.8363
Government (Civic Center)	2101.95	0.0227	0.2061	0.1731	1.2400e-003		0.0157	0.0157		0.0157	0.0157		247.2882	247.2882	4.7400e-003	4.5300e-003	248.7577
High Turnover (Sit Down Restaurant)	4816.96	0.0520	0.4723	0.3967	2.8300e-003		0.0359	0.0359		0.0359	0.0359		566.7009	566.7009	0.0109	0.0104	570.0685
Office Park	26185.3	0.2824	2.5672	2.1564	0.0154		0.1951	0.1951		0.1951	0.1951		3,080.6232	3,080.6232	0.0591	0.0565	3,098.9298
Strip Mall	1502.93	0.0162	0.1474	0.1238	8.8000e-004		0.0112	0.0112		0.0112	0.0112		176.8155	176.8155	3.3900e-003	3.2400e-003	177.8662
Total		**0.8316**	**7.3725**	**4.9767**	**0.0454**		**0.5745**	**0.5745**		**0.5745**	**0.5745**		**9,071.7331**	**9,071.7331**	**0.1739**	**0.1663**	**9,125.6419**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	26.899	0.2901	2.4789	1.0549	0.0158		0.2004	0.2004		0.2004	0.2004		3,164.5900	3,164.5900	0.0607	0.0580	3,183.3955
General Office Building	7.65605	0.0826	0.7506	0.6305	4.5000e-003		0.0571	0.0571		0.0571	0.0571		900.7123	900.7123	0.0173	0.0165	906.0647
Government (Civic Center)	1.50931	0.0163	0.1480	0.1243	8.9000e-004		0.0113	0.0113		0.0113	0.0113		177.5659	177.5659	3.4000e-003	3.2600e-003	178.6211
High Turnover (Sit Down Restaurant)	4.37917	0.0472	0.4293	0.3606	2.5800e-003		0.0326	0.0326		0.0326	0.0326		515.1970	515.1970	9.8700e-003	9.4500e-003	518.2585
Office Park	18.8341	0.2031	1.8465	1.5510	0.0111		0.1403	0.1403		0.1403	0.1403		2,215.7728	2,215.7728	0.0425	0.0406	2,228.9400
Strip Mall	1.28876	0.0139	0.1264	0.1061	7.6000e-004		9.6000e-003	9.6000e-003		9.6000e-003	9.6000e-003		151.6193	151.6193	2.9100e-003	2.7800e-003	152.5203
Total		**0.6532**	**5.7797**	**3.8275**	**0.0356**		**0.4513**	**0.4513**		**0.4513**	**0.4513**		**7,125.4571**	**7,125.4571**	**0.1366**	**0.1306**	**7,167.8001**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528
Unmitigated	72.3807	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659	0.0000	151.4347	151.4347	0.1447	0.0000	155.0528

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.1914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.6757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5136	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659		151.4347	151.4347	0.1447		155.0528
Total	**72.3807**	**0.9657**	**83.7007**	**4.4400e-003**		**0.4659**	**0.4659**		**0.4659**	**0.4659**	**0.0000**	**151.4347**	**151.4347**	**0.1447**	**0.0000**	**155.0528**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.1914					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.6757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.5136	0.9657	83.7007	4.4400e-003		0.4659	0.4659		0.4659	0.4659		151.4347	151.4347	0.1447		155.0528
Total	**72.3807**	**0.9657**	**83.7007**	**4.4400e-003**		**0.4659**	**0.4659**		**0.4659**	**0.4659**	**0.0000**	**151.4347**	**151.4347**	**0.1447**	**0.0000**	**155.0528**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Westlake Village - Project

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	425.79	1000sqft	9.77	425,790.00	0
Government (Civic Center)	83.94	1000sqft	1.93	83,940.00	0
Office Park	840.60	1000sqft	19.30	840,601.00	0
High Turnover (Sit Down Restaurant)	6.78	1000sqft	0.16	6,780.00	0
Apartments Mid Rise	1,017.00	Dwelling Unit	26.76	1,017,000.00	3112
Strip Mall	274.29	1000sqft	6.30	274,285.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project defined land use sizes.

Demolition -

Vehicle Trips - From traffic study

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	840,600.00	840,601.00
tblLandUse	LandUseSquareFeet	274,290.00	274,285.00
tblVehicleTrips	ST_TR	6.39	3.92
tblVehicleTrips	ST_TR	2.46	2.17
tblVehicleTrips	ST_TR	158.37	88.36
tblVehicleTrips	ST_TR	1.64	1.79
tblVehicleTrips	ST_TR	42.04	33.66
tblVehicleTrips	SU_TR	5.86	3.59
tblVehicleTrips	SU_TR	1.05	0.93
tblVehicleTrips	SU_TR	131.84	73.56
tblVehicleTrips	SU_TR	0.76	0.83
tblVehicleTrips	SU_TR	20.43	16.36
tblVehicleTrips	WD_TR	6.65	4.08
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	27.92	0.00
tblVehicleTrips	WD_TR	127.15	70.94
tblVehicleTrips	WD_TR	11.42	12.44
tblVehicleTrips	WD_TR	44.32	35.48

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.6876	7.6986	4.6659	0.0130	1.9931	0.2822	2.2753	0.6110	0.2613	0.8723	0.0000	1,206.3691	1,206.3691	0.2134	0.0000	1,211.7038
2020	1.0532	8.2710	8.0268	0.0287	1.6535	0.1878	1.8414	0.4467	0.1770	0.6236	0.0000	2,665.9564	2,665.9564	0.2057	0.0000	2,671.0981
2021	0.9560	7.4274	7.4856	0.0281	1.6472	0.1479	1.7952	0.4450	0.1391	0.5841	0.0000	2,613.7974	2,613.7974	0.1972	0.0000	2,618.7278
2022	0.8838	6.8407	7.0583	0.0274	1.6410	0.1259	1.7668	0.4433	0.1184	0.5617	0.0000	2,552.5181	2,552.5181	0.1897	0.0000	2,557.2616
2023	0.8018	5.5755	6.6399	0.0267	1.6410	0.1042	1.7452	0.4433	0.0980	0.5413	0.0000	2,485.9518	2,485.9518	0.1768	0.0000	2,490.3724
2024	24.2258	0.9788	1.4717	4.3500e-003	0.2508	0.0300	0.2809	0.0674	0.0280	0.0954	0.0000	398.2447	398.2447	0.0440	0.0000	399.3458
Maximum	**24.2258**	**8.2710**	**8.0268**	**0.0287**	**1.9931**	**0.2822**	**2.2753**	**0.6110**	**0.2613**	**0.8723**	**0.0000**	**2,665.9564**	**2,665.9564**	**0.2134**	**0.0000**	**2,671.0981**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.6876	7.6986	4.6659	0.0130	0.9803	0.2822	1.2625	0.2932	0.2613	0.5545	0.0000	1,206.3685	1,206.3685	0.2134	0.0000	1,211.7031
2020	1.0532	8.2709	8.0268	0.0287	1.6535	0.1878	1.8414	0.4467	0.1770	0.6236	0.0000	2,665.9560	2,665.9560	0.2057	0.0000	2,671.0977
2021	0.9560	7.4274	7.4856	0.0281	1.6472	0.1479	1.7952	0.4450	0.1391	0.5841	0.0000	2,613.7971	2,613.7971	0.1972	0.0000	2,618.7274
2022	0.8838	6.8407	7.0583	0.0274	1.6410	0.1259	1.7668	0.4433	0.1184	0.5617	0.0000	2,552.5177	2,552.5177	0.1897	0.0000	2,557.2612
2023	0.8018	5.5755	6.6399	0.0267	1.6410	0.1042	1.7452	0.4433	0.0980	0.5413	0.0000	2,485.9514	2,485.9514	0.1768	0.0000	2,490.3720
2024	24.2258	0.9788	1.4717	4.3500e-003	0.2508	0.0300	0.2809	0.0674	0.0280	0.0954	0.0000	398.2445	398.2445	0.0440	0.0000	399.3456
Maximum	**24.2258**	**8.2709**	**8.0268**	**0.0287**	**1.6535**	**0.2822**	**1.8414**	**0.4467**	**0.2613**	**0.6236**	**0.0000**	**2,665.9560**	**2,665.9560**	**0.2134**	**0.0000**	**2,671.0977**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**11.47**	**0.00**	**10.44**	**12.93**	**0.00**	**9.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-2-2019**	**4-1-2019**	2.3228	2.3228
2	**4-2-2019**	**7-1-2019**	1.7783	1.7783
3	**7-2-2019**	**10-1-2019**	1.9513	1.9513
4	**10-2-2019**	**1-1-2020**	2.3496	2.3496
5	**1-2-2020**	**4-1-2020**	2.3197	2.3197

6	**4-2-2020**	**7-1-2020**	2.2814	2.2814
7	**7-2-2020**	**10-1-2020**	2.3068	2.3068
8	**10-2-2020**	**1-1-2021**	2.3432	2.3432
9	**1-2-2021**	**4-1-2021**	2.0714	2.0714
10	**4-2-2021**	**7-1-2021**	2.0617	2.0617
11	**7-2-2021**	**10-1-2021**	2.0847	2.0847
12	**10-2-2021**	**1-1-2022**	2.1160	2.1160
13	**1-2-2022**	**4-1-2022**	1.9161	1.9161
14	**4-2-2022**	**7-1-2022**	1.9082	1.9082
15	**7-2-2022**	**10-1-2022**	1.9295	1.9295
16	**10-2-2022**	**1-1-2023**	1.9554	1.9554
17	**1-2-2023**	**4-1-2023**	1.5861	1.5861
18	**4-2-2023**	**7-1-2023**	1.5787	1.5787
19	**7-2-2023**	**10-1-2023**	1.5963	1.5963
20	**10-2-2023**	**1-1-2024**	1.6210	1.6210
21	**1-2-2024**	**4-1-2024**	0.8193	0.8193
22	**4-2-2024**	**7-1-2024**	9.6257	9.6257
23	**7-2-2024**	**9-30-2024**	14.7307	14.7307
		Highest	14.7307	14.7307

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9770	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595
Energy	0.1518	1.3455	0.9083	8.2800e-003		0.1049	0.1049		0.1049	0.1049	0.0000	10,262.7441	10,262.7441	0.3905	0.1024	10,303.0114
Mobile	2.2401	12.0452	28.4630	0.1526	19.8667	0.0666	19.9332	5.3120	0.0618	5.3738	0.0000	14,178.3431	14,178.3431	0.4647	0.0000	14,189.9610
Waste						0.0000	0.0000		0.0000	0.0000	505.9956	0.0000	505.9956	29.9035	0.0000	1,253.5826
Water						0.0000	0.0000		0.0000	0.0000	104.8184	2,087.6574	2,192.4758	10.8520	0.2720	2,544.8438
Total	**15.3689**	**13.4776**	**36.9044**	**0.1613**	**19.8667**	**0.2134**	**20.0800**	**5.3120**	**0.2086**	**5.5206**	**610.8139**	**26,541.1088**	**27,151.9227**	**41.6225**	**0.3744**	**28,304.0583**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9770	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595
Energy	0.1192	1.0548	0.6985	6.5000e-003		0.0824	0.0824		0.0824	0.0824	0.0000	9,178.0049	9,178.0049	0.3528	0.0900	9,213.6295
Mobile	2.2401	12.0452	28.4630	0.1526	19.8667	0.0666	19.9332	5.3120	0.0618	5.3738	0.0000	14,178.3431	14,178.3431	0.4647	0.0000	14,189.9610
Waste						0.0000	0.0000		0.0000	0.0000	505.9956	0.0000	505.9956	29.9035	0.0000	1,253.5826
Water						0.0000	0.0000		0.0000	0.0000	104.8184	2,087.6574	2,192.4758	10.8520	0.2720	2,544.8438
Total	**15.3363**	**13.1869**	**36.6946**	**0.1595**	**19.8667**	**0.1909**	**20.0575**	**5.3120**	**0.1861**	**5.4981**	**610.8139**	**25,456.3696**	**26,067.1835**	**41.5849**	**0.3620**	**27,214.6764**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.21**	**2.16**	**0.57**	**1.10**	**0.00**	**10.54**	**0.11**	**0.00**	**10.78**	**0.41**	**0.00**	**4.09**	**4.00**	**0.09**	**3.32**	**3.85**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2019	4/9/2019	5	70	
2	Site Preparation	Site Preparation	4/10/2019	6/4/2019	5	40	
3	Grading	Grading	6/5/2019	11/5/2019	5	110	
4	Building Construction	Building Construction	11/6/2019	2/6/2024	5	1110	
5	Paving	Paving	2/7/2024	5/21/2024	5	75	
6	Architectural Coating	Architectural Coating	5/22/2024	9/3/2024	5	75	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 275

Acres of Paving: 0

Residential Indoor: 2,059,425; Residential Outdoor: 686,475; Non-Residential Indoor: 2,447,094; Non-Residential Outdoor: 815,698; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Westlake Village - Project - Ventura County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	7,503.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,255.00	376.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	251.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.8220	0.0000	0.8220	0.1245	0.0000	0.1245	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1230	1.2524	0.7721	1.3600e-003		0.0628	0.0628		0.0584	0.0584	0.0000	121.1922	121.1922	0.0337	0.0000	122.0350
Total	**0.1230**	**1.2524**	**0.7721**	**1.3600e-003**	**0.8220**	**0.0628**	**0.8848**	**0.1245**	**0.0584**	**0.1829**	**0.0000**	**121.1922**	**121.1922**	**0.0337**	**0.0000**	**122.0350**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0312	1.1316	0.2347	2.8500e-003	0.0643	5.8400e-003	0.0701	0.0176	5.5800e-003	0.0232	0.0000	282.1218	282.1218	0.0276	0.0000	282.8108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0800e-003	1.4600e-003	0.0154	4.0000e-005	4.2300e-003	3.0000e-005	4.2600e-003	1.1200e-003	3.0000e-005	1.1500e-003	0.0000	3.7451	3.7451	1.1000e-004	0.0000	3.7479
Total	**0.0333**	**1.1331**	**0.2501**	**2.8900e-003**	**0.0685**	**5.8700e-003**	**0.0744**	**0.0188**	**5.6100e-003**	**0.0244**	**0.0000**	**285.8669**	**285.8669**	**0.0277**	**0.0000**	**286.5587**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3206	0.0000	0.3206	0.0486	0.0000	0.0486	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1230	1.2524	0.7721	1.3600e-003		0.0628	0.0628		0.0584	0.0584	0.0000	121.1920	121.1920	0.0337	0.0000	122.0349
Total	**0.1230**	**1.2524**	**0.7721**	**1.3600e-003**	**0.3206**	**0.0628**	**0.3834**	**0.0486**	**0.0584**	**0.1070**	**0.0000**	**121.1920**	**121.1920**	**0.0337**	**0.0000**	**122.0349**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0312	1.1316	0.2347	2.8500e-003	0.0643	5.8400e-003	0.0701	0.0176	5.5800e-003	0.0232	0.0000	282.1218	282.1218	0.0276	0.0000	282.8108
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0800e-003	1.4600e-003	0.0154	4.0000e-005	4.2300e-003	3.0000e-005	4.2600e-003	1.1200e-003	3.0000e-005	1.1500e-003	0.0000	3.7451	3.7451	1.1000e-004	0.0000	3.7479
Total	**0.0333**	**1.1331**	**0.2501**	**2.8900e-003**	**0.0685**	**5.8700e-003**	**0.0744**	**0.0188**	**5.6100e-003**	**0.0244**	**0.0000**	**285.8669**	**285.8669**	**0.0277**	**0.0000**	**286.5587**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3613	0.0000	0.3613	0.1986	0.0000	0.1986	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0867	0.9115	0.4413	7.6000e-004		0.0478	0.0478		0.0440	0.0440	0.0000	68.3374	68.3374	0.0216	0.0000	68.8779
Total	**0.0867**	**0.9115**	**0.4413**	**7.6000e-004**	**0.3613**	**0.0478**	**0.4091**	**0.1986**	**0.0440**	**0.2426**	**0.0000**	**68.3374**	**68.3374**	**0.0216**	**0.0000**	**68.8779**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4300e-003	1.0000e-003	0.0106	3.0000e-005	2.9000e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.5681	2.5681	8.0000e-005	0.0000	2.5700
Total	**1.4300e-003**	**1.0000e-003**	**0.0106**	**3.0000e-005**	**2.9000e-003**	**2.0000e-005**	**2.9200e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.5681**	**2.5681**	**8.0000e-005**	**0.0000**	**2.5700**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1409	0.0000	0.1409	0.0775	0.0000	0.0775	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0867	0.9115	0.4413	7.6000e-004		0.0478	0.0478		0.0440	0.0440	0.0000	68.3373	68.3373	0.0216	0.0000	68.8778
Total	**0.0867**	**0.9115**	**0.4413**	**7.6000e-004**	**0.1409**	**0.0478**	**0.1887**	**0.0775**	**0.0440**	**0.1214**	**0.0000**	**68.3373**	**68.3373**	**0.0216**	**0.0000**	**68.8778**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4300e-003	1.0000e-003	0.0106	3.0000e-005	2.9000e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.5681	2.5681	8.0000e-005	0.0000	2.5700
Total	**1.4300e-003**	**1.0000e-003**	**0.0106**	**3.0000e-005**	**2.9000e-003**	**2.0000e-005**	**2.9200e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.5681**	**2.5681**	**8.0000e-005**	**0.0000**	**2.5700**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4770	0.0000	0.4770	0.1978	0.0000	0.1978	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2606	2.9986	1.8357	3.4100e-003		0.1311	0.1311		0.1206	0.1206	0.0000	306.3573	306.3573	0.0969	0.0000	308.7805
Total	**0.2606**	**2.9986**	**1.8357**	**3.4100e-003**	**0.4770**	**0.1311**	**0.6081**	**0.1978**	**0.1206**	**0.3184**	**0.0000**	**306.3573**	**306.3573**	**0.0969**	**0.0000**	**308.7805**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3700e-003	3.0600e-003	0.0323	9.0000e-005	8.8700e-003	7.0000e-005	8.9300e-003	2.3600e-003	6.0000e-005	2.4200e-003	0.0000	7.8469	7.8469	2.3000e-004	0.0000	7.8526
Total	**4.3700e-003**	**3.0600e-003**	**0.0323**	**9.0000e-005**	**8.8700e-003**	**7.0000e-005**	**8.9300e-003**	**2.3600e-003**	**6.0000e-005**	**2.4200e-003**	**0.0000**	**7.8469**	**7.8469**	**2.3000e-004**	**0.0000**	**7.8526**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1860	0.0000	0.1860	0.0771	0.0000	0.0771	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2606	2.9986	1.8357	3.4100e-003		0.1311	0.1311		0.1206	0.1206	0.0000	306.3569	306.3569	0.0969	0.0000	308.7801
Total	**0.2606**	**2.9986**	**1.8357**	**3.4100e-003**	**0.1860**	**0.1311**	**0.3171**	**0.0771**	**0.1206**	**0.1977**	**0.0000**	**306.3569**	**306.3569**	**0.0969**	**0.0000**	**308.7801**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3700e-003	3.0600e-003	0.0323	9.0000e-005	8.8700e-003	7.0000e-005	8.9300e-003	2.3600e-003	6.0000e-005	2.4200e-003	0.0000	7.8469	7.8469	2.3000e-004	0.0000	7.8526
Total	**4.3700e-003**	**3.0600e-003**	**0.0323**	**9.0000e-005**	**8.8700e-003**	**7.0000e-005**	**8.9300e-003**	**2.3600e-003**	**6.0000e-005**	**2.4200e-003**	**0.0000**	**7.8469**	**7.8469**	**2.3000e-004**	**0.0000**	**7.8526**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0472	0.4216	0.3433	5.4000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	47.0208	47.0208	0.0115	0.0000	47.3072
Total	**0.0472**	**0.4216**	**0.3433**	**5.4000e-004**		**0.0258**	**0.0258**		**0.0243**	**0.0243**	**0.0000**	**47.0208**	**47.0208**	**0.0115**	**0.0000**	**47.3072**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0313	0.9075	0.2440	1.9300e-003	0.0501	7.3000e-003	0.0574	0.0144	6.9900e-003	0.0214	0.0000	188.1277	188.1277	0.0165	0.0000	188.5389
Worker	0.0997	0.0699	0.7366	1.9800e-003	0.2024	1.4800e-003	0.2039	0.0538	1.3700e-003	0.0551	0.0000	179.0519	179.0519	5.2400e-003	0.0000	179.1830
Total	**0.1310**	**0.9774**	**0.9806**	**3.9100e-003**	**0.2525**	**8.7800e-003**	**0.2612**	**0.0682**	**8.3600e-003**	**0.0766**	**0.0000**	**367.1796**	**367.1796**	**0.0217**	**0.0000**	**367.7219**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0472	0.4216	0.3433	5.4000e-004		0.0258	0.0258		0.0243	0.0243	0.0000	47.0208	47.0208	0.0115	0.0000	47.3072
Total	**0.0472**	**0.4216**	**0.3433**	**5.4000e-004**		**0.0258**	**0.0258**		**0.0243**	**0.0243**	**0.0000**	**47.0208**	**47.0208**	**0.0115**	**0.0000**	**47.3072**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0313	0.9075	0.2440	1.9300e-003	0.0501	7.3000e-003	0.0574	0.0144	6.9900e-003	0.0214	0.0000	188.1277	188.1277	0.0165	0.0000	188.5389
Worker	0.0997	0.0699	0.7366	1.9800e-003	0.2024	1.4800e-003	0.2039	0.0538	1.3700e-003	0.0551	0.0000	179.0519	179.0519	5.2400e-003	0.0000	179.1830
Total	**0.1310**	**0.9774**	**0.9806**	**3.9100e-003**	**0.2525**	**8.7800e-003**	**0.2612**	**0.0682**	**8.3600e-003**	**0.0766**	**0.0000**	**367.1796**	**367.1796**	**0.0217**	**0.0000**	**367.7219**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4091	303.4091	0.0740	0.0000	305.2596
Total	**0.2777**	**2.5134**	**2.2072**	**3.5300e-003**		**0.1463**	**0.1463**		**0.1376**	**0.1376**	**0.0000**	**303.4091**	**303.4091**	**0.0740**	**0.0000**	**305.2596**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1689	5.3489	1.4301	0.0126	0.3279	0.0320	0.3599	0.0946	0.0306	0.1252	0.0000	1,226.8041	1,226.8041	0.1010	0.0000	1,229.3299
Worker	0.6066	0.4087	4.3896	0.0126	1.3256	9.5400e-003	1.3352	0.3521	8.7900e-003	0.3609	0.0000	1,135.7432	1,135.7432	0.0306	0.0000	1,136.5086
Total	**0.7755**	**5.7576**	**5.8197**	**0.0252**	**1.6535**	**0.0415**	**1.6950**	**0.4467**	**0.0394**	**0.4861**	**0.0000**	**2,362.5473**	**2,362.5473**	**0.1317**	**0.0000**	**2,365.8385**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2777	2.5134	2.2072	3.5300e-003		0.1463	0.1463		0.1376	0.1376	0.0000	303.4087	303.4087	0.0740	0.0000	305.2592
Total	**0.2777**	**2.5134**	**2.2072**	**3.5300e-003**		**0.1463**	**0.1463**		**0.1376**	**0.1376**	**0.0000**	**303.4087**	**303.4087**	**0.0740**	**0.0000**	**305.2592**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1689	5.3489	1.4301	0.0126	0.3279	0.0320	0.3599	0.0946	0.0306	0.1252	0.0000	1,226.8041	1,226.8041	0.1010	0.0000	1,229.3299
Worker	0.6066	0.4087	4.3896	0.0126	1.3256	9.5400e-003	1.3352	0.3521	8.7900e-003	0.3609	0.0000	1,135.7432	1,135.7432	0.0306	0.0000	1,136.5086
Total	**0.7755**	**5.7576**	**5.8197**	**0.0252**	**1.6535**	**0.0415**	**1.6950**	**0.4467**	**0.0394**	**0.4861**	**0.0000**	**2,362.5473**	**2,362.5473**	**0.1317**	**0.0000**	**2,365.8385**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2867	302.2867	0.0729	0.0000	304.1099
Total	**0.2481**	**2.2749**	**2.1631**	**3.5100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**302.2867**	**302.2867**	**0.0729**	**0.0000**	**304.1099**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1415	4.7858	1.2883	0.0124	0.3267	0.0135	0.3402	0.0942	0.0129	0.1071	0.0000	1,214.0929	1,214.0929	0.0965	0.0000	1,216.5057
Worker	0.5665	0.3667	4.0343	0.0121	1.3206	9.3200e-003	1.3299	0.3508	8.5900e-003	0.3594	0.0000	1,097.4179	1,097.4179	0.0278	0.0000	1,098.1122
Total	**0.7080**	**5.1525**	**5.3225**	**0.0246**	**1.6472**	**0.0228**	**1.6701**	**0.4450**	**0.0215**	**0.4665**	**0.0000**	**2,311.5108**	**2,311.5108**	**0.1243**	**0.0000**	**2,314.6179**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2481	2.2749	2.1631	3.5100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	302.2863	302.2863	0.0729	0.0000	304.1095
Total	**0.2481**	**2.2749**	**2.1631**	**3.5100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**302.2863**	**302.2863**	**0.0729**	**0.0000**	**304.1095**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1415	4.7858	1.2883	0.0124	0.3267	0.0135	0.3402	0.0942	0.0129	0.1071	0.0000	1,214.0929	1,214.0929	0.0965	0.0000	1,216.5057
Worker	0.5665	0.3667	4.0343	0.0121	1.3206	9.3200e-003	1.3299	0.3508	8.5900e-003	0.3594	0.0000	1,097.4179	1,097.4179	0.0278	0.0000	1,098.1122
Total	**0.7080**	**5.1525**	**5.3225**	**0.0246**	**1.6472**	**0.0228**	**1.6701**	**0.4450**	**0.0215**	**0.4665**	**0.0000**	**2,311.5108**	**2,311.5108**	**0.1243**	**0.0000**	**2,314.6179**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1311	4.4809	1.2170	0.0123	0.3255	0.0116	0.3371	0.0939	0.0111	0.1050	0.0000	1,198.2294	1,198.2294	0.0926	0.0000	1,200.5438
Worker	0.5310	0.3297	3.7141	0.0117	1.3155	9.0600e-003	1.3246	0.3494	8.3400e-003	0.3578	0.0000	1,053.0458	1,053.0458	0.0250	0.0000	1,053.6707
Total	**0.6620**	**4.8106**	**4.9311**	**0.0239**	**1.6410**	**0.0207**	**1.6616**	**0.4433**	**0.0195**	**0.4628**	**0.0000**	**2,251.2753**	**2,251.2753**	**0.1176**	**0.0000**	**2,254.2145**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1311	4.4809	1.2170	0.0123	0.3255	0.0116	0.3371	0.0939	0.0111	0.1050	0.0000	1,198.2294	1,198.2294	0.0926	0.0000	1,200.5438
Worker	0.5310	0.3297	3.7141	0.0117	1.3155	9.0600e-003	1.3246	0.3494	8.3400e-003	0.3578	0.0000	1,053.0458	1,053.0458	0.0250	0.0000	1,053.6707
Total	**0.6620**	**4.8106**	**4.9311**	**0.0239**	**1.6410**	**0.0207**	**1.6616**	**0.4433**	**0.0195**	**0.4628**	**0.0000**	**2,251.2753**	**2,251.2753**	**0.1176**	**0.0000**	**2,254.2145**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0973	3.4076	1.1020	0.0120	0.3255	4.4000e-003	0.3299	0.0939	4.2100e-003	0.0981	0.0000	1,171.8854	1,171.8854	0.0826	0.0000	1,173.9512
Worker	0.5000	0.2978	3.4262	0.0112	1.3155	8.8500e-003	1.3244	0.3494	8.1500e-003	0.3576	0.0000	1,012.7202	1,012.7202	0.0225	0.0000	1,013.2829
Total	**0.5973**	**3.7055**	**4.5282**	**0.0232**	**1.6410**	**0.0133**	**1.6542**	**0.4433**	**0.0124**	**0.4557**	**0.0000**	**2,184.6056**	**2,184.6056**	**0.1051**	**0.0000**	**2,187.2341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0973	3.4076	1.1020	0.0120	0.3255	4.4000e-003	0.3299	0.0939	4.2100e-003	0.0981	0.0000	1,171.8854	1,171.8854	0.0826	0.0000	1,173.9512
Worker	0.5000	0.2978	3.4262	0.0112	1.3155	8.8500e-003	1.3244	0.3494	8.1500e-003	0.3576	0.0000	1,012.7202	1,012.7202	0.0225	0.0000	1,013.2829
Total	**0.5973**	**3.7055**	**4.5282**	**0.0232**	**1.6410**	**0.0133**	**1.6542**	**0.4433**	**0.0124**	**0.4557**	**0.0000**	**2,184.6056**	**2,184.6056**	**0.1051**	**0.0000**	**2,187.2341**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0199	0.1815	0.2183	3.6000e-004		8.2800e-003	8.2800e-003		7.7900e-003	7.7900e-003	0.0000	31.2996	31.2996	7.4000e-003	0.0000	31.4847
Total	**0.0199**	**0.1815**	**0.2183**	**3.6000e-004**		**8.2800e-003**	**8.2800e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**31.2996**	**31.2996**	**7.4000e-003**	**0.0000**	**31.4847**

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7700e-003	0.3498	0.1115	1.2300e-003	0.0338	4.5000e-004	0.0343	9.7500e-003	4.3000e-004	0.0102	0.0000	121.0981	121.0981	8.4300e-003	0.0000	121.3088
Worker	0.0491	0.0281	0.3309	1.1200e-003	0.1366	9.1000e-004	0.1375	0.0363	8.3000e-004	0.0371	0.0000	101.4459	101.4459	2.1300e-003	0.0000	101.4992
Total	**0.0589**	**0.3779**	**0.4423**	**2.3500e-003**	**0.1704**	**1.3600e-003**	**0.1718**	**0.0460**	**1.2600e-003**	**0.0473**	**0.0000**	**222.5440**	**222.5440**	**0.0106**	**0.0000**	**222.8080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0199	0.1815	0.2183	3.6000e-004		8.2800e-003	8.2800e-003		7.7900e-003	7.7900e-003	0.0000	31.2996	31.2996	7.4000e-003	0.0000	31.4846
Total	**0.0199**	**0.1815**	**0.2183**	**3.6000e-004**		**8.2800e-003**	**8.2800e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**31.2996**	**31.2996**	**7.4000e-003**	**0.0000**	**31.4846**

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.7700e-003	0.3498	0.1115	1.2300e-003	0.0338	4.5000e-004	0.0343	9.7500e-003	4.3000e-004	0.0102	0.0000	121.0981	121.0981	8.4300e-003	0.0000	121.3088
Worker	0.0491	0.0281	0.3309	1.1200e-003	0.1366	9.1000e-004	0.1375	0.0363	8.3000e-004	0.0371	0.0000	101.4459	101.4459	2.1300e-003	0.0000	101.4992
Total	**0.0589**	**0.3779**	**0.4423**	**2.3500e-003**	**0.1704**	**1.3600e-003**	**0.1718**	**0.0460**	**1.2600e-003**	**0.0473**	**0.0000**	**222.5440**	**222.5440**	**0.0106**	**0.0000**	**222.8080**

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0371	0.3572	0.5485	8.6000e-004		0.0176	0.0176		0.0162	0.0162	0.0000	75.0995	75.0995	0.0243	0.0000	75.7067
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0371**	**0.3572**	**0.5485**	**8.6000e-004**		**0.0176**	**0.0176**		**0.0162**	**0.0162**	**0.0000**	**75.0995**	**75.0995**	**0.0243**	**0.0000**	**75.7067**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6300e-003	9.3000e-004	0.0110	4.0000e-005	4.5400e-003	3.0000e-005	4.5700e-003	1.2000e-003	3.0000e-005	1.2300e-003	0.0000	3.3681	3.3681	7.0000e-005	0.0000	3.3698
Total	**1.6300e-003**	**9.3000e-004**	**0.0110**	**4.0000e-005**	**4.5400e-003**	**3.0000e-005**	**4.5700e-003**	**1.2000e-003**	**3.0000e-005**	**1.2300e-003**	**0.0000**	**3.3681**	**3.3681**	**7.0000e-005**	**0.0000**	**3.3698**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0371	0.3572	0.5485	8.6000e-004		0.0176	0.0176		0.0162	0.0162	0.0000	75.0994	75.0994	0.0243	0.0000	75.7066
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0371**	**0.3572**	**0.5485**	**8.6000e-004**		**0.0176**	**0.0176**		**0.0162**	**0.0162**	**0.0000**	**75.0994**	**75.0994**	**0.0243**	**0.0000**	**75.7066**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6300e-003	9.3000e-004	0.0110	4.0000e-005	4.5400e-003	3.0000e-005	4.5700e-003	1.2000e-003	3.0000e-005	1.2300e-003	0.0000	3.3681	3.3681	7.0000e-005	0.0000	3.3698
Total	**1.6300e-003**	**9.3000e-004**	**0.0110**	**4.0000e-005**	**4.5400e-003**	**3.0000e-005**	**4.5700e-003**	**1.2000e-003**	**3.0000e-005**	**1.2300e-003**	**0.0000**	**3.3681**	**3.3681**	**7.0000e-005**	**0.0000**	**3.3698**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	24.0743					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0457	0.0679	1.1000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	9.5747	9.5747	5.4000e-004	0.0000	9.5882
Total	**24.0810**	**0.0457**	**0.0679**	**1.1000e-004**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**9.5747**	**9.5747**	**5.4000e-004**	**0.0000**	**9.5882**

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0156	0.1838	6.2000e-004	0.0759	5.0000e-004	0.0764	0.0202	4.6000e-004	0.0206	0.0000	56.3588	56.3588	1.1800e-003	0.0000	56.3884
Total	**0.0273**	**0.0156**	**0.1838**	**6.2000e-004**	**0.0759**	**5.0000e-004**	**0.0764**	**0.0202**	**4.6000e-004**	**0.0206**	**0.0000**	**56.3588**	**56.3588**	**1.1800e-003**	**0.0000**	**56.3884**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	24.0743					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7800e-003	0.0457	0.0679	1.1000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	9.5747	9.5747	5.4000e-004	0.0000	9.5882
Total	**24.0810**	**0.0457**	**0.0679**	**1.1000e-004**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**9.5747**	**9.5747**	**5.4000e-004**	**0.0000**	**9.5882**

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0273	0.0156	0.1838	6.2000e-004	0.0759	5.0000e-004	0.0764	0.0202	4.6000e-004	0.0206	0.0000	56.3588	56.3588	1.1800e-003	0.0000	56.3884
Total	**0.0273**	**0.0156**	**0.1838**	**6.2000e-004**	**0.0759**	**5.0000e-004**	**0.0764**	**0.0202**	**4.6000e-004**	**0.0206**	**0.0000**	**56.3588**	**56.3588**	**1.1800e-003**	**0.0000**	**56.3884**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.2401	12.0452	28.4630	0.1526	19.8667	0.0666	19.9332	5.3120	0.0618	5.3738	0.0000	14,178.3431	14,178.3431	0.4647	0.0000	14,189.9610
Unmitigated	2.2401	12.0452	28.4630	0.1526	19.8667	0.0666	19.9332	5.3120	0.0618	5.3738	0.0000	14,178.3431	14,178.3431	0.4647	0.0000	14,189.9610

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	4,149.36	3,986.64	3651.03	11,204,050	11,204,050
General Office Building	4,147.19	923.96	395.98	7,529,743	7,529,743
Government (Civic Center)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	480.97	599.08	498.74	580,577	580,577
Office Park	10,457.06	1,504.67	697.70	19,508,519	19,508,519
Strip Mall	9,731.81	9,232.60	4487.38	13,723,681	13,723,681
Total	28,966.40	16,246.96	9,730.83	52,546,571	52,546,571

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	32.90	18.00	49.10	86	11	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
General Office Building	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Government (Civic Center)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
High Turnover (Sit Down Restaurant)	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Office Park	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719
Strip Mall	0.615846	0.037969	0.187287	0.094639	0.011484	0.005407	0.021248	0.018966	0.001237	0.001151	0.003599	0.000449	0.000719

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Westlake Village - Project - Ventura County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,998.3056	7,998.3056	0.3302	0.0683	8,026.9198
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8,760.8169	8,760.8169	0.3617	0.0748	8,792.1590
NaturalGas Mitigated	0.1192	1.0548	0.6985	6.5000e-003		0.0824	0.0824		0.0824	0.0824	0.0000	1,179.6993	1,179.6993	0.0226	0.0216	1,186.7097
NaturalGas Unmitigated	0.1518	1.3455	0.9083	8.2800e-003		0.1049	0.1049		0.1049	0.1049	0.0000	1,501.9272	1,501.9272	0.0288	0.0275	1,510.8524

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.16217e+007	0.0627	0.5355	0.2279	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	620.1796	620.1796	0.0119	0.0114	623.8650
General Office Building	3.89172e+006	0.0210	0.1908	0.1603	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.6770	207.6770	3.9800e-003	3.8100e-003	208.9112
Government (Civic Center)	767212	4.1400e-003	0.0376	0.0316	2.3000e-004		2.8600e-003	2.8600e-003		2.8600e-003	2.8600e-003	0.0000	40.9413	40.9413	7.8000e-004	7.5000e-004	41.1846
High Turnover (Sit Down Restaurant)	1.75819e+006	9.4800e-003	0.0862	0.0724	5.2000e-004		6.5500e-003	6.5500e-003		6.5500e-003	6.5500e-003	0.0000	93.8237	93.8237	1.8000e-003	1.7200e-003	94.3812
Office Park	9.55763e+006	0.0515	0.4685	0.3936	2.8100e-003		0.0356	0.0356		0.0356	0.0356	0.0000	510.0317	510.0317	9.7800e-003	9.3500e-003	513.0626
Strip Mall	548570	2.9600e-003	0.0269	0.0226	1.6000e-004		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	29.2738	29.2738	5.6000e-004	5.4000e-004	29.4477
Total		**0.1518**	**1.3455**	**0.9083**	**8.2800e-003**		**0.1049**	**0.1049**		**0.1049**	**0.1049**	**0.0000**	**1,501.9271**	**1,501.9271**	**0.0288**	**0.0275**	**1,510.8524**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	9.81814e+006	0.0529	0.4524	0.1925	2.8900e-003		0.0366	0.0366		0.0366	0.0366	0.0000	523.9334	523.9334	0.0100	9.6100e-003	527.0468
General Office Building	2.79446e+006	0.0151	0.1370	0.1151	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	149.1230	149.1230	2.8600e-003	2.7300e-003	150.0092
Government (Civic Center)	550898	2.9700e-003	0.0270	0.0227	1.6000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	29.3980	29.3980	5.6000e-004	5.4000e-004	29.5727
High Turnover (Sit Down Restaurant)	1.5984e+006	8.6200e-003	0.0784	0.0658	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003	0.0000	85.2966	85.2966	1.6300e-003	1.5600e-003	85.8035
Office Park	6.87443e+006	0.0371	0.3370	0.2831	2.0200e-003		0.0256	0.0256		0.0256	0.0256	0.0000	366.8460	366.8460	7.0300e-003	6.7300e-003	369.0260
Strip Mall	470399	2.5400e-003	0.0231	0.0194	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.1023	25.1023	4.8000e-004	4.6000e-004	25.2514
Total		**0.1192**	**1.0548**	**0.6985**	**6.5000e-003**		**0.0824**	**0.0824**		**0.0824**	**0.0824**	**0.0000**	**1,179.6993**	**1,179.6993**	**0.0226**	**0.0216**	**1,186.7097**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	4.04288e+006	1,288.1482	0.0532	0.0110	1,292.7566
General Office Building	5.9568e+006	1,897.9648	0.0784	0.0162	1,904.7548
Government (Civic Center)	1.17432e+006	374.1637	0.0155	3.2000e-003	375.5023
High Turnover (Sit Down Restaurant)	247334	78.8060	3.2500e-003	6.7000e-004	79.0880
Office Park	1.29368e+007	4,121.9574	0.1702	0.0352	4,136.7038
Strip Mall	3.13782e+006	999.7768	0.0413	8.5400e-003	1,003.3535
Total		**8,760.8169**	**0.3617**	**0.0748**	**8,792.1590**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.98804e+006	1,270.6735	0.0525	0.0109	1,275.2194
General Office Building	5.35516e+006	1,706.2690	0.0704	0.0146	1,712.3732
Government (Civic Center)	1.05571e+006	336.3729	0.0139	2.8700e-003	337.5763
High Turnover (Sit Down Restaurant)	229618	73.1613	3.0200e-003	6.2000e-004	73.4230
Office Park	1.15776e+007	3,688.8706	0.1523	0.0315	3,702.0677
Strip Mall	2.89672e+006	922.9583	0.0381	7.8800e-003	926.2602
Total		**7,998.3056**	**0.3302**	**0.0683**	**8,026.9198**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.9770	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595
Unmitigated	12.9770	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3433					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2262	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595
Total	**12.9770**	**0.0869**	**7.5331**	**4.0000e-004**		**0.0419**	**0.0419**		**0.0419**	**0.0419**	**0.0000**	**12.3641**	**12.3641**	**0.0118**	**0.0000**	**12.6595**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3433					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2262	0.0869	7.5331	4.0000e-004		0.0419	0.0419		0.0419	0.0419	0.0000	12.3641	12.3641	0.0118	0.0000	12.6595
Total	**12.9770**	**0.0869**	**7.5331**	**4.0000e-004**		**0.0419**	**0.0419**		**0.0419**	**0.0419**	**0.0000**	**12.3641**	**12.3641**	**0.0118**	**0.0000**	**12.6595**

7.0 Water Detail

7.1 Mitigation Measures Water

Westlake Village - Project - Ventura County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,192.4758	10.8520	0.2720	2,544.8438
Unmitigated	2,192.4758	10.8520	0.2720	2,544.8438

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	66.2616 / 41.7736	443.7999	2.1766	0.0546	514.4834
General Office Building	75.6773 / 46.3828	502.1662	2.4857	0.0623	582.8769
Government (Civic Center)	16.6755 / 10.2205	110.6524	0.5477	0.0137	128.4370
High Turnover (Sit Down Restaurant)	2.05796 / 0.131359	9.6559	0.0674	1.6600e-003	11.8364
Office Park	149.403 / 91.5696	991.3829	4.9073	0.1230	1,150.7229
Strip Mall	20.3174 / 12.4526	134.8184	0.6673	0.0167	156.4871
Total		**2,192.4758**	**10.8520**	**0.2720**	**2,544.8438**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	66.2616 / 41.7736	443.7999	2.1766	0.0546	514.4834
General Office Building	75.6773 / 46.3828	502.1662	2.4857	0.0623	582.8769
Government (Civic Center)	16.6755 / 10.2205	110.6524	0.5477	0.0137	128.4370
High Turnover (Sit Down Restaurant)	2.05796 / 0.131359	9.6559	0.0674	1.6600e-003	11.8364
Office Park	149.403 / 91.5696	991.3829	4.9073	0.1230	1,150.7229
Strip Mall	20.3174 / 12.4526	134.8184	0.6673	0.0167	156.4871
Total		**2,192.4758**	**10.8520**	**0.2720**	**2,544.8438**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	505.9956	29.9035	0.0000	1,253.5826
Unmitigated	505.9956	29.9035	0.0000	1,253.5826

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	467.82	94.9632	5.6122	0.0000	235.2674
General Office Building	395.98	80.3804	4.7503	0.0000	199.1389
Government (Civic Center)	478.46	97.1231	5.7398	0.0000	240.6183
High Turnover (Sit Down Restaurant)	80.68	16.3773	0.9679	0.0000	40.5741
Office Park	781.76	158.6902	9.3783	0.0000	393.1483
Strip Mall	288	58.4614	3.4550	0.0000	144.8356
Total		**505.9956**	**29.9035**	**0.0000**	**1,253.5826**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	467.82	94.9632	5.6122	0.0000	235.2674
General Office Building	395.98	80.3804	4.7503	0.0000	199.1389
Government (Civic Center)	478.46	97.1231	5.7398	0.0000	240.6183
High Turnover (Sit Down Restaurant)	80.68	16.3773	0.9679	0.0000	40.5741
Office Park	781.76	158.6902	9.3783	0.0000	393.1483
Strip Mall	288	58.4614	3.4550	0.0000	144.8356
Total		**505.9956**	**29.9035**	**0.0000**	**1,253.5826**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX E

CULTURAL RESOURCES RECORD SEARCHES

E-1

ARCHAEOLOGICAL RECORDS SEARCH

SCCIC Bibliography: Inv. 12936 - Westlake Village

LA-00331

Author(s): Ahlering, Michael L.
Year: 1977
Title: Report of Archaeological Survey: Tract #30939 County of Los Angeles, California
Affiliation:
Resources: 19-000136, 19-000519, 19-000520, 19-000858
Quads: BALDWIN PARK, EL MONTE
Pages:
Notes:

LA-00366

Author(s): Singer, Clay A.
Year: 1978
Title: Cultural Resource Survey and Potential Impact Assessment for a 6 Acre Parcel in Agoura, Los Angeles County, Califronia.
Affiliation: C.A. Singer & Associates, Inc.
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-00446

Author(s): Clewlow, William C. Jr.
Year: 1978
Title: An Archaeological Resource Survey and Impact Assessment of Tentative Tract No. 35034, Los Angeles County, California
Affiliation: University of California, Los Angeles Archaeological Survey
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

✓ **LA-00531**

Author(s): Rosen, Martin D.
Year: 1979
Title: An Archaeological Resource Survey and Impact Assessment of the Reclaimed Water Distribution System of the Las Virgenes Municipal Water District, Los Angeles and Ventura Counties, Municipal Water District, Los Angeles and Ventura Counties, California
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 19-000129, 19-000315, 19-000725, 19-000726, 19-000862, 56-000015, 56-000043, 56-000123, 56-000179, 56-000294, 56-000560
Quads: CALABASAS, THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

LA-00925

Author(s): Bove, Frederick J.
Year: 1977
Title: Archaeological Resource Survey and Impact Assessment of Tentative Tract No. 32995, Los Angeles County, California
Affiliation: University of California, Los Angeles Archaeological Survey
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-01113

Author(s): McIntyre, Michael J.
Year: 1976
Title: Assessment of the Archaeological Impact by the Proposed Development of Tract No. 3d3287
Affiliation: Northridge Archaeological Research Center, CSUN
Resources:
Quads: SAN FERNANDO
Pages:
Notes:

√ **LA-01167**

Author(s): Pence Archeological Consulting
Year: 1982
Title: Literature Search: Westlake Village Project, Los Angeles County, California
Affiliation: Pence Archaeological Consulting
Resources: 19-000186, 19-000242, 19-000391, 19-000459, 19-000460, 19-000886, 19-000887, 19-000888, 19-000889
Quads: POINT DUME, THOUSAND OAKS
Pages:
Notes:

LA-01380

Author(s): Lopez, Robert
Year: 1984
Title: An Archaeological Reconnaissance of the Fifty-five Acres Proposed for Tract No. 32080, Westlake, Los Angeles County, California
Affiliation: Robert Lopez, Consulting Archaeologist
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-01396

Author(s): Stickel, Gary E.
Year: 1984
Title: A Cultural Resources Literature Search and Site Survey for the Valley Oaks Memorial Park Specific Plan Project, Westlake Village, Los Angeles County, California
Affiliation:
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

LA-01637

Author(s): Clevenger, Joyce M.
Year: 1987
Title: Archaeological Testing of the Westlake Trails Development, Westlake Village, California
Affiliation: Westec Services, Inc.
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-01828

Author(s): Salls, Roy A.
Year: 1989
Title: Report of Archaeological Reconnaissance Survey Of: Lot 2, Act No. 43143 Agoura Hills, California
Affiliation: Northridge Center for Public Archaeology, CSUN
Resources: 19-000042, 19-000461
Quads: THOUSAND OAKS
Pages:
Notes:

LA-01988

Author(s): Greenwood, Roberta S.
Year: 1976
Title: Archaeological Investigation Proposed Development at Lindero Canyon
Affiliation:
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-02243

Author(s): Damann, John C.
Year: 1990
Title: Archaeological Reconnaissance Report: Rowher Ohv Trails Bypass Arr
Affiliation: U.S. Forest Service
Resources:
Quads: GREEN VALLEY, SLEEPY VALLEY
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

LA-03546

Author(s): Wlodarski, Robert J.
Year: 1996
Title: A Phase 1 Archaeological Study Bikeway Gap Closure Project Cities of Calabasas, Agoura Hills, Westlake Village and Unincorporated Los Angeles County, California
Affiliation: Historical, Environmental, Archaeological, Research, Team
Resources: 19-000041, 19-000042, 19-000229, 19-000238, 19-000243, 19-000315, 19-000320, 19-000413, 19-000420, 19-000463, 19-000467, 19-000669, 19-000842, 19-000862, 19-000890, 19-000972, 19-001021, 19-001027, 19-001099, 19-001352, 56-000071, 56-000095, 56-000096, 56-000179, 56-000186, 56-000242, 56-000261, 56-000341, 56-000342, 56-000737, 56-000865
Quads: CALABASAS, THOUSAND OAKS
Pages:
Notes:

LA-03742

Author(s): Romani, John F.
Year: 1982
Title: Archaeological Survey Report for the 07-la/ven 101 Project P.m. 17.1-38.2/0.0-22.7 07351 - 076620
Affiliation: California Department of Transportation
Resources: 19-000041, 19-000042, 19-000044, 19-000111, 19-000133, 19-000238, 19-000315, 19-000320, 19-000321, 19-000345, 19-000420, 19-000461, 19-000462, 19-000463, 19-000464, 19-000466, 19-000642, 19-000669, 19-000776, 19-000862, 19-000890, 19-000964, 19-000970, 19-000972, 19-001027, 19-001064, 19-001099, 56-000271, 56-000565, 56-000620, 56-000654
Quads: CALABASAS, THOUSAND OAKS
Pages:
Notes: Same as Report 56-001520

LA-05590

Author(s): Wlodarski, Robert J.
Year: 1999
Title: A Phase 1 Archaeological Study for the Proposed Lindero Canyon Ymca Facility Project Cite and Two Alternative Project Site Locations City of Westlake Village, County of Los Angeles, California
Affiliation: Historical, Environmental, Archaeological, Research, Team
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

LA-10208

Author(s): Sylvia, Barbara
Year: 2001
Title: Negative Archaeological Survey Report: Metal Beam Guardrail (MBGR) Along Sections of Route 101 From Route 134 to the Ventura County Line.
Affiliation: Caltrans District 7
Resources:
Quads: CALABASAS, CANOGA PARK, THOUSAND OAKS, VAN NUYS
Pages: 7
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

LA-10475

Author(s): Toren, A. George and Gwen R. Romani
Year: 2010
Title: Phase I Archaeological Survey: The Las Virgenes municipal water district 1235 ft. backbone system improvement program: Agoura Hills pipeline alignment
Affiliation: Compass Rose Archaeological, Inc.
Resources: 19-000041, 19-000467, 19-000671, 19-000726, 19-001069, 19-001352, 19-100207, 19-100208, 19-100209, 56-000040
Quads: THOUSAND OAKS
Pages: 37
Notes:

LA-11835

Author(s): Grimes, Teresa and Dory, Elysha
Year: 2011
Title: Agoura Road Widening, 29008 Agoura Road Agoura Hills, CA Historic Resource Report
Affiliation: Galvin Preservation Associates
Resources:
Quads: THOUSAND OAKS
Pages: 18
Notes:

LA-11836

Author(s): unknown
Year: 2012
Title: Agoura Road Widening, Draft Initial Study and Mitigated Negative Declaration
Affiliation: GPA Environmental
Resources: 19-000041, 19-000314, 19-000462, 19-000463, 19-000467, 19-000842, 19-001027, 19-001069, 19-001236, 19-001352, 19-100207, 19-100208, 19-100209, 19-100210
Quads: THOUSAND OAKS
Pages: 29
Notes:

VN-00073

Author(s): Clewlow, William C. Jr.
Year: 1976
Title: Proposed Westlake Highschool
Affiliation:
Resources: 56-000271
Quads: THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-00131

Author(s): D'Altroy, Terence N.
Year: 1978
Title: Assessment of the Impact on Archaeological Resources of the Proposed Development of a 25 Acre Parcel of Land in Section 24 T1n, R19w, and Section 19, T1n, R18w, Ventura County, California
Affiliation:
Resources: 56-000565
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00170

Author(s): Singer, Clay A.
Year: 1979
Title: Systematic Archaeological Testing Og the Binder Site, CA-ven 565, in Russell Valley, Ventura County, California.
Affiliation:
Resources: 56-000565
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00187

Author(s): Rosen, Martin D.
Year: 1979
Title: An Archaeological Resource Survey and Impact Assessment of the Reclaimed Water Distribution System of the Las Virgenes Municipal Water District, Los Angeles and Ventura Counties
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 19-000129, 19-000315, 19-000725, 19-000726, 19-000862, 56-000015, 56-000043, 56-000123, 56-000179, 56-000294, 56-000560
Quads: NEWBURY PARK, THOUSAND OAKS
Pages:
Notes:

VN-00195

Author(s): Singer, Clay A.
Year: 1977
Title: Report on Limited Archaeological Test Investigations of Sites VEN-535, 536 and 537, City of Thousand Oaks Ventura County, California
Affiliation:
Resources: 56-000535, 56-000537
Quads: THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-00198

Author(s): Johnson, Mark C.
Year: 1978
Title: Archaeological Investigations at VEN-271
Affiliation:
Resources: 56-000271
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00283

Author(s): Drews, Michael M.
Year: 1980
Title: Report on Archaeological Monitoring at VEN-271
Affiliation: Ancient Enterprises, Inc.
Resources: 56-000271
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00363

Author(s): Lopez, Robert
Year: 1981
Title: On Impact Mitigation of CA-VEN-225 Moorpark, Ventura County California Carried Out in 1972 and 1981.
Affiliation:
Resources: 56-000225
Quads: SIMI
Pages:
Notes:

VN-00387

Author(s): Wlodarski, Robert J. and Robert L. Pence
Year: 1981
Title: An Evaluation of the Impacts Upon Cultural Resources Located on 91.02 Acres, Tentative Tract Number 3741, City of Thousand Oaks, County of Ventura, California
Affiliation:
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00388

Author(s): Wlodarski, Robert J. and Robert L. Pence
Year: 1981
Title: An Evaluation of the Impacts Upon Cultural Resources Located on 23.2 Acres, Assessors Parcel Number 680-0-023-03, City of Thousand Oaks, County of Ventura, California
Affiliation:
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-00478

Author(s): Clewlow, William C. Jr.
Year: 1986
Title: A Preliminary Archaeological Surface Reconnaissance of a 22 Acre Parcel in Thousand Oaks, California
Affiliation: Ancient Enterprises, Inc.
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-00529

Author(s): W & S Consultants
Year: 1986
Title: Archaeological Assessment of Tract # 4256, Parcel Vld-1, Prudential North Ranch, City of Thousand Oaks, Ventura County, California
Affiliation: W & S Consultants
Resources: 56-000856
Quads: THOUSAND OAKS
Pages:
Notes:

✓ **VN-00646**

Author(s): W & S Consultants
Year: 1987
Title: Archaeological Assessment of the North Ranch Corporate Center Assessors Parcel # 680-230-035 Thousand Oaks, Ventura County California
Affiliation: W & S Consultants
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

✓ **VN-01040**

Author(s): Stelle, Kenneth and Albert Gallardo
Year: 1982
Title: For Improvement of the Operational Characteristics of Route 101, the Ventura Freeway in Los Angeles and Ventura Counties, Between Route 405 in Los Angeles, and the Santa Clara River in Oxnard
Affiliation: Caltrans and Federal Highway Administration
Resources: 56-000654
Quads: CAMARILLO, OXNARD
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-01326

Author(s): Whitley, David S. and Joseph M. Simon
Year: 1994
Title: Phase 1 Archaeological Survey and Cultural Resources Assessment of a 25 Acres Parcel in Thousand Oaks, Ventura County, California
Affiliation: W & S Consultants
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-01433

Author(s): Anonymous
Year: 1970
Title: Ucas-229 Salvage Excavation of Sites 4-VEN-30 and 4-VEN-127, Ventura County
Affiliation: UCAS
Resources: 56-000030, 56-000127
Quads: THOUSAND OAKS, TRIUNFO PASS
Pages:
Notes:

VN-01457

Author(s): Rosen, Martin D.
Year: 1975
Title: Evaluation of the Archaeological Resources for the Areawide Facilities Plan for the Las Virgenes Municipal Water District (malibu Coast, Wester Santa Monica Mountains, Southern Simi Hills), Los Angeles and Ventura Counties.
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 19-000032, 19-000041, 19-000042, 19-000093, 19-000133, 19-000165, 19-000186, 19-000188, 19-000190, 19-000195, 19-000215, 19-000242, 19-000246, 19-000265, 19-000268, 19-000357, 19-000448, 19-000449, 19-000450, 19-000640, 19-000649, 19-000707, 56-000008, 56-000012, 56-000015, 56-000039, 56-000040, 56-000041, 56-000042, 56-000043, 56-000044, 56-000068, 56-000122, 56-000123, 56-000124, 56-000125, 56-000145, 56-000146, 56-000176, 56-000177, 56-000180, 56-000181, 56-000267, 56-000270, 56-000271, 56-000294
Quads: CALABASAS, CANOGA PARK, MALIBU BEACH, NEWBURY PARK, OAT MOUNTAIN, POINT DUME, SANTA SUSANA, THOUSAND OAKS, TOPANGA, TRIUNFO PASS
Pages:
Notes: Same as LA81

VN-01458

Author(s): Van Horn, David M.
Year: 1987
Title: Trade and Subsistence in Humaliwu: a Focused Review of Two Decades of Archaeology in the Conejo Corridor
Affiliation: Pacific Coast Archaeological Society Quarterly
Resources: 19-000227, 19-000229, 19-000246, 19-000264, 19-000669, 56-000039, 56-000045, 56-000060, 56-000068, 56-000070, 56-000124, 56-000125, 56-000161, 56-000243, 56-000261, 56-000271, 56-000294, 56-000373
Quads: CALABASAS, CAMARILLO, MALIBU BEACH, NEWBURY PARK, POINT DUME, POINT MUGU, THOUSAND OAKS, TRIUNFO PASS
Pages: 19
Notes: Same as LA2729. Mapped to sites, removed from unmappable folder.

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-01462

Author(s): King, Chester
Year: 1994
Title: Prehistoric Native American Cultural Sites in the Santa Monica Mountains
Affiliation: Topanga Anthropological Consultants
Resources: 19-000002, 19-000007, 19-000043, 19-000052, 19-000059, 19-000060, 19-000066, 19-000069, 19-000070, 19-000071, 19-000072, 19-000073, 19-000074, 19-000080, 19-000111, 19-000114, 19-000186, 19-000193, 19-000194, 19-000207, 19-000227, 19-000229, 19-000242, 19-000243, 19-000264, 19-000267, 19-000324, 19-000373, 19-000384, 19-000413, 19-000629, 19-000669, 19-000690, 19-000776, 19-000807, 19-001117, 19-001248, 19-001326, 19-001327, 19-001341, 19-001352, 19-002153, 19-002154, 19-002157, 19-002158, 19-002159, 19-002160, 19-002161, 19-002162, 19-002163, 19-002164, 19-002165, 19-002167, 19-002168, 19-002200, 19-002201, 19-002202, 56-000001, 56-000003, 56-000011, 56-000024, 56-000039, 56-000044, 56-000045, 56-000065, 56-000070, 56-000071, 56-000089, 56-000095, 56-000096, 56-000100, 56-000110, 56-000123, 56-000124, 56-000145, 56-000146, 56-000174, 56-000179, 56-000195, 56-000204, 56-000221, 56-000222, 56-000261, 56-000271, 56-000294, 56-000341, 56-000342, 56-000535, 56-000536, 56-000538, 56-000606, 56-000639, 56-000640, 56-000705, 56-000706, 56-000707, 56-000721, 56-000737, 56-000853, 56-000865, 56-000869, 56-000870, 56-000871, 56-000872, 56-000873, 56-000874, 56-000875, 56-000876, 56-000877, 56-000878, 56-000879, 56-000880, 56-000881, 56-000882, 56-000883, 56-000884, 56-000885, 56-000886, 56-001020, 56-001154, 56-001155, 56-001156, 56-001157
Quads: BEVERLY HILLS, BURBANK, CALABASAS, CAMARILLO, CANOGA PARK, HOLLYWOOD, MALIBU BEACH, NEWBURY PARK, POINT DUME, POINT MUGU, THOUSAND OAKS, TOPANGA, TRIUNFO PASS, VAN NUYS
Pages: 254
Notes: Same as LA3587. Space did not permit the entry of all referenced sites. Please see report for full listing of site and isolates.

VN-01514

Author(s): Johnson, Mark C.
Year: 1978
Title: Preliminary Archaeological Assessment of CA-VEN-271
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 56-000271
Quads: THOUSAND OAKS
Pages:
Notes:

VN-01520

Author(s): Romani, John F.
Year: 1982
Title: Archaeological Survey Report for the 07-la/ven 101 Project P.m. 17.1-38.2/0.0-22.7 07351 - 076620
Affiliation: California Department of Transportation
Resources: 19-000041, 19-000042, 19-000044, 19-000111, 19-000133, 19-000238, 19-000315, 19-000320, 19-000321, 19-000345, 19-000420, 19-000461, 19-000462, 19-000463, 19-000464, 19-000466, 19-000642, 19-000669, 19-000776, 19-000862, 19-000890, 19-000964, 19-000970, 19-000972, 19-001027, 19-001064, 19-001099, 56-000271, 56-000565, 56-000620, 56-000654
Quads: CALABASAS, THOUSAND OAKS
Pages:
Notes: Same As Report 19-003742

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-01532

Author(s): Leonard, Nelson N. III
Year: 1977
Title: Archaeological Evaluation of Proposed Development Plans for Prudential Insurance Company W.o. No. 77007-01-1800. Thousand Oaks, California
Affiliation: Mighty Fine Research
Resources: 56-000271
Quads: THOUSAND OAKS
Pages:
Notes:

VN-01784

Author(s): Whitley, David S., Ellen McCann, and C. William Clewlow, Jr.
Year: 1980
Title: Inland Chumash Archaeological Investigations
Affiliation: University of California, Los Angeles Archaeological Survey
Resources: 56-000039, 56-000040, 56-000041, 56-000042, 56-000045, 56-000068, 56-000122, 56-000123, 56-000125, 56-000180, 56-000181, 56-000261, 56-000267, 56-000271, 56-000272, 56-000294, 56-000371, 56-000373, 56-000445, 56-000529, 56-000606, 56-000607, 56-000608, 56-000609
Quads: AGUA DULCE, NEWBURY PARK, SLEEPY VALLEY, THOUSAND OAKS
Pages:
Notes: same as LA4511

VN-01903

Author(s): Sylvia, Barbara
Year: 2000
Title: Reconstruction of Us 101 Median, Bridges, Pavement and Ramps
Affiliation: California Department of Transportation, District 7
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-01904

Author(s): Duke, Curt
Year: 2000
Title: Review of Pacific Bell Wireless Facility La 623-03, Ventura Co.
Affiliation: LSA Associates, Inc.
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-01906

Author(s): Duke, Curt
Year: 2000
Title: Cultural Resource Assessment for Pacific Bell Wireless Facility La 623-04, Ventura Co.
Affiliation: LSA Associates, Inc.
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

SCCIC Bibliography: Inv. 12936 - Westlake Village

VN-02097

Author(s): Whitley, David S.
Year: 2000
Title: Phase I Archaeological Survey of the Richland Communities Study Area, City of Thousand Oaks, Ventura County, California
Affiliation: W & S Consultants
Resources:
Quads: THOUSAND OAKS
Pages:
Notes:

VN-02843

Author(s): Amaglio, Alessandro
Year: 2005
Title: Conejo Fire Mitigation, Conejo Recreation and Park District, FEAM-1498-DR-CA, HMGP #1498-98-36
Affiliation: URS
Resources: 56-000038, 56-000039, 56-000040, 56-000041, 56-000042, 56-000043, 56-000046, 56-000047, 56-000065, 56-000078, 56-000079, 56-000080, 56-000081, 56-000120, 56-000180, 56-000181, 56-000186, 56-000197, 56-000198, 56-000199, 56-000257, 56-000258, 56-000259, 56-000260, 56-000261, 56-000262, 56-000267, 56-000268, 56-000311, 56-000312, 56-000313, 56-000315, 56-000322, 56-000323, 56-000325, 56-000326, 56-000405, 56-000441, 56-000442, 56-000443, 56-000457, 56-000483, 56-000484, 56-000485, 56-000491, 56-000504, 56-000544, 56-000556, 56-000560, 56-000607, 56-000608, 56-000609, 56-000610, 56-000611, 56-000632, 56-000640, 56-000653, 56-000654, 56-000752, 56-000787, 56-000792, 56-000793, 56-000794, 56-000795, 56-000804, 56-000805, 56-000806, 56-000807, 56-000808, 56-000809, 56-000810, 56-000811, 56-000837, 56-000897, 56-000983, 56-001031, 56-001107, 56-001240, 56-001644, 56-100141
Quads: NEWBURY PARK, THOUSAND OAKS
Pages: 101
Notes: Development also considered a Forest Service Management (24). Mapped to record search maps, removed from unmappable folder.

VN-03034

Author(s): Kirksih, Alex
Year: 2011
Title: Archaological Survey Report for the SR-23/US-101 Interchange Project Ventura County, California
Affiliation: California Department of Transportation
Resources: 56-000654, 56-000761, 56-001107
Quads: NEWBURY PARK, THOUSAND OAKS
Pages: 74
Notes:

E-2

NATIVE AMERICAN SCOPING/CONSULTATION

STATE OF CALIFORNIA Arnold Schwarzenegger, *Govemor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
ds_nahc@pacbell.net
www.nahc.ca.gov
(916) 657-5390 - Fax

RECEIVED
FEB 27 2013
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

February 22, 2013

Mr. Scott Wolfe, AICP, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

RE: SCH# 2013021040; CEQA Notice of Preparation (NOP) – Westlake Village Business Park Specific Plan Project - draft Environmental Impact Report; located in the City of Westlake Village; Los Angeles County

Dear Mr. Wolfe:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources, which we know that it has.
  - The NAHC recommends that known cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report.
- ✓ If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.
- ✓ Contact has been made to the the Native American Heritage Commission for:
  - A Sacred Lands File Check, and cultural resources have been identified to your agency.
  - A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter.
  - Lack of surface evidence of archeological resources does not preclude their subsurface existence once ground-breaking activity begins. If that occurs, the NAHC suggests that inadvertent discoveries be coordinated with the NAHC.

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
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ds_nahc@pacbell.net
www.nahc.ca.gov
(916) 657-5390 - Fax

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst
(916) 653-6251

CC: State Clearinghouse

Attachment: Tribal Contacts
-

Native American Contacts
Los Angeles County
February 22, 2013

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell
Chumash
Tataviam
Ferrnandeño

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell
Gabrielino

San Manuel Band of Mission Indians
Carla Rodriguez, Chairwoman
26569 Community Center Drive
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax
Serrano

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address
tattnlaw@gmail.com
310-570-6567
Gabrielino Tongva

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
1019 - 2nd Street, Suite #1
San Fernando CA 91340
rsalas@tataviam-nsn.gov
(818) 837-0794 Office
(818) 837-0796 Fax
Fernandeno
Tataviam

S an Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Randy Guzman - Folkes
6471 Cornell Circle
Moorpark , CA 93021
ndnRandy@yahoo.com
(805) 905-1675 - cell
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013021040; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Westlake Village Business Park Specific Plan Project; located in the City of Westlake Village; Los Angeles County, California.

Native American Contacts
Los Angeles County
February 22, 2013

Gabrielino-Tongva Tribe
Conrad Acuna,
P.O. Box 180 Gabrielino
Bonsall , CA 92003
310-587-2203

760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013021040; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Westlake Village Business Park Specific Plan Project; located in the City of Westlake Village; Los Angeles County, California.

BonTerra CONSULTING
2 Executive Circle, Suite 175 Irvine, CA 92614
T: (714) 444-9199 F: (714) 444-9599 | www.BonTerraConsulting.com

March 14, 2013

Mr. Conrad Acuña
Gabrielino-Tongva Tribe
1875 Century Park East 1500
Los Angeles, California 90067

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Acuña:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

Location

The project location is shown on the USGS *Thousand Oaks, CA* 7.5 Minute Quadrangle in Township 1 North; Range 18 West, in an unsurveyed area adjacent to the Ventura County Line. Refer to attached exhibit.

Project

The proposed Westlake Village Business Park Specific Plan has been developed in accordance with the requirements of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Adoption of the Westlake Village Business Park Specific Plan would provide a planning document to control future redevelopment within the planning area in accordance with the land uses and development standards contained in the Specific Plan. The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the northern section of the City, within the Specific Plan area.

NAHC Notification

A Sacred Lands File Search conducted by the Native American Heritage Commission (NAHC) did not identify the presence of Native American cultural resources on the project site. The NAHC also provided BonTerra Consulting with a list of Native American individuals/organizations that may have knowledge of cultural resources in the project area. Your name and contact information was included on the list and serves as the basis for this letter.

Records Search

An updated archaeological/historic records search was conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on March 12, 2013 to evaluate the existing conditions of the project site. Several prehistoric sites are located within a one-mile radius of the project, but none within the project itself. Records further indicate that the entire project area has been previously surveyed for cultural resources. None were located.

Your participation in this local planning process is important. If you have any additional knowledge of Native American Sacred Lands or other cultural resources on or near the study area, or any comment on the project, please contact me at your earliest convenience at (714) 444-9199 or via email at pmaxon@bonterraconsulting.com, with a subject line referencing the "West Lake Village Business Park Specific Plan".

Sincerely,

BONTERRA CONSULTING

Patrick O. Maxon, RPA
Director, Cultural Resources

R:\Projects\Arroyo\J002\Cultural\Scoping\WV NA Scoping Letter-031413.doc

BonTerra CONSULTING

2 Executive Circle, Suite 175 Irvine, CA 92614

T: (714) 444-9199 F: (714) 444-9599 | www.BonTerraConsulting.com

March 14, 2013

Ms. Cindi Alvitre, Chairwoman-Manisar
Ti'At Society/Inter-Tribal Council of Pimu
3094 Mace Avenue, Apt B
Costa Mesa, California 92626

Subject: West Lake Village Business Park Specific Plan

Dear Ms. Alvitre:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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Project

The proposed Westlake Village Business Park Specific Plan has been developed in accordance with the requirements of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Adoption of the Westlake Village Business Park Specific Plan would provide a planning document to control future redevelopment within the planning area in accordance with the land uses and development standards contained in the Specific Plan. The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the northern section of the City, within the Specific Plan area.

NAHC Notification

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Records Search

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Your participation in this local planning process is important. If you have any additional knowledge of Native American Sacred Lands or other cultural resources on or near the study area, or any comment on the project, please contact me at your earliest convenience at (714) 444-9199 or via email at pmaxon@bonterraconsulting.com, with a subject line referencing the "West Lake Village Business Park Specific Plan".

Sincerely,

BONTERRA CONSULTING

Patrick O. Maxon, RPA
Director, Cultural Resources

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BonTerra CONSULTING
2 Executive Circle, Suite 175 Irvine, CA 92614
T: (714) 444-9199 F: (714) 444-9599 | www.BonTerraConsulting.com

March 14, 2013

Mr. Ron Andrade, Director
LA City/County Native American Indian Comm.
3175 W. 6th Street, Rm. 403
Los Angeles, California 90020

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Andrade:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

Location

The project location is shown on the USGS *Thousand Oaks, CA* 7.5 Minute Quadrangle in Township 1 North; Range 18 West, in an unsurveyed area adjacent to the Ventura County Line. Refer to attached exhibit.

Project

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Sincerely,

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Patrick O. Maxon, RPA
Director, Cultural Resources

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March 14, 2013

Mr. Randy Guzman-Folkes
6471 Cornell Circle
Moorpark, California 93021

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Guzman-Folkes:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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Sincerely,

BONTERRA CONSULTING

Patrick O. Maxon, RPA
Director, Cultural Resources

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March 14, 2013

Ms. Carla Rodriguez, Chairwoman
San Manuel Band of Mission Indians
26569 Community Center Dr.
Highland, California 92346

Subject: West Lake Village Business Park Specific Plan

Dear Ms. Rodriguez:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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Sincerely,

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Patrick O. Maxon, RPA
Director, Cultural Resources

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T: (714) 444-9199 F: (714) 444-9599 | www.BonTerraConsulting.com

March 14, 2013

Mr. John Tommy Rosas, Tribal Administrator
Tongva Ancestral Territorial Tribal Nation

VIA EMAIL
tattnlaw@gmail.com

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Rosas:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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Director, Cultural Resources

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March 14, 2013

Mr. Ronnie Salas, Cultural Preservation Department
Fernandeno Tataviam Band of Mission Indians
1019 2nd Street, Suite 1
San Fernando, California 91340

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Salas:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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March 14, 2013

Ms. Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, California 91362

Subject: West Lake Village Business Park Specific Plan

Dear Ms. Salazar Folkes:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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Patrick O. Maxon, RPA
Director, Cultural Resources

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2 Executive Circle, Suite 175 Irvine, CA 92614
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March 14, 2013

Mr. John Valenzuela, Chairperson
San Fernando Band of Mission Indians
P.O. Box 221838
Newhall, California 91322

Subject: West Lake Village Business Park Specific Plan

Dear Mr. Valenzuela:

BonTerra Consulting has been retained to complete a cultural resources study for the proposed West Lake Village Business Park Specific Plan located in the City of Westlake Village within the County of Los Angeles. As part of the background cultural resources research being conducted, this letter is to inform you of the proposed project and to request any relevant information you may have regarding cultural resources on or near the project site.

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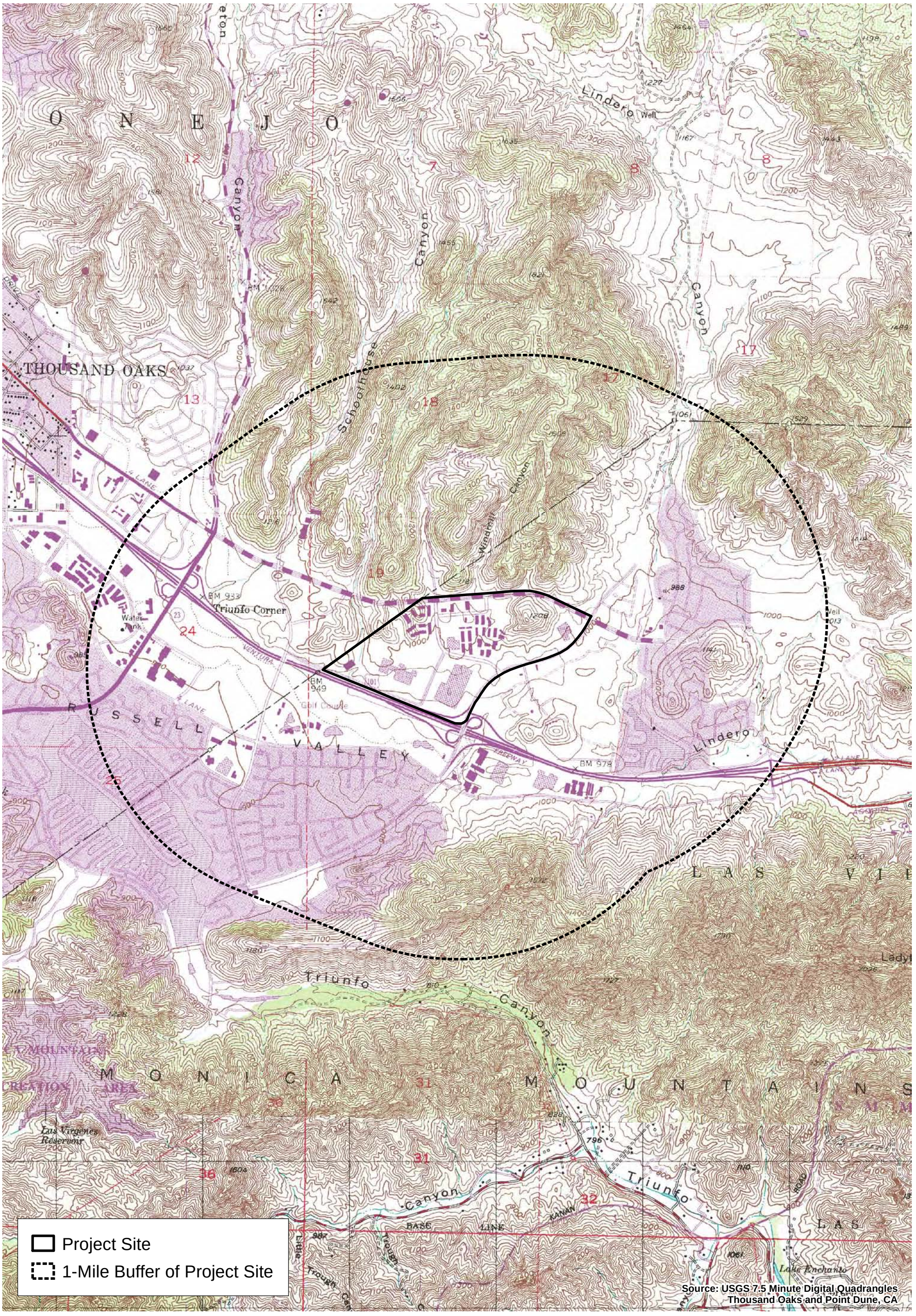

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Project Site

Exhibit 1

Westlake Village Business Park

N W E S

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BonTerra CONSULTING

(Rev: 3-08-2013 MMD) Projects\Arroyo\J002\Graphics\ex_usgs.pdf

LOCAL GOVERNMENT
TRIBAL CONSULTATION LIST REQUEST
NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

Project Title: Westlake Village Specific Plan

Local Government/Lead Agency: City of Westlake Village Contact Person: Scott Wolfe

Phone: 818-06-1613

Street Address: 31200 Oak Crest Drive Fax: _____

City: Westlake Village Zip: 91361

Project Location:

County: Los Angeles City/Community: Westlake Village

Local Action Type:

___ General Plan ___ General Plan Element ✓ Specific Plan

___ General Plan Amendment ___ Specific Plan Amendment

___ Pre-planning Outreach Activity

Project Description:

In accordance with the California Environmental Quality Act (CEQA), the City of Westlake Village is serving as the Lead Agency and will be preparing a Program Environmental Impact Report (EIR) for the proposed Westlake Village Business Park Specific Plan. Adoption of the Westlake Village Business Park Specific Plan would provide a planning document to control future redevelopment within the planning area in accordance with the land uses and development standards contained in the Specific Plan.

The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the northern section of the City within the Specific Plan area.

The project is located within Section 19, Township 1 North; Range 19 West on the Thousand Oaks USGS 7.5' Quadrangle.

NAHC Use Only

Date Received: _____

Date Completed _____

Native American Tribal Consultation lists are only applicable for consulting with California Native American tribes per Government Code Section 65352.3.

STATE OF CALIFORNIA Edmund G. Brown, Jr.,
Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Ds_nahc@pacbell.net
www.nahc.ca.gov

April 19, 2013

Mr. Scott Wolfe, Planning Director
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Sent by FAX and U.S. Mail to: 714-444-9599
No. of Pages: 3

RE: SB 18 Tribal Consultation: **Specific Plan Amendment, Westlake Village Specific Plan;"** located in the City of Westlake Village; Los Angeles County, California

Dear Mr. Wolfe:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested General/Specific Plan boundaries.

In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The presence of Native American traditional cultural places(s) in the affected community were not identified through the NAHC Sacred Lands File search, based on the USGS Coordinates of the Area of Potential Effect (APE) provided. Also, the absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Possible impacts on cultural resources can be identified through the consultation process with the Native American Contacts on the attached list. In addition, other sources for cultural resources identification should also be researched.

As a part of consultation, the NAHC recommends that local governments contact the tribal governments to determine if any traditional cultural places are located within the area(s) affected by the proposed action. A tribe may be the only source of information regarding the existence of a cultural place. If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

California Tribal Government Consultation List
Los Angeles County
April 19, 2013

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
1019 - 2nd Street, Suite #1
San Fernando , CA 91340
rortega@tataviam-nsn.gov
(818) 837-0794 Office

Fernandeno
Tataviam

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-2103 Home

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3. and 65362.4, et seq.

E-3

PALEONTOLOGICAL RECORDS SEARCH

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007
tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

26 March 2013

BonTerra Consulting
2 Executive Circle, Suite 175
Irvine, CA 92614

Attn: David M. Smith

re: Paleontological Resources for the proposed Westlake Village Business Park Project, in the community of Westlake Village, Los Angeles County, project area

Dear David:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Westlake Village Business Park Project, in the community of Westlake Village, Los Angeles County, project area as outlined on the portion of the Thousand Oaks USGS topographic quadrangle map that you sent to me via e-mail on 17 March 2013. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the sedimentary deposits that occur in the proposed project area.

Some exposures questionably referred to the marine middle Miocene Upper Topanga Formation occur just to the north of the Ventura Freeway (Highway 101) and along the eastern portion of Via Colinas, and these deposits may be encountered at depth within some of the proposed project area. We have a cluster of vertebrate fossil localities from the Topanga Formation east-southeast of the proposed project area in the elevated terrain of the Santa Monica Mountains along the Old Topanga Canyon Road around Calabasas Highlands. These localities, LACM 5087, 5651, 6257, 6381, and 7367-7368, produced fossil specimens of basking shark, *Cetorhinus*, snaggletooth shark, *Hemipristis*, bonito shark, *Isurus*, bat ray, *Myliobatis*, herring, *Ganolytes cameo*, croaker, *Lompoquia*, giant sea bass, Stereolepis, primitive baleen whale, *Nannocetus*, and dugong, Dugongidae. There are also some exposures in the southern portion of the proposed project area geologically mapped as coarse detrital sediments from the Conejo Volcanics. Those deposits are unlikely to contain significant vertebrate fossils. In the elevated terrain in the northern portion of the proposed project area there are exposures of the marine late

Miocene Monterey Formation (also referred to as the Modelo Formation or even the Upper Topanga Formation in this area). Our closest vertebrate fossil localities from the Monterey Formation, LACM 4965-4966, are just to the north of the proposed project area across the Ventura County line. These localities produced fossil specimens of primitive baleen whales, Cetotheriidae. Directly west of the proposed project area, west of Triunfo Canyon Road, our Monterey Formation fossil vertebrate locality LACM 6034 produced a specimen of fossil mackerel, *Scomber*.

To the north of the western portion of the proposed project area, up Schoolhouse Canyon, our Monterey Formation locality LACM 6056 produced a specimen of the extinct and peculiar hippopotamus-like marine mammal, Desmostylia. To the north of the eastern portion of the proposed project area, up Lindero Canyon, our Monterey Formation locality LACM 6033 produced a specimen of fossil flounder, Pleuronectiformes. Further to the northeast, along Kanan Road and east of Madea Creek, our Monterey Formation locality LACM 4427 produced fossil specimens of bony fish, Osteichthyes, and primitive baleen whale, Cetotheriidae.

Most of the proposed project area though has surface deposits of terrestrial Quaternary Alluvium, primarily as fluvial deposits from the drainages. Our closest vertebrate fossil locality in similar Quaternary deposits is LACM 3213, directly west of the proposed project area near the intersection of the Ventura Freeway (Highway 101) and South Westlake Boulevard, that produced a fossil specimen of ground sloth, *Paramylodon*. Our next closest vertebrate fossil locality in similar sediments is LACM 7660, further west-northwest of the proposed project area between the Ventura Freeway (Highway 101) and East Thousand Oaks Boulevard east of Highway 23, that produced an uncommon fossil specimen of American mastodon, *Mammut americanum*.

Excavations in the Conejo Volcanics detrital sediments almost certainly will not produce significant vertebrate fossils. Very shallow excavations in the younger Quaternary Alluvium exposed in most of the proposed project area are unlikely to encounter significant fossil vertebrates. Deeper excavations in those areas that extend down into older deposits, or any excavations in the exposures of the Topanga Formation or the Monterey Formation, however, may well uncover significant vertebrate fossil remains even at a relatively shallow depth. Any substantial excavations in the sedimentary deposits in the proposed project area, therefore, should be monitored closely to quickly and professionally collect any vertebrate fossil remains without impeding development. Any fossils collected during mitigation activities should be placed in an accredited scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

APPENDIX F

EDR REPORT

North Business Park Specific Plan
31194 La Baya Drive
Westlake Village, CA 91362

Inquiry Number: 5340976.2s
June 21, 2018

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

31194 LA BAYA DRIVE
WESTLAKE VILLAGE, CA 91362

COORDINATES

Latitude (North):	34.1540830 - 34° 9' 14.69''
Longitude (West):	118.8037500 - 118° 48' 13.50''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	333715.0
UTM Y (Meters):	3780515.5
Elevation:	1004 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630775 THOUSAND OAKS, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140514
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
31194 LA BAYA DRIVE
WESTLAKE VILLAGE, CA 91362

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	RANTEC MICROWAVE SYS	31186 LA BAYA DRIVE	RCRA-LQG, FINDS, EMI	Higher	1 ft.
2	LINDERO CANYON	5601 LINDERO CANYON	AST	Lower	1 ft.
A3	CALIFORNIA AIR SYSTE	31220 LA BAYA DR SUI	RCRA NonGen / NLR, FINDS, ECHO	Higher	1 ft.
A4	HOLIDAY STORE INC	31200 LA BAYA DR STE	EDR Hist Auto	Higher	1 ft.
B5	MARCONI DYNAMICS INC	5703 CORSA AVE	RCRA-SQG, FINDS, ECHO, EMI, HAZNET	Higher	1 ft.
C6	CONEJO VALLEY AUTOBO	31139 VIACOLINAS #20	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	1 ft.
7	AIRMARK PLASTICS COR	5711 N CORSA AVE	SWEEPS UST	Higher	1 ft.
8	CONDOR PACIFIC IND	31829 LA TIENDA DR	RCRA NonGen / NLR, FINDS, ECHO, EMI	Lower	1 ft.
A9	HOLMES BODY SHOP INC	31245 LA BAYA DR	ENVIROSTOR, EMI	Higher	1 ft.
A10	PRACTICAL PERIPHERAL	31245 LABAYA DR	RCRA-SQG, FINDS, ECHO, HAZNET, LOS ANGELES CO. HMS	Higher	1 ft.
D11	CONEJO HISTOLOGY LAB	31304 VIA COLINAS UN	RCRA-SQG, FINDS, ECHO	Higher	1 ft.
12	SECURITY DOOR CONTRO	31280 LABAYA DRIVE	RCRA-SQG	Higher	1 ft.
B13	AIRMARK PLASTICS COR	5711 CORSA AV	LUST, EMI, HIST CORTESE, LOS ANGELES CO. HMS	Higher	1 ft.
D14	PROTO WORKS	31316 VIA COLINAS	RCRA-SQG, FINDS	Higher	1 ft.
D15	WESTAR AUTO BODY	31290 LA BAYA DR	RCRA-SQG, FINDS, ECHO	Higher	1 ft.
D16	ROAD SHOW AUTO SVC	31290 LABAYA DR UNI	RCRA-SQG, FINDS	Higher	1 ft.
17	MWS WIRE INDUSTRIES	31200 CEDAR VALLEY D	RCRA-SQG, EMI, NPDES, WDS, CIWQS	Lower	1 ft.
D18	MONKEY WRENCH AUTO	21260 LA BAYA DR	RCRA-SQG, FINDS, ECHO	Higher	1 ft.
A19	SUPERIOR PAINT & BOD	31260 LABAYA DR	RCRA-SQG	Higher	1 ft.
D20	MATECH	31304 VIA COLINAS	RCRA-CESQG	Higher	1 ft.
D21	HOLDEN COLOR INC	31308 VIA COLINAS N	RCRA NonGen / NLR, FINDS	Higher	1 ft.
E22	BP POWER - VENTURA L	31351 VIA COLINAS ST	EDR Hist Auto	Higher	1 ft.
F23	FUTURA METAL TECHNOL	31166 VIA COLINAS	HIST UST	Lower	1 ft.
C24	JEFF BRAINARD FURNIT	31133 VIA COLINAS	RCRA-SQG, FINDS, ECHO	Higher	1 ft.
F25	ROYCE MEDICAL PRODUC	31166 VIA COLINAS ST	RCRA NonGen / NLR, FINDS, ECHO	Lower	1 ft.
G26	EATON CORPORATION	31717 LA TIENDA RD	ENVIROSTOR, CPS-SLIC, HIST CORTESE, LOS ANGELES...	Lower	1 ft.
F27	SEAL ENGINEERING	31238 VIA COLINAS ST	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
28	WESTLAKE WELLBEING P	2 DOLE DR	DRYCLEANERS	Lower	1 ft.
F29	ROYCE MEDICAL CO	31166 VIA COLINAS ST	HIST UST, HAZNET	Higher	1 ft.
G30	EATON WESTLAKE CORP	31717 LA TIENDA RD	SWEEPS UST, CA FID UST, LOS ANGELES CO. HMS	Lower	1 ft.
G31	EATON CORP.	31717 LA TIENDA RD	LUST, HAZNET, HWP	Lower	1 ft.
32	GRAPHICS INC	31117 VIA COLINAS #4	RCRA-SQG, FINDS, ECHO	Lower	1 ft.
33	IBIS SYSTEMS, INC	5775 N LINDERO CANYO	RCRA-SQG, FINDS, ECHO, LOS ANGELES CO. HMS	Lower	5, 0.001,
E34	PRUDENTIAL/WESTLAKE	THOUSAND OAKS BLVD &	SWF/LF, Financial Assurance	Higher	45, 0.009, NW
35	FLAIR CLEANERS	5772 LINDERO CANYON	RCRA-SQG, FINDS, ECHO, DRYCLEANERS, EMI, HAZNET	Higher	62, 0.012, East
36	PIERCE BROTHERS VALL	5600 LINDERO CANYON	LUST, SWEEPS UST, HIST UST	Lower	65, 0.012, ESE
E37	WESTLAKE VILLAGE DUM	COLINAS / THOUSAND O	WMUDS/SWAT	Higher	78, 0.015, NW
E38	VILLAGE PRINTER THE	3119 VIA COLINAS SUI	RCRA-SQG, FINDS, ECHO	Higher	98, 0.019, NNW
39	CONICO ROSE LLC	4520 E THOUSAND OAKS	EDR Hist Auto	Lower	135, 0.026, West

MAPPED SITES SUMMARY

Target Property Address:
31194 LA BAYA DRIVE
WESTLAKE VILLAGE, CA 91362

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
H40	WESTLAKE VILLAGE CAR	30909 E THOUSAND OAK	LUST, SWEEPS UST	Higher	136, 0.026, ENE
H41	WESTLAKE VILLAGE CAR	30909 E THUSAND OAKS	EDR Hist Auto	Higher	136, 0.026, ENE
H42	WESTLAKE VILLAGE CAR	30909 EAST THOUSAND	UST	Higher	136, 0.026, ENE
43	BURROUGHS CORP	5411 LINDERO CYN RD	RCRA NonGen / NLR, FINDS, ECHO	Lower	182, 0.034, South
I44	WELLPOINT INC	4553 LA TIENDA RD	AST	Lower	291, 0.055, West
I45	WELLPOINT HEALTH NET	4553 LA TIENDA RD	AST	Lower	291, 0.055, West
46	RESIDENCE INN BY MAR	30950 RUSSELL RANCH	UST	Lower	304, 0.058, SSE
47	CENTURY ELECTRONICS	5701 LINDERO CANYON	RCRA-SQG, HAZNET	Lower	452, 0.086, East
J48	SILVA MINASSIAN DBA	30827 E THOUSAND OAK	DRYCLEANERS	Lower	632, 0.120, East
J49	TLC CLEANERS	30827 E THUSAND OAKS	EDR Hist Cleaner	Lower	632, 0.120, East
J50	TLC CLEANERS, LILY K	30827 THOUSAND OAKS	DRYCLEANERS	Lower	707, 0.134, East
J51	T.L.C. CLEANERS, RAF	30827 THOUSAND OAKS	DRYCLEANERS	Lower	707, 0.134, East
J52	MOSSAK, INC.,T.L.C.	30827 THOUSAND OAKS	DRYCLEANERS	Lower	707, 0.134, East
J53	T.L.C. CLEANERS	30825 THOUSAND OAKS	DRYCLEANERS	Lower	715, 0.135, East
54	GREEN EARTH ENVIRONM	30856 OAKRIM ST	RCRA NonGen / NLR, FINDS, ECHO	Higher	780, 0.148, ENE
55	WESTLAKE GOLF COURSE	4812 LAKEVIEW CANYON	LUST, SWEEPS UST, CA FID UST, HAZNET	Lower	806, 0.153, SW
K56	CVS PHARMACY #17648	30740 RUSSELL RANCH	RCRA-CESQG, FINDS, ECHO	Lower	846, 0.160, ESE
K57	TARGET STORE T2810	30740 RUSSELL RANCH	RCRA-SQG	Lower	846, 0.160, ESE
L58	LOS ROBLES REG. MED.	150 VIA MERIDA	LUST, MED WASTE VENTURA	Lower	1040, 0.197, West
M59	TR FUNDING II LLC	5388 STERLING CENTER	LUST, SWEEPS UST, CA FID UST, LOS ANGELES CO. HMS	Lower	1072, 0.203, South
M60	VOLKSWAGEN TESTING F	5388 STERLING CENTER	LUST	Lower	1072, 0.203, South
L61	CHARTER HOSPITAL	150 S VIA MERIDA	SWEEPS UST, CA FID UST, VENTURA CO. BWT	Lower	1177, 0.223, West
N62	UNOCAL STATION 6939	31505 W AGOURA RD	SWEEPS UST, CA FID UST	Lower	1217, 0.230, SSW
N63	VILLAGE UNION	31505 AGOURA RD	HIST UST, LOS ANGELES CO. HMS	Lower	1217, 0.230, SSW
N64	76 PRODUCTS STATION	31505 AGOURA	LUST, HIST CORTESE	Lower	1217, 0.230, SSW
N65	VILLAGE CHEVRON	31505 AGOURA RD	UST	Lower	1217, 0.230, SSW
66	T O PRINTING	5334 STERLING CENTER	RCRA-SQG, US AIRS, FINDS, ECHO, EMI, HAZNET, LOS...	Lower	1286, 0.244, South
O67	LAKE LINDERO COUNTRY	5719 LAKE LINDERO DR	LUST, HIST CORTESE	Lower	1774, 0.336, East
O68	JOE MARTIN PROPERTY	30651 THOUSAND OAKS	CPS-SLIC	Lower	1993, 0.377, East
P69	SPYGLASS AUTOMOTIVE	32089 WEST AGOURA RO	LUST	Lower	2031, 0.385, WSW
P70	CHEVRON #9-6408	32089 AGOURA	LUST, HIST CORTESE, LOS ANGELES CO. HMS	Lower	2031, 0.385, WSW
P71	CHEVRON #9-6408	32089 AGOURA RD	LUST	Lower	2031, 0.385, WSW
72	GTE CALIFORNIA GENER	1 GTE PL	LUST, SWEEPS UST, HIST CORTESE	Lower	2413, 0.457, West
73	WESTLAKE HIGH SCHOOL	100 NORTH LAKEVIEW C	ENVIROSTOR, SCH	Lower	2447, 0.463, WNW
74	RAYPAK INC	31111 AGOURA RD	RCRA-SQG, LUST, EMI, HAZNET, LOS ANGELES CO. HMS	Lower	2532, 0.480, SSE
75	REYES ADOBE SCHOOL	LINDERO CANYON ROAD/	ENVIROSTOR, SCH	Higher	4669, 0.884, NE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST - Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST - Underground Storage Tank Listing
INDIAN UST - Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP - Voluntary Cleanup Program Properties
INDIAN VCP - Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS - Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS - A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY - Recycler Database
HAULERS - Registered Waste Tire Haulers Listing
INDIAN ODI - Report on the Status of Open Dumps on Indian Lands
ODI - Open Dump Inventory
DEBRIS REGION 9 - Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS - Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN - San Gabriel Valley Areas of Concern
US HIST CDL - Delisted National Clandestine Laboratory Register
HIST Cal-Sites - Historical Calsites Database
SCH - School Property Evaluation Program
CDL - Clandestine Drug Labs
Toxic Pits - Toxic Pits Cleanup Act Sites
US CDL - National Clandestine Laboratory Register
CERS HAZ WASTE - CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CERS TANKS - California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS - Environmental Liens Listing
LIENS 2 - CERCLA Lien Information
DEED - Deed Restriction Listing

EXECUTIVE SUMMARY

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
ECHO	Enforcement & Compliance History Information
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
HAZNET	Facility and Manifest Data

ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
CERS	CERS
CIWQS	California Integrated Water Quality System
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
UIC GEO	UIC GEO (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RANTEC MICROWAVE SYS	***31186 LA BAYA DRIVE***	***0 - 1/8 (0.000 mi.)***	***A1***	***8***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 20 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MARCONI DYNAMICS INC	***5703 CORSA AVE***	***0 - 1/8 (0.000 mi.)***	***B5***	***17***
CONEJO VALLEY AUTOBO	***31139 VIACOLINAS #20***	***0 - 1/8 (0.000 mi.)***	***C6***	***20***
PRACTICAL PERIPHERAL	***31245 LABAYA DR***	***0 - 1/8 (0.000 mi.)***	***A10***	***30***
CONEJO HISTOLOGY LAB	***31304 VIA COLINAS UN***	***0 - 1/8 (0.000 mi.)***	***D11***	***34***
SECURITY DOOR CONTRO	31280 LABAYA DRIVE	0 - 1/8 (0.000 mi.)	12	36
PROTO WORKS	***31316 VIA COLINAS***	***0 - 1/8 (0.000 mi.)***	***D14***	***40***
WESTAR AUTO BODY	***31290 LA BAYA DR***	***0 - 1/8 (0.000 mi.)***	***D15***	***41***
ROAD SHOW AUTO SVC	***31290 LABAYA DR UNI***	***0 - 1/8 (0.000 mi.)***	***D16***	***43***
MONKEY WRENCH AUTO	***21260 LA BAYA DR***	***0 - 1/8 (0.000 mi.)***	***D18***	***51***
SUPERIOR PAINT & BOD	31260 LABAYA DR	0 - 1/8 (0.000 mi.)	A19	52
JEFF BRAINARD FURNIT	***31133 VIA COLINAS***	***0 - 1/8 (0.000 mi.)***	***C24***	***59***
FLAIR CLEANERS	***5772 LINDERO CANYON***	***E 0 - 1/8 (0.012 mi.)***	***35***	***80***
VILLAGE PRINTER THE	***3119 VIA COLINAS SUI***	***NNW 0 - 1/8 (0.019 mi.)***	***E38***	***92***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MWS WIRE INDUSTRIES	***31200 CEDAR VALLEY D***	***0 - 1/8 (0.000 mi.)***	***17***	***44***
SEAL ENGINEERING	***31238 VIA COLINAS ST***	***0 - 1/8 (0.000 mi.)***	***F27***	***68***
GRAPHICS INC	***31117 VIA COLINAS #4***	***0 - 1/8 (0.000 mi.)***	***32***	***75***
IBIS SYSTEMS, INC	***5775 N LINDERO CANYO***	***0 - 1/8 (0.001 mi.)***	***33***	***77***
CENTURY ELECTRONICS	***5701 LINDERO CANYON***	***E 0 - 1/8 (0.086 mi.)***	***47***	***101***
TARGET STORE T2810	30740 RUSSELL RANCH	ESE 1/8 - 1/4 (0.160 mi.)	K57	117
T O PRINTING	***5334 STERLING CENTER***	***S 1/8 - 1/4 (0.244 mi.)***	***66***	***145***

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 12/11/2017 has revealed that there are 2 RCRA-CESQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MATECH	31304 VIA COLINAS	0 - 1/8 (0.000 mi.)	D20	54

Lower Elevation	Address	Direction / Distance	Map ID	Page
CVS PHARMACY #17648	***30740 RUSSELL RANCH***	***ESE 1/8 - 1/4 (0.160 mi.)***	***K56***	***113***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2018 has revealed that there are 4 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HOLMES BODY SHOP INC Facility Id: 19360524 Status: No Further Action	***31245 LA BAYA DR***	***0 - 1/8 (0.000 mi.)***	***A9***	***28***
REYES ADOBE SCHOOL Facility Id: 19650027 Status: Certified	***LINDERO CANYON ROAD/***	***NE 1/2 - 1 (0.884 mi.)***	***75***	***184***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON CORPORATION Facility Id: 80001654 Status: Active	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G26***	***62***
WESTLAKE HIGH SCHOOL Facility Id: 56820004 Status: Inactive - Action Required	***100 NORTH LAKEVIEW C***	***WNW 1/4 - 1/2 (0.463 mi.)***	***73***	***173***

EXECUTIVE SUMMARY

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRUDENTIAL/WESTLAKE	***THOUSAND OAKS BLVD &***	***NW 0 - 1/8 (0.009 mi.)***	***E34***	***79***
Database: SWF/LF (SWIS), Date of Government Version: 02/12/2018 Facility ID: 56-AA-0120 Operational Status: Closed Regulation Status: Surrendered				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 15 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRMARK PLASTICS COR	***5711 CORSA AV***	***0 - 1/8 (0.000 mi.)***	***B13***	***37***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Facility Id: I-06721 Status: Case Closed Global Id: T0603703254 Global ID: T0603703254				
WESTLAKE VILLAGE CAR	***30909 E THOUSAND OAK***	***ENE 0 - 1/8 (0.026 mi.)***	***H40***	***94***
Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed Global Id: T10000000897				

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON CORP.	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G31***	***73***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Facility Id: 913620043 Status: Remediation Plan Global ID: T0603702358				
PIERCE BROTHERS VALL	***5600 LINDERO CANYON***	***ESE 0 - 1/8 (0.012 mi.)***	***36***	***88***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 03/12/2018 Status: Completed - Case Closed				

Facility Id: I-13129
Status: Leak being confirmed
Global Id: T0603704039
Global ID: T0603704039

WESTLAKE GOLF COURSE ***4812 LAKEVIEW CANYON*** ***SW 1/8 - 1/4 (0.153 mi.)*** ***55*** ***110***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-15843
Status: Preliminary site assessment workplan submitted
Global Id: T0603792921
Global ID: T0603792921

LOS ROBLES REG. MED. ***150 VIA MERIDA*** ***W 1/8 - 1/4 (0.197 mi.)*** ***L58*** ***124***
Database: VENTURA CO. LUST, Date of Government Version: 05/29/2008
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: 06004
Status: Leak being confirmed
Global Id: T0611156030

TR FUNDING II LLC ***5388 STERLING CENTER*** ***S 1/8 - 1/4 (0.203 mi.)*** ***M59*** ***128***
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T10000004930

VOLKSWAGEN TESTING F 5388 STERLING CENTER S 1/8 - 1/4 (0.203 mi.) M60 131
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T10000001115

76 PRODUCTS STATION ***31505 AGOURA*** ***SSW 1/8 - 1/4 (0.230 mi.)*** ***N64*** ***139***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: I-00273
Status: Remediation Plan
Global Id: T0603702697
Global ID: T0603702697

LAKE LINDERO COUNTRY ***5719 LAKE LINDERO DR*** ***E 1/4 - 1/2 (0.336 mi.)*** ***O67*** ***158***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-25747
Status: Case Closed
Global Id: T0603705523
Global ID: T0603705523

SPYGLASS AUTOMOTIVE 32089 WEST AGOURA RO WSW 1/4 - 1/2 (0.385 mi.) P69 161
Database: LUST, Date of Government Version: 03/12/2018
Status: Open - Site Assessment
Global Id: T10000001078

CHEVRON #9-6408 ***32089 AGOURA*** ***WSW 1/4 - 1/2 (0.385 mi.)*** ***P70*** ***163***
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Global Id: T0603704595

CHEVRON #9-6408 32089 AGOURA RD WSW 1/4 - 1/2 (0.385 mi.) P71 166
Database: LUST REG 4, Date of Government Version: 09/07/2004

Facility Id: R-02555
Status: Case Closed
Global ID: T0603704595

GTE CALIFORNIA GENER ***1 GTE PL*** ***W 1/4 - 1/2 (0.457 mi.)*** ***72*** ***167***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: VENTURA CO. LUST, Date of Government Version: 05/29/2008
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: C-96035
Facility Id: C-96056
Status: Case Closed
Facility Id: 96035
Facility Id: 96056
Status: Case Closed
Global Id: T0611101121
Global Id: T0611101103
Global ID: T0611101103

RAYPAK INC ***31111 AGOURA RD*** ***SSE 1/4 - 1/2 (0.480 mi.)*** ***74*** ***176***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 03/12/2018
Status: Completed - Case Closed
Facility Id: R-03046
Status: Case Closed
Global Id: T0603751197
Global ID: T0603751197

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON CORPORATION	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G26***	***62***
Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: T0603702358 Facility Status: Open - Inactive				
JOE MARTIN PROPERTY	30651 THOUSAND OAKS	E 1/4 - 1/2 (0.377 mi.)	O68	160
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 03/12/2018 Global Id: SL2048A1696 Facility Status: No further action required Facility Status: Completed - Case Closed				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WESTLAKE VILLAGE CAR Database: UST CLOSURE, Date of Government Version: 03/08/2018	30909 EAST THOUSAND	ENE 0 - 1/8 (0.026 mi.)	H42	98

Lower Elevation	Address	Direction / Distance	Map ID	Page
RESIDENCE INN BY MAR Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0037628	30950 RUSSELL RANCH	SSE 0 - 1/8 (0.058 mi.)	46	101
VILLAGE CHEVRON Database: UST, Date of Government Version: 03/12/2018 Facility Id: LACoFA0001925	31505 AGOURA RD	SSW 1/8 - 1/4 (0.230 mi.)	N65	145

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there are 3 AST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LINDERO CANYON Database: AST, Date of Government Version: 07/06/2016	5601 LINDERO CANYON	0 - 1/8 (0.000 mi.)	2	15
WELLPOINT INC Database: AST, Date of Government Version: 07/06/2016	4553 LA TIENDA RD	W 0 - 1/8 (0.055 mi.)	I44	100
WELLPOINT HEALTH NET Database: AST, Date of Government Version: 07/06/2016	4553 LA TIENDA RD	W 0 - 1/8 (0.055 mi.)	I45	100

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WESTLAKE VILLAGE DUM	COLINAS / THOUSAND O	NW 0 - 1/8 (0.015 mi.)	E37	91

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 8 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRMARK PLASTICS COR Comp Number: 6721	5711 N CORSA AVE	0 - 1/8 (0.000 mi.)	7	23
WESTLAKE VILLAGE CAR Status: A Tank Status: A Comp Number: 8137	***30909 E THOUSAND OAK***	***ENE 0 - 1/8 (0.026 mi.)***	***H40***	***94***

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON WESTLAKE CORP Status: A Tank Status: A Comp Number: 395	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G30***	***71***
PIERCE BROTHERS VALL Status: A Tank Status: A Comp Number: 13129	***5600 LINDERO CANYON***	***ESE 0 - 1/8 (0.012 mi.)***	***36***	***88***
WESTLAKE GOLF COURSE Status: A Tank Status: A Comp Number: 15843	***4812 LAKEVIEW CANYON***	***SW 1/8 - 1/4 (0.153 mi.)***	***55***	***110***
TR FUNDING II LLC Status: A Tank Status: A Comp Number: 2704	***5388 STERLING CENTER***	***S 1/8 - 1/4 (0.203 mi.)***	***M59***	***128***
CHARTER HOSPITAL Status: A Tank Status: A Comp Number: 2420	***150 S VIA MERIDA***	***W 1/8 - 1/4 (0.223 mi.)***	***L61***	***134***
UNOCAL STATION 6939 Comp Number: 273	***31505 W AGOURA RD***	***SSW 1/8 - 1/4 (0.230 mi.)***	***N62***	***135***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 4 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROYCE MEDICAL CO	***31166 VIA COLINAS ST***	***0 - 1/8 (0.000 mi.)***	***F29***	***70***

Lower Elevation	Address	Direction / Distance	Map ID	Page
FUTURA METAL TECHNOL	31166 VIA COLINAS	0 - 1/8 (0.000 mi.)	F23	59

Facility Id: 00000045586

PIERCE BROTHERS VALL	***5600 LINDERO CANYON***	***ESE 0 - 1/8 (0.012 mi.)***	***36***	***88***
VILLAGE UNION	***31505 AGOURA RD***	***SSW 1/8 - 1/4 (0.230 mi.)***	***N63***	***137***

Facility Id: 00000056087

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON WESTLAKE CORP	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G30***	***71***
Facility Id: 19001493				
Status: A				
WESTLAKE GOLF COURSE	***4812 LAKEVIEW CANYON***	***SW 1/8 - 1/4 (0.153 mi.)***	***55***	***110***
Facility Id: 19055132				
Status: A				
TR FUNDING II LLC	***5388 STERLING CENTER***	***S 1/8 - 1/4 (0.203 mi.)***	***M59***	***128***
Facility Id: 19054745				
Status: A				
CHARTER HOSPITAL	***150 S VIA MERIDA***	***W 1/8 - 1/4 (0.223 mi.)***	***L61***	***134***
Facility Id: 56004903				
Status: A				
UNOCAL STATION 6939	***31505 W AGOURA RD***	***SSW 1/8 - 1/4 (0.230 mi.)***	***N62***	***135***
Facility Id: 19003567				
Status: I				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/11/2017 has revealed that there are 6 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALIFORNIA AIR SYSTE	***31220 LA BAYA DR SUI***	***0 - 1/8 (0.000 mi.)***	***A3***	***15***
HOLDEN COLOR INC	***31308 VIA COLINAS N***	***0 - 1/8 (0.000 mi.)***	***D21***	***57***
GREEN EARTH ENVIRONM	***30856 OAKRIM ST***	***ENE 1/8 - 1/4 (0.148 mi.)***	***54***	***109***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CONDOR PACIFIC IND	***31829 LA TIENDA DR***	***0 - 1/8 (0.000 mi.)***	***8***	***24***
ROYCE MEDICAL PRODUC	***31166 VIA COLINAS ST***	***0 - 1/8 (0.000 mi.)***	***F25***	***61***
BURROUGHS CORP	***5411 LINDERO CYN RD***	***S 0 - 1/8 (0.034 mi.)***	***43***	***98***

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 7 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FLAIR CLEANERS	***5772 LINDERO CANYON***	***E 0 - 1/8 (0.012 mi.)***	***35***	***80***
Database: DRYCLEANERS, Date of Government Version: 03/27/2018				
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
EPA Id: CAL000170674				
EPA Id: CAL000307617				
EPA Id: CAL000402699				
EPA Id: CAR000047415				

Lower Elevation	Address	Direction / Distance	Map ID	Page
WESTLAKE WELLBEING P	2 DOLE DR	0 - 1/8 (0.000 mi.)	28	69
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
SILVA MINASSIAN DBA	30827 E THOUSAND OAK	E 0 - 1/8 (0.120 mi.)	J48	105
Database: DRYCLEANERS, Date of Government Version: 03/27/2018				
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
EPA Id: CAL000286199				
EPA Id: CAL000402499				
TLC CLEANERS, LILY K	30827 THOUSAND OAKS	E 1/8 - 1/4 (0.134 mi.)	J50	107
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
T.L.C. CLEANERS, RAF	30827 THOUSAND OAKS	E 1/8 - 1/4 (0.134 mi.)	J51	107
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
MOSSAK, INC.,T.L.C.	30827 THOUSAND OAKS	E 1/8 - 1/4 (0.134 mi.)	J52	108
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				
T.L.C. CLEANERS	30825 THOUSAND OAKS	E 1/8 - 1/4 (0.135 mi.)	J53	108
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/16/2018				

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 6 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRMARK PLASTICS COR	***5711 CORSA AV***	***0 - 1/8 (0.000 mi.)***	***B13***	***37***
Reg Id: I-06721				

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON CORPORATION	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G26***	***62***
Reg Id: 913620043				
76 PRODUCTS STATION	***31505 AGOURA***	***SSW 1/8 - 1/4 (0.230 mi.)***	***N64***	***139***

Reg Id: I-00273				
LAKE LINDERO COUNTRY	***5719 LAKE LINDERO DR***	***E 1/4 - 1/2 (0.336 mi.)***	***O67***	***158***
Reg Id: R-25747				
CHEVRON #9-6408	***32089 AGOURA***	***WSW 1/4 - 1/2 (0.385 mi.)***	***P70***	***163***
Reg Id: R-02555				
GTE CALIFORNIA GENER	***1 GTE PL***	***W 1/4 - 1/2 (0.457 mi.)***	***72***	***167***
Reg Id: C-96056				
Reg Id: C-96035				

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 02/20/2018 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
EATON CORP.	***31717 LA TIENDA RD***	***0 - 1/8 (0.000 mi.)***	***G31***	***73***
EPA Id: CAD020159760				
Cleanup Status: CLOSED				

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 4 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HOLIDAY STORE INC	31200 LA BAYA DR STE	0 - 1/8 (0.000 mi.)	A4	17
BP POWER - VENTURA L	31351 VIA COLINAS ST	0 - 1/8 (0.000 mi.)	E22	59
WESTLAKE VILLAGE CAR	30909 E THUSAND OAKS	ENE 0 - 1/8 (0.026 mi.)	H41	97

Lower Elevation	Address	Direction / Distance	Map ID	Page
CONICO ROSE LLC	4520 E THOUSAND OAKS	W 0 - 1/8 (0.026 mi.)	39	94

EXECUTIVE SUMMARY

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TLC CLEANERS	30827 E THUSAND OAKS	E 0 - 1/8 (0.120 mi.)	J49	106

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 7 records.

Site Name	Database(s)
CANYON CLEANERS	DRYCLEANERS
BRODY'S CLEANERS, CHANG SIK CHOI D	DRYCLEANERS
FLAIR CLEANERS	DRYCLEANERS, HAZNET
ECODRY INC, FAME CLEANERS	DRYCLEANERS
UNISYS CORP	DRYCLEANERS
MOBIL OIL SS #11-GYO	LUST
UNISYS CORPORATION/ MEMOREX CORP.	CPS-SLIC

OVERVIEW MAP - 5340976.2S

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

County Boundary

Power transmission lines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	North Business Park Specific Plan	CLIENT:	Psomas
ADDRESS:	31194 La Baya Drive Westlake Village CA 91362	CONTACT:	Josephine Alido
LAT/LONG:	34.154083 / 118.80375	INQUIRY #:	5340976.2s
		DATE:	June 21, 2018 6:25 pm

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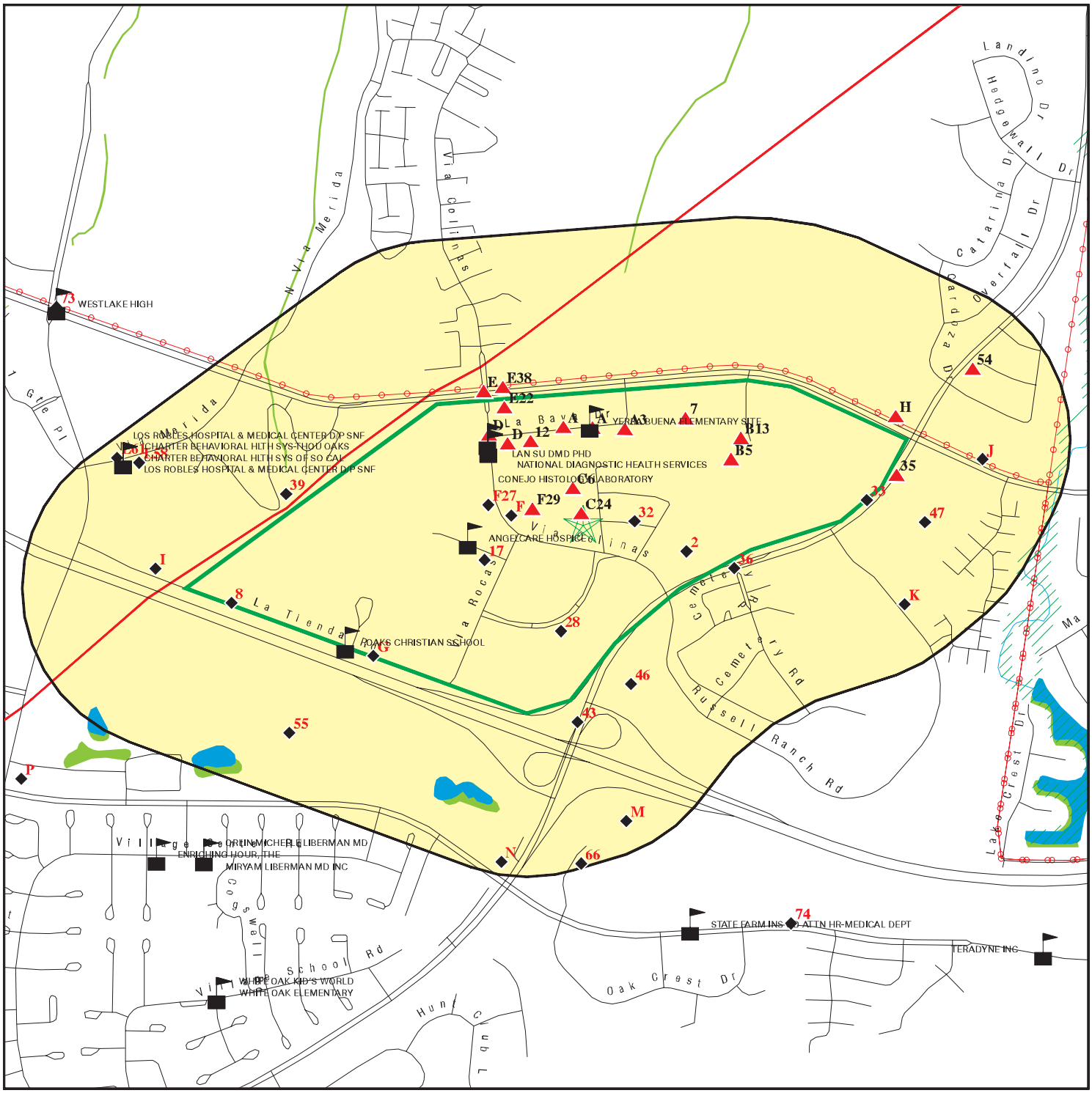
DETAIL MAP - 5340976.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA

County Boundary

Power transmission lines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	North Business Park Specific Plan	CLIENT:	Psomas
ADDRESS:	31194 La Baya Drive Westlake Village CA 91362	CONTACT:	Josephine Alido
LAT/LONG:	34.154083 / 118.80375	INQUIRY #:	5340976.2s
		DATE:	June 21, 2018 6:26 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	0	NR	NR	NR	1
RCRA-SQG	0.250		18	2	NR	NR	NR	20
RCRA-CESQG	0.250		1	1	NR	NR	NR	2
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		2	0	1	1	NR	4
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		1	0	0	NR	NR	1
State and tribal leaking storage tank lists								
LUST	0.500		4	5	6	NR	NR	15

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		1	0	1	NR	NR	2
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		2	1	NR	NR	NR	3
AST	0.250		3	0	NR	NR	NR	3
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		1	0	0	NR	NR	1
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		4	4	NR	NR	NR	8
HIST UST	0.250		3	1	NR	NR	NR	4
CA FID UST	0.250		1	4	NR	NR	NR	5
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		5	1	NR	NR	NR	6
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		3	4	NR	NR	NR	7
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		2	1	3	NR	NR	6
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		1	0	0	0	NR	1
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		4	NR	NR	NR	NR	4
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	58	24	11	1	0	94

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **RANTEC MICROWAVE SYSTEMS, INC.** **RCRA-LQG** **1000302283**
31186 LA BAYA DRIVE **FINDS** **CAD981581671**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **EMI**
1 ft.

Site 1 of 6 in cluster A

Relative: Higher

Actual: 1022 ft.

RCRA-LQG:

Date form received by agency:	02/04/2016
Facility name:	RANTEC MICROWAVE SYSTEMS, INC.
Facility address:	31186 LA BAYA DRIVE WESTLAKE VILLAGE, CA 91362
EPA ID:	CAD981581671
Mailing address:	LA BAYA DRIVE WESTLAKE VILLAGE, CA 91362
Contact:	WILLIAM NORRIS
Contact address:	LA BAYA DRIVE WESTLAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	818-223-5111
Contact email:	BNORRIS@RANTECANTENNAS.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	RANTEC MICROWAVE SYSTEMS CORPORATION
Owner/operator address:	LA BAYA DRIVE WESTLAKE VILLAGE, CA 91362
Owner/operator country:	US
Owner/operator telephone:	818-223-5000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	05/01/2014
Owner/Op end date:	Not reported

Owner/operator name:	RANTEC MICROWAVE SYSTEMS, INC.
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

Owner/Op start date: 01/01/2013
Owner/Op end date: Not reported

Owner/operator name: RANTEC MICROWAVE SYSTEMS INC
Owner/operator address: 31186 LA BAYA DR
WESTLAKE VILLAGE, CA 91362
Owner/operator country: US
Owner/operator telephone: 818-223-5000
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/2013
Owner/Op end date: Not reported

Owner/operator name: RANTEC MICROWAVE SYSTEMS INC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/2013
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

. Waste code: 512
. Waste name: Other empty containers 30 gallons or more

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: 792
. Waste name: Liquids with pH < 2 with metals

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D005
. Waste name: BARIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D022
. Waste name: CHLOROFORM

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

Historical Generators:
Date form received by agency: 02/28/2014
Site name: RANTEC MICROWAVE
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D005

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

. Waste name: BARIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D011
. Waste name: SILVER

. Waste code: D018
. Waste name: BENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: U223
. Waste name: BENZENE, 1,3-DIISOCYANATOMETHYL- (R,T) (OR) TOLUENE DIISOCYANATE (R,T)

Date form received by agency: 12/11/2012
Site name: RANTEC MICROWAVE SYSTEMS INC

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

Classification: Large Quantity Generator

. Waste code: 135
. Waste name: Unspecified aqueous solution

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Date form received by agency: 02/26/1987
Site name: TROMPETER ELECTRONICS
Classification: Small Quantity Generator

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 2943

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 64485

Waste code: D005
Waste name: BARIUM
Amount (Lbs): 1888

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 1888

Waste code: D011
Waste name: SILVER
Amount (Lbs): 1853

Waste code: D022
Waste name: CHLOROFORM
Amount (Lbs): 720

RANTEC MICROWAVE SYSTEMS, INC. (Continued) **1000302283**

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 720

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 720

Waste code: U002
Waste name: ACETONE (I)
Amount (Lbs): 720

Violation Status: No violations found

FINDS:

Registry ID: 110006471567

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	69669
Air District Name:	SC
SIC Code:	3678
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

2 **LINDERO CANYON** **AST** **A100421821**
5601 LINDERO CANYON RD **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Relative: **Lower**
Actual: **980 ft.**

AST:

Certified Unified Program Agencies:	Not reported
Owner:	BRE CA Office Owner LLC
Total Gallons:	Not reported
CERSID:	10642120
Facility ID:	Not reported
Business Name:	BRE LA Office owner LLC
Phone:	855-367-8369
Fax:	888-743-0193
Mailing Address:	21021 Ventura Blvd. Ste: 210
Mailing Address City:	Woodland Hills
Mailing Address State:	CA
Mailing Address Zip Code:	91364
Operator Name:	BRE CA Owner Office LLC
Operator Phone:	855-644-3898
Owner Phone:	855-367-8369
Owner Mail Address:	210210 Ventura Blvd. Ste 210
Owner State:	CA
Owner Zip Code:	91364
Owner Country:	United States
Property Owner Name:	BRE CA Office Owner LLC
Property Owner Phone:	855-644-3898
Property Owner Mailing Address:	21021 Ventura Blvd. Ste: 210
Property Owner City:	Woodland Hills
Property Owner Stat :	CA
Property Owner Zip Code:	91364
Property Owner Country:	United States
EPAID:	Not reported

A3 **CALIFORNIA AIR SYSTEMS** **RCRA NonGen / NLR** **1000252263**
31220 LA BAYA DR SUITE 115 **FINDS** **CAD981980345**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Site 2 of 6 in cluster A

Relative: **Higher**
Actual: **1021 ft.**

RCRA NonGen / NLR:

Date form received by agency:	04/13/1987
Facility name:	CALIFORNIA AIR SYSTEMS
Facility address:	31220 LA BAYA DR SUITE 115 WESTLAKE VILLAGE, CA 91362
EPA ID:	CAD981980345
Contact:	ENVIRONMENTAL MANAGER
Contact address:	31220 LA BAYA DR SUITE 115 WESTLAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	805-492-6008
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED

CALIFORNIA AIR SYSTEMS (Continued) **1000252263**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: FOSTER WILLIAM
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006475206

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CALIFORNIA AIR SYSTEMS (Continued) **1000252263**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000252263
Registry ID: 110006475206
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006475206

A4 **HOLIDAY STORE INC** **EDR Hist Auto** **1020164007**
31200 LA BAYA DR STE 308 **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 3 of 6 in cluster A

Relative: Higher
Actual: 1020 ft.

EDR Hist Auto

Year:	Name:	Type:
2014	HOLIDAY STORE INC	Gasoline Service Stations

B5 **MARCONI DYNAMICS INC** **RCRA-SQG** **1000819079**
5703 CORSA AVE **FINDS** **CAD983650466**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft. **EMI**

Site 1 of 2 in cluster B **HAZNET**

Relative: Higher
Actual: 1146 ft.

RCRA-SQG:
Date form received by agency: 10/15/1992
Facility name: MARCONI DYNAMICS INC
Facility address: 5703 CORSA AVE
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983650466
Contact: MICHAEL GROSS
Contact address: 5703 CORSA AVE
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-991-0300
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: GEC MARCONI INC
Owner/operator address: 5700 W TOUHY AVE
CHICAGO, IL 60648
Owner/operator country: Not reported
Owner/operator telephone: 312-763-4455
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported

MARCONI DYNAMICS INC (Continued) **1000819079**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006483876

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000819079
Registry ID: 110006483876
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006483876

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 55730
Air District Name: SC
SIC Code: 3825
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0

MARCONI DYNAMICS INC (Continued) **1000819079**

Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HAZNET:

envid: 1000819079
Year: 1997
GEPAID: CAD983650466
Contact: GEC MARCONI INC
Telephone: 3127634455
Mailing Name: Not reported
Mailing Address: 5703 CORSA AVE
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: .0041
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819079
Year: 1997
GEPAID: CAD983650466
Contact: GEC MARCONI INC
Telephone: 3127634455
Mailing Name: Not reported
Mailing Address: 5703 CORSA AVE
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Unspecified aqueous solution
Disposal Method: Transfer Station
Tons: .0583
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819079
Year: 1997
GEPAID: CAD983650466
Contact: GEC MARCONI INC
Telephone: 3127634455
Mailing Name: Not reported
Mailing Address: 5703 CORSA AVE
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Not reported

MARCONI DYNAMICS INC (Continued) **1000819079**

Tons: .0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819079
Year: 1997
GEPAID: CAD983650466
Contact: GEC MARCONI INC
Telephone: 3127634455
Mailing Name: Not reported
Mailing Address: 5703 CORSA AVE
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD000088252
TSD County: Not reported
Waste Category: Empty containers less than 30 gallons
Disposal Method: Transfer Station
Tons: .0075
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000819079
Year: 1994
GEPAID: CAD983650466
Contact: GEC MARCONI INC
Telephone: 3127634455
Mailing Name: Not reported
Mailing Address: 5703 CORSA AVE
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAT080010101
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Not reported
Tons: .1750
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

C6 **CONEJO VALLEY AUTOBODY** **RCRA-SQG 1000203111**
31139 VIACOLINAS #201 **FINDS CAD981412547**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft. **HAZNET**

Site 1 of 2 in cluster C

Relative: Higher
Actual: 1011 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CONEJO VALLEY AUTOBODY
Facility address: 31139 VIACOLINAS #201
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD981412547
Contact: Not reported
Contact address: Not reported

CONEJO VALLEY AUTOBODY (Continued) **1000203111**

Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: WIEDERHOLD JACK
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

CONEJO VALLEY AUTOBODY (Continued) **1000203111**

Historical Generators:
Date form received by agency: 05/13/1986
Site name: CONEJO VALLEY AUTOBODY
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110006470201

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000203111
Registry ID: 110006470201
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006470201

HAZNET:
envid: 1000203111
Year: 1995
GEPAID: CAD981412547
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 31139 VIA COLINAS STE 201
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .4503
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000203111
Year: 1994
GEPAID: CAD981412547
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 31139 VIA COLINAS STE 201
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported

CONEJO VALLEY AUTOBODY (Continued) **1000203111**

TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: .6420
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000203111
Year: 1994
GEPAID: CAD981412547
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 31139 VIA COLINAS STE 201
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Not reported
Tons: .1417
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000203111
Year: 1993
GEPAID: CAD981412547
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 31139 VIA COLINAS STE 201
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: 0.33360000000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

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7 **AIRMARK PLASTICS CORP** **SWEEPS UST** **S106922474**
5711 N CORSA AVE **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91361**
1 ft.

SWEEPS UST:
Relative: Status: Not reported
Higher Comp Number: 6721
Number: Not reported
Actual: Board Of Equalization: 44-008133
1041 ft. Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

AIRMARK PLASTICS CORP (Continued) **S106922474**

Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006721-000001
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	2
Status:	Not reported
Comp Number:	6721
Number:	Not reported
Board Of Equalization:	44-008133
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-006721-000002
Tank Status:	Not reported
Capacity:	2500
Active Date:	Not reported
Tank Use:	HAZARDOUS
STG:	WASTE
Content:	Not reported
Number Of Tanks:	Not reported

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8 **CONDOR PACIFIC IND** **RCRA NonGen / NLR** **1000905377**
31829 LA TIENDA DR **FINDS** **CA0000564120**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft. **EMI**

Relative:
Lower

Actual:
961 ft.

RCRA NonGen / NLR:

Date form received by agency:	06/14/2006
Facility name:	CONDOR PACIFIC IND
Facility address:	31829 LA TIENDA DR WESTLAKE VILLAGE, CA 91362
EPA ID:	CA0000564120
Mailing address:	600 MAIN ST CARE OF BAE SYSTEMS JOHNSON CITY, NY 13790
Contact:	DOUGLAS F GARNER
Contact address:	600 MAIN ST CARE OF BAE SYSTEMS JOHNSON CITY, NY 13790
Contact country:	US
Contact telephone:	607-770-2696
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SIDNEY MELTZNER
Owner/operator address:	31829 LA TIENDA DR WESTLAKE VILLAGE, CA 91362
Owner/operator country:	Not reported
Owner/operator telephone:	818-865-3000

CONDOR PACIFIC IND (Continued) **1000905377**

Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/21/1994
Site name: CONDOR PACIFIC IND
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110006466074

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

CONDOR PACIFIC IND (Continued) **1000905377**

Envid:	1000905377
Registry ID:	110006466074
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110006466074

EMI:

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999

CONDOR PACIFIC IND (Continued) **1000905377**

County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	98916
Air District Name:	SC
SIC Code:	3812
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

A9 **HOLMES BODY SHOP INC** **ENVIROSTOR** **S104582014**
31245 LA BAYA DR **EMI** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 4 of 6 in cluster A

Relative: Higher

Actual: 1022 ft.

ENVIROSTOR:

Facility ID:	19360524
Status:	No Further Action
Status Date:	11/22/1991
Site Code:	300268
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	0.1
NPL:	NO
Regulatory Agencies:	HWMP
Lead Agency:	HWMP
Program Manager:	Not reported
Supervisor:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Assembly:	44
Senate:	27
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.15664
Longitude:	-118.8039
APN:	2054028043
Past Use:	MANUFACTURING - ELECTRONIC, METAL PLATING - CHROME
Potential COC:	Arsenic Total Chromium (1:6 ratio Cr VI:Cr III Lead Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
Confirmed COC:	30001-NO 30005-NO 30013-NO 30022-NO 30026-NO 30028-NO 30027-NO
Potential Description:	SOIL, SV
Alias Name:	2054028043
Alias Type:	APN
Alias Name:	300268
Alias Type:	Project Code (Site Code)
Alias Name:	19360524
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/25/1994
Comments:	Database verification project confirms NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/22/1991
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/22/1991
Comments:	Area of contamination was excavated and contaminated soil was

HOLMES BODY SHOP INC (Continued) **S104582014**

disposed of off-site. Based on excavation of area and supplemental data submitted as an addendum to the PEA the Department determined that the site warranted No Further Action on 11/22/1991.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/1991
Comments: PEA completed 6/30/91. Small site removal needed, less than $400,000.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 03/04/1991
Comments: This active printed circuit board manufacturer discharged wash water along side of building that ultimately went into the sewer and onto a landscaped area in front of the building. PEA recommended.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

EMI:
Year: 2006
County Code: 19
Air Basin: SC
Facility ID: 118459
Air District Name: SC
SIC Code: 7532
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.030581660714254032
Reactive Organic Gases Tons/Yr: .934
Carbon Monoxide Emissions Tons/Yr: .008
NOX - Oxides of Nitrogen Tons/Yr: .03
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: .019
Part. Matter 10 Micrometers and Smllr Tons/Yr: .01832

Year: 2007
County Code: 19
Air Basin: SC
Facility ID: 118459
Air District Name: SC
SIC Code: 7532
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.030581660714254032
Reactive Organic Gases Tons/Yr: .934

HOLMES BODY SHOP INC (Continued) **S104582014**

Carbon Monoxide Emissions Tons/Yr: .008
NOX - Oxides of Nitrogen Tons/Yr: .03
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: .019
Part. Matter 10 Micrometers and Smllr Tons/Yr: .01832

A10 **PRACTICAL PERIPHERALS INC** **RCRA-SQG** **1000181062**
31245 LABAYA DR **FINDS** **CAD982524050**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft. **HAZNET**
Site 5 of 6 in cluster A **LOS ANGELES CO. HMS**

Relative: Higher
Actual: 1022 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: PRACTICAL PERIPHERALS INC
Facility address: 31245 LABAYA DR
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD982524050
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOUIS CARLIN INVSTMNT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner

PRACTICAL PERIPHERALS INC (Continued) **1000181062**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/07/1989
Site name: PRACTICAL PERIPHERALS INC
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 05/14/1993
Date achieved compliance: 05/14/1998
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 05/14/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 05/14/1998
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110008280742

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

PRACTICAL PERIPHERALS INC (Continued) **1000181062**

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000181062
Registry ID:	110008280742
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110008280742

HAZNET:

envid:	1000181062
Year:	1994
GEPAID:	CAD982524050
Contact:	HAYES CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	375 CONEJO RIDGE AVE
Mailing City,St,Zip:	THOUSAND OAKS, CA 913610000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with arsenic >= 500 Mg./L
Disposal Method:	Not reported
Tons:	.9174
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000181062
Year:	1994
GEPAID:	CAD982524050
Contact:	HAYES CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	375 CONEJO RIDGE AVE
Mailing City,St,Zip:	THOUSAND OAKS, CA 913610000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Liquids with lead >= 500 Mg./L
Disposal Method:	Recycler
Tons:	.6255
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000181062
Year:	1994
GEPAID:	CAD982524050
Contact:	HAYES CO
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	375 CONEJO RIDGE AVE

PRACTICAL PERIPHERALS INC (Continued) **1000181062**

Mailing City,St,Zip: THOUSAND OAKS, CA 913610000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: .2085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000181062
Year: 1994
GEPAID: CAD982524050
Contact: HAYES CO
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 375 CONEJO RIDGE AVE
Mailing City,St,Zip: THOUSAND OAKS, CA 913610000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Not reported
Tons: .2085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000181062
Year: 1993
GEPAID: CAD982524050
Contact: HAYES CO
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 375 CONEJO RIDGE AVE
Mailing City,St,Zip: THOUSAND OAKS, CA 913610000
Gen County: Not reported
TSD EPA ID: CAD008302903
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Not reported
Tons: 1.0425
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 008387-056877
Facility Type: 01
Facility Status: Permit

PRACTICAL PERIPHERALS INC (Continued) **1000181062**

Area: 5G
Permit Number: 000720602
Permit Status: Permit

Region: LA
Permit Category: I
Facility Id: 008387-I08965
Facility Type: 09
Facility Status: Closed
Area: 5G
Permit Number: 000010360
Permit Status: Closed

Region: LA
Permit Category: Not reported
Facility Id: 016618-022106
Facility Type: Not reported
Facility Status: OPEN
Area: 5G
Permit Number: Not reported
Permit Status: Not reported

D11 **CONEJO HISTOLOGY LAB** **RCRA-SQG** **1000203122**
31304 VIA COLINAS UNIT 109 **FINDS** **CAD982489940**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Site 1 of 7 in cluster D

Relative: Higher
Actual: 1023 ft.

RCRA-SQG:
Date form received by agency: 05/14/1990
Facility name: CONEJO HISTOLOGY LAB
Facility address: 31304 VIA COLINAS UNIT 109
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD982489940
Contact: ENVIRONMENTAL MANAGER
Contact address: 31304 VIA COLINAS UNIT 109
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-991-1670
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported

CONEJO HISTOLOGY LAB (Continued) **1000203122**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: GRANT EVANS MID VALLEY MANAGEMENT CO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006479667

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

CONEJO HISTOLOGY LAB (Continued) **1000203122**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000203122
Registry ID:	110006479667
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110006479667

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12 **SECURITY DOOR CONTROLS** **RCRA-SQG** **1000427202**
31280 LABAYA DRIVE **CAD982413486**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Relative: Higher
Actual: 1024 ft.

RCRA-SQG:

Date form received by agency:	09/13/1988
Facility name:	SECURITY DOOR CONTROLS
Facility address:	31280 LABAYA DRIVE WESTLAKE VILLAGE, CA 91362
EPA ID:	CAD982413486
Mailing address:	P O BOX 6219 WESTLAKE VILLAGE, CA 91360
Contact:	ENVIRONMENTAL MANAGER
Contact address:	31280 LABAYA DRIVE WESTLAKE VILLAGE, CA 91360
Contact country:	US
Contact telephone:	818-889-1622
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ART GERINGER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

SECURITY DOOR CONTROLS (Continued) **1000427202**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

B13 **AIRMARK PLASTICS CORP** **LUST S101306130**
5711 CORSA AV **EMI N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91316** **HIST CORTESE**
1 ft. **LOS ANGELES CO. HMS**

Site 2 of 2 in cluster B

Relative: Higher
Actual: 1194 ft.

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603703254
Global Id: T0603703254
Latitude: 34.1561924
Longitude: -118.7994542
Status: Completed - Case Closed
Status Date: 06/27/1991
Case Worker: JOA
RB Case Number: I-06721
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Acetone
Site History: Not reported

LUST:
Global Id: T0603703254
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

AIRMARK PLASTICS CORP (Continued) **S101306130**

Global Id: T0603703254
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603703254
Action Type: Other
Date: 04/24/1990
Action: Leak Discovery

Global Id: T0603703254
Action Type: Other
Date: 04/24/1990
Action: Leak Stopped

Global Id: T0603703254
Action Type: Other
Date: 05/15/1990
Action: Leak Reported

LUST:
Global Id: T0603703254
Status: Open - Case Begin Date
Status Date: 04/24/1990

Global Id: T0603703254
Status: Open - Site Assessment
Status Date: 05/15/1990

Global Id: T0603703254
Status: Completed - Case Closed
Status Date: 06/27/1991

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-06721
Status: Case Closed
Substance: Acetone, etc.
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603703254
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: THOUSAND OAKS BLVD
Enforcement Type: Not reported

AIRMARK PLASTICS CORP (Continued) **S101306130**

Date Leak Discovered:	4/24/1990	
Date Leak First Reported:		5/15/1990
Date Leak Record Entered:	6/1/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	4/24/1990	
Date Case Last Changed on Database:		6/27/1991
Date the Case was Closed:		6/27/1991
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	HUDSON, MARK	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		22116.079727777051006502908308
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/15/1990
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	AIR MARK PLASTIC CORP.	
RP Address:	P.O. BOX 576, THOUSAND OAKS, CA 91359	
Program:	LUST	
Lat/Long:	34.1561924 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	OLD CASE #05390-05	

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	12657
Air District Name:	SC
SIC Code:	3079
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

AIRMARK PLASTICS CORP (Continued) **S101306130**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: I-06721

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 006501-I06721
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000010509
Permit Status: Closed

D14 **PROTO WORKS** **RCRA-SQG 1000818673**
31316 VIA COLINAS SUITE 113 **FINDS CAD983645789**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 2 of 7 in cluster D

Relative: Higher

Actual: 1023 ft.

RCRA-SQG:
Date form received by agency: 07/27/1992
Facility name: PROTO WORKS
Facility address: 31316 VIA COLINAS SUITE 113
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983645789
Contact: PAUL DAVIDOSKI
Contact address: 31316 VIA COLINAS SUITE 113
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-879-1878
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PAUL DAVIDOSKI
Owner/operator address: 31316 VIA COLINAS SUITE 113
WESTLAKE VILLAGE, CA 91362
Owner/operator country: Not reported
Owner/operator telephone: 818-879-1878
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private

PROTO WORKS (Continued) **1000818673**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006483607

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D15 **WESTAR AUTO BODY** **RCRA-SQG 1000396273**
31290 LA BAYA DR **FINDS CAD982348310**
< 1/8 **WESTLAKE VILLAGE, CA 91361** **ECHO**
1 ft.

Site 3 of 7 in cluster D

Relative: Higher
Actual: 1024 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: WESTAR AUTO BODY
Facility address: 31290 LA BAYA DR
WESTLAKE VILLAGE, CA 91361
EPA ID: CAD982348310
Mailing address: 25773 VISTA VERDE DR
CALABASAS, CA 91302
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported

WESTAR AUTO BODY (Continued) **1000396273**

Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PAPAZIAN INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/26/1988
Site name: WESTAR AUTO BODY

WESTAR AUTO BODY (Continued) **1000396273**

Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110008276481

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000396273
Registry ID: 110008276481
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110008276481

D16 **ROAD SHOW AUTO SVC** **RCRA-SQG 1000820374**
31290 LABAYA DR UNIT 7 **FINDS CAD983664095**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 4 of 7 in cluster D

Relative: Higher
Actual: 1024 ft.

RCRA-SQG:
Date form received by agency: 04/06/1993
Facility name: ROAD SHOW AUTO SVC
Facility address: 31290 LABAYA DR UNIT 7
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983664095
Contact: ROBERT GILLIS
Contact address: 31290 LABAYA DR UNIT 7
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-991-3200
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ROBERT J GILLIS
Owner/operator address: 31290 LABAYA DR UNIT 7
WESTLAKE VILLAGE, CA 91362
Owner/operator country: Not reported
Owner/operator telephone: 818-991-3200

ROAD SHOW AUTO SVC (Continued) **1000820374**

Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006484642

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

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17 **MWS WIRE INDUSTRIES** **RCRA-SQG** **1000136576**
31200 CEDAR VALLEY D **EMI** **CAD981370018**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **NPDES**
1 ft. **WDS**
CIWQS

Relative: RCRA-SQG:
Lower
Date form received by agency: 01/24/1986
Actual: Facility name: MWS WIRE INDUSTRIES
988 ft. Facility address: 31200 CEDAR VALLEY D
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD981370018
Mailing address: 31200 CEDAR VALLEY DR
WESTLAKE VILLAGE, CA 91362
Contact: ENVIRONMENTAL MANAGER

MWS WIRE INDUSTRIES (Continued) **1000136576**

Contact address: 31200 CEDAR VALLEY D
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-991-8553
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: ALLAN H FRIEDMAN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

MWS WIRE INDUSTRIES (Continued) **1000136576**

Violation Status: No violations found

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	40224
Air District Name:	SC
SIC Code:	3679
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	40224
Air District Name:	SC
SIC Code:	3351
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	40224
Air District Name:	SC
SIC Code:	3357
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.262392352033753139
Reactive Organic Gases Tons/Yr:	.882
Carbon Monoxide Emissions Tons/Yr:	.004
NOX - Oxides of Nitrogen Tons/Yr:	.014
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.001

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	40224

MWS WIRE INDUSTRIES (Continued) **1000136576**

Air District Name:	SC
SIC Code:	3357
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.262392352033753139
Reactive Organic Gases Tons/Yr:	.882
Carbon Monoxide Emissions Tons/Yr:	.004
NOX - Oxides of Nitrogen Tons/Yr:	.014
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.001

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	188762
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19NEC000083
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	07/16/2015
PROCESSED DATE:	03/25/1992
STATUS CODE NAME:	Active
STATUS DATE:	07/16/2015
PLACE SIZE:	56628
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Ryan Mayfield
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	818-991-8553
FACILITY CONTACT PHONE EXT:	119
FACILITY CONTACT EMAIL:	ryan@mwswire.com
OPERATOR NAME:	MWS Wire Industries
OPERATOR ADDRESS:	31200 Cedar Valley Dr
OPERATOR CITY:	Westlake Village
OPERATOR STATE:	California
OPERATOR ZIP:	91362
OPERATOR CONTACT NAME:	Ryan Mayfield
OPERATOR CONTACT TITLE:	Facility Manager
OPERATOR CONTACT PHONE:	818-991-8553
OPERATOR CONTACT PHONE EXT:	119
OPERATOR CONTACT EMAIL:	ryan@mwswire.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported

MWS WIRE INDUSTRIES (Continued) **1000136576**

DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	209-556-2646
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Westlake
CERTIFIER NAME:	Kenneth Goss
CERTIFIER TITLE:	Operations Manager
CERTIFICATION DATE:	25-AUG-16
PRIMARY SIC:	3357-Drawing and Insulating of Nonferrous Wire
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	188762
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19NEC000083
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	03/25/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	MWS Wire Industries
Discharge Address:	31200 Cedar Valley Dr
Discharge City:	Westlake Village
Discharge State:	California
Discharge Zip:	91362
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported

MWS WIRE INDUSTRIES (Continued) **1000136576**

PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

WDS:

Facility ID:	4 19I001143
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel

MWS WIRE INDUSTRIES (Continued) **1000136576**

	washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	8189918553
Facility Contact:	KEN GOSS
Agency Name:	MWS WIRE IND
Agency Address:	31200 Cedar Valley Dr
Agency City,St,Zip:	Westlake Village 913624028
Agency Contact:	KEN GOSS
Agency Telephone:	8189918553
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

CIWQS:

Agency:	MWS Wire Industries
Agency Address:	31200 Cedar Valley Dr, Westlake Village, CA 91362
Place/Project Type:	Industrial - Drawing and Insulating of Nonferrous Wire
SIC/NAICS:	3357
Region:	4
Program:	INDSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	4 19NEC000083
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	03/25/1992
Termination Date:	Not reported

MWS WIRE INDUSTRIES (Continued) **1000136576**

Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	34.15328
Longitude:	-118.80585

D18 **MONKEY WRENCH AUTO** **RCRA-SQG 1000597226**
21260 LA BAYA DR **FINDS CAD983612284**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Site 5 of 7 in cluster D

Relative: Higher
Actual: 1024 ft.

RCRA-SQG:

Date form received by agency:	11/07/1991
Facility name:	MONKEY WRENCH AUTO
Facility address:	21260 LA BAYA DR WESTLAKE VILLAGE, CA 91362
EPA ID:	CAD983612284
Contact:	MICHAEL CAVINDER
Contact address:	21260 LA BAYA DR WESTLAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	818-889-0916
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MICHAEL CAVINDER
Owner/operator address:	2491 RIDGEBROOK DR THOUSAND OAKS, CA 91360
Owner/operator country:	Not reported
Owner/operator telephone:	818-889-0916
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No

MONKEY WRENCH AUTO (Continued) **1000597226**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110006482617

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000597226
Registry ID:	110006482617
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110006482617

A19 **SUPERIOR PAINT & BODY** **RCRA-SQG** **1000215807**
31260 LABAYA DR **CAD981667751**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 6 of 6 in cluster A

Relative: Higher
Actual: 1021 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SUPERIOR PAINT & BODY
Facility address:	31260 LABAYA DR WESTLAKE VILLAGE, CA 91362
EPA ID:	CAD981667751
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

SUPERIOR PAINT & BODY (Continued) **1000215807**

Owner/Operator Summary:

Owner/operator name:	ED EDJOURIAN
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	10/11/1986
Site name:	SUPERIOR PAINT & BODY
Classification:	Large Quantity Generator

Violation Status: No violations found

D20 **MATECH** **RCRA-CESQG** **1016954143**
31304 VIA COLINAS **CAL000278857**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 6 of 7 in cluster D

Relative: **Higher**

Actual: **1023 ft.**

RCRA-CESQG:

Date form received by agency:	10/21/2016
Facility name:	MATECH
Facility address:	31304 VIA COLINAS SUITE 102 WESTLAKE VILLAGE, CA 91362
EPA ID:	CAL000278857
Mailing address:	VIA COLINAS SUITE 102 WESTLAKE VILLAGE, CA 91362
Contact:	LINDSEY M MARRERO
Contact address:	VIA COLINAS SUITE 102 WESTLAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	818-991-8500
Telephone ext.:	1023
Contact email:	LINDSEY.MARRERO@MATECHGSM.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	DR. EDWARD POPE
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/21/1989
Owner/Op end date:	Not reported

Owner/operator name:	DR. EDWARD POPE
Owner/operator address:	VIA COLINAS SUITE 102 WESTLAKE VILLAGE, CA 91362
Owner/operator country:	US
Owner/operator telephone:	818-991-8500

MATECH (Continued) **1016954143**

Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 08/21/1989
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): Yes
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 272
. Waste name: Polymeric resin waste

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 551
. Waste name: Laboratory waste chemicals

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

MATECH (Continued) **1016954143**

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 03/01/2014
Site name: MATECH
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D003
. Waste name: REACTIVE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: P102
. Waste name: 2-PROPYN-1-OL (OR) PROPARGYL ALCOHOL

. Waste code: U001
. Waste name: ACETALDEHYDE (I) (OR) ETHANAL (I)

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

MATECH (Continued) **1016954143**

Amount (Lbs): 1901.9

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 1818.1

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.
Amount (Lbs): 120

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 1449.5

Violation Status: No violations found

D21 **HOLDEN COLOR INC** **RCRA NonGen / NLR** **1000686349**
31308 VIA COLINAS NO 105 **FINDS** **CAD983636226**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 7 of 7 in cluster D

Relative: RCRA NonGen / NLR:
Higher Date form received by agency: 04/25/1996
Facility name: HOLDEN COLOR INC
Actual: Facility address: 31308 VIA COLINAS NO 105
1023 ft. WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983636226
Contact: MARK HOLDEN
Contact address: 1153 LAWRENCE DR
NEWBURY PARK, CA 91320
Contact country: US
Contact telephone: 805-376-9283
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

HOLDEN COLOR INC (Continued) **1000686349**

Owner/Operator Summary:
Owner/operator name: ARNOLD L HOLDEN
Owner/operator address: 3181 FORT COURAGE AVE
THOUSAND OAKS, CA 91360
Owner/operator country: Not reported
Owner/operator telephone: 805-492-6770
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006483359

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

E22 **BP POWER - VENTURA LLC** **EDR Hist Auto** **1021448803**
31351 VIA COLINAS STE 204 **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 1 of 4 in cluster E

Relative: EDR Hist Auto
Higher

Actual:
1031 ft.

Year:	Name:	Type:
2005	BP POWER - VENTURA LLC	Gasoline Service Stations, NEC
2006	BP POWER - VENTURA LLC	Gasoline Service Stations, NEC
2007	BP POWER - VENTURA LLC	Gasoline Service Stations, NEC
2008	BP POWER - VENTURA LLC	Gasoline Service Stations, NEC

F23 **FUTURA METAL TECHNOLOGY INC.** **HIST UST** **U001567983**
31166 VIA COLINAS **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 1 of 4 in cluster F

Relative: HIST UST:
Lower

Actual:
1001 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000045586
Facility Type:	Other
Other Type:	MANUFACTURING
Contact Name:	Not reported
Telephone:	8188892420
Owner Name:	FUTURA METAL TECHNOLOGY INC.
Owner Address:	31166 VIA COLINAS ST.
Owner City,St,Zip:	WESTLAKE VILLAGE, CA 91362
Total Tanks:	0001
Tank Num:	001
Container Num:	01
Year Installed:	1980
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

C24 **JEFF BRAINARD FURNITURE** **RCRA-SQG** **1000226667**
31133 VIA COLINAS **FINDS** **CAD982521619**
< 1/8 **WESTLAKE VILLAGE, CA 91361** **ECHO**
1 ft.

Site 2 of 2 in cluster C

Relative: RCRA-SQG:
Higher

Actual:
1006 ft.

Date form received by agency:	09/01/1996
Facility name:	JEFF BRAINARD FURNITURE
Facility address:	31133 VIA COLINAS WESTLAKE VILLAGE, CA 91361
EPA ID:	CAD982521619
Contact:	Not reported
Contact address:	Not reported Not reported

JEFF BRAINARD FURNITURE (Continued) **1000226667**

Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JEFFREY A BRAINARD
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

JEFF BRAINARD FURNITURE (Continued) **1000226667**

Historical Generators:
Date form received by agency: 10/26/1989
Site name: JEFF BRAINARD FURNITURE
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110064128260

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000226667
Registry ID: 110064128260
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110064128260

F25 **ROYCE MEDICAL PRODUCTS** **RCRA NonGen / NLR** **1000598154**
31166 VIA COLINAS ST **FINDS** **CAD983621962**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Site 2 of 4 in cluster F

Relative: Lower
Actual: 1001 ft.

RCRA NonGen / NLR:
Date form received by agency: 04/19/1994
Facility name: ROYCE MEDICAL PRODUCTS
Facility address: 31166 VIA COLINAS ST
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983621962
Contact: WILLIAM CHRITOPHERSON
Contact address: P O BOX 720
CAMARILLO, CA 93011-0720
Contact country: US
Contact telephone: 805-484-2600
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: DR DANIEL HAINES
Owner/operator address: 31166 VIA COLINAS ST
WESTLAKE VILLAGE, CA 91362
Owner/operator country: Not reported
Owner/operator telephone: 818-991-0043
Owner/operator email: Not reported

ROYCE MEDICAL PRODUCTS (Continued) **1000598154**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006483108

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000598154
Registry ID: 110006483108
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006483108

G26 **EATON CORPORATION** **ENVIROSTOR** **S103954633**
31717 LA TIENDA RD **CPS-SLIC** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **HIST CORTESE**
1 ft. **LOS ANGELES CO. HMS**
Site 1 of 3 in cluster G

Relative: Lower
Actual: 961 ft.

ENVIROSTOR:
Facility ID: 80001654
Status: Active
Status Date: 01/01/2008

EATON CORPORATION (Continued) **S103954633**

Site Code:	530017
Site Type:	Corrective Action
Site Type Detailed:	Corrective Action
Acres:	35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	WM
Program Manager:	Maria Fabella
Supervisor:	Philip Chandler
Division Branch:	Cleanup Chatsworth
Assembly:	44
Senate:	27
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.15113
Longitude:	-118.8097
APN:	NONE SPECIFIED
Past Use:	HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS, HAZARDOUS WASTE TREATMENT
Potential COC:	Benzene Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Acetone Bromodichloromethane Bromomethane (Methyl bromide Chloroform Chloromethane (methyl chloride Methylene chloride 1,1,2-Trichloroethane
Confirmed COC:	Benzene 1,1,2-Trichloroethane Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Acetone Bromodichloromethane Bromomethane (Methyl bromide Chloromethane (methyl chloride Methylene chloride Trichloroethylene (TCE Chloroform
Potential Description:	IA, SV, UE
Alias Name:	AIL Systems, Inc.
Alias Type:	Alternate Name
Alias Name:	CAD020159760
Alias Type:	EPA Identification Number
Alias Name:	530017
Alias Type:	Project Code (Site Code)
Alias Name:	80001654
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Sites With No Operable Unit
Completed Sub Area Name:	MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type:	Correspondence
Completed Date:	06/09/2016
Comments:	Approved request to abandon (11) wells with conditions.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Groundwater Migration Controlled
Completed Date:	08/27/2007
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Human Exposure Controlled
Completed Date:	08/27/2007
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

EATON CORPORATION (Continued) **S103954633**

Completed Sub Area Name: Not reported
Completed Document Type: RFI Report
Completed Date: 06/16/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RFI Workplan
Completed Date: 06/27/1997
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Workplan
Completed Date: 05/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RFI Report
Completed Date: 09/04/2002
Comments: Addendum to RFI dated 6/16/99

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Implementation Report
Completed Date: 10/14/2009
Comments: DTSC approved Report(s) on first submittal from facility Consultant.

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Technical Report
Completed Date: 05/11/2010
Comments: Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 10/12/2011
Comments: Approval sent via e-mail to consultant.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Workplan
Completed Date: 01/07/2013
Comments: The letter is a formal approval of the revised (Addendum) CMS Workplan.

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Risk Assessment Workplan
Completed Date: 07/13/2012
Comments: Not reported

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Technical Workplan

EATON CORPORATION (Continued) **S103954633**

Completed Date: 09/06/2012
Comments: The Amended WQSAP was approved with conditions.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 05/28/2014
Comments: Not reported

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Monitoring Report
Completed Date: 02/12/2014
Comments: The WQSAP is approved on 1/23/2014.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 05/28/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Report
Completed Date: 06/24/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Action Oversight Cost Recovery Estimate
Completed Date: 10/12/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/14/2013
Comments: Not reported

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Fieldwork
Completed Date: 03/21/2014
Comments: DTSC Approval letter completed on March 21,2014.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Report
Completed Date: 12/22/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/15/2014
Comments: DTSC Approved he WQSAP

EATON CORPORATION (Continued) **S103954633**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 06/15/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 11/15/2016
Comments: Review completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 04/07/2017
Comments: Final version of Public Comment sent to the (2) Repositories on April 7, 2017. Public Comment Period from April 12, 2017 to May 10, 2017

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Community Profile
Completed Date: 11/30/2016
Comments: Completed review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Workplan
Completed Date: 06/09/2016
Comments: Request for extension was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Implementation Report
Completed Date: 06/28/2016
Comments: Well Abandonment as IM approved as requested by Facility.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RCRA Facility Assessment Report
Completed Date: 10/30/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RCRA Facility Assessment Report
Completed Date: 05/16/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/22/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EATON CORPORATION (Continued) **S103954633**

Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/01/2017
Comments: Final signature after Public Notice Period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Selection and Statement of Basis
Completed Date: 06/01/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Workplan
Completed Date: 05/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 05/16/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 06/06/2006
Comments: Not reported

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: MANUFACTURING BLG/STORAGE AREA ADJ HWSA
Completed Document Type: Interim Measures Questionnaire
Completed Date: 06/06/2006
Comments: Indoor Air

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2018
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Remedy Constructed
Schedule Due Date: 02/27/2018
Schedule Revised Date: Not reported

CPS-SLIC:
Region: STATE
Facility Status: **Open - Inactive**
Status Date: 01/29/2015
Global Id: T0603702358
Lead Agency: DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number: 80001654
Latitude: 34.1508615
Longitude: -118.8090175
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: LOS ANGELES COUNTY
RB Case Number: 913620043

EATON CORPORATION (Continued) **S103954633**

File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: * Solvents
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 913620043

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 000393-026000
Facility Type: 01
Facility Status: Removed
Area: 5G
Permit Number: 000226929
Permit Status: Removed

F27 **SEAL ENGINEERING** **RCRA-SQG** **1000819272**
31238 VIA COLINAS STE 112 **FINDS** **CAD983652462**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Site 3 of 4 in cluster F

Relative: Lower
Actual: 998 ft.

RCRA-SQG:
Date form received by agency: 11/06/1992
Facility name: SEAL ENGINEERING
Facility address: 31238 VIA COLINAS STE 112
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD983652462
Contact: DAVID DARLING
Contact address: 31238 VIA COLINAS STE 112
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-707-3144
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MARTIN ONKEN
Owner/operator address: 31238 VIA COLINAS
WESTLAKE VILLAGE, CA 91362
Owner/operator country: Not reported
Owner/operator telephone: 818-707-3144
Owner/operator email: Not reported

SEAL ENGINEERING (Continued) **1000819272**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006484018

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000819272
Registry ID: 110006484018
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006484018

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28 **WESTLAKE WELLBEING PROPERTIES, LLC** **DRYCLEANERS** **S121695704**
2 DOLE DR **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

DRYCLEAN SOUTH COAST:
Relative: Facility ID: 144695
Lower Application Number: 444441
Permit Number: F78003
Actual: Status: A
972 ft.

WESTLAKE WELLBEING PROPERTIES, LLC (Continued) **S121695704**

Representative Name:	WILLIAM SHAW
Representative Telephone:	818 8651696
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	0
UTM North:	0

F29 **ROYCE MEDICAL CO** **HIST UST S113018344**
31166 VIA COLINAS ST **HAZNET N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
1 ft.

Site 4 of 4 in cluster F

Relative: **Higher**
Actual: **1007 ft.**

HIST UST:

File Number:	0002C7E3
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002C7E3.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

HAZNET:

envid:	S113018344
Year:	1993
GEPAID:	CAD983621962
Contact:	JEFF HAINES
Telephone:	8054842600
Mailing Name:	Not reported
Mailing Address:	742 PANCHO RD
Mailing City,St,Zip:	CAMARILLO, CA 930120000

ROYCE MEDICAL CO (Continued) **S113018344**

Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	5.96309999999
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113018344
Year:	1993
GEPAID:	CAD983621962
Contact:	JEFF HAINES
Telephone:	8054842600
Mailing Name:	Not reported
Mailing Address:	742 PANCHO RD
Mailing City,St,Zip:	CAMARILLO, CA 930120000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Aqueous solution with metals (< restricted levels and (Alkaline solution (pH >= 12.5) with metals))
Disposal Method:	Recycler
Tons:	14.1780000000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

G30 **EATON WESTLAKE CORP** **SWEEPS UST** **S101618558**
31717 LA TIENDA RD **CA FID UST** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **LOS ANGELES CO. HMS**
1 ft.

Site 2 of 3 in cluster G

Relative: Lower
Actual: 961 ft.

SWEEPS UST:

Status:	Active
Comp Number:	395
Number:	9
Board Of Equalization:	44-007442
Referral Date:	06-30-89
Action Date:	Not reported
Created Date:	06-30-89
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000395-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	06-30-89
Tank Use:	UNKNOWN
STG:	W
Content:	Not reported
Number Of Tanks:	1

CA FID UST:

Facility ID:	19001493
Regulated By:	UTNKA
Regulated ID:	00000499

EATON WESTLAKE CORP (Continued) **S101618558**

Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8180000000
Mail To: Not reported
Mailing Address: 31717 W LA TIENDA DR
Mailing Address 2: Not reported
Mailing City,St,Zip: WESTLAKE VILLAGE
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 000393-000395
Facility Type: 0
Facility Status: Removed
Area: 5G
Permit Number: 00000049T
Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 000393-I00395
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000010073
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 000393-I00395
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000010069
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 000393-I00395
Facility Type: 09
Facility Status: Closed
Area: 5G
Permit Number: 000415460
Permit Status: Closed

G31 **EATON CORP.** **LUST** **S101306131**
31717 LA TIENDA RD **HAZNET** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **HWP**
1 ft.

Site 3 of 3 in cluster G

Relative: **Lower**

Actual: **961 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	913620043	
Status:	Remediation Plan	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603702358	
W Global ID:	Not reported	
Staff:	TOX	
Local Agency:	19000	
Cross Street:	VENTURA HWY	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		10/16/1987
Date Leak Record Entered:	1/7/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/1/1993
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		18929.706063336705135405699158
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/7/1988
Remediation Plan Submitted:		10/1/1991
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	EATON CORPORATION	
RP Address:	31717 LA TIENDA DRIVE, WESTLAKE VILLAGE, CA 91359	
Program:	SLIC	
Lat/Long:	34.1508615 / -1	
Local Agency Staff:	Not reported	

EATON CORP. (Continued) **S101306131**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: UNDER INVESTIGATION BY LACDPW.

HAZNET:
envid: S101306131
Year: 2016
GEPAID: CAC002844074
Contact: MR. JEFF ALLEN
Telephone: 2165234777
Mailing Name: Not reported
Mailing Address: 1000 EATON BLVD
Mailing City,St,Zip: CLEVELAND, OH 441226058
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.209
Cat Decode: Waste oil and mixed oil
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

HWP:
EPA Id: CAD020159760
Cleanup Status: CLOSED
Latitude: 34.15113
Longitude: -118.8097
Facility Type: Historical - Non-Operating
Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: 530017
Assembly District: 44
Senate District: 27
Public Information Officer: Not reported
Public Information Officer: Not reported

Activities:
EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: Not reported
Event Description: New Operating Permit - FINAL PERMIT - WITHDRAWAL REQUEST ACKNOWLEDGED
Actual Date: 06/30/1993

EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: Not reported
Event Description: New Operating Permit - FINAL PERMIT - WITHDRAWAL REQUEST RECEIVED
Actual Date: 06/15/1992

EATON CORP. (Continued) **S101306131**

Closure:
EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION
Actual Date: 06/06/1996

EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION
Actual Date: 06/06/1996

EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: Closure Final - CLOSURE PLAN RECEIVED
Actual Date: 06/15/1992

EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Unit Names: CONTAIN1, TANKSTR1, TANKTRT1
Event Description: Closure Final - CLOSURE PLAN APPROVED
Actual Date: 06/09/1993

Alias:
EPA Id: CAD020159760
Facility Type: Historical - Non-Operating
Alias Type: Project Code (Site Code)
Alias: 530017

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32 **GRAPHICS INC** **RCRA-SQG** **1000347189**
31117 VIA COLINAS #403 **FINDS** **CAD982333288**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
1 ft.

Relative:
Lower

Actual:
1000 ft.

RCRA-SQG:
Date form received by agency: 11/09/1987
Facility name: GRAPHICS INC
Facility address: 31117 VIA COLINAS #403
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD982333288
Contact: ENVIRONMENTAL MANAGER
Contact address: 31117 VIA COLINAS #403
WESTLAKE VILLAGE, CA 91362
Contact country: US
Contact telephone: 818-707-0922
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

GRAPHICS INC (Continued) **1000347189**

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CORPORATION
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006477464

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

GRAPHICS INC (Continued) **1000347189**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000347189
Registry ID: 110006477464
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006477464

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33 **IBIS SYSTEMS, INC** **RCRA-SQG** **1000376023**
5775 N LINDERO CANYON RD **FINDS** **CAD073201899**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
0.001 mi. **LOS ANGELES CO. HMS**
5 ft.

Relative: Lower
Actual: 999 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: IBIS SYSTEMS, INC
Facility address: 5775 N LINDERO CANYON RD
WESTLAKE VILLAGE, CA 91362
EPA ID: CAD073201899
Mailing address: N LINDERO CANYON RD
WESTLAKE VILLAGE, CA 91362
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: IBIS SYSTEMS, INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported

IBIS SYSTEMS, INC (Continued) **1000376023**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002657081

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000376023
Registry ID: 110002657081
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002657081

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002856-I02950
Facility Type: 01
Facility Status: Removed
Area: 5G
Permit Number: 000008512
Permit Status: Removed

E34 **PRUDENTIAL/WESTLAKE LANDFILL** **SWF/LF** **S102363110**
NW **THOUSAND OAKS BLVD & VIA COLINAS** **Financial Assurance** **N/A**
< 1/8 **THOUSAND OAKS, CA**
0.009 mi.
45 ft. **Site 2 of 4 in cluster E**

Relative:
Higher

Actual:
1034 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	56-AA-0120
Lat/Long:	34.16556 / -118.80402
Owner Name:	Prudential Real Estate Investors
Owner Telephone:	9736831795
Owner Address:	Amy Zeigler
Owner Address2:	7 Giralda Farms
Owner City,St,Zip:	Madison, NJ 07940
Operational Status:	Closed
Operator:	Prudential Real Estate Investors
Operator Phone:	9736831795
Operator Address:	Amy Zeigler
Operator Address2:	7 Giralda Farms
Operator City,St,Zip:	Madison, NJ 07940
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	$0.00
Activity:	Solid Waste Disposal Site
Regulation Status:	Surrendered
Landuse Name:	Not reported
GIS Source:	Map
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	12/31/1985
Closure Type:	Estimated
Disposal Acreage:	$0.00
SWIS Num:	56-AA-0120
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0
Remaining Capacity with Units:	Not reported
Lat/Long:	34.16556 / -118.80402

CA Financial Assurance 2:

Region:	2
SWIS_NO:	56-AA-0120
Closure Approved:	No
Closure Inf Coverage Date:	Not reported
Closure Plan Coverage:	$0.00
Closure Plan Date:	Not reported
PostClose Approved:	No
PostClose Adequacy Date:	Not reported
PostClose Inf Coverage:	Not reported
PostClose Inf Coverage Date:	Not reported
CorActCoverage:	$0.00
CorActApproved:	No
CorAct Mec Adequacy Date:	Not reported

PRUDENTIAL/WESTLAKE LANDFILL (Continued) **S102363110**

CorAct Inf Coverage:	Not reported
CorActPlanCoverage:	Not reported
CorAct Plan Date:	Not reported
Lia Coverage:	$0.00
Lia Approved:	No
Review:	Not reported
Closure Mechanism A:	Not reported
Closure Mechanism B:	Not reported
Closure Coverage:	$0.00
Closure Adequacy:	Not reported
Closure Inflation Estimate:	Not reported
Post Closure Mechanism A:	Not reported
Post Closure Established A:	Not reported
Post Closure Mechanism B:	Not reported
Post Closure Coverate:	$0.00
Post Closure Adequacy:	Not reported
Corrective Action Extablished A:	Not reported
Corrective Actiont Coverage:	$0.00
Corrective Action Approved:	No
Corrective Action Inflation Estimate:	Not reported
Corrective Action Inflationdate:	Not reported
Corrective Action Plan Estimate:	Not reported
Liability Mechanism A:	Not reported
Liability Established A:	Not reported
Liability Mechanism B:	Not reported
CostAnniversary:	Not reported
ClosureEstablishedA:	Not reported
ClosureEstablishedB:	Not reported
ClosureDisbursement:	0
PostClosureEstablishedB:	Not reported
PostClosureDisbursement:	0
CorrectiveActionMechanismA:	Not reported
CorrectiveActionMechanismB:	Not reported
CorrectiveActionExtablishedB:	Not reported
CorrectiveActiontDisbursement:	0
LiabilityEstablishedB:	Not reported
LiabilityAdequacy:	Not reported
Responsible Party:	Not reported
Provider:	Not reported
Contact:	Not reported

35
East
< 1/8
0.012 mi.
62 ft.

Relative:
Higher

Actual:
1008 ft.

FLAIR CLEANERS
5772 LINDERO CANYON ROAD
WESTLAKE VILLAGE, CA 91362

RCRA-SQG **1001404387**
FINDS **CAR000047415**
ECHO
DRYCLEANERS
EMI
HAZNET

RCRA-SQG:

Date form received by agency:	10/23/2000
Facility name:	FLAIR CLEANERS
Facility address:	5772 LINDERO CANYON RD WESTLAKE VILLAGE, CA 91362
EPA ID:	CAR000047415
Contact:	ZOILA LOPEZ
Contact address:	5772 LINDERO CANYON RD WESTLAKE VILLAGE, CA 91362
Contact country:	US

FLAIR CLEANERS (Continued) **1001404387**

Contact telephone: 818-707-9110
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: FLAIR CLEANERS INC
Owner/operator address: 4060 LAUREL CANYON BLVD
STUDIO CITY, CA 91604
Owner/operator country: Not reported
Owner/operator telephone: 818-763-3194
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLORETHYLENE

Historical Generators:
Date form received by agency: 10/23/2000
Site name: FLAIR CLEANERS
Classification: Small Quantity Generator

Violation Status: No violations found

FLAIR CLEANERS (Continued) **1001404387**

FINDS:

Registry ID: 110008287576

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1001404387
Registry ID:	110008287576
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110008287576

DRYCLEANERS:

EPA Id:	CAL000170674
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/02/1998
Facility Active:	No
Inactive Date:	06/30/2000
Facility Addr2:	Not reported
Owner Name:	FLAIR CLEANERS INC
Owner Address:	5772 LINDERO CANYON RD
Owner Address 2:	Not reported
Owner Telephone:	8187633194
Contact Name:	BILL KONIGSBERG-MGR
Contact Address:	INACT 00VQ FINAL NOTICE - BATCH
Contact Address 2:	4/10/01
Contact Telephone:	8187079110
Mailing Name:	Not reported
Mailing Address 1:	5772 LINDERO CANYON RD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624088
Owner Fax:	Not reported
Region Code:	3

EPA Id: CAL000307617

FLAIR CLEANERS (Continued) **1001404387**

NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	06/05/2006
Facility Active:	No
Inactive Date:	06/30/2009
Facility Addr2:	Not reported
Owner Name:	ECODRY INC
Owner Address:	5772 LINDERO CANYON RD
Owner Address 2:	Not reported
Owner Telephone:	8187079110
Contact Name:	MICHAEL GEOLA
Contact Address:	5772 LINDERO CANYON RD
Contact Address 2:	Not reported
Contact Telephone:	8187079110
Mailing Name:	Not reported
Mailing Address 1:	5772 LINDERO CANYON RD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624088
Owner Fax:	Not reported
Region Code:	3

EPA Id:	CAL000402699
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/05/2014
Facility Active:	No
Inactive Date:	06/30/2015
Facility Addr2:	Not reported
Owner Name:	ECODRY INC
Owner Address:	5772 LINDERO CANYON RD
Owner Address 2:	Not reported
Owner Telephone:	8187079110
Contact Name:	DAVID GEOOLA
Contact Address:	5772 LINDERO CANYON RD
Contact Address 2:	Not reported
Contact Telephone:	3108533793
Mailing Name:	Not reported
Mailing Address 1:	5772 LINDERO CANYON RD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624088
Owner Fax:	Not reported
Region Code:	3

EPA Id:	CAR000047415
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/27/2000

FLAIR CLEANERS (Continued) **1001404387**

Facility Active:	No
Inactive Date:	06/30/2005
Facility Addr2:	Not reported
Owner Name:	GARY FUTTERMAN
Owner Address:	--
Owner Address 2:	Not reported
Owner Telephone:	0000000000
Contact Name:	GARY FUTTERMAN
Contact Address:	--
Contact Address 2:	Not reported
Contact Telephone:	--
Mailing Name:	Not reported
Mailing Address 1:	5772 LINDERO CANYON RD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624088
Owner Fax:	Not reported
Region Code:	3

DRYCLEAN SOUTH COAST:

Facility ID:	116301
Application Number:	342447
Permit Number:	F14961
Status:	S
Representative Name:	GARY FUTTERMAN
Representative Telephone:	818 7633194
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	334.58200073
UTM North:	3780.7890625

Facility ID:	116301
Application Number:	344454
Permit Number:	F16683
Status:	S
Representative Name:	GARY FUTTERMAN
Representative Telephone:	818 7633194
Permit Status:	INACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	334.58200073
UTM North:	3780.7890625

Facility ID:	116301
Application Number:	414615
Permit Number:	F60716
Status:	S
Representative Name:	GARY FUTTERMAN
Representative Telephone:	818 7633194
Permit Status:	INACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	334.58200073
UTM North:	3780.7890625

FLAIR CLEANERS (Continued) **1001404387**

EMI:

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	116301
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	116301
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	116301
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.0114
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.0734
NOX - Oxides of Nitrogen Tons/Yr:	0.0874
SOX - Oxides of Sulphur Tons/Yr:	0.000524
Particulate Matter Tons/Yr:	0.00664
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.01

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	116301
Air District Name:	SC

FLAIR CLEANERS (Continued) **1001404387**

SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.41366
Reactive Organic Gases Tons/Yr:	.565545252
Carbon Monoxide Emissions Tons/Yr:	.056
NOX - Oxides of Nitrogen Tons/Yr:	.0667
SOX - Oxides of Sulphur Tons/Yr:	.0004
Particulate Matter Tons/Yr:	.00507
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.00507

HAZNET:

envid:	1001404387
Year:	2005
GEPAID:	CAR000047415
Contact:	GARY FUTTERMAN
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	5772 LINDERO CANYON RD
Mailing City,St,Zip:	WESTLAKE, CA 913620000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Recycler
Tons:	1.17
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	San Mateo

envid:	1001404387
Year:	2005
GEPAID:	CAR000047415
Contact:	GARY FUTTERMAN
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	5772 LINDERO CANYON RD
Mailing City,St,Zip:	WESTLAKE, CA 913620000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Transfer Station
Tons:	0.57
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	San Mateo

envid:	1001404387
Year:	2005
GEPAID:	CAR000047415
Contact:	GARY FUTTERMAN
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	5772 LINDERO CANYON RD
Mailing City,St,Zip:	WESTLAKE, CA 913620000

FLAIR CLEANERS (Continued) **1001404387**

Gen County: Not reported
TSD EPA ID: CAT000613893
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.75
Cat Decode: Not reported
Method Decode: Not reported
Facility County: San Mateo

envid: 1001404387
Year: 2005
GEPAID: CAR000047415
Contact: GARY FUTTERMAN
Telephone: --
Mailing Name: Not reported
Mailing Address: 5772 LINDERO CANYON RD
Mailing City,St,Zip: WESTLAKE, CA 913620000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: San Mateo

envid: 1001404387
Year: 2005
GEPAID: CAR000047415
Contact: GARY FUTTERMAN
Telephone: --
Mailing Name: Not reported
Mailing Address: 5772 LINDERO CANYON RD
Mailing City,St,Zip: WESTLAKE, CA 913620000
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: San Mateo

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

36
ESE
< 1/8
0.012 mi.
65 ft.

PIERCE BROTHERS VALLEY OAKS ME
5600 LINDERO CANYON ROAD
WESTLAKE VILLAGE, CA 91362

LUST **S104234379**
SWEEPS UST **N/A**
HIST UST

Relative:
Lower

Actual:
979 ft.

LUST:

Lead Agency:	LOS ANGELES COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704039
Global Id:	T0603704039
Latitude:	34.153082
Longitude:	-118.799715
Status:	Completed - Case Closed
Status Date:	11/22/1995
Case Worker:	JOA
RB Case Number:	I-13129
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603704039
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

Global Id:	T0603704039
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603704039
Action Type:	ENFORCEMENT
Date:	11/22/1995
Action:	Closure/No Further Action Letter

Global Id:	T0603704039
Action Type:	Other
Date:	07/26/1995
Action:	Leak Reported

LUST:

Global Id:	T0603704039
Status:	Open - Case Begin Date
Status Date:	07/26/1995

PIERCE BROTHERS VALLEY OAKS ME (Continued) **S104234379**

Global Id: T0603704039
Status: Open - Site Assessment
Status Date: 07/26/1995

Global Id: T0603704039
Status: Completed - Case Closed
Status Date: 11/22/1995

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-13129
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603704039
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 7/26/1995
Date Leak Record Entered: 8/25/1995
Date Confirmation Began: 7/26/1995
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/26/1995
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: MR CLEMMER
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 27371.685224766850903764507395
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported

PIERCE BROTHERS VALLEY OAKS ME (Continued) **S104234379**

Responsible Party: RICHLAND WESTLAKE LTD
RP Address: ONE URBAN CENTER, 4830 WEST KENNEDY BLVD #740, TAMPA, FL
Program: LUST
Lat/Long: 34.1727091 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: GROUNDWATER MONITORING PERFORMED BY HARDING & LAWSON ASSOC. 3 GRNDWTR WELLS EXISTING.

SWEEPS UST:
Status: Active
Comp Number: 13129
Number: 9
Board Of Equalization: 44-010061
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013129-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 2

Status: Active
Comp Number: 13129
Number: 9
Board Of Equalization: 44-010061
Referral Date: 06-30-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-013129-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

HIST UST:
File Number: 00027D3A
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027D3A.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported

PIERCE BROTHERS VALLEY OAKS ME (Continued) **S104234379**

Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

E37 **WESTLAKE VILLAGE DUMP** **WMUDS/SWAT** **S103441758**
NW **COLINAS / THOUSAND OAKS BLVD.** **N/A**
< 1/8 **WESTLAKE VILLAGE ,CA, CA 91362**
0.015 mi.
78 ft. **Site 3 of 4 in cluster E**

Relative: **Higher**
Actual: **1035 ft.**

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
Primary Waste:	SLDWST
Primary Waste Type:	Inert/Influent or Solid Wastes that do not contain soluble pollutants or organic wastes and have little adverse impact on water quality. Such wastes could cause turbidity and siltation. Uncontaminated soils, rubble and concrete are examples of this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	72-117
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Private
Agency Name:	86 PRUDENTIAL INSUR.CO. OF AME
Agency Department:	Not reported
Agency Address:	100 N. WESTLAKE BLVD.

WESTLAKE VILLAGE DUMP (Continued) **S103441758**

Agency City,St,Zip:	WESTLAKE VILLAGE ,CA 91362
Agency Contact:	WADE LEWIS
Agency Telephone:	8189913555
Land Owner Name:	PRUDENTIAL INSURANCE CO. OF AM
Land Owner Address:	100 NORTH WESTLAKE BOULEVARD
Land Owner City,St,Zip:	WESTLAKE VILLAGE, CA 91362
Land Owner Contact:	DENNIS SHEA
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Description:	Not reported
Facility Telephone:	8189913555
SWAT Facility Name:	Not reported
Primary SIC:	4953
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	PRUDENTIAL INSURANCE COMPANY
Threat to Water Quality:	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Sub Chapter 15:	True
Regional Board Project Officer:	BPB
Number of WMUDS at Facility:	1
Section Range:	01N18W18SE
RCRA Facility:	No
Waste Discharge Requirements:	H
Self-Monitoring Rept. Frequency:	Quarterly Submittal
Waste Discharge System ID:	4B190361001
Solid Waste Information ID:	Not reported

E38 **VILLAGE PRINTER THE** **RCRA-SQG 1000985100**
NNW **3119 VIA COLINAS SUITE 209** **FINDS CAR000002113**
< 1/8 **WESTLAKE VILLAGE, CA 91362** **ECHO**
0.019 mi.
98 ft. **Site 4 of 4 in cluster E**

Relative:
Higher

Actual:
1039 ft.

RCRA-SQG:

Date form received by agency:	04/19/1995
Facility name:	VILLAGE PRINTER THE
Facility address:	3119 VIA COLINAS SUITE 209 WESTLAKE VILLAGE, CA 91362
EPA ID:	CAR000002113
Contact:	MARY WOOD
Contact address:	3119 VIA COLINAS SUITE 209 WESTLAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	818-706-8288
Contact email:	Not reported
EPA Region:	09

VILLAGE PRINTER THE (Continued) **1000985100**

Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: BRUCE WEXLER
Owner/operator address: 966 ST ANDREWS LANE
LOUISVILLE, CA 80027
Owner/operator country: Not reported
Owner/operator telephone: 303-665-3796
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006485311

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

VILLAGE PRINTER THE (Continued) **1000985100**

ECHO:
Envid: 1000985100
Registry ID: 110006485311
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110006485311

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39 **CONICO ROSE LLC** **EDR Hist Auto** **1022155220**
West **4520 E THOUSAND OAKS BLVD** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.026 mi.
135 ft.

Relative: EDR Hist Auto
Lower

Actual:
983 ft.

Year:	Name:	Type:
2012	CONICO LOMITA LLC	Gasoline Service Stations, NEC
2012	CONICO SANTA MONICA LLC	Gasoline Service Stations, NEC
2012	CONICO STATE LLC	Gasoline Service Stations, NEC
2012	CONICO VICTORY LLC	Gasoline Service Stations, NEC
2012	CONICO OXNARD LLC	Gasoline Service Stations, NEC
2012	CONICO YOSEMITE LLC	Gasoline Service Stations, NEC
2012	CONICO BUELLTON LLC	Gasoline Service Stations, NEC
2012	CONICO WHOLESALE LLC	Gasoline Service Stations, NEC
2012	CONICO RORO INC	Gasoline Service Stations, NEC
2012	CONICO ROSE LLC	Gasoline Service Stations, NEC
2013	CONICO RORO INC	Gasoline Service Stations, NEC
2013	CONICO OXNARD LLC	Gasoline Service Stations, NEC
2013	CONICO LOMITA LLC	Gasoline Service Stations, NEC
2013	CONICO SANTA MONICA LLC	Gasoline Service Stations, NEC
2013	CONICO STATE LLC	Gasoline Service Stations, NEC
2013	CONICO VICTORY LLC	Gasoline Service Stations, NEC
2013	CONICO ROSE LLC	Gasoline Service Stations, NEC
2013	CONICO YOSEMITE LLC	Gasoline Service Stations, NEC
2013	CONICO BUELLTON LLC	Gasoline Service Stations, NEC
2013	CONICO WHOLESALE LLC	Gasoline Service Stations, NEC
2014	CONICO RORO INC	Gasoline Service Stations, NEC
2014	CONICO WHOLESALE LLC	Gasoline Service Stations, NEC
2014	CONICO BUELLTON LLC	Gasoline Service Stations, NEC
2014	CONICO YOSEMITE LLC	Gasoline Service Stations, NEC
2014	CONICO OXNARD LLC	Gasoline Service Stations, NEC
2014	CONICO VICTORY LLC	Gasoline Service Stations, NEC
2014	CONICO STATE LLC	Gasoline Service Stations, NEC
2014	CONICO SANTA MONICA LLC	Gasoline Service Stations, NEC
2014	CONICO LOMITA LLC	Gasoline Service Stations, NEC
2014	CONICO ROSE LLC	Gasoline Service Stations, NEC

H40 **WESTLAKE VILLAGE CAR WASH** **LUST** **S106089814**
ENE **30909 E THOUSAND OAKS BLVD** **SWEEPS UST** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.026 mi.
136 ft. **Site 1 of 3 in cluster H**

Relative: LUST:
Higher
Lead Agency: SWRCB
Actual: Case Type: LUST Cleanup Site
1028 ft. Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000897
Global Id: T10000000897

WESTLAKE VILLAGE CAR WASH (Continued) **S106089814**

Latitude:	34.156450697775
Longitude:	-118.795067082495
Status:	Completed - Case Closed
Status Date:	05/06/2015
Case Worker:	MC
RB Case Number:	Not reported
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Benzene, Toluene, Xylene, MTBE / TBA / Other Fuel Oxygenates
Site History:	Not reported

LUST:

Global Id:	T10000000897
Contact Type:	Local Agency Caseworker
Contact Name:	ALBERTO GRAJEDA
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	algrajeda@dpw.lacounty.gov
Phone Number:	Not reported

Global Id:	T10000000897
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

LUST:

Global Id:	T10000000897
Action Type:	Other
Date:	09/18/2008
Action:	Leak Reported

Global Id:	T10000000897
Action Type:	ENFORCEMENT
Date:	03/04/2015
Action:	State Water Board Closure Order

Global Id:	T10000000897
Action Type:	ENFORCEMENT
Date:	05/06/2015
Action:	Closure/No Further Action Letter

Global Id:	T10000000897
Action Type:	Other
Date:	09/30/2002
Action:	Leak Stopped

Global Id:	T10000000897
Action Type:	RESPONSE
Date:	10/28/2002
Action:	Other Report / Document

WESTLAKE VILLAGE CAR WASH (Continued) **S106089814**

Global Id: T10000000897
Action Type: RESPONSE
Date: 04/11/2007
Action: Soil and Water Investigation Workplan

Global Id: T10000000897
Action Type: ENFORCEMENT
Date: 06/25/2013
Action: Referral to Regional Board - #000747381

Global Id: T10000000897
Action Type: Other
Date: 08/15/2008
Action: Leak Discovery

Global Id: T10000000897
Action Type: ENFORCEMENT
Date: 10/27/2014
Action: Notification - Public Notice of Case Closure

Global Id: T10000000897
Action Type: ENFORCEMENT
Date: 06/21/2007
Action: Staff Letter

Global Id: T10000000897
Action Type: ENFORCEMENT
Date: 03/15/2007
Action: Staff Letter

LUST:
Global Id: T10000000897
Status: Open - Case Begin Date
Status Date: 09/30/2002

Global Id: T10000000897
Status: Open - Site Assessment
Status Date: 03/05/2009

Global Id: T10000000897
Status: Open - Eligible for Closure
Status Date: 12/16/2013

Global Id: T10000000897
Status: Completed - Case Closed
Status Date: 05/06/2015

SWEEPS UST:
Status: Active
Comp Number: 8137
Number: 9
Board Of Equalization: 44-008238
Referral Date: 06-03-89
Action Date: Not reported
Created Date: 06-30-89

WESTLAKE VILLAGE CAR WASH (Continued) **S106089814**

Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-008137-000001
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: 3

Status: Active
Comp Number: 8137
Number: 9
Board Of Equalization: 44-008238
Referral Date: 06-03-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-008137-000002
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 8137
Number: 9
Board Of Equalization: 44-008238
Referral Date: 06-03-89
Action Date: Not reported
Created Date: 06-30-89
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-008137-000003
Tank Status: A
Capacity: Not reported
Active Date: 06-30-89
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

H41 **WESTLAKE VILLAGE CAR WASH INC** **EDR Hist Auto** **1020394031**
ENE **30909 E THUSAND OAKS BLVD** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.026 mi.
136 ft. **Site 2 of 3 in cluster H**

Relative: EDR Hist Auto
Higher

Actual:
1028 ft.

Year:	Name:	Type:
2006	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2007	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2008	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2009	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2010	WESTLAKE VILLAGE CAR WASH INC	Carwashes

WESTLAKE VILLAGE CAR WASH INC (Continued) **1020394031**

2011	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2012	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2013	WESTLAKE VILLAGE CAR WASH INC	Carwashes
2014	WESTLAKE VILLAGE CAR WASH INC	Gasoline Service Stations, NEC

H42 **WESTLAKE VILLAGE CAR WASH** **UST** **U004270991**
ENE **30909 EAST THOUSAND OAKS BOULEVARD** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.026 mi.
136 ft. **Site 3 of 3 in cluster H**

Relative: **Higher**
Actual: **1028 ft.**

UST CLOSURE:

Claim Number:	Case No. 007706008137
Type:	Closure Denials and Approved Orders
Deadline Date:	2015-01-09 00:00:00
Documents:	Notice, Exec Draft Order, Closure Summary
Comments:	No Comments Received
Comments URL:	Not reported
Response:	Not reported
Response URL:	Not reported
Comments2:	Not reported
Comments2 URL:	Not reported
Response2:	Not reported
Response2 URL:	Not reported
Closure:	WQO 2015-0018-UST
Closure URL:	http://www.waterboards.ca.gov/water_issues/programs/ustcf/docs/prop_closure_cases/wqo2015_0018_ust.pdf
Uniform:	Uniform Closure Letter (05/6/2015)
Uniform URL:	http://www.waterboards.ca.gov/water_issues/programs/ustcf/docs/prop_closure_cases/007706008137_ucl_2.pdf

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43 **BURROUGHS CORP** **RCRA NonGen / NLR** **1000368170**
South **5411 LINDERO CYN RD** **FINDS** **CAD081726028**
< 1/8 **WESTLAKE VILLAGE, CA 91360** **ECHO**
0.034 mi.
182 ft.

Relative: **Lower**
Actual: **950 ft.**

RCRA NonGen / NLR:

Date form received by agency:	08/18/1980
Facility name:	BURROUGHS CORP
Facility address:	5411 LINDERO CYN RD WESTLAKE VILLAGE, CA 91360
EPA ID:	CAD081726028
Mailing address:	LINDERO CYN RD WESTLAKE VILLAGE, CA 91360
Contact:	ENVIRONMENTAL MANAGER
Contact address:	5411 LINDERO CYN RD WESTLAKE VILLAGE, CA 91360
Contact country:	US
Contact telephone:	213-889-1010
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

BURROUGHS CORP (Continued) **1000368170**

Owner/Operator Summary:

Owner/operator name:	BURROUGHS
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002660503

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

BURROUGHS CORP (Continued) **1000368170**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000368170
Registry ID: 110002660503
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002660503

I44 **WELLPOINT INC** **AST** **A100426128**
West **4553 LA TIENDA RD** **N/A**
< 1/8 **THOUSAND OAKS, CA 91362**
0.055 mi.
291 ft. **Site 1 of 2 in cluster I**

Relative: **Lower**
Actual: **967 ft.**

AST:
Certified Unified Program Agencies: Not reported
Owner: WELLPOINT INC
Total Gallons: Not reported
CERSID: 10335592
Facility ID: Not reported
Business Name: WELLPOINT INC
Phone: 818 234 8209
Fax: Not reported
Mailing Address: 4553 LA TIENDA RD
Mailing Address City: THOUSAND OAKS
Mailing Address State: CA
Mailing Address Zip Code: 91362
Operator Name: Bob Kramer
Operator Phone: 818 535 6319
Owner Phone: (805) 557-5702
Owner Mail Address: 4553 LA TIENDA DR DR
Owner State: CA
Owner Zip Code: 91362
Owner Country: United States
Property Owner Name: Not reported
Property Owner Phone: Not reported
Property Owner Mailing Address: Not reported
Property Owner City: Not reported
Property Owner Stat : Not reported
Property Owner Zip Code: Not reported
Property Owner Country: Not reported
EPAID: Not reported

I45 **WELLPOINT HEALTH NETWORKS** **AST** **A100346246**
West **4553 LA TIENDA RD** **N/A**
< 1/8 **THOUSAND OAKS, CA**
0.055 mi.
291 ft. **Site 2 of 2 in cluster I**

Relative: **Lower**
Actual: **967 ft.**

AST:
Certified Unified Program Agencies: Ventura
Owner: WELLPOINT HEALTH NETWORKS
Total Gallons: 2000
CERSID: Not reported
Facility ID: Not reported

WELLPOINT HEALTH NETWORKS (Continued) **A100346246**

Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

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46 **RESIDENCE INN BY MARRIOTT** **UST** **U004265772**
SSE **30950 RUSSELL RANCH RD** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.058 mi.
304 ft.

Relative: UST:
Lower

Facility ID:	LACoFA0037628
Permitting Agency:	Los Angeles County Fire Department
Latitude:	34.15051
Longitude:	-118.80246

Actual:
955 ft.

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47 **CENTURY ELECTRONICS** **RCRA-SQG** **1000249037**
East **5701 LINDERO CANYON RD** **HAZNET** **CAD982373755**
< 1/8 **WEST LAKE VILLAGE, CA 91362**
0.086 mi.
452 ft.

Relative: RCRA-SQG:
Lower

Date form received by agency:	02/23/2005
Facility name:	CENTURY ELECTRONICS
Facility address:	5701 LINDERO CANYON RD WEST LAKE VILLAGE, CA 91362
EPA ID:	CAD982373755
Contact:	MARY PERILLO
Contact address:	5701 LINDERO CANYON RD WEST LAKE VILLAGE, CA 91362
Contact country:	US
Contact telephone:	818-706-8224
Telephone ext.:	130
Contact email:	M_PERILLO@CENTURYELE.COM
EPA Region:	09
Classification:	Small Small Quantity Generator

Actual:
995 ft.

CENTURY ELECTRONICS (Continued) **1000249037**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MARY PERILLO
Owner/operator address:	3989 SKELTON CANYON RD
	WEST LAKE VILLAGE, CA 91362
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	03/02/1992
Owner/Op end date:	Not reported

Owner/operator name:	MARY PERILLO
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	03/02/1992
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Universal Waste Summary:

Waste type:	A
Accumulated waste on-site:	Yes
Generated waste on-site:	No

Waste type:	Batteries

CENTURY ELECTRONICS (Continued) **1000249037**

Accumulated waste on-site: Yes
Generated waste on-site: No

Waste type: Lamps
Accumulated waste on-site: Yes
Generated waste on-site: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

Historical Generators:
Date form received by agency: 12/20/1994
Site name: CENTURY ELECTRONICS
Classification: Small Quantity Generator

Violation Status: No violations found

HAZNET:
envid: 1000249037
Year: 2009
GEPAID: CAD982373755
Contact: MARY PERILLO EXT 130
Telephone: 8187068224
Mailing Name: Not reported
Mailing Address: 5701 LINDERO CANYON RD I-100
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.396
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000249037
Year: 2009
GEPAID: CAD982373755
Contact: MARY PERILLO EXT 130
Telephone: 8187068224
Mailing Name: Not reported
Mailing Address: 5701 LINDERO CANYON RD I-100
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913620000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.396
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000249037
Year: 2009
GEPAID: CAD982373755

CENTURY ELECTRONICS (Continued) **1000249037**

Contact:	MARY PERILLO EXT 130
Telephone:	8187068224
Mailing Name:	Not reported
Mailing Address:	5701 LINDERO CANYON RD I-100
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913620000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.2375
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000249037
Year:	2009
GEPAID:	CAD982373755
Contact:	MARY PERILLO EXT 130
Telephone:	8187068224
Mailing Name:	Not reported
Mailing Address:	5701 LINDERO CANYON RD I-100
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913620000
Gen County:	Not reported
TSD EPA ID:	NVT330010000
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.2375
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000249037
Year:	2008
GEPAID:	CAD982373755
Contact:	MARY PERILLO EXT 130
Telephone:	8187068224
Mailing Name:	Not reported
Mailing Address:	5701 LINDERO CANYON RD I-100
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913620000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	1.188
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
91 additional CA_HAZNET: record(s) in the EDR Site Report.

J48 **SILVA MINASSIAN DBA TLC CLEANERS** **DRYCLEANERS** **S110496093**
East **30827 E THOUSAND OAKS BLVD** **N/A**
< 1/8 **WESTLAKE VILLAGE, CA 91362**
0.120 mi.
632 ft. **Site 1 of 6 in cluster J**

Relative: **Lower**
Actual: **994 ft.**

DRYCLEANERS:

EPA Id:	CAL000286199
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	09/07/2004
Facility Active:	No
Inactive Date:	06/30/2014
Facility Addr2:	Not reported
Owner Name:	KEITH SAN GIACOMO
Owner Address:	3011 SEAVIEW AVE
Owner Address 2:	Not reported
Owner Telephone:	8059051005
Contact Name:	Lily Kwok
Contact Address:	30827 E. Thousand Oaks Blvd.
Contact Address 2:	Not reported
Contact Telephone:	8057068884
Mailing Name:	Not reported
Mailing Address 1:	30827 E THOUSAND OAKS BLVD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624039
Owner Fax:	0000000000
Region Code:	2

EPA Id:	CAL000402499
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	11/25/2014
Facility Active:	No
Inactive Date:	06/30/2017
Facility Addr2:	Not reported
Owner Name:	SILVA MINASSIAN
Owner Address:	6969 NESTLE AVE
Owner Address 2:	Not reported
Owner Telephone:	8187705496
Contact Name:	ADAM MINASSIAN
Contact Address:	6369 NESTLE AVE
Contact Address 2:	Not reported
Contact Telephone:	8182566618
Mailing Name:	Not reported
Mailing Address 1:	30827 THOUSAND OAKS BLVD
Mailing Address 2:	Not reported
Mailing City:	WESTLAKE VILLAGE
Mailing State:	CA
Mailing Zip:	913624039
Owner Fax:	Not reported
Region Code:	2

SILVA MINASSIAN DBA TLC CLEANERS (Continued) **S110496093**

DRYCLEAN SOUTH COAST:

Facility ID:	178312
Application Number:	567986
Permit Number:	G33138
Status:	A
Representative Name:	SILVA MINASSIAN
Representative Telephone:	818 7068884
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
UTM East:	334.25
UTM North:	3780.8601074

J49 **TLC CLEANERS** **EDR Hist Cleaner** **1018716186**
East **30827 E THUSAND OAKS BLVD** **N/A**
< 1/8 **THOUSAND OAKS, CA 91362**
0.120 mi.
632 ft. **Site 2 of 6 in cluster J**

Relative: EDR Hist Cleaner
Lower

Actual: **994 ft.**

Year:	Name:	Type:
1992	TLC CLEANERS	Drycleaning Plants, Except Rugs, NEC
1992	TLC CLEANERS	Drycleaning Plants, Except Rugs
1993	TLC CLEANERS	Drycleaning Plants, Except Rugs
1994	TLC CLEANERS	Drycleaning Plants, Except Rugs
1995	TLC CLEANERS	Drycleaning Plants, Except Rugs
1996	TLC CLEANERS	Drycleaning Plants, Except Rugs
1997	TLC CLEANERS	Drycleaning Plants, Except Rugs
1998	TLC CLEANERS	Drycleaning Plants, Except Rugs
1999	TLC CLEANERS	Drycleaning Plants, Except Rugs
2000	TLC CLEANERS	Drycleaning Plants, Except Rugs
2001	MOSSAK INC	Garment Pressing And Cleaners' Agents
2001	TLC CLEANERS	Drycleaning Plants, Except Rugs
2002	TLC CLEANERS	Drycleaning Plants, Except Rugs
2002	MOSSAK INC	Garment Pressing And Cleaners' Agents
2003	TLC CLEANERS	Drycleaning Plants, Except Rugs
2003	MOSSAK INC	Garment Pressing And Cleaners' Agents
2004	MOSSAK INC	Garment Pressing And Cleaners' Agents
2004	TLC CLEANERS	Drycleaning Plants, Except Rugs
2005	TLC CLEANERS	Drycleaning Plants, Except Rugs
2005	MOSSAK INC	Garment Pressing And Cleaners' Agents
2006	TLC CLEANERS	Drycleaning Plants, Except Rugs
2007	TLC CLEANERS	Drycleaning Plants, Except Rugs
2007	DRAPEMAN	Drycleaning Plants, Except Rugs, NEC
2008	DRAPEMAN	Drycleaning Plants, Except Rugs, NEC
2008	TLC CLEANERS	Drycleaning Plants, Except Rugs
2009	TLC CLEANERS	Drycleaning Plants, Except Rugs
2010	TLC CLEANERS	Drycleaning Plants, Except Rugs
2011	TLC CLEANERS	Drycleaning Plants, Except Rugs
2012	TLC CLEANERS	Drycleaning Plants, Except Rugs
2013	TLC CLEANERS	Drycleaning Plants, Except Rugs
2014	TLC CLEANERS	Drycleaning Plants, Except Rugs

J50 **TLC CLEANERS, LILY KWOK DBA** **DRYCLEANERS** **S121695458**
East **30827 THOUSAND OAKS BLVD** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91362**
0.134 mi.
707 ft. **Site 3 of 6 in cluster J**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	140501
Application Number:	428981
Permit Number:	F68494
Status:	S
Representative Name:	LILY KWOK
Representative Telephone:	818 7068884
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	334.26199341
UTM North:	3780.8540039

Actual:
988 ft.

Facility ID:	140501
Application Number:	467731
Permit Number:	F89500
Status:	S
Representative Name:	LILY KWOK
Representative Telephone:	818 7068884
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	334.26199341
UTM North:	3780.8540039

J51 **T.L.C. CLEANERS, RAFI KECHICHIAN ETAL** **DRYCLEANERS** **S121699233**
East **30827 THOUSAND OAKS** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91362**
0.134 mi.
707 ft. **Site 4 of 6 in cluster J**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	71356
Application Number:	201389
Permit Number:	D12175
Status:	I
Representative Name:	RAFI KECHICHIAN
Representative Telephone:	818 7068884
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	334.04000854
UTM North:	3780.0500488

Actual:
988 ft.

J52 **MOSSAK, INC.,T.L.C. CLEANERS** **DRYCLEANERS** **S121694068**
East **30827 THOUSAND OAKS BLVD** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91362**
0.134 mi.
707 ft. **Site 5 of 6 in cluster J**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	114649
Application Number:	336301
Permit Number:	F12414
Status:	S
Representative Name:	MIKE (MANAGER)
Representative Telephone:	818 7068884
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	334.26199341
UTM North:	3780.8540039

Actual:
988 ft.

Facility ID:	114649
Application Number:	344413
Permit Number:	F16199
Status:	S
Representative Name:	MIKE (MANAGER)
Representative Telephone:	818 7068884
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
UTM East:	334.26199341
UTM North:	3780.8540039

J53 **T.L.C. CLEANERS** **DRYCLEANERS** **S121698452**
East **30825 THOUSAND OAKS** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91362**
0.135 mi.
715 ft. **Site 6 of 6 in cluster J**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	55103
Application Number:	150095
Permit Number:	M58622
Status:	S
Representative Name:	RICK BARICH
Representative Telephone:	213 6736083
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
UTM East:	0
UTM North:	0

Actual:
988 ft.

54 ENE 1/8-1/4 0.148 mi. 780 ft. — **GREEN EARTH ENVIRONMENTAL**, **30856 OAKRIM ST**, **WESTLAKE VILLAGE, CA 91362** — **RCRA NonGen / NLR**, **FINDS**, **ECHO** — **1001023246**, **CAR000006049**

Relative: Higher

Actual: 1016 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/28/1995
Facility name:	GREEN EARTH ENVIRONMENTAL
Facility address:	30856 OAKRIM ST WESTLAKE VILLAGE, CA 91362
EPA ID:	CAR000006049
Contact:	FARHAO HENDI
Contact address:	30856 OAKRIM ST WESTLAKE, CA 91362
Contact country:	US
Contact telephone:	805-379-2134
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	LIVE OAK INC
Owner/operator address:	2658 THOASAND OAKS BLVD THOUSAND OAKS, CA 91362
Owner/operator country:	Not reported
Owner/operator telephone:	805-379-2134
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110008285854

GREEN EARTH ENVIRONMENTAL (Continued) **1001023246**

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1001023246
Registry ID: 110008285854
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110008285854

---

55 SW 1/8-1/4 0.153 mi. 806 ft.
WESTLAKE GOLF COURSE
4812 LAKEVIEW CANYON RD
WESTLAKE VILLAGE, CA 91361

LUST **S101587237**
SWEEPS UST **N/A**
CA FID UST
HAZNET

Relative: Lower
Actual: 939 ft.

LUST:
Lead Agency: LOS ANGELES COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603792921
Global Id: T0603792921
Latitude: 34.151845
Longitude: -118.816847
Status: Completed - Case Closed
Status Date: 04/25/2000
Case Worker: JOA
RB Case Number: R-15843
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Surface water
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603792921
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603792921
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov

WESTLAKE GOLF COURSE (Continued) **S101587237**

Phone Number: Not reported

LUST:
Global Id: T0603792921
Action Type: Other
Date: 08/10/1999
Action: Leak Reported

Global Id: T0603792921
Action Type: Other
Date: 02/17/1999
Action: Leak Discovery

Global Id: T0603792921
Action Type: Other
Date: 02/17/1999
Action: Leak Stopped

Global Id: T0603792921
Action Type: ENFORCEMENT
Date: 04/25/2000
Action: Closure/No Further Action Letter

LUST:
Global Id: T0603792921
Status: Open - Case Begin Date
Status Date: 02/17/1999

Global Id: T0603792921
Status: Open - Site Assessment
Status Date: 02/17/1999

Global Id: T0603792921
Status: Completed - Case Closed
Status Date: 04/25/2000

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-15843
Status: Preliminary site assessment workplan submitted
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Surface water
Abatement Method Used at the Site: Not reported
Global ID: T0603792921
W Global ID: Not reported
Staff: UNK
Local Agency: 19000
Cross Street: AGOURA RD
Enforcement Type: Not reported
Date Leak Discovered: 2/17/1999
Date Leak First Reported: 8/10/1999

WESTLAKE GOLF COURSE (Continued) **S101587237**

Date Leak Record Entered: Not reported
Date Confirmation Began: Not reported
Date Leak Stopped: 2/17/1999
Date Case Last Changed on Database: 8/10/1999
Date the Case was Closed: Not reported
How Leak Discovered: Repair Tank
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Other Source
Operator: AGOURA RD
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 16026.840932230058242751437294
Source of Cleanup Funding: Other Source
Preliminary Site Assessment Workplan Submitted: 2/17/1999
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: PYJ V LIMITED PARTNERSHIP
RP Address: 626 WILSHIRE BLVD., LOS ANGELES, CA 90017
Program: LUST
Lat/Long: 34.149842 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

SWEEPS UST:
Status: Active
Comp Number: 15843
Number: 3
Board Of Equalization: Not reported
Referral Date: 09-25-90
Action Date: 09-25-90
Created Date: 09-25-90
Owner Tank Id: 1
SWRCB Tank Id: 19-000-015843-000001
Tank Status: A
Capacity: 550
Active Date: 09-25-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED

WESTLAKE GOLF COURSE (Continued) **S101587237**

Number Of Tanks: 1

CA FID UST:
Facility ID: 19055132
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8054958437
Mail To: Not reported
Mailing Address: 626 WILSHIRE BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: WESTLAKE VILLAGE 91361
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HAZNET:
envid: S101587237
Year: 2013
GEPAID: CAL000392172
Contact: CHRIS VATCHER
Telephone: 8188890770
Mailing Name: Not reported
Mailing Address: 4812 LAKEVIEW CANYON RD
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913614030
Gen County: Los Angeles
TSD EPA ID: RID987474269
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.1045
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

K56 **CVS PHARMACY #17648** **RCRA-CESQG 1018273969**
ESE **30740 RUSSELL RANCH RD STE B** **FINDS CAR000261842**
1/8-1/4 **WESTLAKE VILLAGE, CA 91362** **ECHO**
0.160 mi.
846 ft. **Site 1 of 2 in cluster K**

Relative: RCRA-CESQG:
Lower Date form received by agency: 03/29/2016
Actual: Facility name: CVS PHARMACY #17648
1001 ft. Facility address: 30740 RUSSELL RANCH RD STE B
WESTLAKE VILLAGE, CA 91362
EPA ID: CAR000261842
Mailing address: ONE CVS DR
WOONSOCKET, RI 02895
Contact: NICOLE WILKINSON
Contact address: ONE CVS DR MAIL CODE 2340
WOONSOCKET, RI 02895

CVS PHARMACY #17648 (Continued) **1018273969**

Contact country: US
Contact telephone: 401-770-7132
Contact email: NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region: 09
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:
Owner/operator name: TARGET CORPORATION
Owner/operator address: NICOLLET MALL
MINNEAPOLIS, MN 55403
Owner/operator country: US
Owner/operator telephone: 612-304-6073
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/06/2013
Owner/Op end date: Not reported

Owner/operator name: GARFIELD BEACH CVS LLC
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 12/16/2015
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

CVS PHARMACY #17648 (Continued) **1018273969**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 123
. Waste name: Unspecified alkaline solution

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 561
. Waste name: Detergent and soap

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010

CVS PHARMACY #17648 (Continued) **1018273969**

. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U044
. Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-

. Waste code: U122
. Waste name: FORMALDEHYDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U188
. Waste name: PHENOL

. Waste code: U201
. Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL

. Waste code: U205
. Waste name: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Violation Status: No violations found

FINDS:

Registry ID: 110067712979

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1018273969
Registry ID: 110067712979
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110067712979

K57
ESE
1/8-1/4
0.160 mi.
846 ft.

TARGET STORE T2810
30740 RUSSELL RANCH ROAD
WESTLAKE VILLAGE, CA 91362

Site 2 of 2 in cluster K

RCRA-SQG | **1016955020** / **CAR000247098**

Relative:
Lower

Actual:
1001 ft.

RCRA-SQG:

Date form received by agency:	02/24/2016
Facility name:	TARGET STORE T2810
Facility address:	30740 RUSSELL RANCH ROAD WESTLAKE VILLAGE, CA 91362
EPA ID:	CAR000247098
Mailing address:	PO BOX 111 MINNEAPOLIS, MN 55440
Contact:	STEVE MUSSER
Contact address:	PO BOX 111 MINNEAPOLIS, MN 55440
Contact country:	US
Contact telephone:	800-587-2228
Contact email:	POC@TARGET.COM
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TARGET CORPORATION
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	07/23/2014
Owner/Op end date:	Not reported

Owner/operator name:	TARGET CORP
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	03/05/2014
Owner/Op end date:	Not reported

Owner/operator name:	TARGET CORP
Owner/operator address:	PO BOX 111 MINNEAPOLIS, MN 55440
Owner/operator country:	US

TARGET STORE T2810 (Continued) **1016955020**

Owner/operator telephone: 800-587-2228
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 03/05/2014
Owner/Op end date: Not reported

Owner/operator name: TARGET CORPORATION
Owner/operator address: PO BOX 111
MINNEAPOLIS, MN 55440
Owner/operator country: US
Owner/operator telephone: 800-587-2228
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 07/23/2014
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

TARGET STORE T2810 (Continued) **1016955020**

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

. Waste code: D018
. Waste name: BENZENE

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D026
. Waste name: CRESOL

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

. Waste code: U035
. Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

. Waste code: U044
. Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-

. Waste code: U058
. Waste name: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-,

TARGET STORE T2810 (Continued) **1016955020**

2-OXIDE (OR) CYCLOPHOSPHAMIDE

. Waste code: U072
. Waste name: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

. Waste code: U122
. Waste name: FORMALDEHYDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U150
. Waste name: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

. Waste code: U154
. Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)

. Waste code: U188
. Waste name: PHENOL

. Waste code: U200
. Waste name: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

. Waste code: U201
. Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Historical Generators:
Date form received by agency: 06/09/2014
Site name: TARGET STORE T2810
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

TARGET STORE T2810 (Continued) **1016955020**

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

. Waste code: D018
. Waste name: BENZENE

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D026
. Waste name: CRESOL

. Waste code: D028
. Waste name: 1,2-DICHLOROETHANE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P046
. Waste name: ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL-

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: P081
. Waste name: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U035
. Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

. Waste code: U044
. Waste name: CHLOROFORM (OR) METHANE, TRICHLORO-

. Waste code: U058
. Waste name: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

. Waste code: U072

TARGET STORE T2810 (Continued) **1016955020**

. Waste name: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

. Waste code: U122
. Waste name: FORMALDEHYDE

. Waste code: U129
. Waste name: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

. Waste code: U150
. Waste name: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

. Waste code: U154
. Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)

. Waste code: U188
. Waste name: PHENOL

. Waste code: U200
. Waste name: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

. Waste code: U201
. Waste name: 1,3-BENZENEDIOL (OR) RESORCINOL

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 1321

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 966

Waste code: D004
Waste name: ARSENIC
Amount (Lbs): 504

TARGET STORE T2810 (Continued) **1016955020**

Waste code: D005
Waste name: BARIUM
Amount (Lbs): 775

Waste code: D006
Waste name: CADMIUM
Amount (Lbs): 137

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 775

Waste code: D008
Waste name: LEAD
Amount (Lbs): 138

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 602

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 504

Waste code: D011
Waste name: SILVER
Amount (Lbs): 775

Waste code: D016
Waste name: 2,4-D
Amount (Lbs): 504

Waste code: D018
Waste name: BENZENE
Amount (Lbs): 134

Waste code: D024
Waste name: M-CRESOL
Amount (Lbs): 504

Waste code: D026
Waste name: CRESOL
Amount (Lbs): 504

Waste code: D035
Waste name: METHYL ETHYL KETONE
Amount (Lbs): 661

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 16

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 16

TARGET STORE T2810 (Continued) **1016955020**

Waste code: U002
Waste name: ACETONE (I)
Amount (Lbs): 134

Waste code: U154
Waste name: METHANOL (I)
Amount (Lbs): 134

Violation Status: No violations found

L58 **LOS ROBLES REG. MED. CTR-EAST** **LUST** **S108245882**
West **150 VIA MERIDA** **MED WASTE VENTURA** **N/A**
1/8-1/4 **THOUSAND OAKS, CA 91361**
0.197 mi.
1040 ft. **Site 1 of 2 in cluster L**

Relative:
Lower

Actual:
999 ft.

LUST:
Lead Agency: VENTURA COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611156030
Global Id: T0611156030
Latitude: 34.155064
Longitude: -118.815608
Status: Completed - Case Closed
Status Date: 11/02/2009
Case Worker: DBW
RB Case Number: C06004
Local Agency: VENTURA COUNTY
File Location: Local Agency Warehouse
Local Case Number: 06004
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline, Diesel
Site History: Not reported

LUST:
Global Id: T0611156030
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T0611156030
Contact Type: Local Agency Caseworker
Contact Name: DIANE B. WAHL
Organization Name: VENTURA COUNTY
Address: 800 S. VICTORIA AVE.
City: VENTURA
Email: diane.wahl@ventura.org
Phone Number: 8056545040

LUST:
Global Id: T0611156030
Action Type: Other
Date: 10/23/2006
Action: Leak Reported

LOS ROBLES REG. MED. CTR-EAST (Continued) **S108245882**

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 09/04/2009
Action: Staff Letter

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 06/26/2007
Action: Technical Correspondence / Assistance / Other - #1

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 11/28/2007
Action: Technical Correspondence / Assistance / Other - #3

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 06/17/2008
Action: Verbal Communication - #5

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 03/26/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 09/12/2007
Action: Verbal Communication - #2

Global Id: T0611156030
Action Type: RESPONSE
Date: 08/05/2009
Action: Correspondence

Global Id: T0611156030
Action Type: RESPONSE
Date: 07/24/2009
Action: Correspondence

Global Id: T0611156030
Action Type: RESPONSE
Date: 11/19/2007
Action: Soil and Water Investigation Workplan

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0611156030
Action Type: RESPONSE
Date: 02/29/2008
Action: Preliminary Site Assessment Report

Global Id: T0611156030
Action Type: ENFORCEMENT

LOS ROBLES REG. MED. CTR-EAST (Continued) **S108245882**

Date: 11/02/2009
Action: Closure/No Further Action Letter

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 01/01/2016
Action: File review

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 08/06/2008
Action: Verbal Enforcement

Global Id: T0611156030
Action Type: RESPONSE
Date: 01/13/2007
Action: Preliminary Site Assessment Workplan

Global Id: T0611156030
Action Type: RESPONSE
Date: 01/30/2009
Action: Electronic Reporting Submittal Due

Global Id: T0611156030
Action Type: RESPONSE
Date: 10/30/2009
Action: Well Destruction Report

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 11/06/2008
Action: Staff Letter

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 08/19/2008
Action: Verbal Enforcement

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 07/21/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611156030
Action Type: RESPONSE
Date: 07/24/2009
Action: Electronic Reporting Submittal Due

Global Id: T0611156030
Action Type: RESPONSE
Date: 06/16/2009
Action: Correspondence

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 08/18/2009
Action: Staff Letter

LOS ROBLES REG. MED. CTR-EAST (Continued) **S108245882**

Global Id: T0611156030
Action Type: RESPONSE
Date: 03/31/2009
Action: Correspondence

Global Id: T0611156030
Action Type: RESPONSE
Date: 07/28/2009
Action: Correspondence

Global Id: T0611156030
Action Type: Other
Date: 02/04/2006
Action: Leak Discovery

Global Id: T0611156030
Action Type: ENFORCEMENT
Date: 03/19/2008
Action: Technical Correspondence / Assistance / Other - #4

LUST:
Global Id: T0611156030
Status: Open - Case Begin Date
Status Date: 02/04/2006

Global Id: T0611156030
Status: Open - Site Assessment
Status Date: 10/23/2006

Global Id: T0611156030
Status: Open - Site Assessment
Status Date: 11/20/2007

Global Id: T0611156030
Status: Completed - Case Closed
Status Date: 11/02/2009

VENTURA CO. LUST:
Region: VENTURA
Facility ID: 06004
Status: Leak being confirmed

MED WASTE VENTURA:
File Id: FA0007910
Permits: - MEDICAL WASTE SMALL QTY GENERATOR RECORDS

M59 **TR FUNDING II LLC** **LUST** **S101587032**
South **5388 STERLING CENTER DR** **SWEEPS UST** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91361** **CA FID UST**
0.203 mi. **LOS ANGELES CO. HMS**
1072 ft. **Site 1 of 2 in cluster M**

Relative:
Lower

Actual:
955 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004930
Global Id:	T10000004930
Latitude:	34.147472
Longitude:	-118.802599
Status:	Completed - Case Closed
Status Date:	08/31/2016
Case Worker:	DMB
RB Case Number:	R-02704A
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	MTBE / TBA / Other Fuel Oxygenates, Total Petroleum Hydrocarbons (TPH)
Site History:	Not reported

LUST:

Global Id:	T10000004930
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200
City:	Los Angeles
Email:	dave.bjostad@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T10000004930
Action Type:	Other
Date:	07/02/2013
Action:	Leak Reported
Global Id:	T10000004930
Action Type:	ENFORCEMENT
Date:	06/26/2014
Action:	Staff Letter
Global Id:	T10000004930
Action Type:	ENFORCEMENT
Date:	10/22/2013
Action:	Staff Letter
Global Id:	T10000004930
Action Type:	RESPONSE
Date:	08/15/2014
Action:	Well Installation Workplan - Regulator Responded
Global Id:	T10000004930
Action Type:	RESPONSE
Date:	01/15/2015
Action:	Well Installation Report

TR FUNDING II LLC (Continued) **S101587032**

Global Id: T10000004930
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T10000004930
Action Type: ENFORCEMENT
Date: 08/31/2016
Action: Closure/No Further Action Letter

Global Id: T10000004930
Action Type: RESPONSE
Date: 09/03/2013
Action: Site Investigation Workplan - Regulator Responded

Global Id: T10000004930
Action Type: ENFORCEMENT
Date: 03/14/2016
Action: Notification - Preclosure

Global Id: T10000004930
Action Type: ENFORCEMENT
Date: 09/12/2014
Action: Staff Letter

Global Id: T10000004930
Action Type: RESPONSE
Date: 08/14/2013
Action: Other Report / Document

Global Id: T10000004930
Action Type: RESPONSE
Date: 03/21/2014
Action: Electronic Reporting Submittal Due

Global Id: T10000004930
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T10000004930
Action Type: RESPONSE
Date: 01/22/2016
Action: Request for Closure - Regulator Responded

Global Id: T10000004930
Action Type: ENFORCEMENT
Date: 07/15/2013
Action: Staff Letter

Global Id: T10000004930
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T10000004930
Action Type: RESPONSE

TR FUNDING II LLC (Continued) **S101587032**

Date: 08/24/2016
Action: Well Destruction Report

Global Id: T10000004930
Action Type: RESPONSE
Date: 03/21/2014
Action: Soil and Water Investigation Report

Global Id: T10000004930
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T10000004930
Status: Open - Case Begin Date
Status Date: 07/02/2013

Global Id: T10000004930
Status: Open - Site Assessment
Status Date: 10/22/2013

Global Id: T10000004930
Status: Completed - Case Closed
Status Date: 08/31/2016

SWEEPS UST:
Status: Active
Comp Number: 2704
Number: 1
Board Of Equalization: Not reported
Referral Date: 02-07-90
Action Date: 02-07-90
Created Date: 02-07-90
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-002704-000001
Tank Status: A
Capacity: 3000
Active Date: 02-07-90
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 2704
Number: 1
Board Of Equalization: Not reported
Referral Date: 02-07-90
Action Date: 02-07-90
Created Date: 02-07-90
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-002704-000002
Tank Status: A
Capacity: 550

TR FUNDING II LLC (Continued) **S101587032**

Active Date: 02-07-90
Tank Use: OIL
STG: W
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19054745
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 5388 STERLING CENTER DR
Mailing Address 2: Not reported
Mailing City,St,Zip: WESTLAKE VILLAGE 90000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 002618-062673
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000851917
Permit Status: Closed

M60 **VOLKSWAGEN TESTING FACILITY** **LUST** **S103664099**
South **5388 STERLING CENTER DR.** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91361**
0.203 mi.
1072 ft. **Site 2 of 2 in cluster M**

Relative: LUST:
Lower
Actual: Lead Agency: LOS ANGELES RWQCB (REGION 4)
955 ft. Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000001115
Global Id: T10000001115
Latitude: 34.147388
Longitude: -118.802643
Status: Completed - Case Closed
Status Date: 07/06/2011
Case Worker: DMB
RB Case Number: R-02704
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern: Benzene, Toluene, Xylene, Diesel, MTBE / TBA / Other Fuel Oxygenates, Gasoline

VOLKSWAGEN TESTING FACILITY (Continued) **S103664099**

Site History: Not reported

LUST:
Global Id: T10000001115
Contact Type: Regional Board Caseworker
Contact Name: DAVID M. BJOSTAD
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: Los Angeles
Email: dave.bjostad@waterboards.ca.gov
Phone Number: Not reported

Global Id: T10000001115
Contact Type: Local Agency Caseworker
Contact Name: PHILLIP GHARIBIANS-TABRIZI
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: pgharibians@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 07/29/2010
Action: Staff Letter

Global Id: T10000001115
Action Type: Other
Date: 03/05/2009
Action: Leak Reported

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 06/14/2011
Action: Notification - Preclosure

Global Id: T10000001115
Action Type: Other
Date: 01/06/2009
Action: Leak Stopped

Global Id: T10000001115
Action Type: RESPONSE
Date: 09/15/2010
Action: Soil and Water Investigation Workplan

Global Id: T10000001115
Action Type: RESPONSE
Date: 11/30/2010
Action: Soil and Water Investigation Workplan - Addendum

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 10/28/2010
Action: Staff Letter

VOLKSWAGEN TESTING FACILITY (Continued) **S103664099**

Global Id: T10000001115
Action Type: Other
Date: 01/06/2009
Action: Leak Began

Global Id: T10000001115
Action Type: RESPONSE
Date: 03/15/2011
Action: Soil and Water Investigation Report

Global Id: T10000001115
Action Type: RESPONSE
Date: 08/15/2009
Action: Other Report / Document

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 07/16/2009
Action: Staff Letter

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 11/29/2010
Action: Staff Letter

Global Id: T10000001115
Action Type: Other
Date: 01/06/2009
Action: Leak Discovery

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 05/20/2009
Action: Referral to Regional Board

Global Id: T10000001115
Action Type: RESPONSE
Date: 03/08/2011
Action: Request for Closure

Global Id: T10000001115
Action Type: REMEDIATION
Date: 01/06/2009
Action: Excavation

Global Id: T10000001115
Action Type: ENFORCEMENT
Date: 07/06/2011
Action: Closure/No Further Action Letter

LUST:
Global Id: T10000001115
Status: Open - Case Begin Date
Status Date: 01/06/2009

Global Id: T10000001115
Status: Open - Referred

VOLKSWAGEN TESTING FACILITY (Continued) **S103664099**

Status Date: 05/20/2009

Global Id: T10000001115
Status: Open - Site Assessment
Status Date: 07/16/2009

Global Id: T10000001115
Status: Open - Site Assessment
Status Date: 07/29/2010

Global Id: T10000001115
Status: Completed - Case Closed
Status Date: 07/06/2011

L61 **CHARTER HOSPITAL** **SWEEPS UST** **U001967141**
West **150 S VIA MERIDA** **CA FID UST** **N/A**
1/8-1/4 **THOUSAND OAKS, CA 91361** **VENTURA CO. BWT**
0.223 mi.
1177 ft. **Site 2 of 2 in cluster L**

Relative:
Lower

Actual:
997 ft.

SWEEPS UST:
Status: Active
Comp Number: 2420
Number: 9
Board Of Equalization: Not reported
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-002420-000001
Tank Status: A
Capacity: 1000
Active Date: Not reported
Tank Use: UNKNOWN
STG: P
Content: Not reported
Number Of Tanks: 1

CA FID UST:
Facility ID: 56004903
Regulated By: UTNKA
Regulated ID: 20672
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: Not reported
Mail To: Not reported
Mailing Address: 150 S VIA MERIDA
Mailing Address 2: Not reported
Mailing City,St,Zip: THOUSAND OAKS 91361
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CHARTER HOSPITAL (Continued) **U001967141**

VENTURA CO. BWT:
Facility ID: HM 3839
Program: Not reported

Facility ID: FA0006108
Program: BUSINESS PLAN

N62 **UNOCAL STATION 6939** **SWEEPS UST S101583381**
SSW **31505 W AGOURA RD** **CA FID UST N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91361**
0.230 mi.
1217 ft. **Site 1 of 4 in cluster N**

Relative:
Lower

Actual:
927 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 273
Number: Not reported
Board Of Equalization: 44-007419
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000273-000001
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 6

Status: Not reported
Comp Number: 273
Number: Not reported
Board Of Equalization: 44-007419
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000273-000002
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 273
Number: Not reported
Board Of Equalization: 44-007419
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-000-000273-000003

UNOCAL STATION 6939 (Continued) **S101583381**

Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	273
Number:	Not reported
Board Of Equalization:	44-007419
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000273-000004
Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	273
Number:	Not reported
Board Of Equalization:	44-007419
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000273-000005
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	273
Number:	Not reported
Board Of Equalization:	44-007419
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-000-000273-000006
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	Not reported

UNOCAL STATION 6939 (Continued) **S101583381**

Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003567
Regulated By: UTNKI
Regulated ID: 00056087
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8188892340
Mail To: Not reported
Mailing Address: 31505 AGOURA RD
Mailing Address 2: Not reported
Mailing City,St,Zip: WESTLAKE VILLAGE 91361
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

N63 **VILLAGE UNION** **HIST UST** **U001567966**
SSW **31505 AGOURA RD** **LOS ANGELES CO. HMS** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91361**
0.230 mi.
1217 ft. **Site 2 of 4 in cluster N**

Relative: **Lower**
Actual: **927 ft.**

HIST UST:
File Number: 000287B7
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000287B7.pdf
Region: STATE
Facility ID: 00000056087
Facility Type: Gas Station
Other Type: Not reported
Contact Name: WILLIAM STANTON SUTTON
Telephone: 8188892340
Owner Name: WESTLAKE VILLAGE UNION
Owner Address: 31505 AGOURA RD.
Owner City,St,Zip: WESTLAKE VILLAGE, CA 91360
Total Tanks: 0006

Tank Num: 001
Container Num: #1
Year Installed: 1969
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Sensor Instrument

Tank Num: 002
Container Num: #2
Year Installed: 1969
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported

VILLAGE UNION (Continued) **U001567966**

Leak Detection: Stock Inventor, Sensor Instrument

Tank Num: 003
Container Num: #3
Year Installed: 1969
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Sensor Instrument

Tank Num: 004
Container Num: #4
Year Installed: 1970
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Sensor Instrument

Tank Num: 005
Container Num: #5
Year Installed: 1978
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Sensor Instrument

Tank Num: 006
Container Num: #6
Year Installed: 1969
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: None

Click here for Geo Tracker PDF:

LOS ANGELES CO. HMS:
Region: LA
Permit Category: I
Facility Id: 000272-I00273
Facility Type: 01
Facility Status: Removed
Area: 5G
Permit Number: 000004466
Permit Status: Removed

N64 **76 PRODUCTS STATION #6939** **LUST** **S101306128**
SSW **31505 AGOURA** **HIST CORTESE** **N/A**
1/8-1/4 **WESTLAKE VILLAGE, CA 91361**
0.230 mi.
1217 ft. **Site 3 of 4 in cluster N**

Relative:
Lower

Actual:
927 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603702697
Global Id:	T0603702697
Latitude:	34.1463236
Longitude:	-118.8059332
Status:	Completed - Case Closed
Status Date:	01/30/2009
Case Worker:	Not reported
RB Case Number:	I-00273
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603702697
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

LUST:

Global Id:	T0603702697
Action Type:	ENFORCEMENT
Date:	08/17/2007
Action:	Staff Letter
Global Id:	T0603702697
Action Type:	ENFORCEMENT
Date:	03/16/2001
Action:	Staff Letter
Global Id:	T0603702697
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603702697
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0603702697
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly

76 PRODUCTS STATION #6939 (Continued) **S101306128**

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 12/08/2003
Action: Staff Letter

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 04/21/2003
Action: Staff Letter

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 06/02/2004
Action: Staff Letter

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/14/2003
Action: Other Report / Document

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: Other
Date: 04/12/1990
Action: Leak Discovery

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE

76 PRODUCTS STATION #6939 (Continued) **S101306128**

Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: Other
Date: 05/05/1992
Action: Leak Reported

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2003
Action: Other Workplan

Global Id: T0603702697
Action Type: RESPONSE
Date: 06/16/2004
Action: Interim Remedial Action Report

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 01/30/2009
Action: Closure/No Further Action Letter

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

76 PRODUCTS STATION #6939 (Continued) **S101306128**

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2009
Action: Request for Closure

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 07/03/2003
Action: Staff Letter

Global Id: T0603702697
Action Type: ENFORCEMENT
Date: 01/29/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603702697
Action Type: RESPONSE
Date: 06/16/2004
Action: Other Workplan

Global Id: T0603702697
Action Type: REMEDIATION
Date: 05/01/2003
Action: Excavation

Global Id: T0603702697
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2007
Action: Request for Closure

Global Id: T0603702697
Action Type: RESPONSE

76 PRODUCTS STATION #6939 (Continued) **S101306128**

Date: 12/15/2007
Action: Well Installation Report

Global Id: T0603702697
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603702697
Status: Open - Case Begin Date
Status Date: 04/12/1990

Global Id: T0603702697
Status: Open - Site Assessment
Status Date: 05/20/1992

Global Id: T0603702697
Status: Open - Site Assessment
Status Date: 02/25/1993

Global Id: T0603702697
Status: Open - Site Assessment
Status Date: 01/04/1994

Global Id: T0603702697
Status: Open - Site Assessment
Status Date: 03/16/2001

Global Id: T0603702697
Status: Open - Remediation
Status Date: 06/02/2004

Global Id: T0603702697
Status: Completed - Case Closed
Status Date: 01/30/2009

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: I-00273
Status: Remediation Plan
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603702697
W Global ID: Not reported
Staff: MSH
Local Agency: 19000
Cross Street: LINDERO CANYON RD
Enforcement Type: DLSEL
Date Leak Discovered: 4/12/1990

76 PRODUCTS STATION #6939 (Continued) **S101306128**

Date Leak First Reported:		5/5/1992
Date Leak Record Entered:	5/25/1992	
Date Confirmation Began:	5/20/1992	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		3/14/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		19690.850562607578108045776091
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		2/25/1993
Preliminary Site Assessment Began:		1/4/1994
Pollution Characterization Began:		3/16/2001
Remediation Plan Submitted:		6/2/2004
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		4/15/2001
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		150000
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MR. W. STANTON SUTTON	
RP Address:	31505 AGOURA RD.	
Program:	LUST	
Lat/Long:	34.1463236 / -1	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	FREE PRODUCT WAS DETECTED IN TWO WELLS (MW-2 & 3); 7/31/00 REMEDIAL FEASIBILITY STUDY; 8/28/00 QTR MON & GW /PRODUCT REMOVAL RPT; 12/15/00 QTRLY GW MON/PRODUCT REMOVAL RPT.; 2/13/00 QTR GW & GW/PRODUCT REMOVAL RPT	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	I-00273

N65
SSW
1/8-1/4
0.230 mi.
1217 ft.

VILLAGE CHEVRON
31505 AGOURA RD
WESTLAKE VILLAGE, CA 91361

Site 4 of 4 in cluster N

UST **U004265111**
N/A

Relative:
Lower

Actual:
927 ft.

UST:
Facility ID: LACoFA0001925
Permitting Agency: Los Angeles County Fire Department
Latitude: 34.14656
Longitude: -118.80592

66
South
1/8-1/4
0.244 mi.
1286 ft.

T O PRINTING
5334 STERLING CENTER DR
WESTLAKE VILLAGE, CA 91361

RCRA-SQG **1000414056**
US AIRS **CAD071904429**
FINDS
ECHO
EMI
HAZNET
LOS ANGELES CO. HMS
NPDES

Relative:
Lower

Actual:
945 ft.

RCRA-SQG:
Date form received by agency: 05/01/2000
Facility name: T O PRINTING
Facility address: 5334 STERLING CENTER DR
WESTLAKE VILLAGE, CA 91361
EPA ID: CAD071904429
Contact: ROD CLEMMONS
Contact address: 5334 STERLING CENTER DR
WESTLAKE VILLAGE, CA 91361
Contact country: US
Contact telephone: 818-706-8330
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CONSOLIDATED GRAPHICS
Owner/operator address: 5858 WESTHIMER UNIT 200
HOUSTON, TX 77057
Owner/operator country: Not reported

T O PRINTING (Continued) **1000414056**

Owner/operator telephone: 713-339-5753
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

Historical Generators:
Date form received by agency: 09/01/1996
Site name: T O PRINTING
Classification: Small Quantity Generator

Violation Status: No violations found

US AIRS (AFS):
Envid: 1000414056
Region Code: 09
County Code: CA037
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
D and B Number: Not reported
Facility Site Name: T/O PRINTING & SPECIALTIES
Primary SIC Code: 2752
NAICS Code: 323110
Default Air Classification Code: MAJ
Facility Type of Ownership Code: POF
Air CMS Category Code: TVM
HPV Status: Not reported

T O PRINTING (Continued) **1000414056**

US AIRS (AFS):

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2004-07-02 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2005-09-07 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2006-01-18 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2006-08-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported

Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date:	2006-12-27 00:00:00
Activity Status Date:	Not reported

T O PRINTING (Continued) **1000414056**

Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2007-08-14 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2007-08-17 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards
Activity Date: 2008-07-10 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ

T O PRINTING (Continued) **1000414056**

Air Program:	Title V Permits
Activity Date:	2004-07-02 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2005-09-07 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2006-01-18 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2006-03-01 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681
Facility Registry ID:	110002656634
Air Operating Status Code:	OPR
Default Air Classification Code:	MAJ
Air Program:	Title V Permits
Activity Date:	2006-08-25 00:00:00
Activity Status Date:	Not reported
Activity Group:	Compliance Monitoring
Activity Type:	Inspection/Evaluation
Activity Status:	Not reported
Region Code:	09
Programmatic ID:	AIR CASCA00006037CJ681

T O PRINTING (Continued) **1000414056**

Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2006-12-27 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2007-03-01 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2007-08-14 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2007-08-17 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2008-02-28 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

T O PRINTING (Continued) **1000414056**

Region Code: 09
Programmatic ID: AIR CASCA00006037CJ681
Facility Registry ID: 110002656634
Air Operating Status Code: OPR
Default Air Classification Code: MAJ
Air Program: Title V Permits
Activity Date: 2008-07-10 00:00:00
Activity Status Date: Not reported
Activity Group: Compliance Monitoring
Activity Type: Inspection/Evaluation
Activity Status: Not reported

FINDS:

Registry ID: 110002656634

Environmental Interest/Information System

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

AIR EMISSIONS CLASSIFICATION UNKNOWN

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

AIR MAJOR

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000414056
Registry ID: 110002656634
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002656634

EMI:

Year: 2002
County Code: 19
Air Basin: SC

T O PRINTING (Continued) **1000414056**

Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8.8334
Reactive Organic Gases Tons/Yr:	8.82
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

T O PRINTING (Continued) **1000414056**

Total Organic Hydrocarbon Gases Tons/Yr:	9.059
Reactive Organic Gases Tons/Yr:	6.3286174
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.897974390120457536
Reactive Organic Gases Tons/Yr:	7.887
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2007
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.897974390120457536
Reactive Organic Gases Tons/Yr:	7.887
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.766514241572620882
Reactive Organic Gases Tons/Yr:	3.59
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

T O PRINTING (Continued) **1000414056**

Part. Matter 10 Micrometers and Smllr Tons/Yr:0

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.7063058918294698
Reactive Organic Gases Tons/Yr:	3.6400000000000001
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	115892
Air District Name:	SC
SIC Code:	2752
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.4413552757996499
Reactive Organic Gases Tons/Yr:	3.3233299999999999
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

envid:	1000414056
Year:	2016
GEPAID:	CAC002865605
Contact:	JIM MCDONALD
Telephone:	8187068330
Mailing Name:	Not reported
Mailing Address:	238 KINGS MOUNTAIN RD
Mailing City,St,Zip:	WOODSIDE, CA 940623616
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.92
Cat Decode:	Asbestos containing waste
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

T O PRINTING (Continued) **1000414056**

LOS ANGELES CO. HMS:
- Region: LA
- Permit Category: I
- Facility Id: 007182-I07514
- Facility Type: 01
- Facility Status: Closed
- Area: 5G
- Permit Number: 00008484M
- Permit Status: Closed

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	461570
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19NEC000994
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/07/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Thousand Oaks Printing
Discharge Address:	5334 Sterling Center Drive
Discharge City:	Westlake Village
Discharge State:	California
Discharge Zip:	91361
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported

T O PRINTING (Continued) **1000414056**

DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	461570
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19NEC000994
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	09/08/2015
PROCESSED DATE:	10/07/2015
STATUS CODE NAME:	Active
STATUS DATE:	10/07/2015
PLACE SIZE:	120000
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Eric Albaugh

T O PRINTING (Continued) **1000414056**

FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	8185974160
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	eric.r.albaugh@rrd.com
OPERATOR NAME:	Thousand Oaks Printing
OPERATOR ADDRESS:	5334 Sterling Center Drive
OPERATOR CITY:	Westlake Village
OPERATOR STATE:	California
OPERATOR ZIP:	91361
OPERATOR CONTACT NAME:	Eric Albaugh
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	818-597-4160
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	eric.r.albaugh@rrd.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Kendall Bradford
CERTIFIER TITLE:	Vice President
CERTIFICATION DATE:	24-MAY-17
PRIMARY SIC:	2752-Commercial Printing, Lithographic
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

O67 **LAKE LINDERO COUNTRY CLUB** **LUST** **S103317177**
East **5719 LAKE LINDERO DR** **HIST CORTESE** **N/A**
1/4-1/2 **AGOURA HILLS, CA 91301**
0.336 mi.
1774 ft. **Site 1 of 2 in cluster O**

Relative:
Lower

Actual:
978 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603705523
Global Id:	T0603705523
Latitude:	34.155086
Longitude:	-118.789469
Status:	Completed - Case Closed
Status Date:	11/04/1999
Case Worker:	Not reported
RB Case Number:	R-25747
Local Agency:	LOS ANGELES COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603705523
Contact Type:	Local Agency Caseworker
Contact Name:	JOHN AWUJO
Organization Name:	LOS ANGELES COUNTY
Address:	900 S FREMONT AVE
City:	ALHAMBRA
Email:	jawujo@dpw.lacounty.gov
Phone Number:	6264583507

LUST:

Global Id:	T0603705523
Action Type:	Other
Date:	05/21/1998
Action:	Leak Reported

Global Id:	T0603705523
Action Type:	Other
Date:	05/21/1998
Action:	Leak Discovery

Global Id:	T0603705523
Action Type:	Other
Date:	05/21/1998
Action:	Leak Stopped

Global Id:	T0603705523
Action Type:	ENFORCEMENT
Date:	09/15/1999
Action:	* Historical Enforcement

LUST:

Global Id:	T0603705523
Status:	Open - Case Begin Date
Status Date:	05/21/1998

LAKE LINDERO COUNTRY CLUB (Continued) **S103317177**

Global Id: T0603705523
Status: Open - Site Assessment
Status Date: 05/27/1998

Global Id: T0603705523
Status: Open - Site Assessment
Status Date: 06/22/1998

Global Id: T0603705523
Status: Open - Site Assessment
Status Date: 09/15/1998

Global Id: T0603705523
Status: Completed - Case Closed
Status Date: 11/04/1999

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	R-25747
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603705523
W Global ID:	Not reported
Staff:	MSH
Local Agency:	19000
Cross Street:	THOUSAND OAKS BLVD
Enforcement Type:	EF
Date Leak Discovered:	5/21/1998
Date Leak First Reported:	5/21/1998
Date Leak Record Entered:	6/23/1998
Date Confirmation Began:	5/27/1998
Date Leak Stopped:	5/21/1998
Date Case Last Changed on Database:	10/20/1999
Date the Case was Closed:	11/4/1999
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	Corrosion
Leak Source:	Tank
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	25077.329989361006833384149121
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	6/22/1998
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	9/15/1998
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	9/15/1999

LAKE LINDERO COUNTRY CLUB (Continued) **S103317177**

Historical Max MTBE Date: 1/1/1965
Hist Max MTBE Conc in Groundwater: 92
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: LAKE LINDERO HOMEOWNERS ASSOC.
RP Address: 5719 LAKE LINDERO DR, AGOURA HILLS, CA 91301
Program: LUST
Lat/Long: 34.1554624 / -1
Local Agency Staff: Not reported
Beneficial Use: Not reported
Priority: 3A1
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: 3/29/99 - LANDOWNER-LAKE LINDERO HOMEOWNER ASSOCIATION.; 4/5/99 1ST QTR GW MON RPT 1999; 6/16/99 2ND QTR GW MON RPT 1999; 10/20/99 3RD QTR GW MON RPT 1999

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-25747

O68 **JOE MARTIN PROPERTY** **CPS-SLIC** **S106387153**
East **30651 THOUSAND OAKS** **N/A**
1/4-1/2 **AGOURA HILLS, CA 91301**
0.377 mi.
1993 ft. **Site 2 of 2 in cluster O**

Relative:
Lower

Actual:
983 ft.

CPS-SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 01/24/2001
Global Id: SL2048A1696
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.155098
Longitude: -118.785999
Case Type: Cleanup Program Site
Case Worker: JW
Local Agency: Not reported
RB Case Number: 0870
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:
Region: 4
Facility Status: No further action required

JOE MARTIN PROPERTY (Continued) **S106387153**

SLIC: 0870
Substance: VOCs
Staff: JW

P69 **SPYGLASS AUTOMOTIVE** **LUST** **S109604524**
WSW **32089 WEST AGOURA ROAD** **N/A**
1/4-1/2 **WESTLAKE VILLAGE, CA 91361**
0.385 mi.
2031 ft. **Site 1 of 3 in cluster P**

Relative:
Lower

Actual:
910 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000001078
Global Id:	T10000001078
Latitude:	34.148408
Longitude:	-118.818723
Status:	Open - Site Assessment
Status Date:	09/24/2009
Case Worker:	DPP
RB Case Number:	R-02555A
Local Agency:	LOS ANGELES COUNTY
File Location:	Regional Board
Local Case Number:	002471-046107
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Benzene, Toluene, Xylene, MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History:	LUFT

LUST:

Global Id:	T10000001078
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T10000001078
Contact Type:	Local Agency Caseworker
Contact Name:	PHILLIP GHARIBIANS-TABRIZI
Organization Name:	LOS ANGELES COUNTY
Address:	900 S. FREMONT AVE.
City:	ALHAMBRA
Email:	pgharibians@dpw.lacounty.gov
Phone Number:	Not reported

LUST:

Global Id:	T10000001078
Action Type:	Other
Date:	10/01/2008
Action:	Leak Reported

Global Id:	T10000001078
Action Type:	RESPONSE
Date:	07/31/2009
Action:	Other Report / Document

SPYGLASS AUTOMOTIVE (Continued) **S109604524**

Global Id: T10000001078
Action Type: ENFORCEMENT
Date: 09/24/2009
Action: Staff Letter

Global Id: T10000001078
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T10000001078
Action Type: RESPONSE
Date: 06/30/2014
Action: Soil and Water Investigation Report

Global Id: T10000001078
Action Type: ENFORCEMENT
Date: 05/30/2014
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000001078
Action Type: Other
Date: 08/13/2008
Action: Leak Stopped

Global Id: T10000001078
Action Type: RESPONSE
Date: 01/31/2011
Action: Soil and Water Investigation Report

Global Id: T10000001078
Action Type: RESPONSE
Date: 11/15/2009
Action: Soil and Water Investigation Workplan

Global Id: T10000001078
Action Type: ENFORCEMENT
Date: 11/12/2014
Action: Staff Letter

Global Id: T10000001078
Action Type: RESPONSE
Date: 01/15/2017
Action: Well Installation Report

Global Id: T10000001078
Action Type: RESPONSE
Date: 01/15/2017
Action: Monitoring Report - Quarterly

Global Id: T10000001078
Action Type: ENFORCEMENT
Date: 10/26/2016
Action: Health and Safety Code Section 25296.10(c)

Global Id: T10000001078
Action Type: ENFORCEMENT

SPYGLASS AUTOMOTIVE (Continued) **S109604524**

Date: 12/21/2010
Action: Staff Letter

Global Id: T10000001078
Action Type: Other
Date: 08/13/2008
Action: Leak Began

Global Id: T10000001078
Action Type: RESPONSE
Date: 01/31/2011
Action: Soil and Water Investigation Report

Global Id: T10000001078
Action Type: RESPONSE
Date: 10/26/2014
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T10000001078
Action Type: Other
Date: 08/13/2008
Action: Leak Discovery

LUST:
Global Id: T10000001078
Status: Open - Case Begin Date
Status Date: 08/13/2008

Global Id: T10000001078
Status: Open - Referred
Status Date: 05/12/2009

Global Id: T10000001078
Status: Open - Site Assessment
Status Date: 06/15/2009

Global Id: T10000001078
Status: Open - Site Assessment
Status Date: 09/24/2009

P70 **CHEVRON #9-6408** **LUST** **S100948382**
WSW **32089 AGOURA** **HIST CORTESE** **N/A**
1/4-1/2 **WESTLAKE VILLAGE, CA 91302** **LOS ANGELES CO. HMS**
0.385 mi.
2031 ft. **Site 2 of 3 in cluster P**

Relative:
Lower

Actual:
910 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603704595
Global Id: T0603704595
Latitude: 34.1482746
Longitude: -118.8189248
Status: Completed - Case Closed
Status Date: 09/23/1996
Case Worker: YR

CHEVRON #9-6408 (Continued) **S100948382**

RB Case Number: R-02555
Local Agency: LOS ANGELES COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603704595
Contact Type: Local Agency Caseworker
Contact Name: JOHN AWUJO
Organization Name: LOS ANGELES COUNTY
Address: 900 S FREMONT AVE
City: ALHAMBRA
Email: jawujo@dpw.lacounty.gov
Phone Number: 6264583507

Global Id: T0603704595
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603704595
Action Type: RESPONSE
Date: 10/01/2008
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603704595
Action Type: Other
Date: 06/19/1990
Action: Leak Reported

Global Id: T0603704595
Action Type: Other
Date: 03/09/1990
Action: Leak Discovery

Global Id: T0603704595
Action Type: Other
Date: 03/09/1990
Action: Leak Stopped

LUST:
Global Id: T0603704595
Status: Open - Case Begin Date
Status Date: 03/09/1990

Global Id: T0603704595
Status: Open - Site Assessment
Status Date: 06/19/1990

CHEVRON #9-6408 (Continued) **S100948382**

Global Id: T0603704595
Status: Open - Site Assessment
Status Date: 11/17/1994

Global Id: T0603704595
Status: Completed - Case Closed
Status Date: 09/23/1996

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: R-02555

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 002471-038130
Facility Type: 0
Facility Status: Closed
Area: 5G
Permit Number: 000363963
Permit Status: Closed

Region: LA
Permit Category: I
Facility Id: 002471-043999
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000434906
Permit Status: Closed

Region: LA
Permit Category: T
Facility Id: 002471-046107
Facility Type: 0
Facility Status: Removed
Area: 5G
Permit Number: 000543708
Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 002471-I02555
Facility Type: 01
Facility Status: Closed
Area: 5G
Permit Number: 000009718
Permit Status: Closed

P71 **CHEVRON #9-6408** **LUST** **S101306129**
WSW **32089 AGOURA RD** **N/A**
1/4-1/2 **WESTLAKE VILLAGE, CA 91361**
0.385 mi.
2031 ft. **Site 3 of 3 in cluster P**

Relative: **Lower**

Actual: **910 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	R-02555	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Remove Free Product
Global ID:	T0603704595	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19000	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/9/1990	
Date Leak First Reported:		6/19/1990
Date Leak Record Entered:	6/25/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/9/1990	
Date Case Last Changed on Database:		1/11/1997
Date the Case was Closed:		9/23/1996
How Leak Discovered:	Inventory Control	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Piping	
Operator:	OLD CASE#913020052	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		15844.304806626148938255289515
Source of Cleanup Funding:		Piping
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		6/19/1990
Pollution Characterization Began:		11/17/1994
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON U.S.A.	
RP Address:	P.O. BOX 2833, LA HABRA CA 90632-2833	
Program:	LUST	
Lat/Long:	34.1482746 / -1	
Local Agency Staff:	Not reported	

CHEVRON #9-6408 (Continued) **S101306129**

Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	01/11/97 4TH QUARTER GW MONITORING REPORT WP(11/17/94) NOT IMPLEMENTED, 1/12/96 LTR SAYS PERMITS OK NO RAP SUBMITTED, BENZENE 15000PPB IN GROUNDWATER 2/21/96 10/15/96 3RD QUARTER GW MONITORING REPORT

72
West
1/4-1/2
0.457 mi.
2413 ft.

GTE CALIFORNIA GENERAL OFFICE **LUST** **S102431037**
1 GTE PL **SWEEPS UST** **N/A**
THOUSAND OAKS, CA 91362 **HIST CORTESE**

Relative:
Lower

Actual:
979 ft.

LUST:

Lead Agency:	VENTURA COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611101121
Global Id:	T0611101121
Latitude:	34.1552435
Longitude:	-118.8168249
Status:	Completed - Case Closed
Status Date:	09/27/1999
Case Worker:	Not reported
RB Case Number:	C-96056
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	96056
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0611101121
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

LUST:

Global Id:	T0611101121
Action Type:	Other
Date:	09/17/1996
Action:	Leak Reported

Global Id:	T0611101121
Action Type:	Other
Date:	09/17/1996
Action:	Leak Discovery

Global Id:	T0611101121
Action Type:	ENFORCEMENT
Date:	09/27/1999

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

Action: Closure/No Further Action Letter

LUST:
Global Id: T0611101121
Status: Open - Case Begin Date
Status Date: 09/17/1996

Global Id: T0611101121
Status: Open - Site Assessment
Status Date: 09/17/1996

Global Id: T0611101121
Status: Open - Site Assessment
Status Date: 12/11/1996

Global Id: T0611101121
Status: Completed - Case Closed
Status Date: 09/27/1999

Lead Agency: VENTURA COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611101103
Global Id: T0611101103
Latitude: 34.1552435
Longitude: -118.8168249
Status: Completed - Case Closed
Status Date: 08/05/1996
Case Worker: Not reported
RB Case Number: C-96035
Local Agency: Not reported
File Location: Not reported
Local Case Number: 96035
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0611101103
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

LUST:
Global Id: T0611101103
Action Type: Other
Date: 04/10/1996
Action: Leak Reported

Global Id: T0611101103
Action Type: Other
Date: 04/10/1996
Action: Leak Discovery

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

Global Id: T0611101103
Action Type: ENFORCEMENT
Date: 07/25/1996
Action: * Historical Enforcement

Global Id: T0611101103
Action Type: RESPONSE
Date: 04/10/1996
Action: Other Report / Document

LUST:
Global Id: T0611101103
Status: Open - Case Begin Date
Status Date: 04/10/1996

Global Id: T0611101103
Status: Open - Site Assessment
Status Date: 04/10/1996

Global Id: T0611101103
Status: Open - Site Assessment
Status Date: 07/25/1996

Global Id: T0611101103
Status: Open - Site Assessment
Status Date: 08/02/1996

Global Id: T0611101103
Status: Completed - Case Closed
Status Date: 08/05/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Ventura
Facility Id: C-96035
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 96035
Case Type: Soil
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0611101103
W Global ID: Not reported
Staff: UNK
Local Agency: 56000L
Cross Street: Not reported
Enforcement Type: EF
Date Leak Discovered: 4/10/1996
Date Leak First Reported: 4/10/1996
Date Leak Record Entered: Not reported
Date Confirmation Began: 4/10/1996
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
Date the Case was Closed: 8/5/1996

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		16939.996945994712498555144143
Source of Cleanup Funding:		F
Preliminary Site Assessment Workplan Submitted:		7/25/1996
Preliminary Site Assessment Began:		8/2/1996
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		7/25/1996
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	GTE CALIFORNIA INC	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	34.1552435 / -1	
Local Agency Staff:	EHD	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	
Region:	4	
Regional Board:	04	
County:	Ventura	
Facility Id:	C-96056	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	96056	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0611101121	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	56000L	
Cross Street:	Not reported	
Enforcement Type:	CLOS	
Date Leak Discovered:	9/17/1996	
Date Leak First Reported:		9/17/1996
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	12/11/1996	
Date Leak Stopped:	Not reported	

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

Date Case Last Changed on Database: Not reported
Date the Case was Closed: 9/27/1999
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 16939.996945994712498555144143
Source of Cleanup Funding: F
Preliminary Site Assessment Workplan Submitted: 9/17/1996
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: GTE CALIFORNIA INC-ENVIRONMENT
RP Address: Not reported
Program: LUST
Lat/Long: 34.1552435 / -1
Local Agency Staff: KCK
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

VENTURA CO. LUST:
Region: VENTURA
Facility ID: 96035
Status: Case Closed

Region: VENTURA
Facility ID: 96056
Status: Case Closed

SWEEPS UST:
Status: Active
Comp Number: 1489
Number: 9
Board Of Equalization: 44-003721
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

SWRCB Tank Id: 56-000-001489-000001
Tank Status: A
Capacity: 500
Active Date: Not reported
Tank Use: UNKNOWN
STG: P
Content: Not reported
Number Of Tanks: 4

Status: Active
Comp Number: 1489
Number: 9
Board Of Equalization: 44-003721
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-001489-000002
Tank Status: A
Capacity: 500
Active Date: Not reported
Tank Use: UNKNOWN
STG: W
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 1489
Number: 9
Board Of Equalization: 44-003721
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-001489-000003
Tank Status: A
Capacity: 12000
Active Date: Not reported
Tank Use: UNKNOWN
STG: P
Content: Not reported
Number Of Tanks: Not reported

Status: Active
Comp Number: 1489
Number: 9
Board Of Equalization: 44-003721
Referral Date: 09-30-92
Action Date: 09-30-92
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 56-000-001489-000004
Tank Status: A
Capacity: 1000
Active Date: Not reported
Tank Use: UNKNOWN
STG: P

GTE CALIFORNIA GENERAL OFFICE (Continued) **S102431037**

Content: Not reported
Number Of Tanks: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-96056

Region: CORTESE
Facility County Code: 56
Reg By: LTNKA
Reg Id: C-96035

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73 **WESTLAKE HIGH SCHOOL** **ENVIROSTOR** **S107737608**
WNW **100 NORTH LAKEVIEW CANYON ROAD** **SCH** **N/A**
1/4-1/2 **THOUSAND OAKS, CA 91362**
0.463 mi.
2447 ft.

Relative:
Lower

Actual:
978 ft.

ENVIROSTOR:
Facility ID: 56820004
Status: Inactive - Action Required
Status Date: 08/09/2002
Site Code: 304108
Site Type: School Investigation
Site Type Detailed: School
Acres: 0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 44
Senate: 27
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.16106
Longitude: -118.8171
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: Arsenic TPH-MOTOR OIL Cadmium and compounds
Confirmed COC: Cadmium and compounds Arsenic TPH-MOTOR OIL
Potential Description: SOIL
Alias Name: CONEJO VALLEY UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: CONEJO VALLEY USD-WESTLAKE HI SCH/VCA
Alias Type: Alternate Name
Alias Name: WESTLAKE HIGH SCHOOL EXPANSION
Alias Type: Alternate Name
Alias Name: 110033620035
Alias Type: EPA (FRS #)
Alias Name: 304108
Alias Type: Project Code (Site Code)

WESTLAKE HIGH SCHOOL (Continued) **S107737608**

Alias Name: 56820004
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 05/23/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/03/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 12/04/2001
Comments: Letter strongly recommends that a proper investigation that includes sampling and evaluation of the arsenic concern at the site be done and included within the next PEA Report due 12/31/2001.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 04/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/09/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 56820004
Site Type: School Investigation
Site Type Detail: School

WESTLAKE HIGH SCHOOL (Continued) **S107737608**

Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304108
Assembly:	44
Senate:	27
Special Program Status:	Not reported
Status:	Inactive - Action Required
Status Date:	08/09/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.16106
Longitude:	-118.8171
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Arsenic, TPH-MOTOR OIL, Cadmium and compounds
Confirmed COC:	Cadmium and compounds, Arsenic, TPH-MOTOR OIL
Potential Description:	SOIL
Alias Name:	CONEJO VALLEY UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	CONEJO VALLEY USD-WESTLAKE HI SCH/VCA
Alias Type:	Alternate Name
Alias Name:	WESTLAKE HIGH SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	110033620035
Alias Type:	EPA (FRS #)
Alias Name:	304108
Alias Type:	Project Code (Site Code)
Alias Name:	56820004
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	05/23/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/01/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	07/03/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

WESTLAKE HIGH SCHOOL (Continued) **S107737608**

Completed Document Type: Technical Report
Completed Date: 12/04/2001
Comments: Letter strongly recommends that a proper investigation that includes sampling and evaluation of the arsenic concern at the site be done and included within the next PEA Report due 12/31/2001.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 04/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/09/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

74
SSE
1/4-1/2
0.480 mi.
2532 ft.

RAYPAK INC
31111 AGOURA RD
WESTLAKE VILLAGE, CA 91361

RCRA-SQG **1000345079**
LUST **CAD982332504**
EMI
HAZNET
LOS ANGELES CO. HMS

Relative:
Lower

Actual:
984 ft.

RCRA-SQG:
Date form received by agency: 11/09/1987
Facility name: RAYPAK INC
Facility address: 31111 AGOURA RD
WESTLAKE VILLAGE, CA 91361
EPA ID: CAD982332504
Contact: ENVIRONMENTAL MANAGER
Contact address: 31111 AGOURA RD
WESTLAKE VILLAGE, CA 91361
Contact country: US
Contact telephone: 818-889-1500
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: RHEEM MFG CO
Owner/operator address: NOT REQUIRED

RAYPAK INC (Continued) **1000345079**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603751197
Global Id: T0603751197
Latitude: 34.146112
Longitude: -118.798721
Status: Completed - Case Closed
Status Date: 02/18/2004
Case Worker: Not reported
RB Case Number: R-03046
Local Agency: LOS ANGELES COUNTY
File Location: Regional Board
Local Case Number: 002944-003046

RAYPAK INC (Continued) **1000345079**

Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603751197
Contact Type: Local Agency Caseworker
Contact Name: TIM SMITH
Organization Name: LOS ANGELES COUNTY
Address: 900 S. FREMONT AVE.
City: ALHAMBRA
Email: tsmith@dpw.lacounty.gov
Phone Number: Not reported

LUST:
Global Id: T0603751197
Action Type: Other
Date: 07/21/2003
Action: Leak Reported

Global Id: T0603751197
Action Type: ENFORCEMENT
Date: 12/15/2003
Action: Site Visit / Inspection / Sampling

Global Id: T0603751197
Action Type: ENFORCEMENT
Date: 09/26/2003
Action: Staff Letter

Global Id: T0603751197
Action Type: ENFORCEMENT
Date: 02/18/2004
Action: Closure/No Further Action Letter

Global Id: T0603751197
Action Type: REMEDIATION
Date: 07/21/2003
Action: Excavation

Global Id: T0603751197
Action Type: RESPONSE
Date: 07/21/2003
Action: Remedial Progress Report

Global Id: T0603751197
Action Type: RESPONSE
Date: 09/15/2003
Action: Other Report / Document

Global Id: T0603751197
Action Type: RESPONSE
Date: 10/31/2003
Action: Soil and Water Investigation Report

Global Id: T0603751197
Action Type: ENFORCEMENT

RAYPAK INC (Continued) **1000345079**

Date: 08/19/2003
Action: Staff Letter

Global Id: T0603751197
Action Type: ENFORCEMENT
Date: 01/02/2004
Action: Closure/No Further Action Letter

Global Id: T0603751197
Action Type: Other
Date: 06/12/2000
Action: Leak Discovery

Global Id: T0603751197
Action Type: RESPONSE
Date: 07/21/2003
Action: Soil and Water Investigation Report

Global Id: T0603751197
Action Type: RESPONSE
Date: 09/15/2003
Action: Soil and Water Investigation Workplan

LUST:
Global Id: T0603751197
Status: Open - Case Begin Date
Status Date: 06/12/2000

Global Id: T0603751197
Status: Open - Site Assessment
Status Date: 07/14/2000

Global Id: T0603751197
Status: Open - Site Assessment
Status Date: 04/13/2001

Global Id: T0603751197
Status: Open - Site Assessment
Status Date: 09/26/2003

Global Id: T0603751197
Status: Completed - Case Closed
Status Date: 02/18/2004

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: R-03046
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: 002944-003046
Case Type: Soil
Abatement Method Used at the Site: Not reported

RAYPAK INC (Continued) **1000345079**

Global ID:	T0603751197		
W Global ID:	Not reported		
Staff:	MSH		
Local Agency:	19000		
Cross Street:	LINDERO CANYON RD.		
Enforcement Type:	CLOS		
Date Leak Discovered:	6/12/2000		
Date Leak First Reported:		7/21/2003	
Date Leak Record Entered:	Not reported		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	Not reported		
Date Case Last Changed on Database:		Not reported	
Date the Case was Closed:		2/18/2004	
How Leak Discovered:	OM		
How Leak Stopped:	Other Means		
Cause of Leak:	Not reported		
Leak Source:	UNK		
Operator:	Not reported		
Water System:	Not reported		
Well Name:	Not reported		
Approx. Dist To Production Well (ft):		Not reported	
Source of Cleanup Funding:		UNK	
Preliminary Site Assessment Workplan Submitted:		7/14/2000	
Preliminary Site Assessment Began:		4/13/2001	
Pollution Characterization Began:		9/26/2003	
Remediation Plan Submitted:		Not reported	
Remedial Action Underway:		Not reported	
Post Remedial Action Monitoring Began:		Not reported	
Enforcement Action Date:		Not reported	
Historical Max MTBE Date:		9/20/2003	
Hist Max MTBE Conc in Groundwater:		0	
Hist Max MTBE Conc in Soil:		0	
Significant Interim Remedial Action Taken:		Not reported	
GW Qualifier:	ND		
Soil Qualifier:	ND		
Organization:	Not reported		
Owner Contact:	Not reported		
Responsible Party:	MR. JON K. WACTOR		
RP Address:	3150 BRISTOL ST., SUITE #250		
Program:	LUST		
Lat/Long:	0 / 0		
Local Agency Staff:	Not reported		
Beneficial Use:	Not reported		
Priority:	Not reported		
Cleanup Fund Id:	Not reported		
Suspended:	Not reported		
Assigned Name:	Not reported		
Summary:	Not reported		

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	11108
Air District Name:	SC
SIC Code:	3444
Air District Name:	SOUTH COAST AQMD

RAYPAK INC (Continued) **1000345079**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	9
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	3
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	11108
Air District Name:	SC
SIC Code:	3599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	11108
Air District Name:	SC
SIC Code:	3599
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HAZNET:

envid:	1000345079
Year:	2007
GEPAID:	CAD982332504
Contact:	LARRY ROSCOE/FACILITY MANAGER
Telephone:	8188891500
Mailing Name:	Not reported
Mailing Address:	PO BOX 5790
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913599978
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

RAYPAK INC (Continued) **1000345079**

Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	0.51
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1000345079
Year:	2007
GEPAID:	CAD982332504
Contact:	LARRY ROSCOE/FACILITY MANAGER
Telephone:	8188891500
Mailing Name:	Not reported
Mailing Address:	PO BOX 5790
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913599978
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	4.37
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1000345079
Year:	2007
GEPAID:	CAD982332504
Contact:	LARRY ROSCOE/FACILITY MANAGER
Telephone:	8188891500
Mailing Name:	Not reported
Mailing Address:	PO BOX 5790
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913599978
Gen County:	Not reported
TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.56
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles
envid:	1000345079
Year:	2007
GEPAID:	CAD982332504
Contact:	LARRY ROSCOE/FACILITY MANAGER
Telephone:	8188891500
Mailing Name:	Not reported
Mailing Address:	PO BOX 5790
Mailing City,St,Zip:	WESTLAKE VILLAGE, CA 913599978
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

RAYPAK INC (Continued) **1000345079**

Disposal Method: Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons: 11.25
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000345079
Year: 2006
GEPAID: CAD982332504
Contact: LARRY ROSCOE/FACILITY MANAGER
Telephone: 8188891500
Mailing Name: Not reported
Mailing Address: PO BOX 5790
Mailing City,St,Zip: WESTLAKE VILLAGE, CA 913599978
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons: 0.41
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES CO. HMS:
Region: LA
Permit Category: T
Facility Id: 002944-003046
Facility Type: 0
Facility Status: Removed
Area: 5G
Permit Number: 00002039T
Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 002944-I03046
Facility Type: 01
Facility Status: Removed
Area: 5G
Permit Number: 000010298
Permit Status: Removed

Region: LA
Permit Category: I
Facility Id: 002944-I03046
Facility Type: 01
Facility Status: Removed
Area: 5G
Permit Number: 000010299
Permit Status: Removed

75
NE
1/2-1
0.884 mi.
4669 ft.

REYES ADOBE SCHOOL
LINDERO CANYON ROAD/BLACKBIRD
AGOURA HILLS, CA 91301

ENVIROSTOR
SCH

S105628538
N/A

Relative:
Higher

Actual:
1055 ft.

ENVIROSTOR:

Facility ID:	19650027
Status:	Certified
Status Date:	10/31/2005
Site Code:	304376
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	19
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Stephanie Lewis
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	50
Senate:	27
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.1676
Longitude:	-118.7887
APN:	2056-001-005, 2056-002-001, 680-0-052-245, 685-0-102-565
Past Use:	* UNKNOWN
Potential COC:	DDE DDT
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAS VIRGENES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	LAS VIRGENES USD-PROPOSED REYES ADOBE
Alias Type:	Alternate Name
Alias Name:	REYES ADOBE SCHOOL
Alias Type:	Alternate Name
Alias Name:	2056-001-005
Alias Type:	APN
Alias Name:	2056-002-001
Alias Type:	APN
Alias Name:	680-0-052-245
Alias Type:	APN
Alias Name:	685-0-102-565
Alias Type:	APN
Alias Name:	110033606523
Alias Type:	EPA (FRS #)
Alias Name:	304376
Alias Type:	Project Code (Site Code)
Alias Name:	19650027
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	07/01/2004
Comments:	Not reported

REYES ADOBE SCHOOL (Continued) **S105628538**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/03/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 04/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 07/26/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/03/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/31/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 08/29/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

REYES ADOBE SCHOOL (Continued) **S105628538**

Completed Date: 04/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/15/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/11/2005
Comments: RACR approved; contingent upon minor changes in doc.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 07/02/2004
Comments: Approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19650027
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 19
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Stephanie Lewis
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304376
Assembly: 50
Senate: 27
Special Program Status: Not reported
Status: Certified
Status Date: 10/31/2005

REYES ADOBE SCHOOL (Continued) **S105628538**

Restricted Use:	NO
Funding:	School District
Latitude:	34.1676
Longitude:	-118.7887
APN:	2056-001-005, 2056-002-001, 680-0-052-245, 685-0-102-565
Past Use:	* UNKNOWN
Potential COC:	DDE, DDE, DDT
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAS VIRGENES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	LAS VIRGENES USD-PROPOSED REYES ADOBE
Alias Type:	Alternate Name
Alias Name:	REYES ADOBE SCHOOL
Alias Type:	Alternate Name
Alias Name:	2056-001-005
Alias Type:	APN
Alias Name:	2056-002-001
Alias Type:	APN
Alias Name:	680-0-052-245
Alias Type:	APN
Alias Name:	685-0-102-565
Alias Type:	APN
Alias Name:	110033606523
Alias Type:	EPA (FRS #)
Alias Name:	304376
Alias Type:	Project Code (Site Code)
Alias Name:	19650027
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	07/01/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/03/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	School Cleanup Agreement
Completed Date:	04/27/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	07/02/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement

REYES ADOBE SCHOOL (Continued) **S105628538**

Completed Date: 07/26/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/14/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/03/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/31/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 08/29/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/15/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/11/2005
Comments: RACR approved; contingent upon minor changes in doc.

REYES ADOBE SCHOOL (Continued) **S105628538**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.15 Request
Completed Date:	07/02/2004
Comments:	Approved.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 7 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
AGOURA HILLS	S121695093	CANYON CLEANERS	30651-B THOUSAND OAKS BLVD	91301	DRYCLEANERS
AGOURA HILLS	S121694704	BRODY'S CLEANERS, CHANG SIK CHOI D	30651-B THOUSAND OAKS BLVD	91301	DRYCLEANERS
THOUSAND OAKS	S105974900	MOBIL OIL SS #11-GYO	1 THOUSAND OAKS BL		LUST
WESTLAKE VILLAG	S106386998	UNISYS CORPORATION/ MEMOREX CORP.	5411 LINDERO CANYON	91361	CPS-SLIC
WESTLAKE VILLAGE	S113142936	FLAIR CLEANERS	5772 LINDERO CANYON RD	91362	DRYCLEANERS, HAZNET
WESTLAKE VILLAGE	S121695806	ECODRY INC, FAME CLEANERS	5772 LINDERO CANYON RD	91362	DRYCLEANERS
WESTLAKE VILLAGE	S121696772	UNISYS CORP	5411 N LINDERO CANYON RD	91361	DRYCLEANERS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/22/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 66

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/16/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 78

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/12/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 48

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 01/06/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 15
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 01/13/2018
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 134

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/16/2017
Date Data Arrived at EDR: 01/23/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/09/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 39

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2018
Date Data Arrived at EDR: 01/31/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 47

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 27

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 01/28/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 46

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018
Date Data Arrived at EDR: 02/08/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 0

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 7

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017
Date Data Arrived at EDR: 12/26/2017
Date Made Active in Reports: 02/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/28/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/23/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 94

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/20/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 01/04/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 99
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 79

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 07/02/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/09/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/02/2018
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/25/2018
Date Data Arrived at EDR: 02/28/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 72

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 54

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2018
Date Data Arrived at EDR: 02/16/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 46

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

ICE: ICE
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41
Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 41
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69
Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 02/27/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 42
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 04/19/2018
Number of Days to Update: 45
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/13/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/21/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

UIC GEO: UIC GEO (GEOTRACKER)
Underground control injection sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROD WATER PONDS: PROD WATER PONDS (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROJECT: PROJECT (GEOTRACKER)
Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: NON-CASE INFO (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

OTHER OIL GAS: OTHER OIL & GAS (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

SAMPLING POINT: SAMPLING POINT (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WELL STIM PROJ: WELL SAMP PROJ (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CIWQS: The California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 60

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 65

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 70

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 05/07/2018
Date Data Arrived at EDR: 05/09/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 36

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/26/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 02/26/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 14

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 44

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/06/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 50

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 54

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 05/09/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 34

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 60

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/16/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/11/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/05/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 40

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 01/11/2018
Date Data Arrived at EDR: 01/12/2018
Date Made Active in Reports: 02/08/2018
Number of Days to Update: 27

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 18

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 30

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 45

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/05/2018
Date Data Arrived at EDR: 02/13/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 35

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 01/02/2018
Date Data Arrived at EDR: 02/07/2018
Date Made Active in Reports: 03/28/2018
Number of Days to Update: 49

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/19/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 46
Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50
Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 71
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 76
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 11/01/2017
Date Data Arrived at EDR: 11/03/2017
Date Made Active in Reports: 11/17/2017
Number of Days to Update: 14

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/07/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 40

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 12/19/2017
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/20/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 43

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/16/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/18/2017
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List

Cupa facility list

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/20/2018
Date Made Active in Reports: 03/19/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/04/2018
Date Data Arrived at EDR: 02/06/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 42

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 03/29/2018
Number of Days to Update: 16

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 20

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/22/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 35

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 04/16/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 01/08/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 29

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/16/2018
Number of Days to Update: 50

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 48

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2017
Date Data Arrived at EDR: 01/25/2018
Date Made Active in Reports: 03/20/2018
Number of Days to Update: 54

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Quarterly

Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/28/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 03/30/2018
Number of Days to Update: 16
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 03/27/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 31
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/29/2018
Next Scheduled EDR Contact: 07/16/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/10/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 31
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/25/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107
Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/23/2018
Next Scheduled EDR Contact: 07/23/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/12/2018
Next Scheduled EDR Contact: 07/30/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.
Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.
Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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APPENDIX G

TRAFFIC IMPACT STUDY

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

NORTH BUSINESS PARK

SPECIFIC PLAN

City of Westlake Village, California
October 10, 2018

Prepared for:

Civic Solutions
27362 Calle Arroyo
San Juan Capistrano, California 92675

LLG Ref. 1-09-3818-4

Prepared by:
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TRAFFIC IMPACT STUDY
NORTH BUSINESS PARK
SPECIFIC PLAN

City of Westlake Village, California
October 10, 2018

1.0 INTRODUCTION

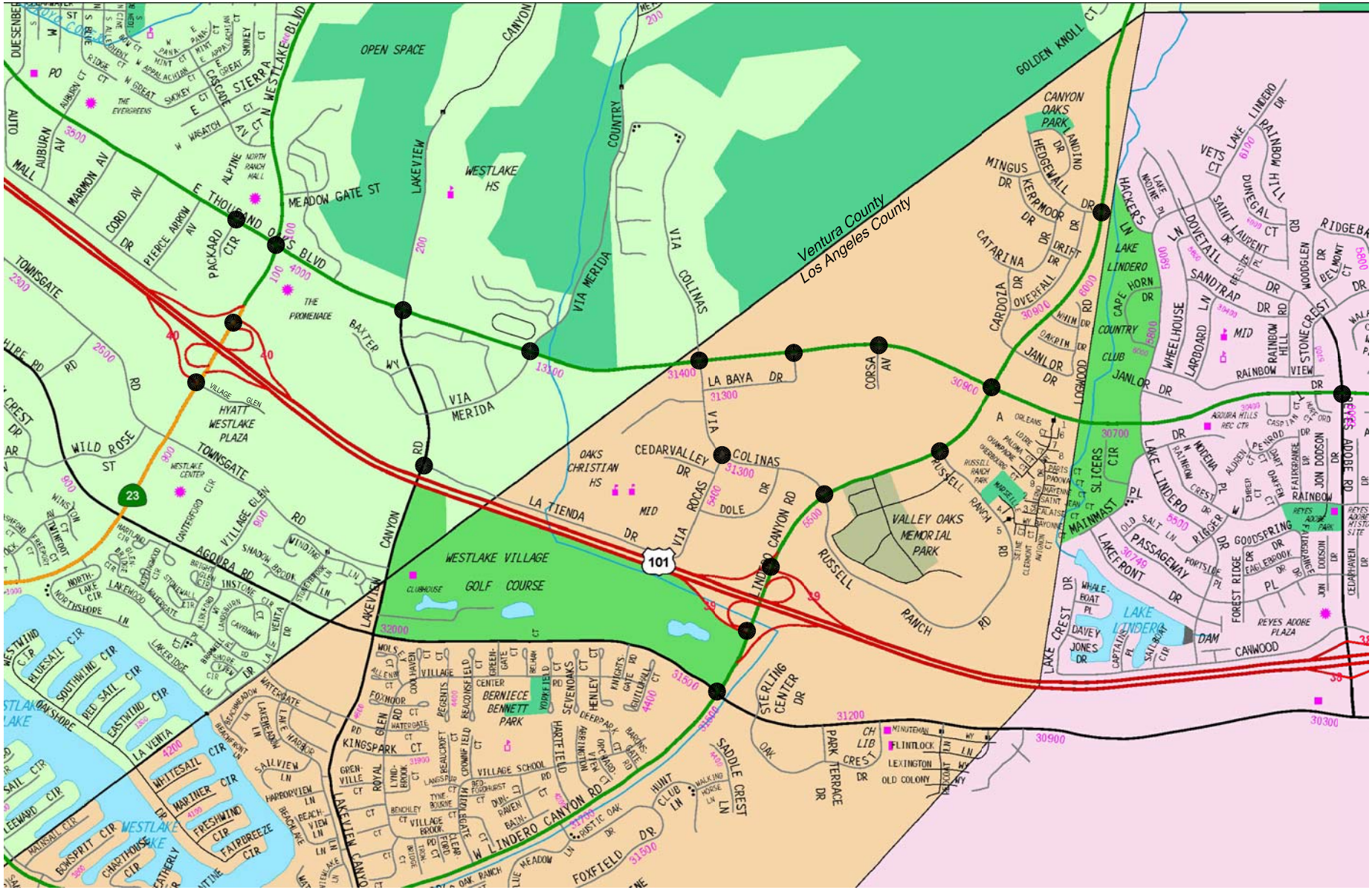
This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed North Business Park (NBP) Specific Plan ("proposed project" herein). The NBP Specific Plan area is located within the City of Westlake Village, California. The City of Westlake Village, which has a population of approximately 8,860 persons, is located along the westerly border of Los Angeles County and is situated adjacent to the City of Thousand Oaks and Ventura County. The City of Westlake Village and the Specific Plan site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Westlake Village traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the *2010 Congestion Management Program for Los Angeles County*[1]. This traffic analysis evaluates potential project-related impacts at 19 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Westlake Village staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project. In addition, a review was conducted of State of California Department of Transportation facilities.

While the project site is situated within the jurisdiction of the City of Westlake Village, the traffic study also evaluates potential traffic impacts associated with the project at study intersections located in the cities of Agoura Hills and Thousand Oaks. Potential impacts to study intersections located in jurisdictions outside of the City of Westlake Village were determined using the impact criteria of the respective jurisdiction. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections located in the above cities neighboring the City of Westlake Village.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the NBP Specific Plan, (iii) recommends mitigation measures, where necessary, (iv) forecasts future without NBP Specific Plan traffic volumes, (v) forecasts future traffic volumes with the NBP Specific Plan, (vi) determines future forecast with NBP Specific Plan-related impacts, and (vii) recommends mitigation measures, where necessary.

[2] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, October 2010.



MAP SOURCE: RAND MCNALLY & COMPANY

● STUDY INTERSECTION

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FIGURE 1-1
VICINITY MAP

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1.1 Study Area

Based on direction from City of Westlake Village staff, a total of 19 study intersections have been identified for evaluation. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. Further discussion of the existing street system and study area is provided in Section 4.0 herein.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, proposed NBP Specific Plan peak hour vehicle trip generation, the anticipated distribution of project vehicular trips, and existing intersection and corridor operations.

1.2 Overview of Specific Plan Area

The City of Westlake Village (City) is located at the northwestern end of Los Angeles County, east of the Los Angeles County-Ventura County line. The City covers 5.62 square miles of land and is bound by the City of Agoura Hills to the east and northeast; the City of Thousand Oaks to the north and west; and unincorporated Los Angeles County land to the southeast and south. Regional access to Westlake Village is provided by the Ventura (U.S. 101) Freeway, which bisects the City in an east-west direction, with on- and off-ramps at Lindero Canyon Road.

The City is a suburban community that is primarily developed with residential land uses; commercial development along major arterials; industrial development at the northern section; public and institutional uses at scattered locations; and open space lands at the northern, eastern, and southern edges of the City. The Specific Plan area (or planning area) covers approximately 200 acres of land at the northern section of the City, bound by the U.S. 101 Freeway on the south; Lindero Canyon Road on the east; Thousand Oaks Boulevard on the north; and the City limits and County line on the west. This area is developed with industrial and commercial uses, business parks, and institutional uses. The Specific Plan would only regulate future development within the northern two-thirds (i.e., 128 acres) of the planning area (called the Focus Area). However, infrastructure improvements are

proposed within the larger planning area. The boundary of the NBP Specific Plan area is presented in ***Figure 1-2***.

1.3 Complete Streets

Complete Streets is a national movement to ensure transportation planners and engineers consistently design and operate the entire right-of-way with all users in mind—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities. In the State of California, it's not just a movement, but a requirement by law.

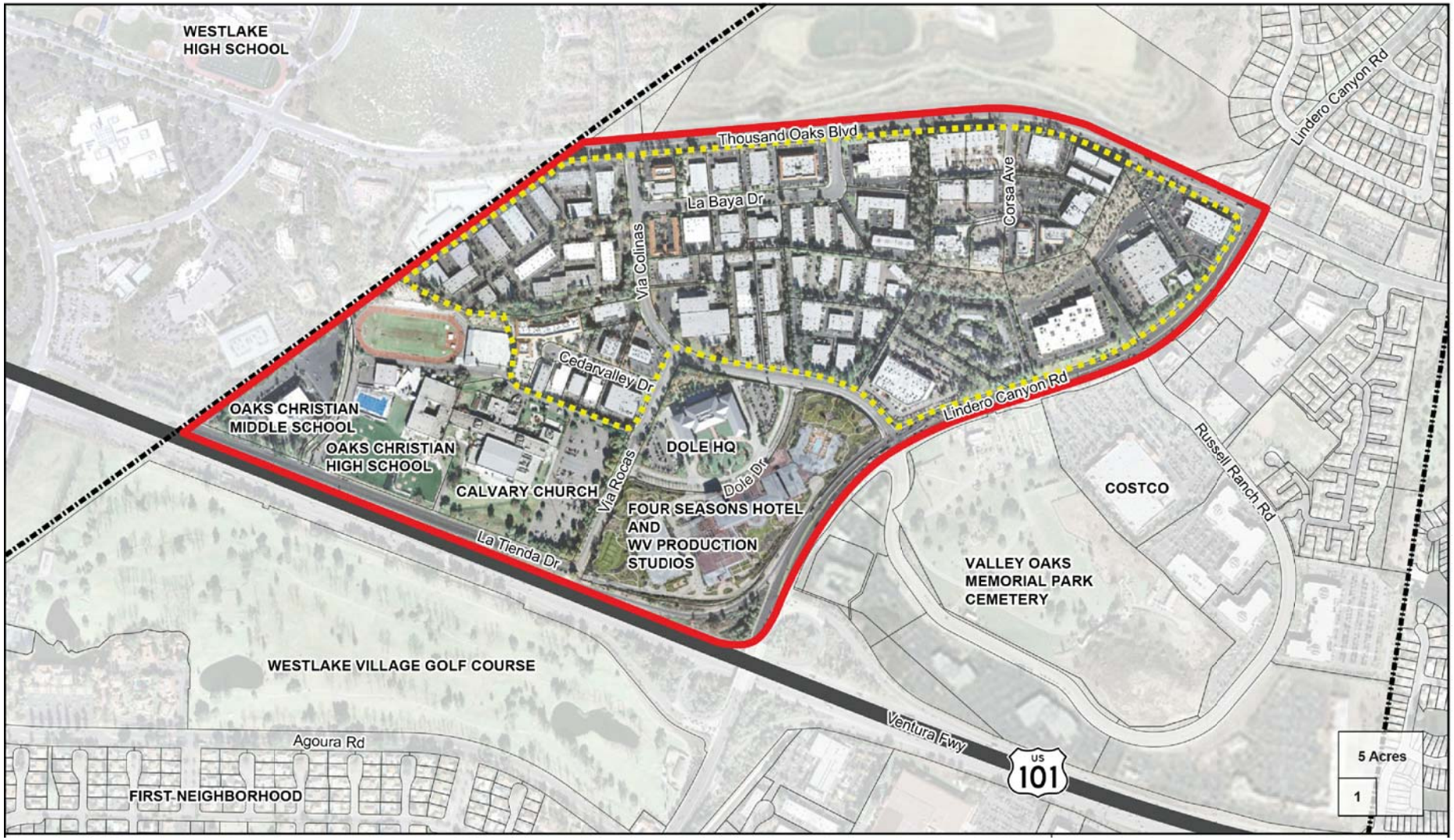
The ***California Complete Streets Act of 2008*** (AB 1358) was signed into law on September 30, 2008. Commencing January 1, 2011, the bill requires, "*that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program*".

Caltrans has also adopted Complete Streets with Deputy Directive 64-R1 in October 2008. As part of this directive Caltrans is actively implementing its Complete Streets policy in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Caltrans published the Complete Streets Implementation Action Plan to put this directive in motion. Implementing Complete Streets also supports California Global Warming Solutions Act of 2006 (AB 32) and Senate Bill 375.

Implementation of Complete Streets within the Specific Plan will encourage more walking by employees, visitors and local residents, which is consistent with Westlake Village residents' indicated desire for additional sidewalks and pedestrian amenities. Additionally, this would also encourage more bicycling which also is consistent with Westlake Village residents' indicated desire for additional bicycle facilities.

1.4 Overview of Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared first towards projects located within areas that are designated as transit priority areas, to be followed by other areas of the State. OPR issued other draft discussion documents with the most recent being in April 2018 suggesting some new revisions to the state CEQA Guidelines. OPR has submitted the proposed updates to the CEQA Guidelines to the



MAP SOURCE: CIVIC SOLUTIONS

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FIGURE 1-2
SPECIFIC PLAN AREA

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NORTH BUSINESS PARK SPECIFIC PLAN

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State's Natural Resources Agency (NRA). Over the coming months, the NRA will conduct a formal administrative rulemaking process on the CEQA Guidelines. That rulemaking process will entail additional public review and may lead to further revisions. OPR then would update the technical advisory as appropriate. OPR has therefore not issued any final revisions to the state CEQA Guidelines to implement the CEQA traffic analysis component of SB 743; thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's current significance thresholds. While any agency can immediately apply the proposed new CEQA Guidelines section 15064.3, a statewide application of that new section will not be required until January 1, 2020 at the earliest.

2.0 NORTH BUSINESS PARK SPECIFIC PLAN DESCRIPTION

2.1 Existing North Business Park Specific Plan Area

The existing Specific Plan roadway network is an irregular, non-linear (i.e., non-grid) system of streets which provide access on the periphery of the Specific Plan area and the individual subareas within the Specific Plan. Principal traffic-carrying roadways in the area include Thousand Oaks Boulevard which borders the Specific Plan to the north and Lindero Canyon Road which borders the Specific Plan to the east. These two roadways are identified as principal traffic-carrying roadways due to their carrying capacities in serving local and regional traffic, as well as the inter-connection with U.S. 101 Freeway for Lindero Canyon Road. In addition, Thousand Oaks Boulevard provides principal connections to communities located east and west of the Specific Plan area, and Lindero Canyon Road provides principal connections to portions of Westlake Village located south of U.S. 101 Freeway and areas to the north of the Specific Plan area.

The existing roadways located within the Specific Plan boundary directly serve the interior subareas and parcels. Most of the interior roadways such as Via Rocas, La Baya Drive, Corsa Avenue, La Tienda Drive and Cedarvalley Drive are discontinuous and local traffic-serving streets only. The discontinuous nature of the interior Specific Plan roadways and the topography of the northerly and central portions of the Specific Plan area generally limit roadway network connections and changes. In addition, it is noted that Via Colinas accommodates both local and regional traffic through the Specific Plan area, and in particular provides a direct connection between Thousand Oaks Boulevard and Lindero Canyon Road as well as U.S. 101 Freeway.

The existing Specific Plan roadway network generally functions well in terms of facilitating vehicular traffic. The City of Westlake Village has been proactive in implementing roadway capacity enhancements and traffic signal system improvements so as to provide and maintain good levels of service and to address traffic circulation issues with respect to traffic volumes and/or congestion. However, pedestrian amenities such as sidewalks and appropriate lighting, bicycle routes or lanes, and bus transit stops are not provided within the Specific Plan on the interior roadways. Accordingly, it is recommended that the Complete Streets concept be employed when considering improvements to the local street system. Complete Streets is a national movement to ensure transportation planners and engineers consistently design and operate the entire right-of-way with all users in mind—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities.

2.2 Specific Plan Description[2]

2.2.1 *Specific Plan Goals*

Adoption of the North Business Park Specific Plan would provide a planning document to control future redevelopment within the planning area in accordance with the land uses and development standards contained in the Specific Plan. The City is seeking to promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of properties in the northern section of the City within the Specific Plan area. The goals of the proposed Specific Plan are listed below.

Land Use (LU) and Urban Design (UD)

- ***Goal LU/UD-1:*** Provide for development within the Specific Plan area by designating appropriate land uses and intensities to meet the needs of anticipated growth and to achieve the community's objectives.

- ***Goal LU/UD-2:*** Respond to market trends, developer interest and community objectives by creating a forward-looking and responsive land use plan for the Specific Plan area.

- ***Goal LU/UD-3:*** Create a range of housing opportunities and choices.

- ***Goal LU/UD-4:*** Create a vibrant environment for both residents and visitors.

- ***Goal LU/UD-5:*** Encourage good design and high-quality development within the Specific Plan area.

- ***Goal LU/UD-6:*** Encourage sustainable design and development practices.

- ***Goal LU/UD-7:*** Enhance the pedestrian environment and provide for comfortable settings in which people can gather.

Economic Development (ED)

- ***Goal ED-1:*** Provide for adequate infrastructure financing for existing and future development.

- ***Goal ED-2:*** Provide for adequate coverage of operations and maintenance costs for existing and future development to achieve a fiscally sound plan.

- ***Goal ED-3:*** Diversify and increase City revenues that lead to a more fiscally balanced community.

[2] Source: Civic Solutions and City of Westlake Village.

- ***Goal ED-4:*** Provide incentives for future development to assemble and make efficient utilization of land.

- ***Goal ED-5:*** Facilitate public/private partnerships that allow the private sector to increase their competitiveness and guide the future of their development.

Circulation (C)

- ***Goal C-1:*** Improve the circulation system within the Specific Plan area by maintaining and improving the roadway system providing for convenient access to, and circulation within, the Specific Plan area for all modes of transportation and, in particular, enhance walkability and connectivity in the area.

Parking (P)

- ***Goal P-1:*** Provide a sufficient supply of parking within the Specific Plan area to meet future demand with build-out of the area without providing unneeded parking that wastes space and money.

Infrastructure (I)

- ***Goal I-1:*** Provide fully functional, safe, cost-effective, and environmentally friendly public infrastructure to meet the needs of future development within the North Business Park Specific Plan area.

- ***Goal I-2:*** Ensure that an adequate infrastructure system is in place for future residents and businesses in the Specific Plan area.

- ***Goal I-3:*** Provide environmentally efficient and sustainable infrastructure improvements.

- ***Goal I-4:*** Minimize the impacts of new utilities on view corridors and the natural and built environment.

2.2.2 *North Business Park Specific Plan Description*

The North Business Park Specific Plan area is located in the northern portion of the City and is approximately 200 gross acres in size (including public rights-of-way) and 183 net acres in size (excluding public rights-of-way).[3] It is bounded by Thousand Oaks Boulevard to the north, Lindero Canyon Road to the east, the Ventura Freeway (U.S. 101) to the south and the City of Thousand Oaks to the west. The Specific Plan area contains 54 parcels with multiple property owners.

[3] Source: City of Westlake Village GIS data.

The focus of this Specific Plan is generally on the northern two-thirds of the planning area, which is the area in need of revitalization. The southern portion of the Specific Plan area contains the Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church, as noted in the previous section. The uses on these properties are intended to remain the same for the foreseeable future, along with several business park uses in the northern portion of the Specific Plan area. These properties are included within the Specific Plan area for context, as part of the larger business park, and because streetscape improvements are planned for the streets fronting these properties for continuity within the business park. No zoning changes are planned for these properties.

With the exception of the uses noted above in the southern portion of the Specific Plan area, existing land uses in the Specific Plan area include a variety of business park and commercial land uses, including general office, light industrial, auto repair, distribution, and warehousing. Service uses occupy some of the multi-tenant space. The area is essentially built-out and the majority of parcels are less than two acres in size. The predominant building type is single story tilt-up industrial or office buildings.

Adjacent uses to the Specific Plan area include the Westlake Village Community Park/YMCA to the north of Thousand Oaks Boulevard; office development to the west; Costco and Valley Oaks Memorial Park Cemetery to the east of Lindero Canyon Road; and the Shoppes at Westlake Village farther to the east along Russell Ranch Road.

An objective of the Specific Plan is to create a forward-looking and responsible plan that provides for development of the Specific Plan area with land uses and intensities appropriately designated to meet the needs of anticipated growth, while responding to market flexibility. The Specific Plan districts support this objective by providing for a suitable mixture of uses and development standards that will create vitality, build community, and be responsive to the environmental and topographic context. Two districts in the Specific Plan area allow for attached residential uses. This area would benefit from inclusion of new housing types to capitalize on the demand for more housing choices in the community.

The North Business Park Specific Plan establishes zoning for parcels within the Specific Plan boundary as follows:

- Business Park and Business Park (East and West)
- Commercial Planned Development
- Design District (North and South)
- Mixed-Use Cedarvalley
- Mixed-Use Corsa

- Mixed-Use Lindero
- Office
- Public/Institutional

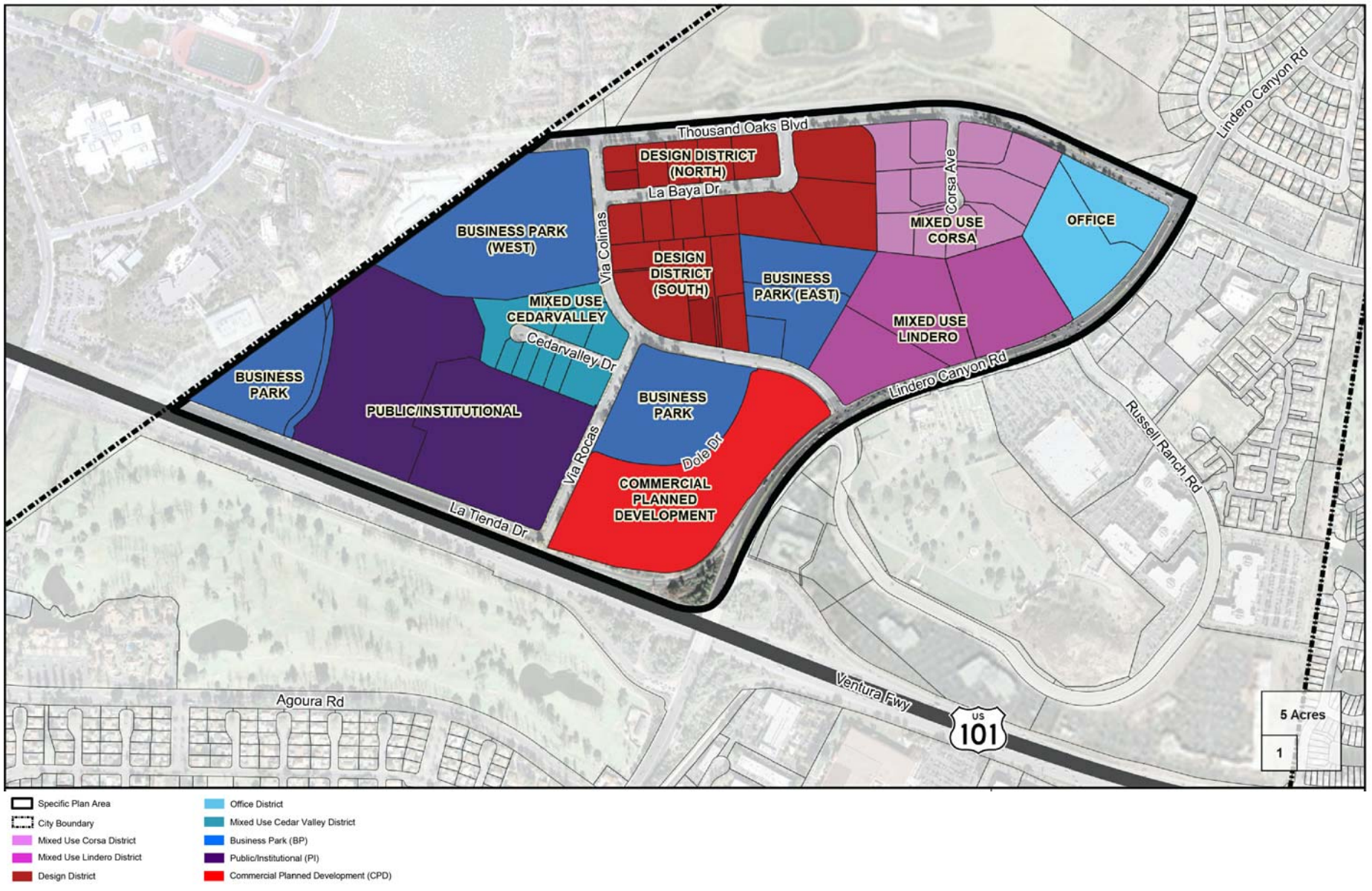
The Commercial Planned Development (CPD), Business Park (BP), and Public/Institutional (PI) zones are existing zoning designations with Article 9 of the Westlake Village Municipal Code (Planning and Zoning Regulations), and will be regulated as such. The distinct districts to be established as part of the Specific Plan area noted in ***Figure 2-1***. The intended character of each of the new Specific Plan zoning districts is described below.

- ***Mixed-Use Corsa***. The Mixed-Use Corsa zoning district provides opportunities for residential, office, and restaurant uses in a pedestrian-oriented district. Ancillary personal and convenience services and business support services also are permitted. Such development is intended to facilitate the grouping of innovation housing options with employment uses, public gathering spaces, and community amenities. This zoning district is intended to contain a mixture of residential and office uses and is not intended to become entirely residential or solely commercial in nature. The Mixed-Use Corsa zoning district fosters pedestrian-oriented activity by providing a mix of uses in a compact and walkable area and encouraging large areas of open space in a plaza or village green setting. Attached residential uses are permitted within a horizontal or vertical mixed-use setting.

  The topography of this district is striking, with outstanding views of the City and Santa Monica Mountains to the south. The views from this district are an important asset that should be captured. Public open spaces, outdoor dining, and residential uses should be located on the southern portion of the site, where feasible, to take advantage of the scenic views. Standards for new development include the provision of open space along the ridgeline in the form of a linear park to take advantage of the southerly views. New residential uses will be able to take advantage of the proximity to the Westlake Village Community Park located directly north across Thousand Oaks Boulevard.

- ***Office***. The Office zoning district provides opportunities for increased general office uses and is located at the southwest corner of Thousand Oaks Boulevard and Lindero Canyon Road, a prime intersection in the City for professional and corporate office uses. It is also the location of the Guitar Center corporate headquarters.

- ***Mixed-Use Lindero***. The Mixed-Use Lindero zoning district is intended to provide for corporate office and attached residential uses. This district allows for office uses to maintain this area as a major employment center. In addition, market forces are already suggesting transition of some office uses to attached residential units along Lindero Canyon Road. The visibility and accessibility of residential units along Lindero Canyon Road is beneficial with adjacent office uses to maintain a jobs-housing balance.



MAP SOURCE: CIVIC SOLUTIONS

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FIGURE 2-1
SPECIFIC PLAN DISTRICTS

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NORTH BUSINESS PARK SPECIFIC PLAN

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- ***Design District***. Building upon what is already occurring in this area, the Design District zoning designation provides for the existing and future expansion of commercial, retail and service uses, with a focus on design and home improvement products, especially along La Baya Drive. With a concentration of home design uses in a walkable environment, and additional investment such as street improvements, signage, and branding of the district, the Design District is intended to be a local and regional destination that attracts shoppers, architects, builders, designers and interior decorators for all of their home design and furnishings needs. The auto service uses in this district are intended to transition to specialty retail/home design uses over the long term.

- ***Mixed-Use Cedarvalley***. The intent of the Mixed-Use Cedarvalley District is to provide for existing office and business park activities, as well as accommodate the transition of several buildings to educational support uses, including student housing, administrative and classrooms, as part of the Oaks Christian School campus. Parking for these uses will be provided on the Oaks Christian School campus and pedestrian connections will be made to the adjacent campus.

An estimate of development that can be accommodated within each Specific Plan district at build-out of the planning area, assuming maximum densities and intensities is presented in ***Table 2-1***. As many as 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at build-out. With over 2.0 million square feet of existing developments within the Focus Area, there would be a net decrease of approximately 390,000 square feet of non-residential development (i.e., excluding the 1,017 new dwelling units proposed as part of the Specific Plan).

2.3 General Plan Policies

The City of Westlake Village General Plan identifies several policies and implementation measures and the Specific Plan goals identified above have been determined to be consistent with the following (refer to Section A, Circulation, Subsection 5, Policies and Implementation Measures within Chapter II, Infrastructure and Community Services of the General Plan):

- ***Circulation Adequacy/Accessibility Policy***

  Policy 1: Provide for the efficient movement of people, goods and services within the City and to and from major destinations outside the City

- ***Relationship to Land Use and the Environment Policy***

  Policy 2: Provide a street network which meets the circulation needs without impairing the quality of the City's neighborhoods and environment

Table 2-1
MAXIMUM DEVELOPMENT CAPACITY BY DISTRICT [a]

Maximum Development Capacity District	Land Area	Residential Development	Non-Residential Development	
			Land Use	Floor Area (sf)
District 1: Mixed Use – Corsa	15.56 ac	301 du [b]	Restaurants	6,780
			Office	80,000
			Subtotal	86,780
District 2: Office	10.79 ac	–	Office	230,000
District 3: Mixed-Use Lindero	19.98 ac	716 du	Office	115,790
District 4: Business Park East	9.59 ac		Business Park	129,559
District 5: Design District South	9.93 ac	–	Retail	115,575
			Other Services [c]	59,240
			Subtotal	174,815
District 6: Design District North	19.80 ac	–	Business Park	263,970
			Retail	99,470
			Subtotal	363,440
District 7: Mixed-Use Cedarvalley	8.96 ac	–	Business Park	205,025
			Oaks Christian Res/Anc. [d]	83,936
			Subtotal	288,961
District 8: Business Park West	17.09 ac		Business Park	242,047
Public Rights-of-Way	16.93 ac	–	–	
Total	**128.63 ac**	**1,017 du**	**1,631,392 sf**	
Existing Development [e]		–	2,021,089 sf	
Development Increase		**1,017 du**	**-389,697 sf**	

Notes: sf = square feet; ac = acres; du = dwelling unit
[a] Source: North Business Park Specific Plan (Public Review Draft), 2018.
[b] Assumes residential development on 80% of land area at a density of 18 to 25 dwelling units per acre.
[c] Other services include a pet hotel and spa, animal hospital, fitness studio and a towing company.
[d] Oaks Christian School will be using a portion of the business park space for on-site student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedarvalley Drive, respectively.
[e] Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.

- ***Alternative Modes of Transportation Policy***

  Policy 3: Encourage the development of viable transportation alternatives to serve the needs of the transit-dependents, minimize the expenditure of energy and natural resources, and reduce air and noise pollution

- ***Transportation Demand Management Policy***

  Policy 4: Comply with the State-mandated Congestion Management Program, implemented by the Los Angeles County Transportation Commission

2.4 Specific Plan Implementation and Potential Build-out

Approval of the proposed Specific Plan would not be accompanied by new development or redevelopment within the planning area. Specifically, the Specific Plan goals and policies would not directly lead to changes to the environment. Also, the designation of Specific Plan districts and the accompanying use regulations, development standards, and design guidelines would not, in themselves, lead to environmental impacts. However, upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure may occur on any lot within the Specific Plan area that is not in conformity with the provisions of the Specific Plan.

Subject to property owner discretion, individual parcels may be proposed for redevelopment at some future date. At that time, they would be reviewed for compliance with the adopted North Business Park Specific Plan prior to approval.

3.0 NORTH BUSINESS PARK SPECIFIC PLAN ACCESS AND CIRCULATION

Descriptions of the Specific Plan site access and circulation scheme are provided in the following subsections.

3.1 Specific Plan Vehicular Access

Vehicular access to the Specific Plan is provided via four key intersections located in the vicinity of the NBP Specific Plan area. The four key access intersections are highlighted in *Figure 2-1*. Listed below are the four key Specific Plan access intersections:

- Via Colinas/Thousand Oaks Boulevard (Study Intersection No. 3)
- Via Colinas/Via Rocas (Study Intersection No. 4)
- Lindero Canyon Road/Thousand Oaks Boulevard (Study Intersection No. 7)
- Lindero Canyon Road/Via Colinas-Russell Ranch Road (Study Intersection No. 9)

All four Specific Plan key access intersections are presently traffic signal controlled. Left-turn lanes are provided at all of the subject intersections to facilitate access throughout and on the periphery of the Specific Plan area. Vehicular circulation through and within the Specific Plan is primarily provided via the following roadways: Via Colinas, Via Rocas, and La Baya Drive.

As noted in *Figure 2-1*, driveways accommodating access to parcels throughout the Specific Plan are provided along both internal roadways and roadways that border the Specific Plan area. All of the driveways provide access to individual parcels and jointly owned/operated parcels that are situated within the Specific Plan. There are no changes to the Specific Plan key access intersections. However, driveway access to the individual parcels and jointly owned/operated parcels may be changed as part of the Specific Plan to accommodate better access.

3.2 Pedestrian Access

3.2.1 *Existing Pedestrian Network*

As noted previously, few if any sidewalks are provided within the Specific Plan area, although most intersections currently contain corner sidewalks, some of which have ADA access. The lack of sidewalks discourages pedestrian activity in the area and impedes connectivity with transit service provided on the periphery of the Specific Plan area. Also, it should be noted that pedestrians currently walk within roadways or along curbs in the Specific Plan area. Additionally, it should be noted that pedestrian countdown and hearing aid indicators presently are not provided at key intersections within and adjacent to the Specific Plan.

Policy 3 in the Circulation section of the City's General Plan states: "Encourage the development of viable transportation alternatives to serve the needs of the transit-dependent, minimize the expenditure of energy and natural resources, and reduce air and noise pollution." With the Implementation Measures cited under this City Policy and other policies in the Circulation section, it is understood that the City's intent is to promote the efficient and convenient travel by all appropriate modes (e.g., pedestrian, bicycle, regional and local bus transit, vehicular, etc.). The goal would be to create an environment where different modes of travel can co-exist and share the roadway, providing seamless connections and reinforcing each other to develop a balanced and efficient transportation system.

3.2.2 *Recommended Specific Plan Pedestrian Improvements*

Improved pedestrian circulation is a major goal of the Specific Plan, and the North Business Park area is well-positioned to facilitate increased pedestrian activity. This major goal is to create an environment where people can walk to various activity points within the Specific Plan area. Pedestrian paths and connections, along with plazas and other open spaces, are planned to integrate the districts in the Specific Plan and knit the area together with the surrounding community fabric. The sidewalks, paths and pedestrian connections are planned to allow people to accomplish local trips without driving and are expected to contribute towards a human-scale and sense of community.

The pedestrian circulation plan of this Specific Plan has been designed to encourage pedestrian activity and walking as a transportation mode, and to interconnect the districts on a pedestrian level. Pedestrian sidewalks and pathways are planned throughout the Specific Plan area, along with connections to the adjoining commercial and residential areas, in a manner that promotes walkability (walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport). There are five basic components that are widely accepted as the key to achieving walkability, with the underlying principle being that pedestrians should not be delayed, diverted, or placed in danger. The five primary components of walkability include the following:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of interconnections.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting and visibility over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

These five primary characteristics will be accommodated under the recommended Specific Plan pedestrian improvements as shown in ***Figure 3-1***. The pedestrian network will provide connectivity throughout the Specific Plan area, with the adjacent residential neighborhood and commercial areas, as well as to transit stops. In particular, the internal pedestrian pathways have been aligned to account for the topography of the northerly and central portions of the Specific Plan as well as to provide connections between the Specific Plan districts. The pedestrian walkways within the Specific Plan area will be appropriately landscaped and adorned to provide a friendly walking environment. The walkways will be well lit and include a wayfinding signage program. .

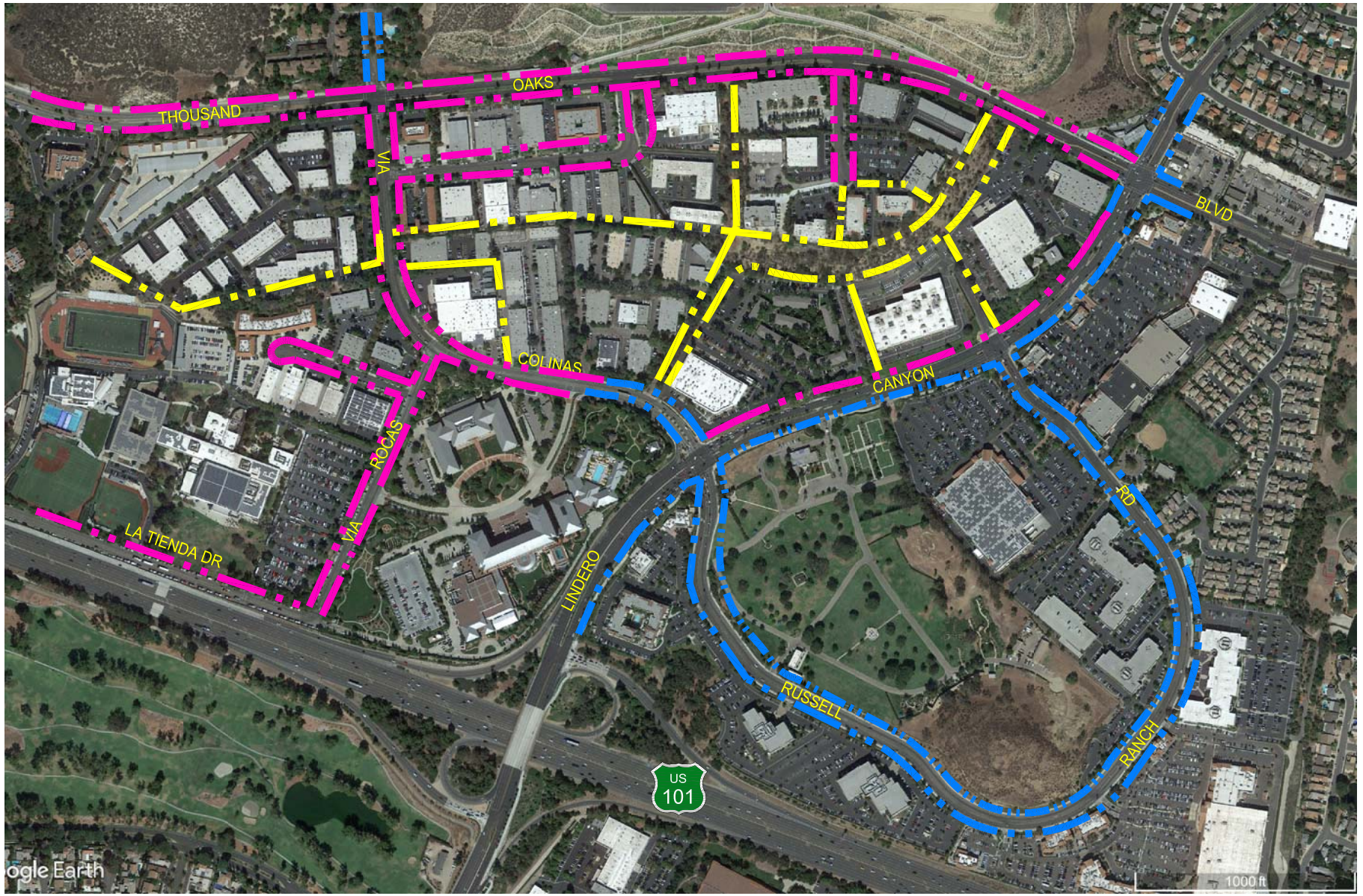
3.3 Bicycle Access

3.3.1 *Existing Bicycle Network*

Bicycle access in the Specific Plan area is facilitated by the City of Westlake Village bicycle roadway network. A total of two bicycle routes (i.e., Class I Bike Route, Class II Bike Routes) in the City's bicycle network are situated adjacent to but not within the Specific Plan. The following key bicycle routes are located near the Specific Plan area:

- <u>North-South Routes</u>
    - Lindero Canyon Road: Class I Bike Route along the east side of the roadway
- <u>East-West Routes</u>
    - Thousand Oaks Boulevard: Class II Bike Lane along both sides of the roadway
    - Russell Ranch Road: Class II Bike Lane along both sides of the roadway

Class I bikeways are physically separated from roadways and provide a dedicated right-of-way for bicycles and pedestrians. Class II bikeways are lanes on the outside edge of roadways reserved for the exclusive use of bicycles and are designated with special signing and pavement markings. Class III bikeways are roadways recommended for bicycle use and are designated with signs posted along roadways. Enhanced Class III bikeways include 4" white edgelines and "Share the Road" signage.



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MAP SOURCE: GOOGLE EARTH

EXISTING SIDEWALK

NEW SIDEWALK

NEW PEDESTRIAN PATH

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-1
PEDESTRIAN NETWORK

NORTH BUSINESS PARK SPECIFIC PLAN

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3.3.2 *Recommended Specific Plan Bicycle Improvements*

A major goal of the Specific Plan is to enhance the City's bicycle roadway network to encourage bicycle activity and bicycling as a transportation mode both on a local and area-wide basis. Class II bicycle lanes are recommended throughout the Specific Plan as follows:

- La Baya Drive: Class II bicycle lanes between Via Colinas and Thousand Oaks Boulevard.
- La Tienda Drive: Class II bicycle lanes between Via Rocas to Lakeview Canyon Road (just west of the Specific Plan). It is noted that a portion of this roadway segment is located within the City of Thousand Oaks and would require its support for implementation.
- Via Colinas: Class II bicycle lanes between Thousand Oaks Boulevard and Lindero Canyon Road connecting to the existing Class II and Class I bicycle facilities, respectively.
- Via Rocas: Class II bicycle lanes between Via Colinas and La Tienda Drive.

The existing and Specific Plan area bicycle network is illustrated in ***Figure 3-2***.

3.4 Recommended Cross-Section of Specific Plan Roadways

As noted previously, implementation of Complete Streets within the Specific Plan will encourage more walking by employees, visitors and local residents, which is consistent with Westlake Village residents' indicated desire for additional sidewalks and pedestrian amenities. Additionally, this would also encourage more bicycling which also is consistent with Westlake Village residents' indicated desire for additional bicycle facilities. Described below in the following paragraphs are the recommended cross-sections of the individual roadways.

Thousand Oaks Boulevard. Thousand Oaks Boulevard is an east-west oriented roadway that borders the Specific Plan to the north. Thousand Oaks Boulevard is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Features of the Thousand Oaks Boulevard cross-section for the segment adjacent to the Specific Plan include:

- 100-foot right-of-way
- 84-foot roadway, curb-to-curb, that contains:
    - Four travel lanes (i.e., one 11-foot lane and one 11.5-foot travel lane in each direction)
    - 14-foot wide raised median island
    - Two 5-foot Class II bike lanes (one in each direction)
    - Two 7.5-foot shoulders within the roadway (one in each direction)
- 8-foot sidewalk/parkway widths

MAP SOURCE: GOOGLE EARTH

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EXISTING CLASS I BICYCLE FACILITY (SEPARATED)
EXISTING CLASS II BICYCLE FACILITY (LANE)
NEW CLASS II BICYCLE FACILITY (LANE)

FIGURE 3-2
BICYCLE NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

NORTH BUSINESS PARK SPECIFIC PLAN

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Lindero Canyon Road. Lindero Canyon Road is oriented northeast-to-southwest and borders the Specific Plan to the southeast. Lindero Canyon Road is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Features of the Lindero Canyon Road cross-section for the segment adjacent to the Specific Plan include:

- 100-foot right-of-way
- 84-foot roadway, curb-to-curb, that contains:
    - Six travel lanes (i.e., two 11-foot lanes and one 13-foot travel lane in each direction)
    - 14-foot wide raised median island
- 6-foot sidewalk along the west side of the roadway with a 2-foot retaining wall from Thousand Oaks Boulevard to the first southerly driveway
- One 14-foot meandering Class I bike-pedestrian facility along the east side of the roadway

Via Colinas. Via Colinas is a northwest-to-southeast oriented roadway and bisects the Specific Plan area. Via Colinas is designated as a Secondary Highway in the City of Westlake Village's Circulation section of the General Plan. Features of the Via Colinas cross-section for the segment between Lindero Canyon Road and Via Rocas within the Specific Plan include:

- 84-foot right-of-way
- 64-foot roadway, curb-to-curb, that contains:
    - Four travel lanes (i.e., one 10-foot lane and one 12-foot lane in each direction) in order to accommodate bike lanes and full width lanes adjacent to bike lanes
    - A center 10-foot two-way left-turn lane
- Two 5-foot Class II bike lanes (one in each direction)
- 10-foot sidewalk/parkway widths
- It is recognized that the Class II bike lane installation may involve fairly significant roadway reconstruction and possibly right-of-way acquisition at the Lindero Canyon Road intersection.
- The section of Via Colinas between Via Rocas and Thousand Oaks Boulevard is recommended for one lane in each direction and bike lanes, as well as a center two-way left-turn lane.

Via Rocas. Via Rocas is a north-south oriented roadway in the Specific Plan area and extends between Via Colinas and La Tienda Drive. Via Rocas is designated as a Collector type roadway in the City of Westlake Village's Circulation section of the General Plan. Features of the Via Rocas cross-section for the segment within the Specific Plan include:

- 84-foot right-of-way
- 64-foot roadway, curb-to-curb, that contains:
    - Two 12-foot travel lanes (one in each direction)
    - A center 12-foot two-way left-turn lane
    - Two 6.5-foot Class II bike lanes (one in each direction)
    - Two 7.5-foot parallel parking lanes (one along each side of the roadway)
- 10-foot sidewalk/parkway widths

La Tienda Drive. La Tienda Drive is an east-west oriented roadway in the Specific Plan area and extends between Via Rocas and Lakeview Canyon Road. Features of the La Tienda Drive cross-section for the segment within the Specific Plan include:

- 77-foot right-of-way
- 64-foot roadway, curb-to-curb, that contains:
    - Two 12-foot travel lanes (one in each direction)
    - A center 12-foot two-way left-turn lane
    - Two 6.5-foot Class II bike lanes (one in each direction)
    - Two 7.5-foot parallel parking lanes (one along each side of the roadway)
- 10-foot sidewalk/parkway along the north side of the roadway and 3-foot paved buffer along the south side of the roadway

La Baya Drive. La Baya Drive is primarily an east-west oriented roadway in the Specific Plan area and extends between Via Colinas and Thousand Oaks Boulevard. One through travel lane and a two-way left-turn lane are provided in each direction on La Baya Drive in the Specific Plan study area. Features of the La Baya Drive cross-section for the segment within the Specific Plan include:

- 84-foot right-of-way
- 64-foot roadway, curb-to-curb, that contains:

- Two 12-foot travel lanes (one in each direction)
- A center 12-foot two-way left-turn lane
- Two 6.5-foot Class II bike lanes (one in each direction)
- Two 7.5-foot parallel parking lanes (one along each side of the roadway)

- 10-foot sidewalk/parkway widths

Potential Private Access Drive. The potential Private Access Drive would be a discontinuous roadway that extends between Thousand Oaks Boulevard and Via Colinas. The intent of this Private Access Drive would be to provide additional access options for motorists traveling to and from these areas of the Specific Plan. One narrow travel lane in each direction would be provided in a design similar to an enhanced alleyway. Reciprocal access easements between the property owners would be needed to facilitate implementation of this potential Private Access Drive. It is noted that this roadway has not been assumed as part of the Specific Plan roadway network for evaluation purposes, as it would need to be implemented by individual property owners.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the project site is provided by Ventura (U.S. 101) Freeway as shown in *Figure 1-1*. In the project vicinity, access to U.S. 101 Freeway is provided via ramps in both directions at Lindero Canyon Road. A brief description of U.S. 101 Freeway is provided in the following paragraph.

Ventura (U.S. 101) Freeway is a major north-south oriented freeway connecting Westlake Village with Southern California and Coastal, Central and Northern California. In the project vicinity, U.S. 101 Freeway contains four mainline freeway lanes in each direction along with auxiliary lanes between interchanges. Northbound and southbound ramps are provided on U.S. 101 Freeway at Lindero Canyon Road and Westlake Boulevard. The U.S. 101 Freeway northbound off-ramp at Lindero Canyon Road provides one left-turn lane, one combination left-turn/right-turn lane, and one right-turn only lane. Similarly, the U.S. 101 Freeway southbound off-ramp at Lindero Canyon Road provides one left-turn lane, one combination left-turn/right-turn lane, and one right-turn only lane. Free-flow on-ramps are provided for both northbound and southbound directions at all approaches to the two ramp intersections.

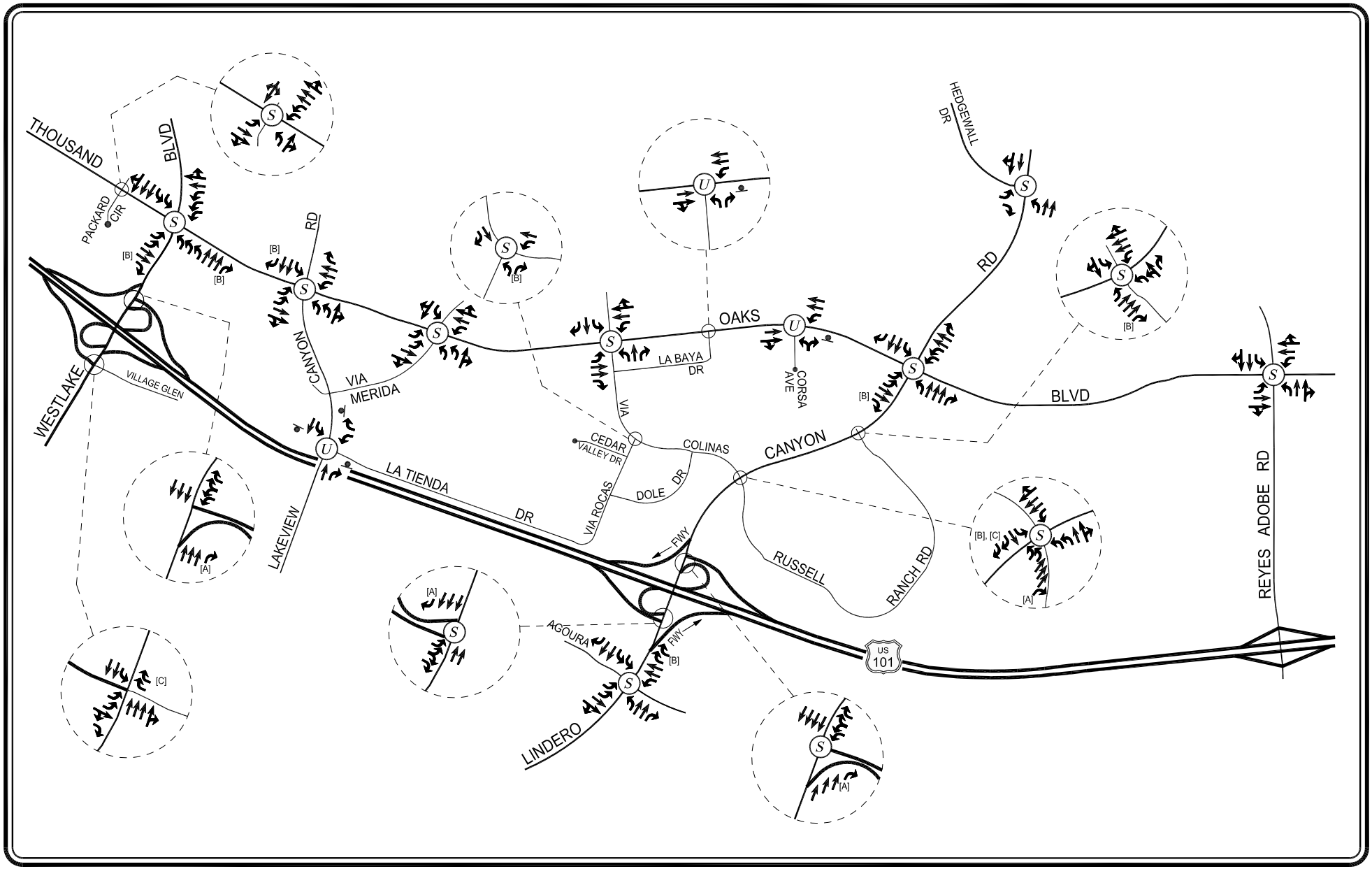
4.2 Local Street System

The master planned community of Westlake Village includes six arterials that were designed as the major means of vehicular travel to businesses, employment centers, residential neighborhoods and the U.S. 101 Ventura Freeway. Three of these important arterials serve the Specific Plan area: Thousand Oaks Boulevard, Lindero Canyon Road, and Via Colinas. Of these three arterials, Thousand Oaks Boulevard and Lindero Canyon Road are classified as Major Highways while Via Colinas is classified as a Secondary Highway. Also, Via Rocas, La Baya Drive and La Tienda Drive are Collector type roadways, and Corsa Avenue and Cedarvalley Drive function as Local type roadways.

The list of 19 study intersections selected in consultation with City staff for analysis of potential impacts related to the NBP Specific Plan is presented in ***Table 4-1*** (jurisdiction of each intersection is noted in the worksheet). The study intersections selected for analysis in the traffic study also are noted in *Figure 1-1*. Of the 19 existing study intersections, 16 study intersections are presently controlled by traffic signals and 3 study intersections are currently stop-sign controlled. The existing lane configurations and traffic control information at the existing study intersections are displayed in ***Figure 4-1***.

Table 4-1
LIST OF STUDY INTERSECTIONS

Map No.	Location	Traffic Control	Jurisdiction(s)
1	Westlake Boulevard/Thousand Oaks Boulevard	Signalized	City of Thousand Oaks
2	Lakeview Canyon Road/La Tienda Drive	Unsignalized	City of Thousand Oaks
3	Via Colinas/Thousand Oaks Boulevard	Signalized	City of Westlake Village
4	Via Rocas/Via Colinas	Signalized	City of Westlake Village
5	La Baya Drive/Thousand Oaks Boulevard	Unsignalized	City of Westlake Village
6	Corsa Avenue/Thousand Oaks Boulevard	Unsignalized	City of Westlake Village
7	Lindero Canyon Road/Thousand Oaks Boulevard	Signalized	City of Westlake Village
8	Lindero Canyon Road/Russell Ranch Road	Signalized	City of Westlake Village
9	Lindero Canyon Road/Via Colinas-Russell Ranch Road	Signalized	City of Westlake Village
10	Lindero Canyon Road/U.S. 101 Freeway Northbound (NB) Off-Ramp	Signalized	City of Westlake Village
11	Lindero Canyon Road/U.S. 101 Freeway Southbound (SB) Off-Ramp	Signalized	City of Westlake Village
12	Lindero Canyon Road/Agoura Road	Signalized	City of Westlake Village
13	Reyes Adobe Road/Thousand Oaks Boulevard	Signalized	City of Agoura Hills
14	Lakeview Canyon Road/Thousand Oaks Boulevard	Signalized	City of Thousand Oaks
15	Via Merida/Thousand Oaks Boulevard	Signalized	City of Thousand Oaks
16	Packard Circle/Thousand Oaks Boulevard	Signalized	City of Thousand Oaks
17	Lindero Canyon Road/Hedgewall Drive	Signalized	City of Westlake Village
18	Westlake Boulevard/U.S. 101 Freeway NB Off-Ramp	Signalized	City of Thousand Oaks
19	Westlake Boulevard/U.S. 101 Freeway SB Off-Ramp	Signalized	City of Thousand Oaks



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S SIGNALIZED INTERSECTION

U UNSIGNALIZED INTERSECTION

STOP SIGN

[A] FREE-FLOW MOVEMENT

[B] RIGHT-TURN OVERLAP

[C] NO RIGHT-TURN ON RED

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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NORTH BUSINESS PARK SPECIFIC PLAN

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4.3 Roadway Classifications

The City of Westlake Village utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- ***Freeways*** are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- ***Arterial*** roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

    - Roadways within or adjacent to the Specific Plan area designated as principal arterials (i.e., Major Highway) include the following: Thousand Oaks Boulevard and Lindero Canyon Road

    - Roadways within the Specific Plan area designated as minor arterials (i.e., Secondary Highway) include the following: Via Colinas

- ***Collector*** roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

    - Roadways within the Specific Plan area designated as collector roadways include the following: Via Rocas, La Tienda Drive, and La Baya Drive

- ***Local*** roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways.

    - Roadways within the Specific Plan area that function as local commercial serving roadways include the following: Corsa Avenue and Cedarvalley Drive

4.4 Roadway Descriptions

Roadway classifications of streets located within the Specific Plan area are described in the paragraphs below.

Thousand Oaks Boulevard is an east-west oriented roadway that borders the Specific Plan to the north. Thousand Oaks Boulevard is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Major highways are designed to carry high traffic volumes and provide connections between population and employment centers. Two through travel lanes are provided in each direction on Thousand Oaks Boulevard in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan. Thousand Oaks Boulevard is posted for a speed limit of 45 miles per hour in the project study area. Additionally, a Class II bicycle route is striped along both sides of Thousand Oaks Boulevard near the Specific Plan area.

Lindero Canyon Road is oriented northeast-to-southwest and borders the Specific Plan to the southeast. Lindero Canyon Road is designated as a Major Highway in the City of Westlake Village's Circulation section of the General Plan. Major highways are designed to carry high traffic volumes and provide connections between population and employment centers. Three through travel lanes are provided in each direction on Lindero Canyon Road in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan site. Lindero Canyon Road is posted for a speed limit of 45 miles per hour in the project study area. Additionally, a Class I bicycle route is provided along the east side of Lindero Canyon Road near the Specific Plan area.

Via Colinas is a discontinuous roadway that is oriented northwest-to-southeast and bisects the Specific Plan area. Via Colinas is designated as a Secondary Highway in the City of Westlake Village's Circulation section of the General Plan. Secondary highways represent the smallest of the arterial highway classifications and generally carry traffic around the perimeters of major urban developments. In the case of Via Colinas, the roadway serves businesses located within the Specific Plan and provides a direct connection between Thousand Oaks Boulevard and Lindero Canyon Road as well as to the U.S. 101 Freeway. One through travel lane is provided in each direction on Via Colinas in the Specific Plan study area. Exclusive left-turn lanes are provided in both directions at the intersections near the Specific Plan. Via Colinas is posted for a speed limit of 40 miles per hour in the project study area.

Via Rocas is a discontinuous roadway that is oriented north-south in the Specific Plan area and extends between Via Colinas and La Tienda Drive. Via Rocas is designated as a Collector type roadway in the City of Westlake Village's Circulation section of the General Plan. Collector roadways connect local streets to secondary or major highways. One through travel lane and a two-way left-turn lane are provided in each direction on Via Rocas in the Specific Plan study area. Via Rocas is posted for a speed limit of 40 miles per hour in the project study area.

La Tienda Drive is a discontinuous roadway that is oriented east-west in the Specific Plan area and extends between Via Rocas and Lakeview Canyon Road. La Tienda Drive accommodates access to the institutional uses located along the north side of the roadway. One through travel lane and a two-way left-turn lane are provided in each direction on La Tienda Drive in the Specific Plan study area. La Tienda Drive is posted for a speed limit of 40 miles per hour in the project study area.

La Baya Drive is a discontinuous roadway that is primarily oriented east-west in the Specific Plan area and extends between Via Colinas and Thousand Oaks Boulevard. One through travel lane and a two-way left-turn lane are provided in each direction on La Baya Drive in the Specific Plan study area. La Baya Drive is posted for a speed limit of 25 miles per hour in the project study area.

4.5 Transit Services

Public bus transit service within the project study area is currently provided by the Metropolitan Transportation Authority (Metro), City of Thousand Oaks and City of Los Angeles Department of Transportation (LADOT Commuter Express). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–2***. The existing public transit routes in the proposed project site vicinity are illustrated in ***Figure 4–2***.

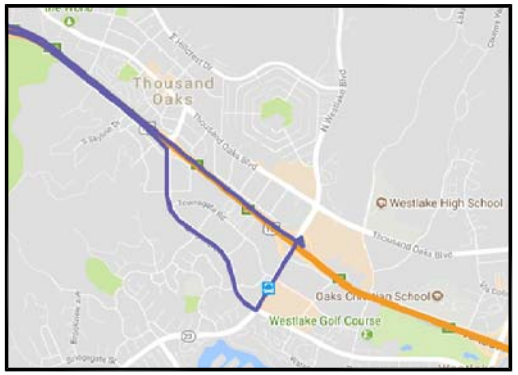
The City of Westlake Village is now operating a local trolley that connects the business park, Shoppes, community park, and areas south of U.S. 101 Freeway. The service is only provided from May 25th through September 1st and consists of one vehicle making one circuit roughly every 50 minutes from 3:00 PM to 10:00 PM. It is recommended that the City consider expanding this service or provide a replacement service.

Table 4-2
EXISTING TRANSIT ROUTES [1]

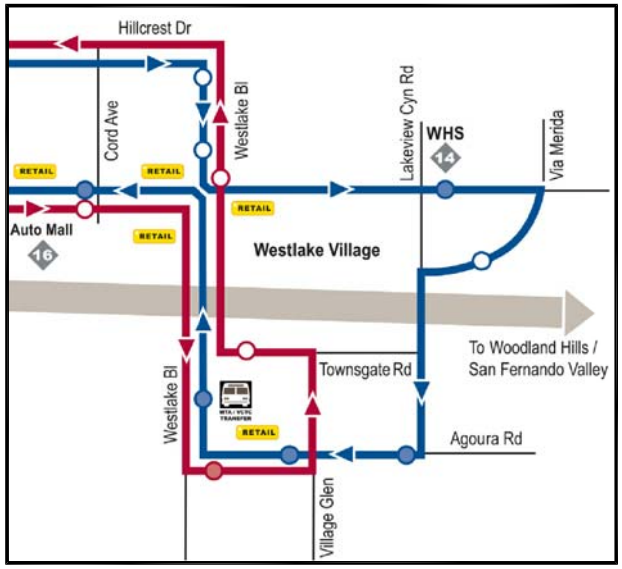
ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
VCTC Route 72	Thousand Oaks to Simi Valley via Moorpark and Conejo Industrial Park	Westlake Boulevard, Townsgate Road	NB SB	1 0	0 0
Thousand Oaks Transit Route 3 - Red Line	Transportation Center to Oaks Mall via Thousand Oaks Boulevard and Hillcrest Drive	Westlake Boulevard, Thousand Oaks, Townsgate Road, Agoura Road	Counter-Clockwise	1	1
Thousand Oaks Transit Route 4 - Blue Line	Transportation Center to Thousand Oaks Boulevard via Oaks Mall and Hillcrest Drive	Westlake Boulevard, Lakeview Canyon Road Thousand Oaks Boulevard, Townsgate Road	Clockwise	1	1
Commuter Express 422	Downtown Los Angeles to Thousand Oaks via Hollywood, San Fernando Valley, Agoura Hills and Westlake Village	Lindero Canyon Road, Reyes Adobe Road, Thousand Oaks Boulevard, Russell Ranch Road, Agoura Road	NB SB	4 0	0 3
Commuter Express 423	Thousand Oaks to Downtown Los Angeles via Westlake Village, Agoura Hills, Calabasas, Woodland Hills and Encino	Lindero Canyon Road, Thousand Oaks Boulevard Russell Ranch Road, Agoura Road	NB SB	0 0	1 0
Metro 161	Thousand Oaks to Canoga Park via Westlake Village, Agoura Hills, Calabasas and Woodland Hills	Westlake Boulevard, Lindero Canyon Road, Thousand Oaks Boulevard, Townsgate Road	EB WB	1 4	2 1
			Total	**12**	**9**

[1] Source: Ventura County Transportation Commission (VCTC) , City of Thousand Oaks Transit, City of Los Angeles Department of Transportation (Commuter Express) and Los Angeles County Metropolitan Transportation Authority (Metro) websites, 2018.

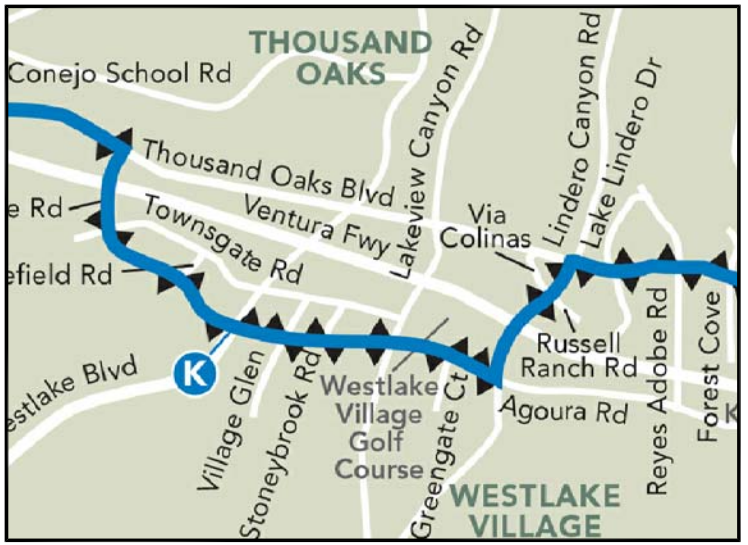
[2] The City of Westlake Village also operates "The Village Trolley" during the summer months (May 25th through September 1st). The trolley loop service is provided on Fridays and Saturdays between 3:00 - 10:00 PM with entertainment service from 6:00 - 8:00 PM. Each loop has a duration of 50 minutes. A total of four stops are located within or directly adjacent to the Specific Plan area.



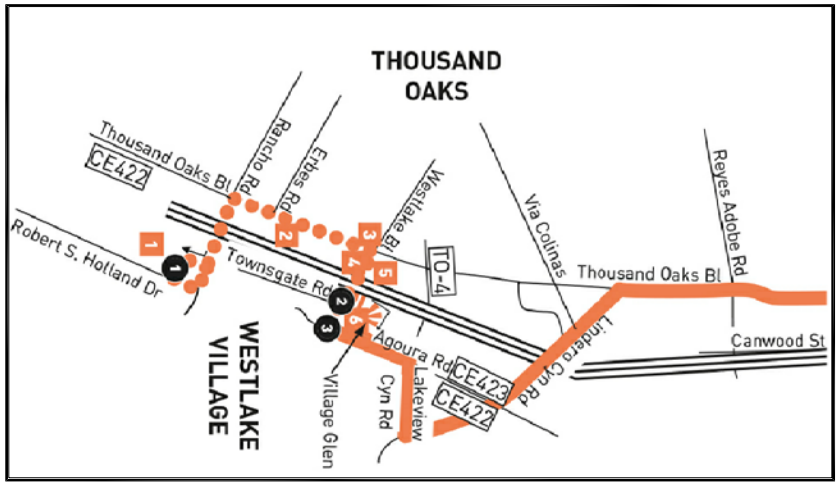
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)



THOUSAND OAKS TRANSIT (TOT) RED/BLUE



LADOT COMMUTER EXPRESS 422



METRO 161

LADOT COMMUTER EXPRESS 423

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NOT TO SCALE

SOURCE: CITY OF WESTLAKE VILLAGE, LADOT COMMUTER EXPRESS, METROPOLITAN TRANSPORTATION AUTHORITY (METRO) AND THOUSAND OAKS TRANSIT (TOT) WEBSITES.

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

NORTH BUSINESS PARK SPECIFIC PLAN

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5.0 TRAFFIC COUNTS

New manual counts of vehicular turning movements were conducted in Spring 2018 at nine of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 9:00 AM to determine the AM peak commute hour, and from 4:00 to 6:00 PM to determine the PM peak commute hours. Recent manual traffic count data of vehicular turning movements were obtained from the Cities of Westlake Village (counts conducted by Wiltec) and Thousand Oaks for the remaining 10 study intersections. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with metropolitan peak commute hours.

The weekday AM and PM peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	DATE	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Westlake Boulevard/	NB	1/2018	7:15	1,195	4:45	1,758
	Thousand Oaks Boulevard	SB	5/2018		1,145		791
		EB			531		1,042
		WB			887		1,294
2	Lakeview Canyon Road/	NB	04/11/18	7:15	635	4:30	428
	La Tienda Drive	SB			480		341
		EB			0		0
		WB			446		289
3	Via Colinas/	NB	01/14/16	7:30	146	4:45	403
	Thousand Oaks Boulevard	SB			93		49
		EB			557		789
		WB			505		624
4	Via Rocas/	NB	01/14/16	7:15	293	4:45	499
	Via Colinas	SB			0		0
		EB			352		472
		WB			732		485
5	La Baya Drive/	NB	04/12/18	7:30	17	4:45	35
	Thousand Oaks Boulevard	SB			0		0
		EB			359		672
		WB			535		562
6	Corsa Avenue/	NB	04/12/18	7:45	23	4:45	190
	Thousand Oaks Boulevard	SB			0		0
		EB			371		683
		WB			611		537
7	Lindero Canyon Road/	NB	01/14/16	7:45	758	5:00	1,492
	Thousand Oaks Boulevard	SB			1,528		810
		EB			303		943
		WB			663		682
8	Lindero Canyon Road/	NB	01/14/16	7:45	949	5:00	1,291
	Russell Ranch Road	SB			1,380		979
		EB			0		10
		WB			135		717
9	Lindero Canyon Road/	NB	01/14/16	7:30	2,080	5:00	2,015
	Via Colinas - Russell Ranch Road	SB			1,436		1,310
		EB			391		956
		WB			144		713
10	Lindero Canyon Road/	NB	01/14/16	7:30	1,569	5:00	1,881
	U.S. 101 Freeway Northbound Off-Ramp	SB			928		1,228
		EB			0		0
		WB			1,129		1,229

[1] Counts conducted by Wiltec, The Traffic Solution and City of Thousand Oaks.

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	DATE	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	Lindero Canyon Road/ U.S. 101 Freeway Southbound Off-Ramp	NB SB EB WB	01/14/16	7:30	480 1,498 1,668 0	5:00	1,003 1,639 1,042 0
12	Lindero Canyon Road/ Agoura Road	NB SB EB WB	01/14/16	7:30	774 1,267 546 224	5:00	471 961 570 1,116
13	Reyes Adobe Road/ Thousand Oaks Boulevard	NB SB EB WB	04/12/18	7:45	547 676 471 1,051	5:00	624 145 643 506
14	Lakeview Canyon Road/ Thousand Oaks Boulevard	NB SB EB WB	04/11/18	7:45	300 753 1,372 411	4:15	485 162 946 885
15	Via Merida/ Thousand Oaks Boulevard	NB SB EB WB	04/11/18	8:00	120 112 640 508	5:00	174 143 810 866
16	Packard Circle/ Thousand Oaks Boulevard	NB SB EB WB	04/11/18	8:00	31 60 659 832	5:00	180 99 1,042 1,475
17	Lindero Canyon Road/ Hedgewall Drive	NB SB EB WB	04/12/18	7:30	666 1,587 87 0	5:00	1,318 699 43 0
18	Westlake Boulevard/ U.S. 101 Freeway Northbound Off-Ramp	NB SB EB WB	2017	7:00	954 861 0 1,124	5:00	1,156 1,027 0 1,420
19	Westlake Boulevard/ U.S. 101 Freeway Southbound Off-Ramp	NB SB EB WB	2017	7:00	1,504 1,114 1,819 81	5:00	2,296 1,003 974 437

[1] Counts conducted by Wiltec, The Traffic Solution and City of Thousand Oaks.

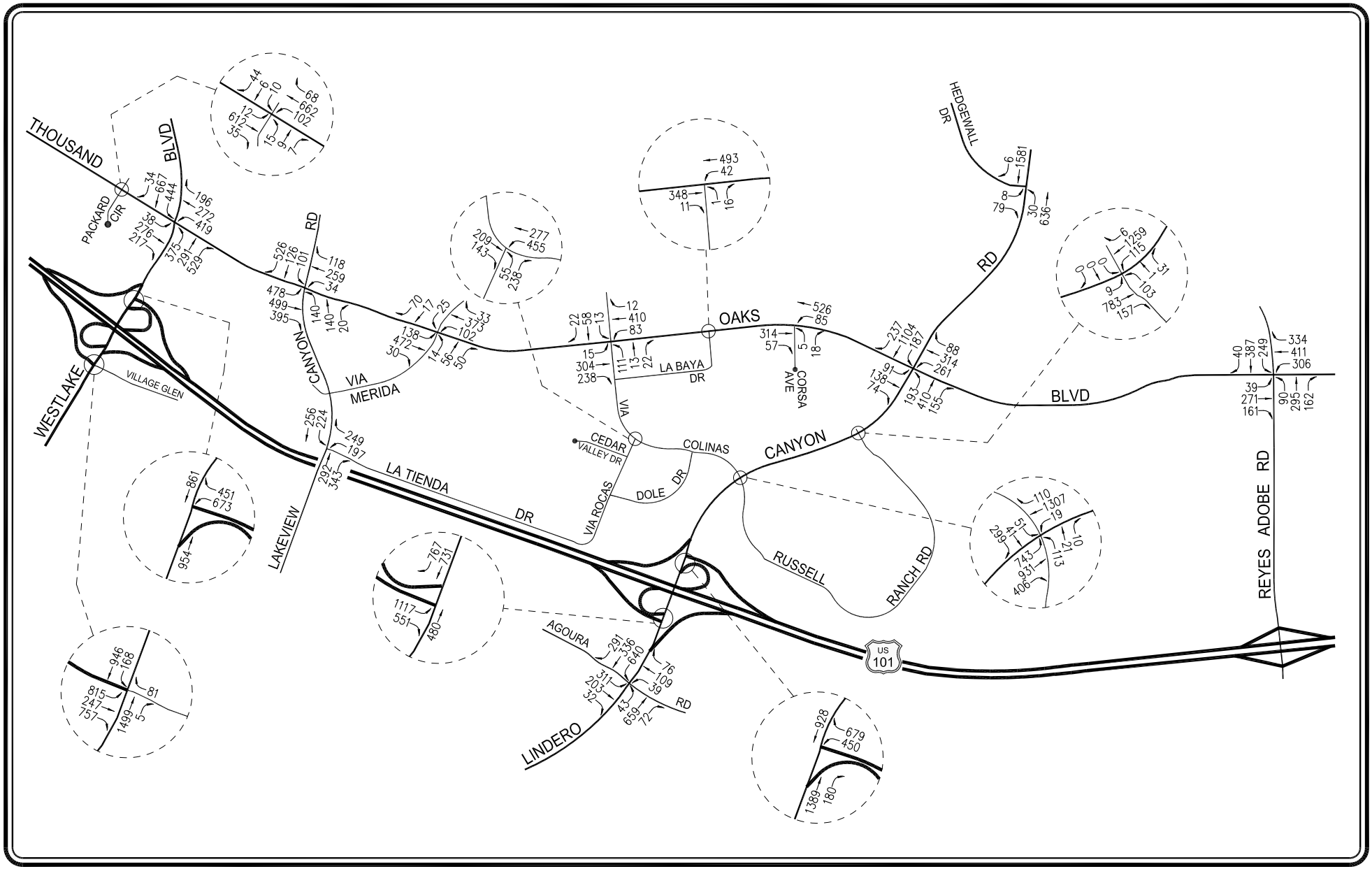

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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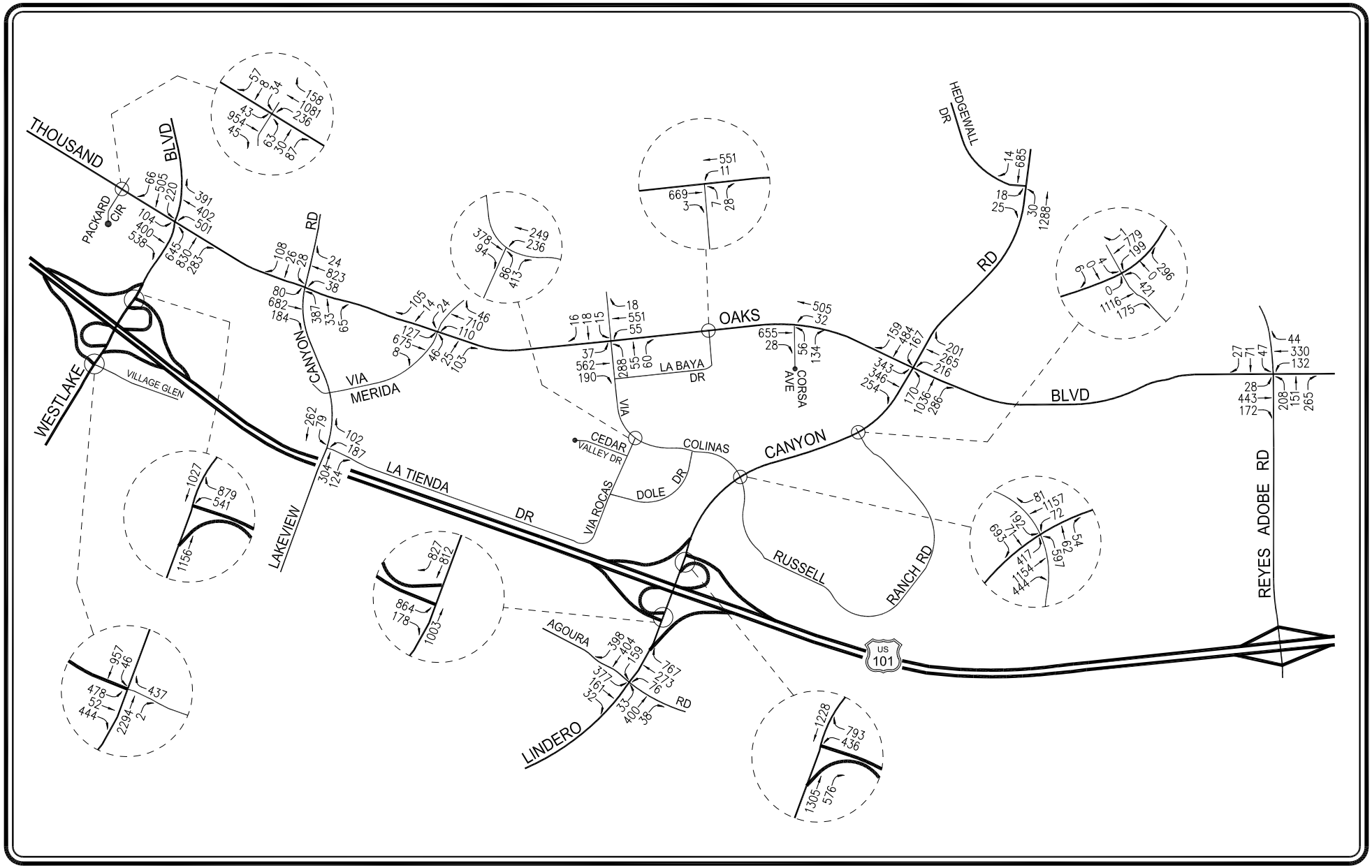

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provides two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic assessment provides a forecast of future without project traffic volumes through incorporation of other known development projects in the project study area (i.e., option "A" above).

The forecast of on-street traffic conditions prior to build-out of the NBP Specific Plan was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the NBP Specific Plan can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on coordination with the Cities of Westlake Village, Thousand Oaks and Agoura Hills and data contained in recent traffic studies prepared for projects in the NBP Specific Plan vicinity. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

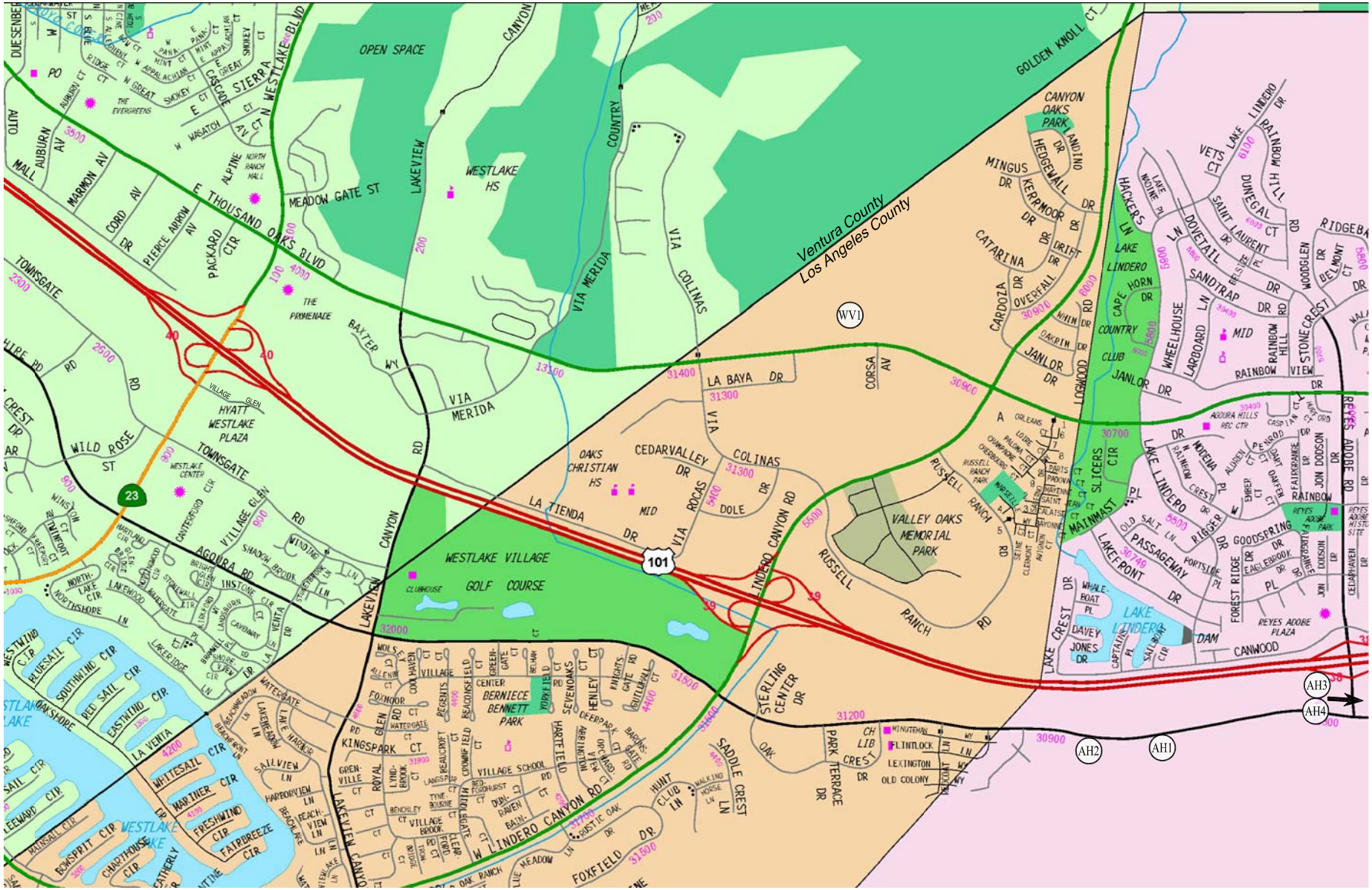
Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[4]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

[4] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Westlake Village												
WV1	Proposed	YMCA 31107 Thousand Oaks Boulevard	Recreation Center	48,066 GSF	[3]	1,385	56	29	85	52	59	111
City of Agoura Hills												
AH1	Proposed	Hilton Foundation 30440 Agoura Road	Ph. II: Office & Maintenance Ph. III: Office Amenity	59,172 GSF 8,438 GSF	[4]	658	68	11	79	13	65	78
AH2	Proposed	30800 Agoura Road	Condominium	46 DU	[5]	250	4	13	17	12	8	20
AH3	Proposed	Huntington Hotels (Marriot) 29505 & 29515 Agoura Road	Hotel	225 Rooms	[6]	2,752	81	59	140	80	84	164
AH4	Proposed	Agoura Landmark 29621 Agoura Road	Industrial	69,867 GSF	[7]	346	43	6	49	6	38	44
TOTAL						**5,391**	**252**	**118**	**370**	**163**	**254**	**417**

[1] Source: City of Westlake Village Planning Department, April 2018. Directional distribution obtained for the ITE "Trip Generation", 10th Edition, 2017 (as referenced in the Project Data Source column).
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 495 (Recreation Center [General Urban/Suburban]) trip generation average rates.
[4] Source: Hilton Foundation Phase II & III Project, Traffic, Circulation and Parking Study, prepared by Associated Transportation Engineers, June 27, 2018.
[5] ITE Land Use Code 221 (Multifamily Housing -Mid-Rise [General Urban/Suburban]) trip generation average rates.
[6] ITE Land Use Code 310 (Hotel [General Urban/Suburban]) trip generation average rates.
[7] ITE Land Use Code 110 (Light Industrial [General Urban/Suburban]) trip generation average rates.
[8] Note: The City of Thousand Oaks provided the future *Thousand Oaks Boulevard Specific Plan* traffic volumes for the intersection along Westlake Boulevard which have been incorporated into the traffic analysis.



MAP SOURCE: RAND MCNALLY & COMPANY

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FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

NORTH BUSINESS PARK SPECIFIC PLAN

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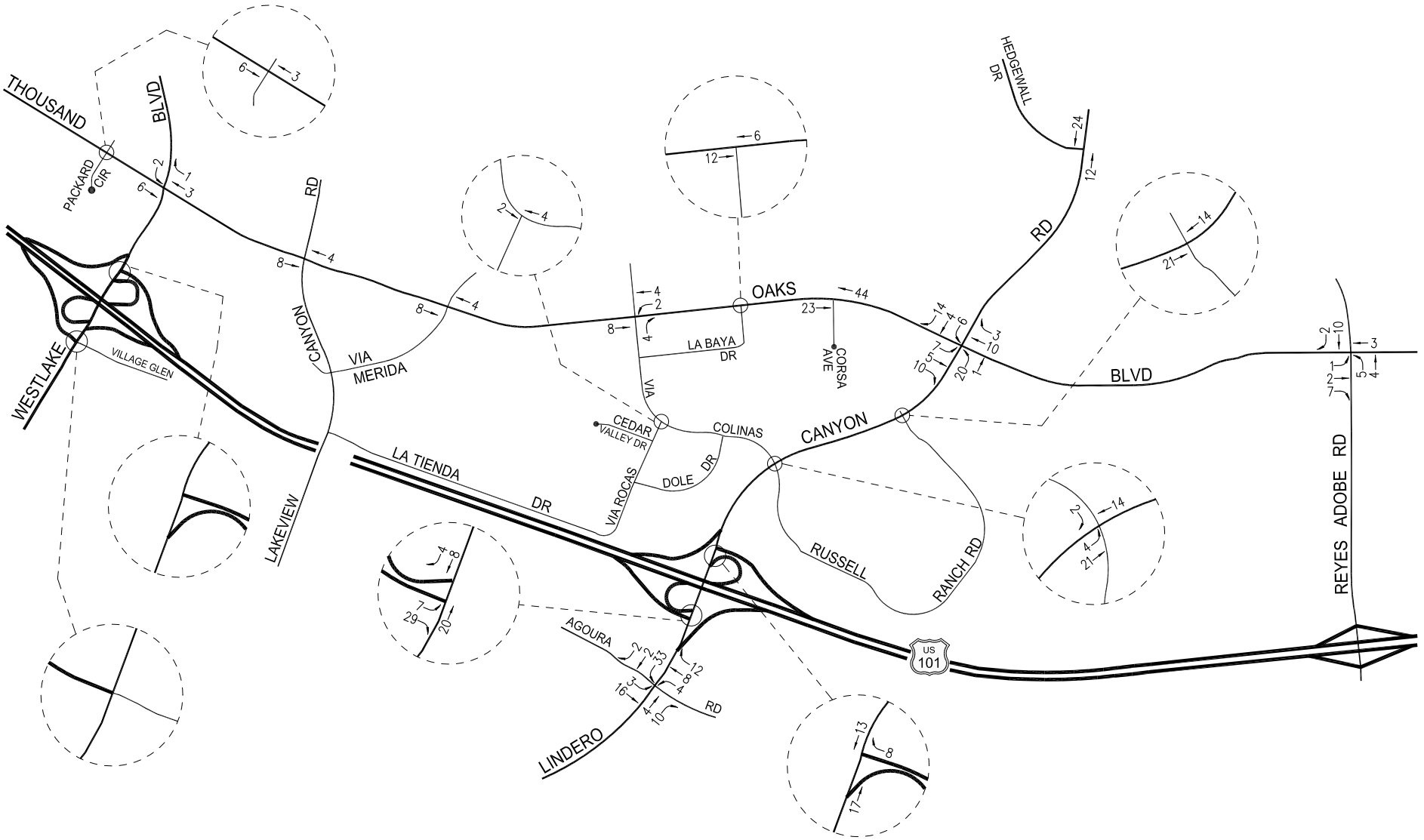

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FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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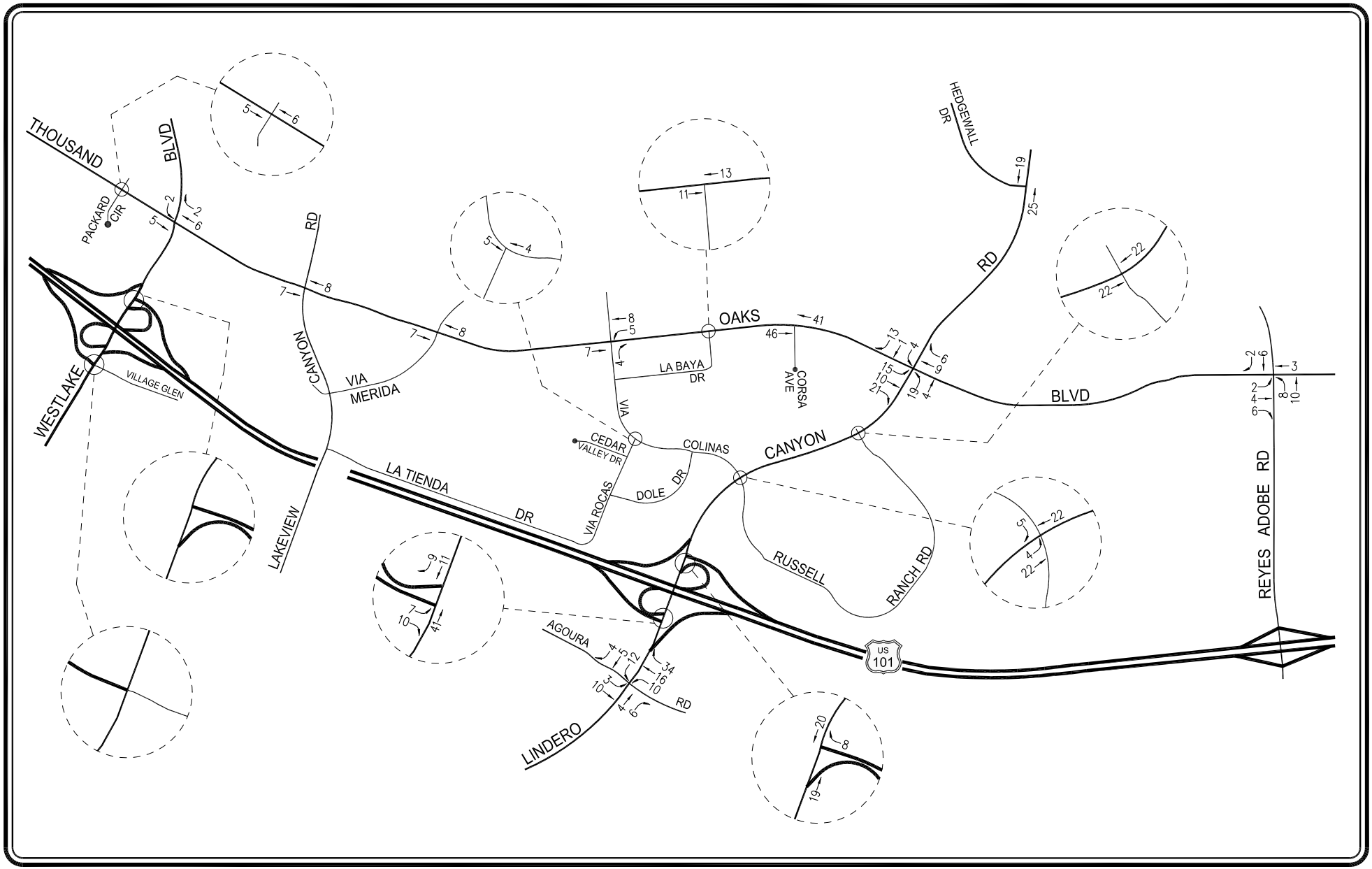

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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the NBP Specific Plan, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the NBP Specific Plan development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of NBP Specific Plan traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the NBP Specific Plan is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast NBP Specific Plan traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the NBP Specific Plan's impacts identified.

7.1 Project Traffic Generation

7.1.1 *Existing Trip Generation*

Traffic volumes expected to be generated by the existing uses during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the *Trip Generation Manual* (10th Edition). Traffic volumes expected to be generated by the existing uses were based upon rates per 1,000 gross square feet. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the existing uses currently on-site:

- ITE Land Use Code 710: General Office Building
- ITE Land Use Code 770: Business Park
- ITE Land Use Code 820: Shopping Center
- ITE Land Use Code 942: Automobile Care Center

The trip generation forecast for the existing uses is summarized in ***Table 7-1***. As presented in *Table 7-1*, the existing uses are expected to generate 2,611 vehicle trips (2,170 inbound trips and 441 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the existing uses are expected to generate 2,956 vehicle trips (840 inbound trips and 2,116 outbound trips). Over a 24-hour period, the existing uses are forecast to generate 27,858 daily trip ends during a typical weekday (approximately 13,929 inbound trips and 13,929 outbound trips).

7.1.2 *North Business Park Specific Plan Trip Generation*

Traffic volumes expected to be generated by the NBP Specific Plan during the weekday AM and PM peak hours, as well as on a daily basis, were also estimated using rates published in the ITE *Trip Generation* manual. Traffic volumes expected to be generated by the NBP Specific Plan were based upon rates per 1,000 gross square feet for the commercial land use components and per number of dwelling units for the residential land use components. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the NBP Specific Plan:

- ITE Land Use Code 221: Multifamily Housing Mid-Rise
- ITE Land Use Code 710: General Office Building
- ITE Land Use Code 770: Business Park
- ITE Land Use Code 820: Shopping Center
- ITE Land Use Code 931: Quality Restaurant

Internal capture adjustments were applied to the residential and restaurant land use components to account for the synergistic effects of the proposed land use mix at the site, as well as neighborhood walk-ins from the local community serving commercial/retail use. Internal capture trips are those trips made internal to the site between land uses in a mixed-use development. When combined within a mixed-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. In consultation with City staff, a 25 percent (25%) adjustment has been applied to the AM and PM peak hour traffic volume forecasts for the residential component and 10 percent (10%) for the restaurant uses. In addition to internal capture adjustments, a 6 percent (6%) calibration factor was applied to the retail and restaurant uses to account for the local conditions and mix of uses within the Specific Plan area, for a total of 15.4 percent (15.4%).

The trip generation forecast for the NBP Specific Plan is summarized in ***Table 7-2***. The trip generation forecast for the NBP Specific Plan was developed in consultation with City staff. As presented in *Table 7-2*, the NBP Specific Plan is expected to generate 2,193 vehicle trips (1,651 inbound trips and 542 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the NBP Specific Plan is expected to generate 2,910 vehicle trips (1,060 inbound trips

Table 7-1
SPECIFIC PLAN TRIP GENERATION [1]
Existing Conditions - Summary for All Areas

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Area 1								
Business Park [3]	86,465 GSF	1,076	103	18	121	28	81	109
General Office [4]	237,263 GSF	2,311	237	38	275	44	229	273
	323,728 GSF	3,387	340	56	396	72	310	382
Area 2	*163,249 GSF*							
General Office [4]	163,249 GSF	1,590	163	26	189	30	158	188
Area 3	*339,225 GSF*							
General Office [4]	339,225 GSF	3,304	339	55	394	62	328	390
Area 4	*129,559 GSF*							
Business Park [3]	129,559 GSF	1,612	154	27	181	42	121	163
Area 5								
Retail [5]	115,244 GSF	4,350	67	41	108	211	228	439
Business Park [3]	59,240 GSF	737	71	12	83	20	55	75
	174,484 GSF	5,087	138	53	191	231	283	514
Area 6								
Business Park [3]	156,167 GSF	1,943	186	33	219	51	146	197
General Office [4]	108,881 GSF	1,061	108	18	126	20	105	125
Retail [5]	35,150 GLSF	1,327	20	13	33	64	70	134
Auto Services [6]	64,320 GSF	2,000	96	49	145	96	104	200
	364,518 GSF	6,331	410	113	523	231	425	656
Area 7	*284,279 GSF*							
Business Park [3]	284,279 GSF	3,536	338	60	398	93	265	358
Area 8	*242,047 GSF*							
Business Park [3]	242,047 GSF	3,011	288	51	339	79	226	305
TOTAL EXISTING	**2,021,089 SF**	**27,858**	**2,170**	**441**	**2,611**	**840**	**2,116**	**2,956**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 770 (Business Park [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 12.44 trips/1,000 GSF; 50% inbound/50% outbound
- AM Peak Hour of Generator Trip Rate: 1.40 trips/1,000 GSF; 85% inbound/15% outbound
- PM Peak Hour of Generator Trip Rate: 1.26 trips/1,000 GSF; 26% inbound/74% outbound

[4] ITE Land Use Code 710 (General Office Building [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[5] ITE Land Use Code 820 (Shopping Center [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] ITE Land Use Code 942 (Automobile Care Center [General Urban/Suburban]) trip generation average rates.
- ITE Daily trip rate not provided. Average Daily volume calculated based on the assumption that the higher peak hour traffic volumes typically represent 10% of the daily trip ends.
- AM Peak Hour Trip Rate: 2.25 trips/1,000 GSF; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 3.11 trips/1,000 GSF; 48% inbound/52% outbound

Table 7-2
SPECIFIC PLAN TRIP GENERATION [1]
Preferred Scenario - Summary for All Areas

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Area 1: Mixed-Use - Corsa District								
Residential [3]	301 DU	1,637	28	80	108	81	51	132
Less 25% Internal Capture [4]		(409)	(7)	(20)	(27)	(20)	(13)	(33)
Quality Restaurant [5]	6,780 GSF	568	3	2	5	36	17	53
Less 15.4% Internal Capture/Adjustment Factor [6]		(87)	0	0	0	(6)	(3)	(9)
General Office [7]	80,000 GSF	779	80	13	93	15	77	92
	86,780 GSF	2,488	104	75	179	106	129	235
Area 2: Office District	*230,000 GSF*							
General Office [7]	230,000 GSF	2,240	230	37	267	42	223	265
Area 3: Mixed-Use Lindero District								
Residential [3]	716 DU	3,895	67	191	258	192	123	315
Less 25% Internal Capture [4]		(974)	(17)	(48)	(65)	(48)	(31)	(79)
General Office [7]	115,790 GSF	1,128	115	19	134	21	112	133
	115,790 GSF	4,049	165	162	327	165	204	369
Area 4: Business Park East District	*129,559 GSF*							
Business Park [8]	129,559 GSF	1,612	154	27	181	42	121	163
Area 5: Design District South								
Retail [9]	174,815 GSF	6,599	102	62	164	320	346	666
Less Local Conditions Adjustment Factor 6% [10]		(396)	(6)	(4)	(10)	(19)	(21)	(40)
	174,815 GSF	6,203	96	58	154	301	325	626
Area 6: Design District North								
Business Park [8]	263,970 GSF	3,284	315	55	370	87	246	333
Retail [9]	99,470 GLSF	3,755	58	36	94	182	197	379
Less Local Conditions Adjustment Factor 6% [10]		(225)	(3)	(2)	(5)	(11)	(12)	(23)
	363,440 GSF	6,814	370	89	459	258	431	689
Area 7: Mixed-Use Cedar Valley District								
Business Park [8]	205,025 GSF	2,551	244	43	287	67	191	258
Oaks Christian (Residential/Ancillary) [11]	83,936 GSF	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.	Nom.
	288,961 GSF	2,551	244	43	287	67	191	258
Area 8: Business Park West District	*242,047 GSF*							
Business Park [8]	242,047 GSF	3,011	288	51	339	79	226	305
SUBTOTAL PROPOSED	**1,631,392 SF**	**28,968**	**1,651**	**542**	**2,193**	**1,060**	**1,850**	**2,910**
Less Existing Conditions (Refer to Table 7-1)	2,021,089 GSF	(27,858)	(2,170)	(441)	(2,611)	(840)	(2,116)	(2,956)
NET INCREASE	**(389,697) SF**	**1,110**	**(519)**	**101**	**(418)**	**220**	**(266)**	**(46)**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 221 (Multifamily Housing Mid-Rise [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound - PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound
[4] The internal capture reduction is based on the synergy between the residential and commercial uses provided within the Specific Plan area, the project characteristics, and the characteristics of the surrounding Specific Plan area.
[5] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates.
- Daily Trip Rate: 83.84 trips/1,000 GSF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.73 trips/1,000 GSF; 50% inbound/50% outbound - PM Peak Hour Trip Rate: 7.80 trips/1,000 GSF; 67% inbound/33% outbound
[6] Accounts for 6% local conditions adjustment factor and 10% internal capture (i.e., 1- [0.90 x 0.94] = 0.154)
[7] ITE Land Use Code 710 (General Office Building [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound - PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbou
[8] ITE Land Use Code 770 (Business Park[General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 12.44 trips/1,000 GSF; 50% inbound/50% outbound
- AM Pk Hr of Generator Trip Rate: 1.4 trips/1,000 GSF; 85% inbound/15% outbound - PM Pk Hr of Generator Trip Rate: 1.26 trips/1,000 GSF; 26% inbound/74% outbound
[9] ITE Land Use Code 820 (Shopping Center [General Urban/Suburban]) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 GSF; 62% inbound/38% outbound - PM Peak Hour Trip Rate: 3.81 trips/1,000 GSF; 48% inbound/52% outbound
[10] Adjustment factor based on local conditions calibration factor consistent with Shoppes at Westlake project.
[11] Oaks Christian School will be using a portion of the business park space for ancillary uses (i.e., on-site student housing and administration space).

and 1,850 outbound trips). Over a 24-hour period, the NBP Specific Plan is forecast to generate 28,968 daily trip ends during a typical weekday (14,484 inbound trips and 14,484 outbound trips).

7.1.3 *North Business Park Specific Plan Trip Generation Summary*

A comparison of the development trip generation also is summarized in *Table 7-2*. As indicated in *Table 7-2*, the NBP Specific Plan is expected to generate a net decrease of 418 vehicle trips (519 fewer inbound trips and 101 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the NBP Specific Plan is expected to generate a net decrease of 46 vehicle trips (220 inbound trips and 266 fewer outbound trips). Over a 24-hour period, the NBP Specific Plan is forecast to generate 1,110 daily trip ends during a typical weekday (approximately 555 inbound trips and 555 outbound trips).

7.2 North Business Park Specific Plan Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to U.S. 101 Freeway and major traffic corridors (i.e., Thousand Oaks Boulevard, Lindero Canyon Road, Agoura Road, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Existing site parcel access ingress/egress schemes;
- Ingress/egress scheme planned for the NBP Specific Plan;
- Nearby population and employment centers; and
- Input from City staff.

The forecast NBP Specific Plan traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-1*** and ***7-2***, respectively. The project traffic volume distribution percentages for the NBP Specific Plan by district during AM and PM peak hours at the study intersections are contained in ***Appendix B***.

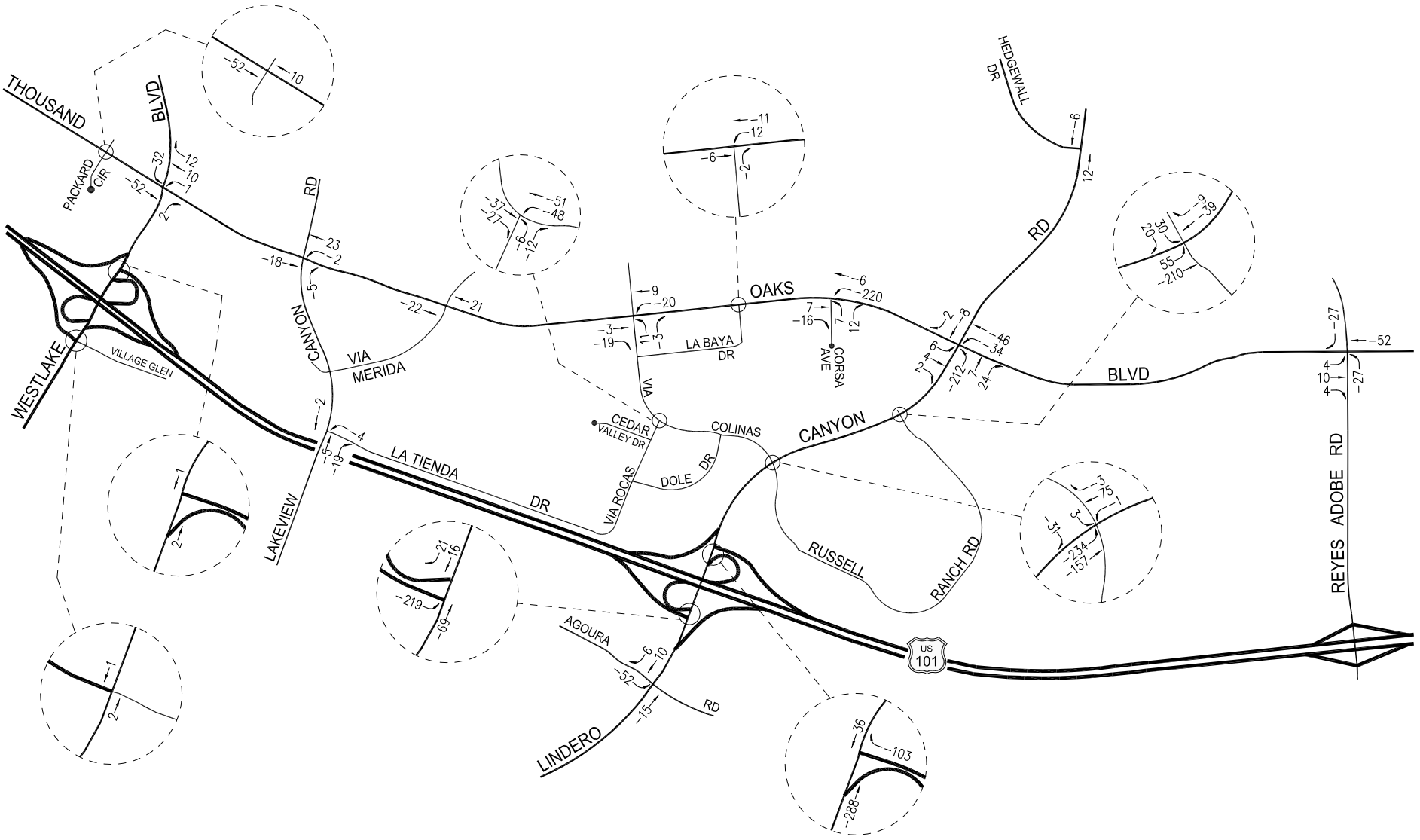

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FIGURE 7-1
NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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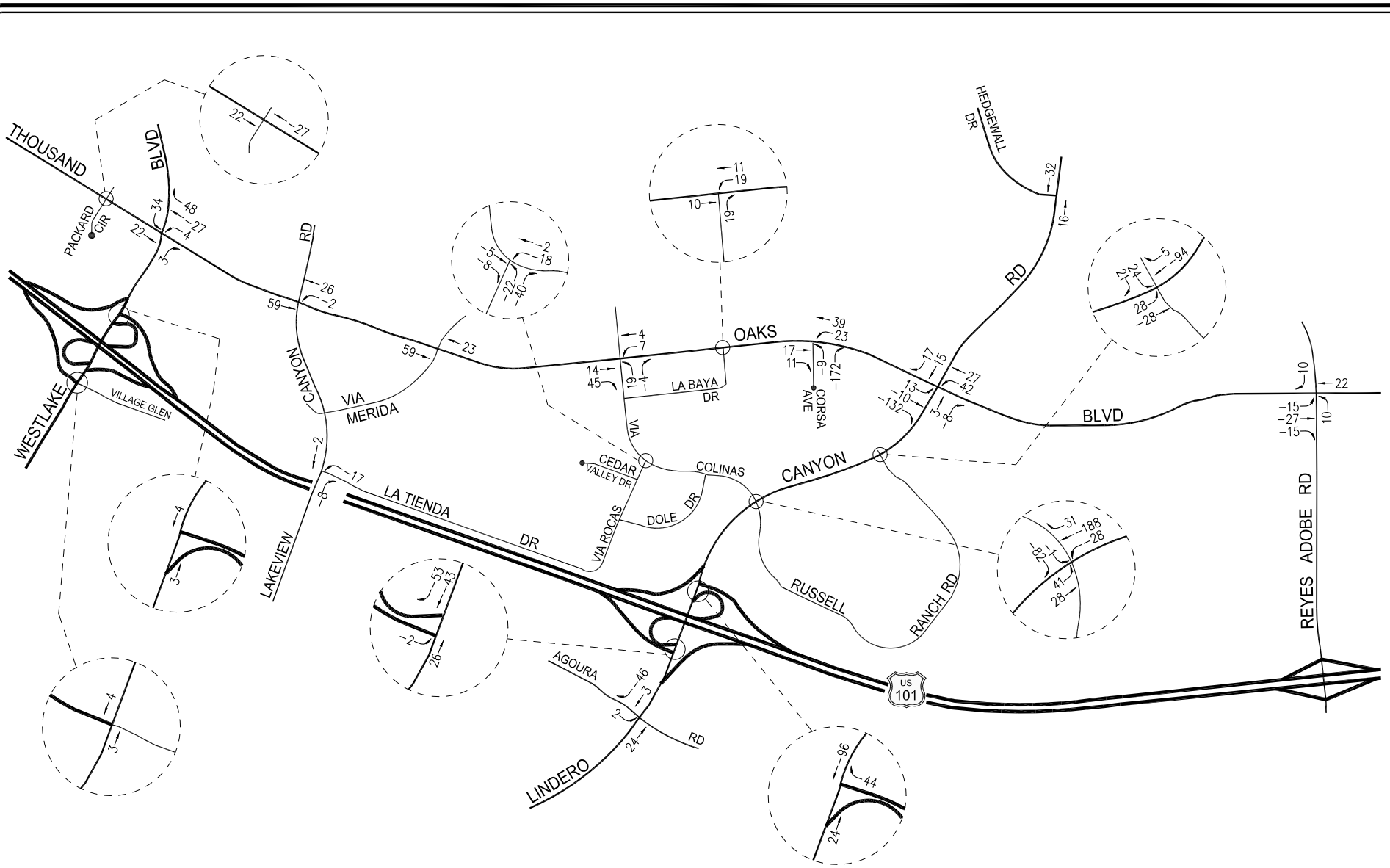

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FIGURE 7-2
NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

8.1 Impact Criteria and Thresholds of Significance

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis that determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in ***Appendix C***.

The relative impact of the added NBP Specific Plan traffic volumes to be generated by the Specific Plan during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the Specific Plan. The previously discussed capacity analysis procedures were utilized to evaluate the future V/C relationships and service level characteristics at each study intersection.

The significance of the potential impacts of NBP Specific Plan generated traffic was identified using the traffic impact criteria for each jurisdiction as summarized below:

- ***City of Westlake Village***. A significant impact would occur in the City of Westlake Village when a proposed project (i.e., Specific Plan in this instance) increases traffic demand by one percent (1.0%) or greater (V/C increase $\geq$ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes. However, the City of Westlake Village considers LOS D to be acceptable along Lindero Canyon Road from Via Colinas to Agoura Road.

- ***City of Thousand Oaks***. A significant impact would occur in the City of Thousand Oaks when a proposed project (i.e., Specific Plan in this instance) increases traffic demand by two percent (2.0%) or greater (V/C increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

- ***City of Agoura Hills***. A significant impact would occur in the City of Agoura Hills when a proposed project (i.e., Specific Plan in this instance) increases traffic demand by two percent (2.0%) or greater (V/C increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

8.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with NBP Specific Plan conditions.

[c] Condition [b] with implementation of NBP Specific Plan mitigation measures, where necessary.

[d] Condition (a) with completion and occupancy of the related projects (i.e., future without project conditions).

[e] Condition [d] with completion and occupancy of the NBP Specific Plan.

[f] Condition [e] with implementation of NBP Specific Plan mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [e] above analyzes future conditions upon completion and full occupancy of the proposed project, which is assumed to occur by year 2040.

9.0 TRAFFIC ANALYSIS

While the project site is situated within the jurisdiction of the City of Westlake Village, the traffic study also evaluates potential traffic impacts associated with the project at study intersections located in the cities of Agoura Hills and Thousand Oaks. Potential impacts to study intersections located in jurisdictions outside of the City of Westlake Village were determined using the impact criteria of the respective jurisdiction. The ICU data worksheets for the analyzed intersections are contained in the appendices as follows:

- ***Appendix C-1***: Existing Conditions
- ***Appendix C-2***: Existing With NBP Specific Plan Conditions
- ***Appendix C-3***: Future Without NBP Specific Plan Conditions
- ***Appendix C-4***: Future With NBP Specific Plan Conditions

9.1 Existing Conditions

The Existing Conditions traffic impact analysis prepared for the study intersections using the ICU and HCM methodology and application of the respective jurisdictions' significant traffic impact criteria is summarized in ***Table 9-1***.

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, all of the study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix C-1*.

9.1.2 *Existing With North Business Park Specific Plan Conditions*

As shown in column [2] of *Table 9–1*, application of the respective jurisdictions' threshold criteria to the "Existing With NBP Specific Plan" scenario indicates that the Specific Plan is expected to result in a significant impact at one of the 19 study intersections as summarized below:

- *City of Westlake Village Intersection*
    - No. 6: Corsa Avenue/Thousand Oaks Boulevard

      PM peak hour delay increase from 19.4 seconds (LOS C) to 27.3 seconds (LOS D)

Incremental, but not significant, impacts are noted at the remaining study intersections. The existing with NBP Specific Plan traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix C-2*.

TABLE 9-1
EXISTING WITH SPECIFIC PLAN INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Existing Traffic Conditions			[2] Existing + NBP Specific Plan Traffic Conditions			[3] Change in V/C or Delay	[3] Significant Impact
				Delay	V/C	LOS [a]	Delay	V/C	LOS [a]	[[2]-[1]]	[b],[c],[d]
1	Westlake Boulevard/	2	AM	---	0.516	A	---	0.500	A	-0.016	NO
	Thousand Oaks Boulevard [b]		PM	---	0.671	B	---	0.679	B	0.008	NO
2	Lakeview Canyon Road/	1	AM	15.5	0.572	C	15.1	0.538	C	-0.4	NO
	La Tienda Drive [b]		PM	12.2	0.501	B	12.0	0.495	B	-0.2	NO
3	Via Colinas/	2	AM	---	0.406	A	---	0.389	A	-0.017	NO
	Thousand Oaks Boulevard [c]		PM	---	0.501	A	---	0.522	A	0.021	NO
4	Via Rocas/	2	AM	---	0.549	A	---	0.492	A	-0.057	NO
	Via Colinas [c]		PM	---	0.594	A	---	0.566	A	-0.028	NO
5	La Baya Drive/	1	AM	9.7	0.035	A	9.7	0.044	A	0.0	NO
	Thousand Oaks Boulevard [c]		PM	12.4	0.042	B	12.2	0.071	B	-0.2	NO
6	Corsa Avenue/	1	AM	11.1	0.071	B	10.8	0.036	B	-0.3	NO
	Thousand Oaks Boulevard [c]		PM	19.4	0.231	C	27.3	0.226	D	7.9	YES
7	Lindero Canyon Road/	2	AM	---	0.699	B	---	0.568	A	-0.131	NO
	Thousand Oaks Boulevard [c]		PM	---	0.665	B	---	0.670	B	0.005	NO
8	Lindero Canyon Road/	2	AM	---	0.405	A	---	0.449	A	0.044	NO
	Russell Ranch Road [c]		PM	---	0.646	B	---	0.653	B	0.007	NO
9	Lindero Canyon Road/	2	AM	---	0.718	C	---	0.651	B	-0.067	NO
	Via Colinas - Russell Ranch Road [c]		PM	---	0.806	D	---	0.744	C	-0.062	NO
10	Lindero Canyon Road/	2	AM	---	0.651	B	---	0.567	A	-0.084	NO
	U.S. 101 Freeway NB Off-Ramp [c]		PM	---	0.656	B	---	0.672	B	0.016	NO
11	Lindero Canyon Road/	2	AM	---	0.640	B	---	0.591	A	-0.049	NO
	U.S. 101 Freeway SB Off-Ramp [c]		PM	---	0.713	C	---	0.721	C	0.008	NO
12	Lindero Canyon Road/	2	AM	---	0.670	B	---	0.647	B	-0.023	NO
	Agoura Road [c]		PM	---	0.711	C	---	0.683	B	-0.028	NO
13	Reyes Adobe Road/	2	AM	---	0.725	C	---	0.729	C	0.004	NO
	Thousand Oaks Boulevard [d]		PM	---	0.570	A	---	0.557	A	-0.013	NO
14	Lakeview Canyon Road/	2	AM	---	0.624	B	---	0.617	B	-0.007	NO
	Thousand Oaks Boulevard [b]		PM	---	0.558	A	---	0.575	A	0.017	NO
15	Via Merida/	2	PM	---	0.403	A	---	0.396	A	-0.007	NO
	Thousand Oaks Boulevard [b]		AM	---	0.477	A	---	0.496	A	0.019	NO
16	Packard Circle/	2	AM	---	0.381	A	---	0.365	A	-0.016	NO
	Thousand Oaks Boulevard [b]		PM	---	0.587	A	---	0.594	A	0.007	NO
17	Lindero Canyon Road/	2	AM	---	0.664	B	---	0.662	B	-0.002	NO
	Hedgewall Drive [c]		PM	---	0.518	A	---	0.523	A	0.005	NO
18	Westlake Boulevard/	2	AM	24.2	0.460	C	24.2	0.460	C	0.000	NO
	U.S. 101 Freeway NB Off-Ramp [b]		PM	24.6	0.600	C	24.6	0.600	C	0.000	NO
19	Westlake Boulevard/	2	AM	30.7	0.720	C	30.7	0.720	C	0.000	NO
	U.S. 101 Freeway SB Off-Ramp [b]		PM	26.1	0.730	C	26.1	0.730	C	0.000	NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections and on the reported ICU value for signalized intersections.
[b] For the City of Thousand Oaks, a significant impact would occur at an intersection when a proposed project increases traffic demand by 2% or greater (v/c increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.
[c] For the City of Westlake Village, a significant impact would occur at an intersection when a proposed project increases traffic demand by 1% or greater (v/c increase $\geq$ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes. The City of Westlake Village considers LOS D to be acceptable along Lindero Canyon Road between Agoura Road and Via Colinas.
[d] For the City of Agoura Hills, a significant impact would occur at an intersection when a proposed project increases traffic demand by 2% or greater (v/c increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

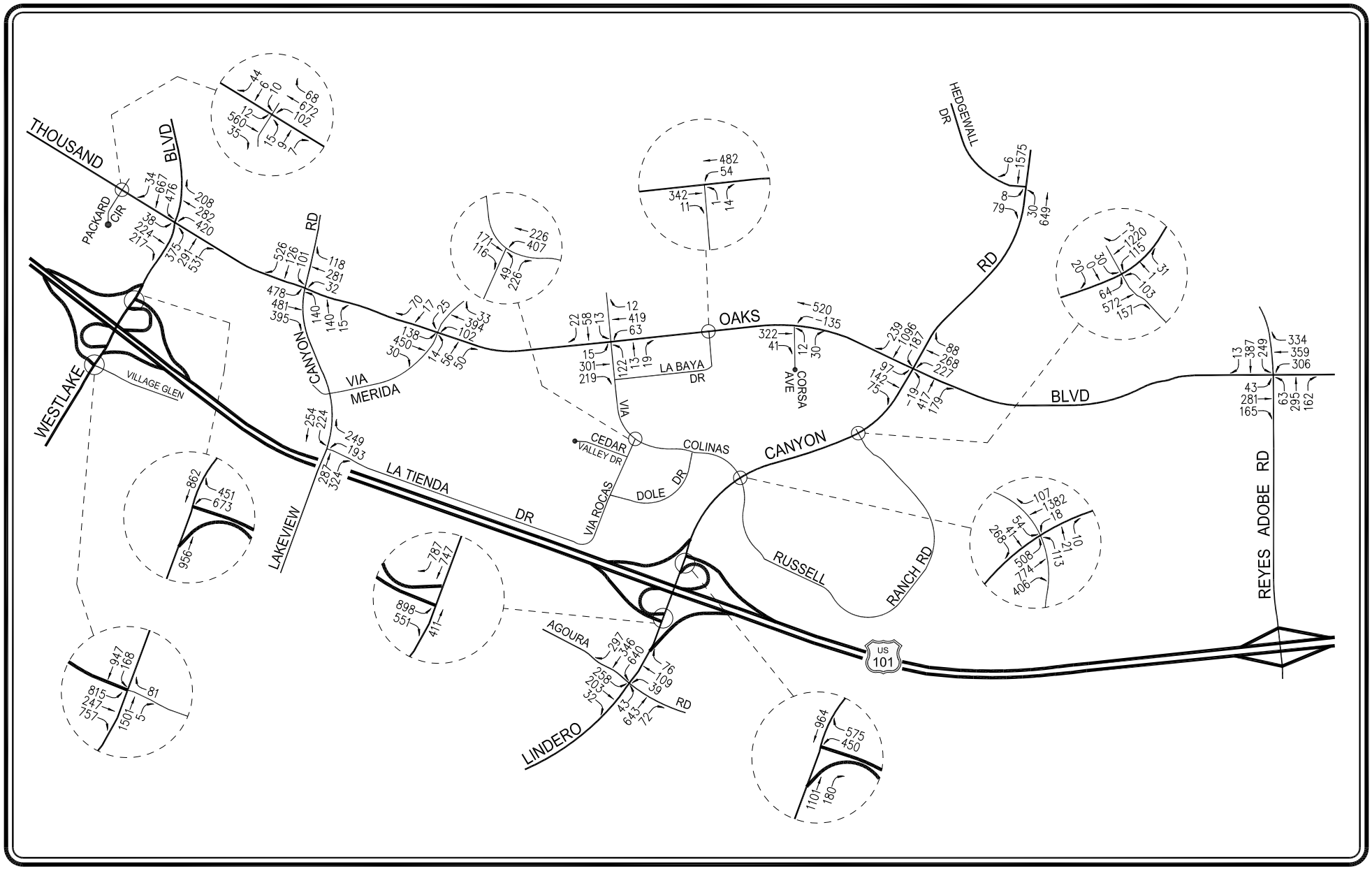

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FIGURE 9-1
EXISTING WITH NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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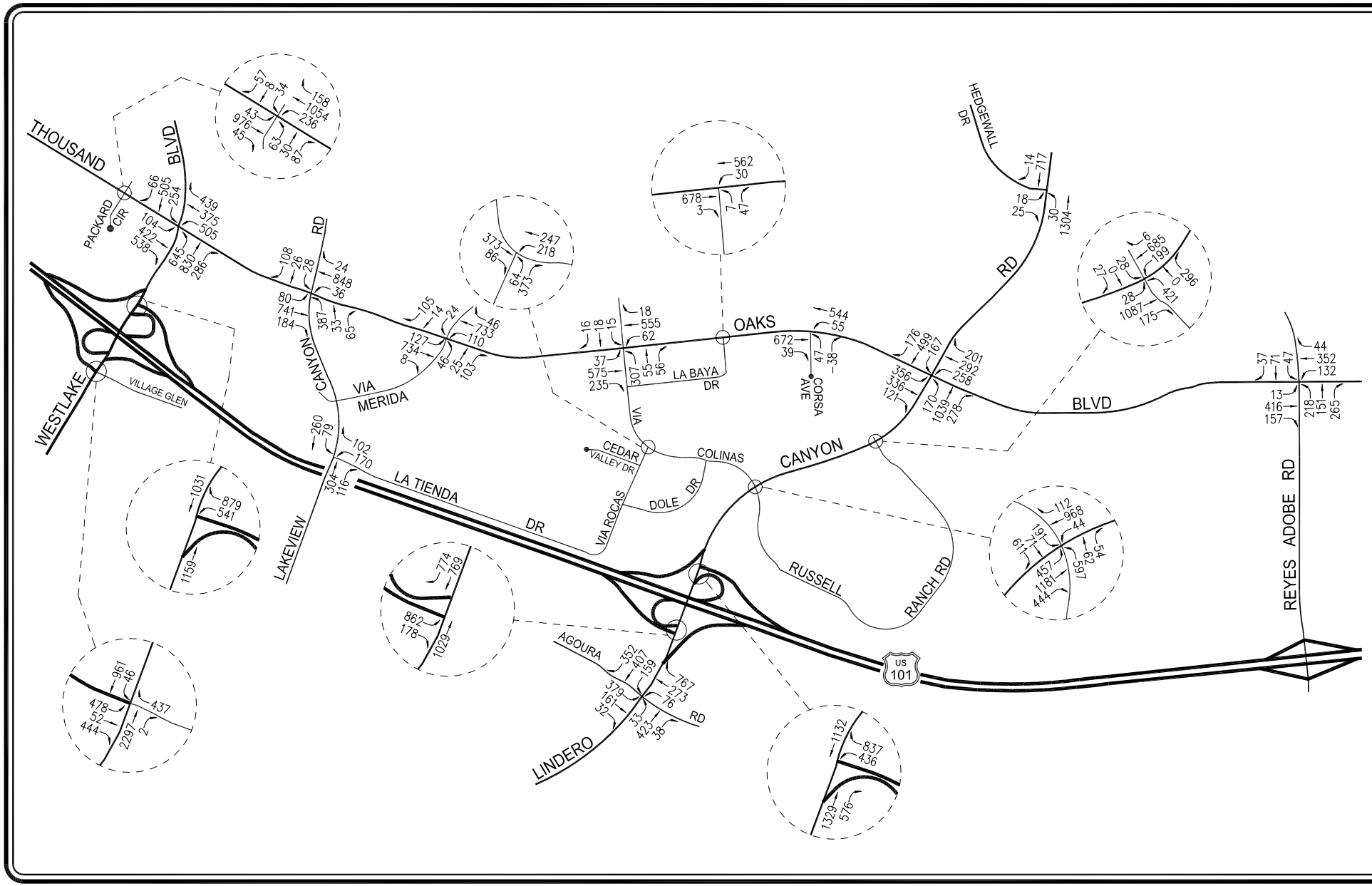

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FIGURE 9-2
EXISTING WITH NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

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It should be noted that while the entire Specific Plan, including the Mixed Use Corsa District, results in a net decrease of vehicle trips overall when compared to the existing conditions, the analysis of intersection operations (i.e., including the operations of the Corsa Avenue/Thousand Oaks Boulevard intersection) accounts for net new directional vehicle trips associated with future development (i.e., 101 net new Specific Plan outbound trips during the AM peak hour and 220 net new Specific Plan inbound trips during the PM peak hour). Therefore, while the overall trip generation within the Mixed Use Corsa District is reduced when compared to existing conditions, the nearest intersection of Corsa Avenue/Thousand Oaks Boulevard is expected to experience a significant degradation in delay during the PM peak hour due to the increases in certain through volumes along Thousand Oaks Boulevard. For example, a northbound left-turning vehicle (i.e., a motorist destined to westbound Thousand Oaks Boulevard from Corsa Avenue) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. Thus any increase in the opposing eastbound and westbound through traffic volumes along Thousand Oaks Boulevard affects the delay for any northbound left-turning vehicles on Corsa Avenue, and correspondingly negatively affects the northbound approach operations.

9.2 Future Conditions

The Future Conditions traffic impact analysis prepared for the study intersections using the ICU and HCM methodology and application of the respective jurisdiction's significant traffic impact criteria is summarized in ***Table 9-2***.

9.2.1 *Future Without North Business Park Specific Plan Conditions*

The future without North Business Park Specific Plan conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects. The V/C ratios at all of the study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6–1*. As presented in column [1] of *Table 9–2*, 18 of the 19 study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of related projects traffic under the future without NBP Specific Plan conditions. Thus, one intersection is forecast to operate at LOS F during the peak hour shown in *Table 9-2* in the future without NBP Specific Plan conditions as shown below:

- *City of Thousand Oaks Intersection*
    - No. 1: Westlake Boulevard/Thousand Oaks Boulevard

      PM peak hour: V/C ratio = 1.001 (LOS F)

The future without NBP Specific Plan (existing and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix C-3*.

TABLE 9-2
FUTURE WITH SPECIFIC PLAN INTERSECTION LEVELS OF SERVICE SUMMARY

Int No.	Key Intersection	Unsignalized (1)/ Signalized (2)	Time Period	[1] Year 2040 Future Without NBP Specific Plan Traffic Conditions			[2] Year 2040 With NBP Specific Plan Traffic Conditions			[3]	
				Delay	V/C	LOS [a]	Delay	V/C	LOS [a]	Change in V/C or Delay [[2]-[1]]	Significant Impact [b],[c],[d]
1	Westlake Boulevard/ Thousand Oaks Boulevard [b]	2	AM	---	0.687	B	---	0.694	B	0.007	NO
			PM	---	1.001	F	---	1.009	F	0.008	NO
2	Lakeview Canyon Road/ La Tienda Drive [b]	1	AM	15.5	0.572	C	15.1	0.538	C	-0.4	NO
			PM	12.2	0.501	B	12.0	0.495	B	-0.2	NO
3	Via Colinas/ Thousand Oaks Boulevard [c]	2	AM	---	0.408	A	---	0.390	A	-0.018	NO
			PM	---	0.507	A	---	0.527	A	0.020	NO
4	Via Rocas/ Via Colinas [c]	2	AM	---	0.551	A	---	0.494	A	-0.057	NO
			PM	---	0.598	A	---	0.569	A	-0.029	NO
5	La Baya Drive/ Thousand Oaks Boulevard [c]	1	AM	9.7	0.035	A	9.8	0.045	A	0.1	NO
			PM	12.6	0.042	B	12.3	0.072	B	-0.3	NO
6	Corsa Avenue/ Thousand Oaks Boulevard [c]	1	AM	11.3	0.072	B	11.0	0.036	B	-0.3	NO
			PM	21.3	0.256	C	30.4	0.250	D	9.1	YES
7	Lindero Canyon Road/ Thousand Oaks Boulevard [c]	2	AM	---	0.715	C	---	0.576	A	-0.139	NO
			PM	---	0.677	B	---	0.682	B	0.005	NO
8	Lindero Canyon Road/ Russell Ranch Road [c]	2	AM	---	0.408	A	---	0.452	A	0.044	NO
			PM	---	0.650	B	---	0.658	B	0.008	NO
9	Lindero Canyon Road/ Via Colinas - Russell Ranch Road [c]	2	AM	---	0.722	C	---	0.656	B	-0.066	NO
			PM	---	0.812	D	---	0.751	C	-0.061	NO
10	Lindero Canyon Road/ U.S. 101 Freeway NB Off-Ramp [c]	2	AM	---	0.656	B	---	0.572	A	-0.084	NO
			PM	---	0.662	B	---	0.677	B	0.015	NO
11	Lindero Canyon Road/ U.S. 101 Freeway SB Off-Ramp [c]	2	AM	---	0.651	B	---	0.601	B	-0.050	NO
			PM	---	0.729	C	---	0.736	C	0.007	NO
12	Lindero Canyon Road/ Agoura Road [c]	2	AM	---	0.686	B	---	0.664	B	-0.022	NO
			PM	---	0.723	C	---	0.695	B	-0.028	NO
13	Reyes Adobe Road/ Thousand Oaks Boulevard [d]	2	AM	---	0.729	C	---	0.733	C	0.004	NO
			PM	---	0.573	A	---	0.560	A	-0.013	NO
14	Lakeview Canyon Road/ Thousand Oaks Boulevard [b]	2	AM	---	0.626	B	---	0.619	B	-0.007	NO
			PM	---	0.623	B	---	0.640	B	0.017	NO
15	Via Merida/ Thousand Oaks Boulevard [b]	2	AM	---	0.405	A	---	0.398	A	-0.007	NO
			PM	---	0.511	A	---	0.529	A	0.018	NO
16	Packard Circle/ Thousand Oaks Boulevard [b]	2	AM	---	0.383	A	---	0.367	A	-0.016	NO
			PM	---	0.589	A	---	0.596	A	0.007	NO
17	Lindero Canyon Road/ Hedgewall Drive [c]	2	AM	---	0.672	B	---	0.670	B	-0.002	NO
			PM	---	0.526	A	---	0.531	A	0.005	NO
18	Westlake Boulevard/ U.S. 101 Freeway NB Off-Ramp [b]	2	AM	23.8	0.490	C	23.8	0.490	C	0.000	NO
			PM	24.7	0.600	C	24.7	0.600	C	0.000	NO
19	Westlake Boulevard/ U.S. 101 Freeway SB Off-Ramp [b]	2	AM	30.7	0.730	C	30.7	0.730	C	0.000	NO
			PM	26.3	0.730	C	26.3	0.730	C	0.000	NO

[a] Level of Service (LOS) is based on the delay for unsignalized intersections and on the reported ICU value for signalized intersections.
[b] For the City of Thousand Oaks, a significant impact would occur at an intersection when a proposed project increases traffic demand by 2% or greater (v/c increase$\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.
[c] For the City of Westlake Village, a significant impact would occur at an intersection when a proposed project increases traffic demand by 1% or greater (v/c increase$\geq$ 0.01) at a facility that would operate at LOS D or worse with project-added traffic volumes. The City of Westlake Village considers LOS D to be acceptable along Lindero Canyon Road between Agoura Road and Via Colinas.
[d] For the City of Agoura Hills, a significant impact would occur at an intersection when a proposed project increases traffic demand by 2% or greater (v/c increase$\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

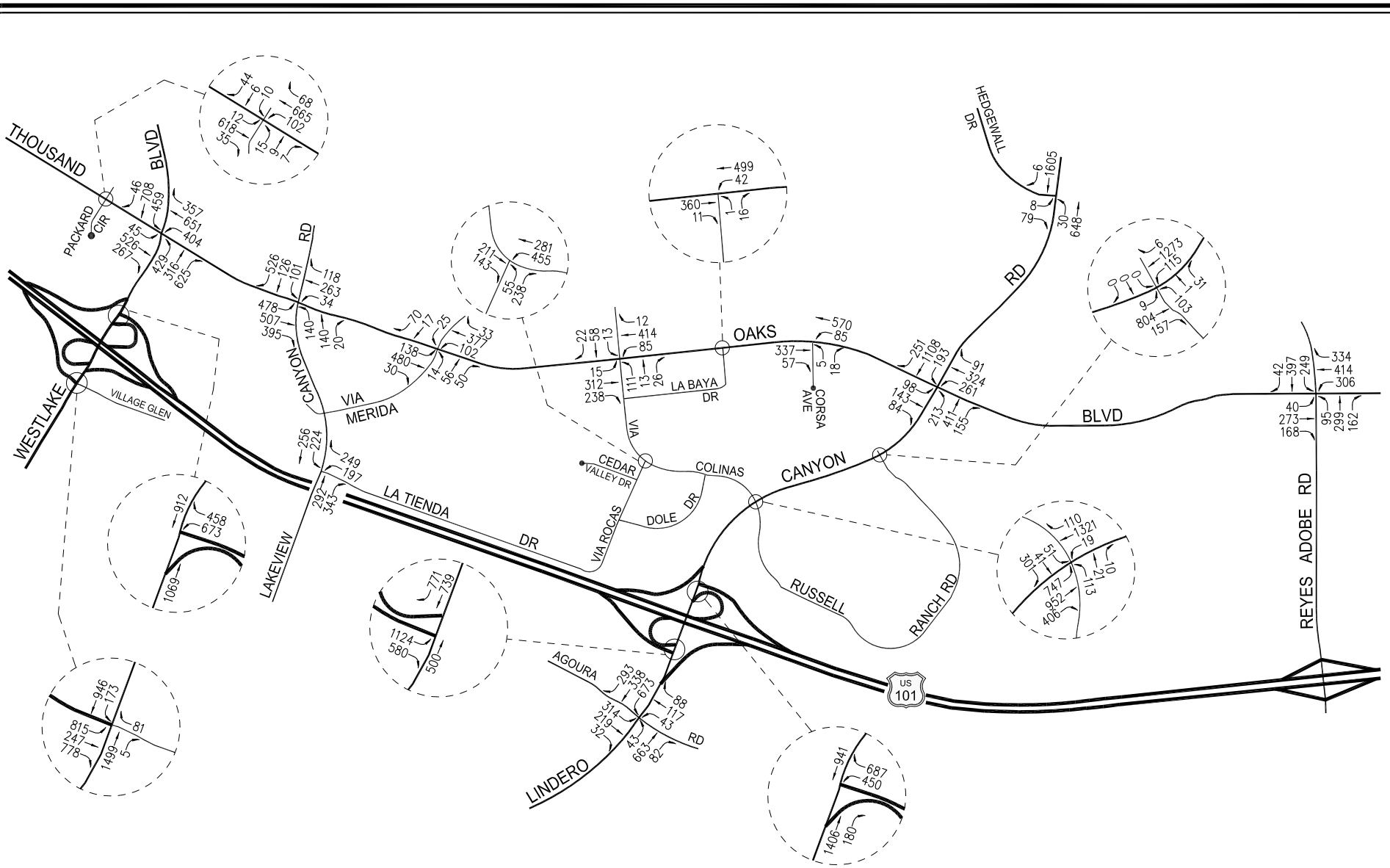

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FIGURE 9-3
FUTURE WITHOUT SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

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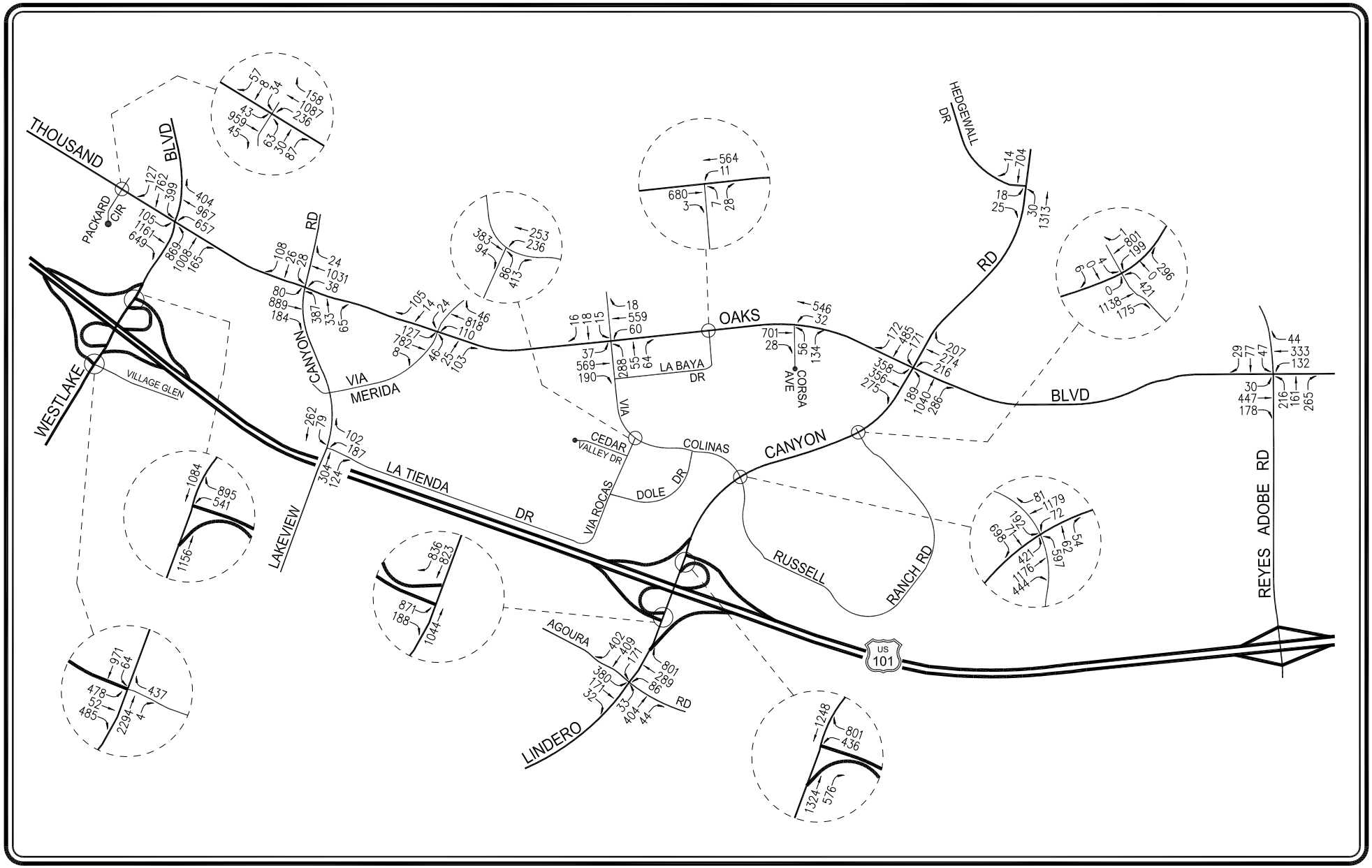

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FIGURE 9-4
FUTURE WITHOUT SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

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9.2.2 *Future With North Business Park Specific Plan Conditions*

As shown in column [2] of *Table 9–2,* application of the respective jurisdictions' threshold criteria to the "Future With NBP Specific Plan" scenario indicates that the Specific Plan is expected to contribute to significant cumulative traffic impacts at one of the 19 study intersections as summarized below:

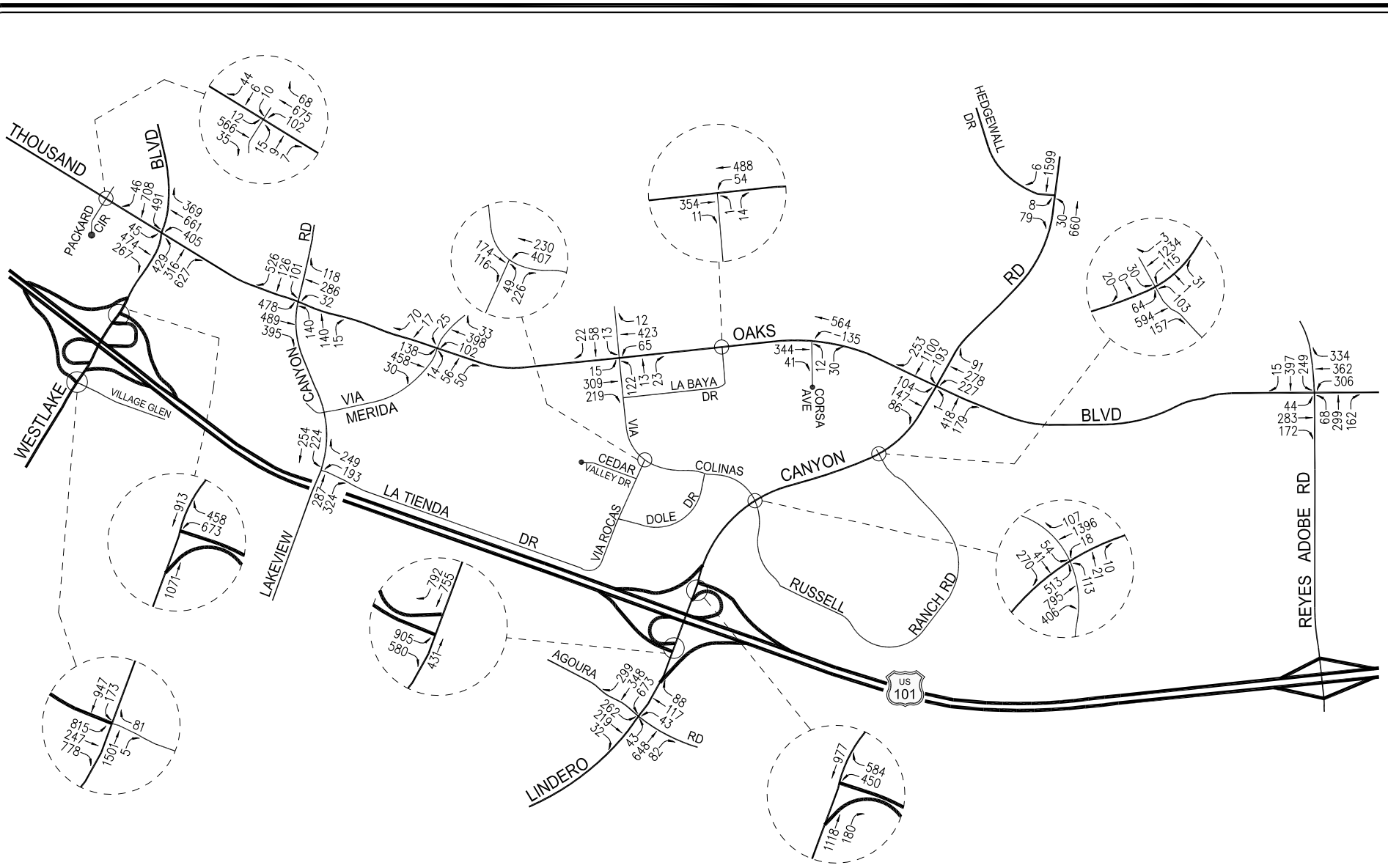
- *City of Westlake Village Intersection*

  - No. 6: Corsa Avenue/Thousand Oaks Boulevard

    PM peak hour delay increase from 21.3 seconds (LOS C) to 30.4 seconds (LOS D)

Incremental, but not significant, impacts are noted at the remaining study intersections. The future with NBP Specific Plan traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively. The ICU and HCM data worksheets for the analyzed intersections are contained in *Appendix C-4*.

It should be noted that while the entire Specific Plan, including the Mixed Use Corsa District, results in a net decrease of vehicle trips overall when compared to the existing conditions, the analysis of intersection operations (i.e., including the operations of the Corsa Avenue/Thousand Oaks Boulevard intersection) accounts for net new directional vehicle trips associated with future development (i.e., 101 net new Specific Plan outbound trips during the AM peak hour and 220 net new Specific Plan inbound trips during the PM peak hour). Therefore, while the overall trip generation within the Mixed Use Corsa District is reduced when compared to existing conditions, the nearest intersection of Corsa Avenue/Thousand Oaks Boulevard is expected to experience a significant degradation in delay during the PM peak hour due to the increases in certain through volumes along Thousand Oaks Boulevard. For example, a northbound left-turning vehicle (i.e., a motorist destined to westbound Thousand Oaks Boulevard from Corsa Avenue) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. Thus any increase in the opposing eastbound and westbound through traffic volumes along Thousand Oaks Boulevard affects the delay for any northbound left-turning vehicles on Corsa Avenue, and correspondingly negatively affects the northbound approach operations.



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NOT TO SCALE

FIGURE 9-5
FUTURE WITH NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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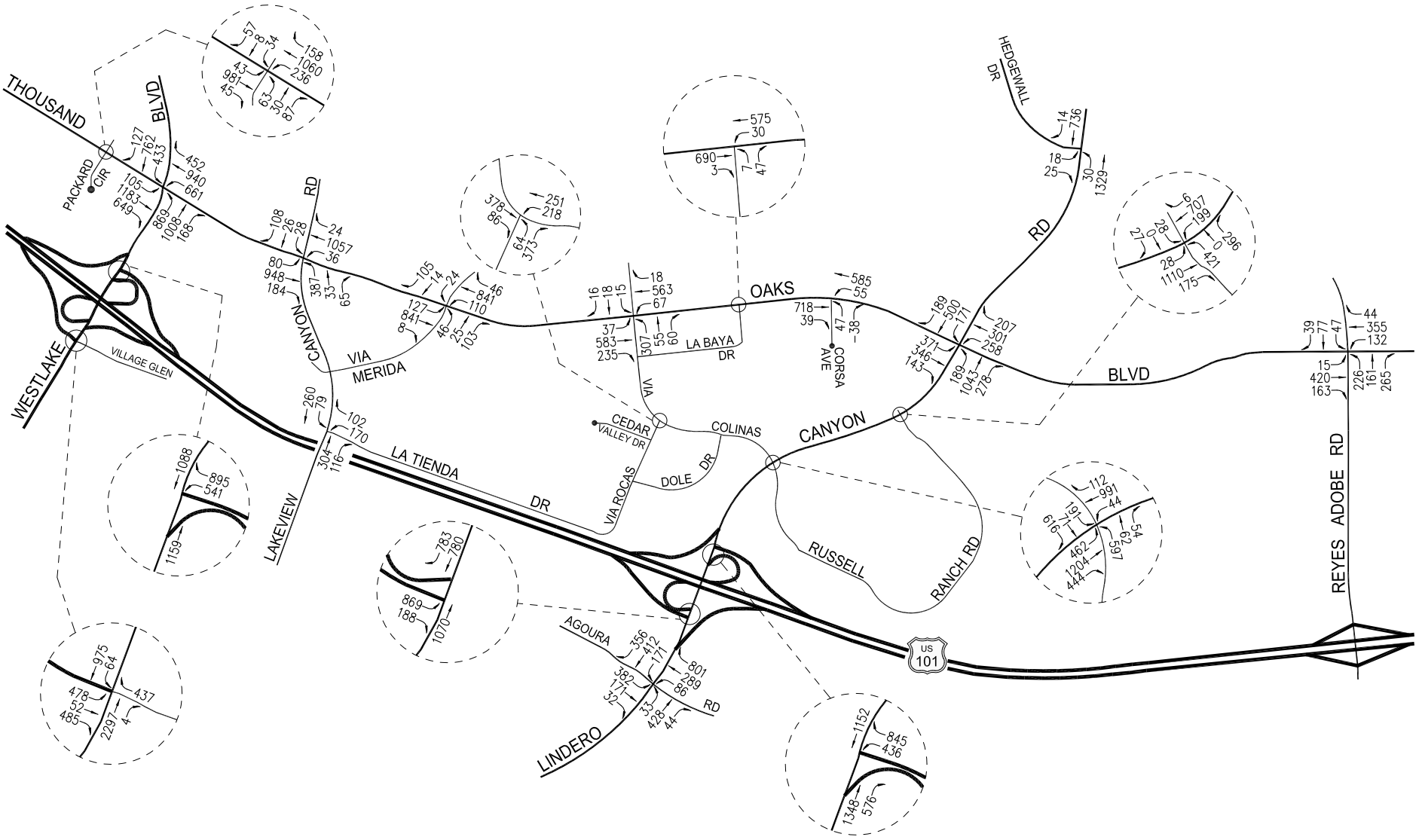

NOT TO SCALE

FIGURE 9-6
FUTURE WITH NET NEW SPECIFIC PLAN TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

NORTH BUSINESS PARK SPECIFIC PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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10.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

10.1 Intersections

There are no CMP intersection monitoring locations within the City of Westlake Village. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

10.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station — Location

  Seg. No. 1040 — U.S. 101 Freeway, North of Reyes Adobe Road

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the

threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

10.3 Transit Impact Review

As required by the *2010 Congestion Management Program,* a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.5 herein, existing transit service is provided within the NBP Specific Plan area.

The project trip generation for the NBP Specific Plan, as shown in *Table 7–2,* was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 20 fewer transit trips both during the weekday AM peak hour, 2 fewer transit trips during the weekday PM peak hour, and 54 daily transit trips during the weekday. The calculations are as follows:

- Weekday AM Peak Hour = (418) × 1.4 × 0.035 = (20) Transit Trips
- Weekday PM Peak Hour = (46) × 1.4 × 0.035 = (2) Transit Trips
- Weekday Daily Trips= 1,110 × 1.4 × 0.035 = 54 Transit Trips

As shown in *Table 4–2,* six bus transit lines and routes are provided adjacent to or in close proximity to the project site. As outlined in *Table 4–2,* under the "No. of Buses During Peak Hour" column, these six transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 12 and 9 buses during the weekday AM and PM peak hours, respectively. As there is a forecast decrease in the number of transit trips in the Specific Plan area, it is anticipated that the existing transit service in the project area will continue to adequately accommodate transit trips in the future. Thus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the NBP Specific Plan.

11.0 TRANSPORTATION MITIGATION PROGRAM

11.1 North Business Park Specific Plan Circulation Improvements

The recommended circulation improvements for the Specific Plan area build upon the roadway network systems that are currently in place with the focus on implementing complete streets. The recommended Specific Plan circulation improvements are intended to address changing traffic patterns associated with build-out of the Specific Plan while fostering all travelers including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities. Summaries of the recommended Specific Plan circulation improvements are provided below for each roadway in the area.

- Thousand Oaks Boulevard:
  - Installation of sidewalks along both sides of the roadway
- Lindero Canyon Road:
  - Installation of a sidewalk along the west side of the roadway between the terminus of the existing sidewalk and Via Colinas
- Via Colinas:
  - Restripe the existing roadway to accommodate two travel lanes in each direction for the segment between Lindero Canyon Road and Via Rocas (via removal of on-street parking)
  - Installation of Class II bicycle lanes in each direction
  - Installation of sidewalks along both sides of the roadway
- Via Rocas:
  - Installation of Class II bicycle lanes in each direction
  - Installation of sidewalks along both sides of the roadway
- La Tienda Drive:
  - Installation of Class II bicycle lanes in each direction
  - Installation of a sidewalk along the north side of the roadway and a paved buffer on the south side of the roadway
- La Baya Drive:
  - Installation of Class II bicycle lanes in each direction
  - Installation of sidewalks along both sides of the roadway

- Corsa Avenue:
    - Installation of sidewalks along both sides of the roadway
- Cedarvalley Drive:
    - Installation of sidewalks along both sides of the roadway

11.2 North Business Park Specific Plan Traffic Council

It is recommended that a Specific Plan Traffic Council be organized to identify and address mutual goals relating primarily to traffic, transportation and parking. The Traffic Council would operate in a similar manner to a homeowners association or neighborhood council that would represent all of the stakeholders within the Specific Plan. This would require membership and participation must be open to all Specific Plan stakeholders such as property owners, business owners, and tenants. The Traffic Council could be organized in any of the following manners:

- An official advisory body appointed by the City Council.
- An informal group of major employers and property owners that is encouraged to work together and supported by the City Council.
- An affiliate organization to the Chamber of Commerce in which the Chamber oversees the organization and management of the Traffic Council, including participation and direction for activities.

Goals of the Traffic Council could include, but not be limited to, monitoring of traffic service levels and congestion on key roadways serving the Specific Plan area, coordinating and implementing measures such as staggered work schedules to relieve congestion, exploring and implementing shared parking opportunities to better manage parking resources, development of transportation demand management opportunities to reduce vehicular traffic, etc. In addition, the Traffic Council could be the appropriate organization to implement and oversee a Transportation Management Organization.

11.3 Transportation Management Organization

It is recommended that a Transportation Management Organization (TMO) be formed to educate people about, and encourage Specific Plan area employees, visitors and residents to use alternative methods of travel than driving alone. The Specific Plan TMO could be a private sector, non-profit organization formed to address, coordinate and help implement cost effective transportation demand management programs to ease traffic congestion, meet clean air requirements and improve access to, from and within the Specific Plan. The TMO would work in concert with the Chamber of Commerce to promote the best interests of the Specific Plan area and its membership, serving as a primary organizer for business development and civic growth, through effective communication,

events and programs making the Specific Plan a preferred place to work, visit, live and shop within the City of Westlake Village.

11.4 Transportation Demand Management

In accordance with policies identified in the City's General Plan, it is recommended that Transportation Demand Management (TDM) programs be implemented for future development in order to reduce the amount of vehicular traffic that would be generated by a project as compared to an unmanaged condition. The TDM measures implemented should be aimed at decreasing the number of vehicular trips generated by persons traveling to the site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, rail, walking, bicycling, carpool, etc.) and the TMO can help facilitate the implementation of these programs. The TDM strategies will identify opportunities to reduce parking demand and automobile dependency, as well as to promote alternative travel modes, with the focus on the employees within the NBP Specific Plan area. Examples of the project's TDM program elements could include the following:

- ***Transportation Information Center***. The Developer (or Developer's successors and assigns) can provide on-site information for employees and visitors about local public transit services (including bus lines, bus fare programs, ride share programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers [if provided for employees]). The Developer (or Developer's successors and assigns) can also provide walking and biking maps for employees and visitors about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet.

- ***TDM Web Site Information***. The Developer (or Developer's successors and assigns) and tenants can be required to provide transportation information such as the items noted above, including links to local transit providers, area walking, bicycling maps, etc., to inform employees and visitors of available alternative transportation modes to access the project site and travel in the area.

- ***Encourage Hiring of a Full-time Employee Transportation Coordinator***. The TDM representative can manage all aspects of a TDM program and participate in TMO-sponsored workshops and information roundtables, as well as be responsible for TDM activities at individual sites.

- ***Preferential Parking for Employees***. The Developer (or Developer's successors and assigns) can provide preferential parking (i.e., vanpool spaces, carpool spaces) within the parking facilities for employees who commute to work in registered vanpools and carpools. For example, an employee who drives to work with at least one other employee to a project site may register as a carpool entitled to preferential parking within the meaning of this provision.

- ***Pedestrian Wayfinding***. The Developer (or Developer's successors and assigns) can provide and maintain a pedestrian wayfinding program directing employees and visitors to/from the NBP Specific Plan area and local amenities (e.g., libraries, parks, etc.), public bus transit, etc.

- ***Convenient Parking and Facilities for Bicycle Riders***. The Developer (or Developer's successors and assigns) can provide locations for convenient parking for bicycle commuters or employees working at the site as well as visitors to the site. The bicycle parking will be located on-site and/or in the public right-of-way adjacent to the use such that long-term and short-term parkers can be accommodated.

- ***Deliveries***. The Developer can work to have deliveries scheduled for hours other than commute peak hours.

- ***Construction Trips***. The Developer can work towards limiting construction truck trips to non-peak commute hours.

11.5 Transportation Systems Management

It is recommended that Transportation Systems Management (TSM) measures be implemented in order to enhance the capacity of existing system. Through better management and operation of existing transportation facilities, TSM measures result in improved traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.

Transportation systems management strategies and measures include the following:

- Intersection and signal timing improvements through installation of more advanced traffic signal controllers and corresponding hardware and software

- Bottleneck removal programs

- Data collection to monitor system performance (e.g., through installation of closed circuit television cameras at select locations)

- Special event management strategies

The identification and elimination of traffic bottlenecks can greatly improve traveling conditions and enhance system capacity, reliability, and safety, especially during peak periods. TSM projects complement the major capacity improvements and infrastructure by providing improved traffic flow on arterials and local streets and often require the coordination and cooperation of several regional agencies. One example of a TSM enhancement would be implementation of an additional left-turn traffic signal clearance interval/phase at locations that are constrained in terms of available right-of-way (e.g., the northbound left-turn traffic movement from Lindero Canyon Road onto westbound Thousand Oaks Boulevard). The existing northbound left-turn lane at this location cannot be lengthened without impacting the southbound left-turn lane at the shopping center (i.e., the center

located along the east side of Lindero Canyon Road, south of Thousand Oaks Boulevard) and additional right-of-way does not exist to add a second northbound left-turn lane.

11.6 Study Intersections

The following sections provide an overview of transportation improvement measures that have been considered in order to address the forecast significant impacts to the local roadway network associated with the proposed project as well as cumulative growth. It is important to note that the traffic analysis has been based on a conservative approach with respect to the analysis of potential project-related impacts.

11.6.1 *Project Mitigation Measures*

As summarized in the Existing With NBP Specific Plan Conditions section (refer to Subsection 9.1.2) herein, application of the City's threshold criteria to the "Existing With NBP Specific Plan Conditions" scenario indicates that the proposed project is anticipated to result in a significant traffic impact at the following study intersection:

- Int. No. 6: Corsa Avenue/Thousand Oaks Boulevard

The following transportation mitigation measure has been considered and, if approved and implemented, is expected to reduce the project's forecast significant transportation impact at the subject study intersection to less than significant levels. The ICU and HCM data worksheets for the subject study intersection with the recommended mitigation measure are contained in ***Appendix C-5***. A full description of the recommended mitigation measure is provided in the following paragraph.

- Int. No. 6: Corsa Avenue/Thousand Oaks Boulevard
  A potential measure for this intersection is to prohibit northbound left-turns from Corsa Avenue. A median break is provided just east of Corsa Avenue for the Westlake Village Community Park/future YMCA Recreation Center. U-turns are allowed and motorists from Corsa Avenue destined to westbound Thousand Oaks Boulevard could make U-turn movements at this location. The median area could also be redesigned to physically preclude this left-turn movement (in addition to prohibitive signage). This measure will be reviewed with City staff, is feasible, and could be implemented if deemed necessary in the future.

As stated previously, while the entire Specific Plan, including the Mixed Use Corsa District, results in a net decrease of vehicle trips overall when compared to the existing conditions, the analysis of intersection operations (i.e., including the operations of the Corsa Avenue/Thousand Oaks Boulevard intersection) accounts for net new directional vehicle trips associated with future development (i.e., 101 net new Specific Plan outbound trips during the AM peak hour and 220 net new Specific Plan inbound trips during the PM peak hour). Therefore, while the overall trip generation within the Mixed Use Corsa District is reduced when compared to existing conditions, the nearest intersection of Corsa Avenue/Thousand Oaks Boulevard is expected to experience a significant degradation in delay during the PM peak hour due to the increases in certain through volumes along Thousand Oaks Boulevard. For example, a northbound left-turning vehicle (i.e., a motorist destined to westbound

Thousand Oaks Boulevard from Corsa Avenue) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. Thus any increase in the opposing eastbound and westbound through traffic volumes along Thousand Oaks Boulevard affects the delay for any northbound left-turning vehicles on Corsa Avenue, and correspondingly negatively affects the northbound approach operations.

It is recommended that a Traffic Council (refer to Subsection 11.2 above) and TMO (refer to Subsection 11.3 above) be established for the North Business Park Specific Plan area and that TDM programs (refer to Subsection 11.4 above) be encouraged in order to make every effort to further reduce trips made by single occupancy automobiles. Further, it is recommended that the City pursue a TSM program (refer to Subsection 11.5 above). The Traffic Council and TMO can work collectively to identify and address mutual goals relating primarily to traffic, transportation and parking, identify improvements to reduce the amount of vehicular traffic and enhance the capacity of existing system. It is important to note that no specific trip reduction has been applied in the operational analyses contained herein. Since the exact extent of effectiveness of these programs cannot be determined at this time, this provides a more conservative reporting of future traffic operations system-wide.

11.6.2 *Cumulative Mitigation Measures*

As summarized in the Future With NBP Specific Plan Conditions section (refer to Subsection 9.2.2) herein, application of the City's threshold criteria to the "Future With NBP Specific Plan Conditions" scenario indicates that the proposed project is anticipated to contribute to a significant cumulative traffic impact at the following study intersection:

- Int. No. 6: Corsa Avenue/Thousand Oaks Boulevard

The following transportation mitigation measure has been considered and, if approved and implemented, would reduce the proposed project's contribution to the significant cumulative transportation impact at the subject study intersection to less than significant levels. The ICU and HCM data worksheets for the subject study intersection with the recommended mitigation measure are contained in *Appendix C-5*. A full description of the recommended mitigation measure for the subject intersection is provided in the following paragraph.

- Int. No. 6: Corsa Avenue/Thousand Oaks Boulevard
  A potential measure for this intersection is to prohibit northbound left-turns from Corsa Avenue. A median break is provided just east of Corsa Avenue for the Westlake Village Community Park/future YMCA Recreation Center. U-turns are allowed and motorists from Corsa Avenue destined to westbound Thousand Oaks Boulevard could make U-turn movements at this location. The median area could also be redesigned to physically preclude this left-turn movement (in addition to prohibitive signage). This measure will be reviewed with City staff, is feasible, and could be implemented if deemed necessary in the future.

As stated previously, while the entire Specific Plan, including the Mixed Use Corsa District, results in a net decrease of vehicle trips overall when compared to the existing conditions, the analysis of intersection operations (i.e., including the operations of the Corsa Avenue/Thousand Oaks Boulevard intersection) accounts for net new directional vehicle trips associated with future development (i.e., 101 net new Specific Plan outbound trips during the AM peak hour and 220 net new Specific Plan inbound trips during the PM peak hour). Therefore, while the overall trip generation within the Mixed Use Corsa District is reduced when compared to existing conditions, the nearest intersection of Corsa Avenue/Thousand Oaks Boulevard is expected to experience a significant degradation in delay during the PM peak hour due to the increases in certain through volumes along Thousand Oaks Boulevard. For example, a northbound left-turning vehicle (i.e., a motorist destined to westbound Thousand Oaks Boulevard from Corsa Avenue) must wait for an acceptable gap in both the opposing eastbound and westbound through traffic volumes on Thousand Oaks Boulevard. Thus any increase in the opposing eastbound and westbound through traffic volumes along Thousand Oaks Boulevard affects the delay for any northbound left-turning vehicles on Corsa Avenue, and correspondingly negatively affects the northbound approach operations.

It is recommended that a Traffic Council (refer to Subsection 11.2 above) and TMO (refer to Subsection 11.3 above) be established for the North Business Park Specific Plan area and that TDM programs (refer to Subsection 11.4 above) be encouraged in order to make every effort to further reduce trips made by single occupancy automobiles. Further, it is recommended that the City pursue a TSM program (refer to Subsection 11.5 above). The Traffic Council and TMO can work collectively to identify and address mutual goals relating primarily to traffic, transportation and parking, identify improvements to reduce the amount of vehicular traffic and enhance the capacity of existing system. It is important to note that no specific trip reduction has been applied in the operational analyses contained herein. Since the exact extent of effectiveness of these programs cannot be determined at this time, this provides a more conservative reporting of future traffic operations system-wide.

12.0 CALIFORNIA DEPARTMENT OF TRANSPORTATION FREEWAY ANALYSIS

12.1 Freeway Analysis

A supplemental freeway analysis was prepared based on the latest edition of the Highway Capacity Manual (HCM 2016 6th Edition) operational analysis methodologies pursuant to the California Department of Transportation's (Caltrans) *Guide for the Preparation of Traffic Impact Studies*[5]. According to the Caltrans document, the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). For mainline freeway segments, the MOE is determined based on density in passenger cars per mile per lane (pc/mi/ln). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

The following mainline freeway segments along the U.S. 101 Freeway have been identified for analysis based on their proximity to the project site and the expected level of project-generated traffic. These segments are forecast to experience a relatively greater percentage of project-related traffic than other mainline freeway segment locations:

- U.S. 101 Freeway north of Westlake Boulevard
- U.S. 101 Freeway south of Reyes Adobe Road

The proposed project's effect on the regional mainline freeway system has been determined based on a review of available traffic volume data for existing weekday peak hour conditions. Freeway mainline data were obtained from Caltrans' Performance Measurement System (PeMS) website. Hourly volume and speed data were obtained for all mid-week days (i.e., Tuesday, Wednesday, and Thursday) in March 2018, and reviewed for validity and consistency. The year 2018 existing traffic volumes were then increased by the CMP annual average growth rate of 0.30% per year so as to reflect the future year 2040 analysis condition.

The selected freeway segment lane configurations used in the analysis are based on information obtained from field reviews. The freeway analysis is based on the number of mainline freeway lanes only. Along some freeway segments, auxiliary lanes are provided to facilitate entering and exiting freeway traffic to and from the freeway mainline. Although some of the freeway auxiliary lanes accommodate through traffic, these have not been considered so as to provide a conservative analysis to determine the effects of the proposed project. The HCM operational analysis for freeway segments is based on density (i.e., passenger cars per mile per lane [pc/mi/ln]). The Caltrans freeway traffic analysis is summarized in ***Table 12-1*** for all traffic analysis conditions. Copies of the HCM freeway analysis data worksheets are provided in ***Appendix D***.

[5] *Guide for the Preparation of Traffic Impact Studies*, State of California Department of Transportation, December 2002.

Table 12-1
CALTRANS FREEWAY IMPACT ANALYSIS [1]
WEEKDAY AM AND PM PEAK HOURS

Freeway Segment	Peak Hour	Dir.	Existing Year 2018 Traffic Volumes [2]	Existing Year 2018 Density (pc/mi/ln) [3]	Existing Year 2018 LOS [4]	Existing Year 2018 Speed (mph) [2]	Existing Year 2018 LOS [5]	Project Trip Ends [6]	Existing Year 2018 With Project Traffic Volumes [7]	Existing Year 2018 With Project Density (pc/mi/ln) [3]	Existing Year 2018 With Project LOS [8]	Density Increase With Project [9]	Impact	Future Year 2040 Pre-Project Traffic Volumes [10]	Future Year 2040 Pre-Project Density (pc/mi/ln) [3]	Future Year 2040 Pre-Project LOS [8]	Project Trip Ends [6]	Future Year 2040 With Project Traffic Volumes [11]	Future Year 2040 With Project Density (pc/mi/ln) [3]	Future Year 2040 With Project LOS [8]	Density Increase With Project [12]	Impact
U.S. 101 Freeway north of Westlake Boulevard	AM	NB	5,159	16.3	B	64.2	D	17	5,176	16.4	D	0.1	No	5,510	17.4	D	17	5,527	17.5	D	0.1	No
		SB	6,761	21.4	C	61.6	D	(196)	6,565	20.7	D	-0.7	No	7,222	23.0	D	(196)	7,026	22.3	D	-0.7	No
	PM	NB	8,074	25.7	C	64.6	C	(115)	7,959	25.2	C	-0.5	No	8,624	28.0	D	(115)	8,509	27.5	D	-0.5	No
		SB	3,968	12.6	B	66.9	A/B	51	4,019	12.8	B	0.2	No	4,238	13.5	B	51	4,289	13.7	B	0.2	No
U.S. 101 Freeway south of Reyes Adobe Road	AM	NB	5,330	21.3	C	68.4	A/B	(105)	5,225	20.8	C	-0.5	No	5,693	22.9	C	(105)	5,588	22.5	C	-0.4	No
		SB	5,603	22.5	C	65.9	A/B	20	5,623	22.6	C	0.1	No	5,985	24.4	C	20	6,005	24.4	C	0.0	No
	PM	NB	6,376	26.5	D	67.2	A/B	44	6,420	26.8	D	0.3	No	6,810	29.1	D	44	6,854	29.4	D	0.3	No
		SB	4,750	19.0	C	69.6	A/B	(54)	4,696	18.8	C	-0.2	No	5,074	20.4	C	(54)	5,020	20.1	C	-0.3	No

[1] Freeway analysis based on the Highway Capacity Manual 6th Edition, operational analysis methodologies, per the Caltrans' *Guide for the Preparation of Traffic Impact Studies*, December 2002.
[2] Source: Caltrans PeMS website, 2018. The 85th percentile volumes and speeds for weekday AM and PM peak hour conditions are based on March 2018 data obtained for the northbound and southbound US-101 Freeway at post miles 34.98 and 34.91 in Los Angeles County, and post miles 1.77 and 1.51 in Ventura County, respectively.
[3] pc/mi/ln: passenger cars per mile per lane. Pursuant to the Highway Capacity Software (HCS) worksheets contained in Appendix E, density values are reported to one decimal place.
[4] Freeway mainline Levels of Service by density were based on the following criteria:

Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
≤ 11	A	> 26-35	D
> 11-18	B	> 35-45	E
> 18-26	C	> 45	F

[5] Freeway mainline Levels of Service by minimum speeds were based on the following criteria:

Speed (mph)	LOS	Speed (mph)	LOS
≥ 65.0	A	<64.6-59.7	D
≥ 65.0	B	<59.7-52.2	E
<65.0-64.6	C	<52.2	F

[6] Based on the trip generation and trip distribution for the project.
[7] [2] + [6]
[8] For the purposes of this analysis, the worst-case Level of Service based on the calculated density and the existing speeds is reported as the segment Level of Service.
[9] Derived by subtracting the density of the year 2018 existing with project conditions with the year 2018 existing conditions.
[10] Year 2040 future without project traffic volumes were derived by increasing the existing traffic volumes by an ambient growth rate of 0.30% per year to the year 2040.
[11] [10] + [6]
[12] Derived by subtracting the density of the year 2040 future with project conditions with the year 2040 future pre-project conditions.

12.1.1 *Existing and Existing With Project Conditions*

As shown in *Table 12-1*, the two study freeway segments are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. With the addition of the proposed project traffic, all study freeway segments are expected to continue to operate at LOS D or better during the weekday AM and PM peak hours. As shown in *Table 12-1*, application of the Caltrans LOS standards and guidelines to the "Existing With Project" scenario indicates that the proposed project is not expected to create traffic impacts at any of the study freeway segments.

12.1.2 *Future Without and With Project Conditions*

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, were assumed to be 0.30% per year through year 2040 resulting in a 6.6 percent increase in background ambient traffic growth. With the addition of regional growth (i.e., year 2040 without project conditions), the two study freeway segments are projected to operate at LOS D or better during the weekday AM and PM peak hours. With the addition of the proposed project traffic (i.e., year 2040 with project conditions), the two study freeway segments are projected to continue to operate at LOS D or better during the weekday AM and PM peak hours. As shown in *Table 12-1*, application of the Caltrans LOS standards and guidelines to the year 2040 with project scenario indicates that the proposed project is not expected to create traffic impacts at any of the study freeway segments.

12.2 Intersection Analysis

Supplemental intersection analyses were also prepared for the State facility intersections within the project study area pursuant to the California Department of Transportation's (Caltrans) *Guide for the Preparation of Traffic Impact Studies*. Intersection analyses was prepared utilizing the *Synchro 10* software package which implements the Highway Capacity Manual operational methods. A *Synchro* network was created based on current traffic signal timing charts and field review of existing conditions at these intersections. In addition, specifics such as lane configurations, lane widths, storage lengths, crosswalk locations, posted speed limits, traffic signal phasing and cycle length, traffic volumes, etc., were coded to complete the existing network.

The following four intersections have been identified for analysis based on their proximity to the project site:

- Intersection No. 10: Lindero Canyon Road/U.S. 101 Freeway Northbound Off-Ramp
- Intersection No. 11: Lindero Canyon Road/U.S. 101 Freeway Southbound Off-Ramp
- Intersection No. 18: Westlake Boulevard/U.S. 101 Freeway Northbound Off-Ramp
- Intersection No. 19: Westlake Boulevard/U.S. 101 Freeway Southbound Off-Ramp

Table 12-2 summarizes the intersection analyses for the "Existing With Project", and "Year 2040 With Project" conditions. As shown in *Table 12-2*, application of the Caltrans LOS standards and guidelines to the "Year 2040 With Project" scenario indicates that the proposed project is not projected to result in impacts at the four Caltrans intersection locations. The corresponding weekday AM and PM peak hour HCM worksheets are contained in *Appendix D*.

12.3 Ramp Vehicle Queuing Analysis

A detailed review was also undertaken with respect to vehicle queuing on the freeway off-ramp approaches at four locations (same as the above four analyzed intersections). The queuing analysis was calculated using the *Synchro 10* software package which implements the Highway Capacity Manual operational methods. In forecasting vehicle queuing, the *Synchro* software considers traffic volume data, lane configurations, traffic signal timing and phasing for signalized locations, and available vehicle storage lengths for the respective traffic movements. The queuing analysis was prepared for the Year 2040 cumulative with project conditions. Each of the four freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e., 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared with the available ramp storage lengths (as measured from the applicable freeway/frontage road gore areas to the respective off-ramp approach limit lines/merge points).

As presented in ***Table 12-3***, adequate storage areas are provided to accommodate the forecast 95th percentile queues under the Year 2040 cumulative with project conditions. Therefore, based on a review of the queuing analyses and the available storage lengths, vehicle queuing back onto the U.S. 101 Freeway mainline travel lanes is not expected. The corresponding weekday AM peak hour and PM peak hour peak hour HCM worksheets for purposes of determining the 95th percentile vehicle queues are contained in *Appendix D*.

Table 12-2
CALTRANS INTERSECTION IMPACT ANALYSIS [a]

NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	[1] YEAR 2018 EXISTING DELAY [b]	[1] YEAR 2018 EXISTING LOS [c]	[2] YEAR 2018 EXISTING W/ PROJECT DELAY [b]	[2] YEAR 2018 EXISTING W/ PROJECT LOS [c]	[2] CHANGE IN DELAY [(2)-(1)]	[2] IMPACT	[3] YEAR 2040 FUTURE PRE-PROJECT W/ AMB. GROWTH & REL. PROJ. DELAY [b]	[3] YEAR 2040 FUTURE PRE-PROJECT W/ AMB. GROWTH & REL. PROJ. LOS [c]	[4] YEAR 2040 FUTURE W/ PROJECT DELAY [b]	[4] YEAR 2040 FUTURE W/ PROJECT LOS [c]	[4] CHANGE IN DELAY [(4)-(3)]	[4] IMPACT
10	Lindero Canyon Road/	Signalized	AM	23.7	C	22.6	C	-1.1	No	23.7	C	22.6	C	-1.1	No
	U.S. 101 Freeway NB Off-Ramp		PM	28.3	D	32.2	D	3.9	No	28.7	D	32.6	D	3.9	No
11	Lindero Canyon Road/	Signalized	AM	34.3	C	32.9	C	-1.4	No	34.2	C	33.0	C	-1.2	No
	U.S. 101 Freeway SB Off-Ramp		PM	18.2	B	18.4	B	0.2	No	18.3	B	18.5	B	0.2	No
18	Westlake Boulevard/	Signalized	AM	24.2	C	24.2	C	0.0	No	23.8	C	23.8	C	0.0	No
	U.S. 101 Freeway NB Off-Ramp [d]		PM	24.6	C	24.6	C	0.0	No	24.7	C	24.7	C	0.0	No
19	Westlake Boulevard/	Signalized	AM	30.7	C	30.7	C	0.0	No	30.7	C	30.7	C	0.0	No
	U.S. 101 Freeway SB Off-Ramp [d]		PM	26.1	C	26.1	C	0.0	No	26.3	C	26.3	C	0.0	No

[a] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies, per the Caltrans' *Guide for the Preparation of Traffic Impact Studies, December 2002.*

[b] Reported control delay values in seconds per vehicle.

[c] Signalized Intersection Levels of Service are based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[d] Intersection analyzed utilizing the HCM 2000 methodologies for signalized intersections, consistent with previous analyses approved by the City of Thousand Oaks.

Table 12-3
SUMMARY OF OFF-RAMP VEHICLE QUEUING ANALYSIS [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	85th PERCENTILE AVAILABLE OFF-RAMP STORAGE [2] (FEET)	EXISTING YEAR 2018		EXISTING YEAR 2018 WITH PROJECT		FUTURE YEAR 2040 WITHOUT PROJECT		FUTURE YEAR 2040 WITH PROJECT	
				95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS 85th PERCENTILE STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS 85th PERCENTILE STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS 85th PERCENTILE STORAGE? (YES/NO)	95th PERCENTILE QUEUE [3] (FEET)	EXCEEDS 85th PERCENTILE STORAGE? (YES/NO)
10	Lindero Canyon Road/ US-101 Freeway NB Off-Ramp	AM	2,190	1,288	No	1,178	No	1,295	No	1,185	No
		PM	2,190	1,515	No	1,653	No	1,538	No	1,675	No
11	Lindero Canyon Road/ US-101 Freeway SB Off-Ramp	AM	2,400	1,705	No	1,495	No	1,725	No	1,525	No
		PM	2,400	1,013	No	1,008	No	1,028	No	1,028	No
18	Westlake Boulevard/ US-101 Freeway NB Off-Ramp	AM	2,250	816	No	816	No	821	No	821	No
		PM	2,250	1,035	No	1,035	No	1,043	No	1,043	No
19	Westlake Boulevard/ US-101 Freeway SB Off-Ramp	AM	3,130	1,403	No	1,403	No	1,427	No	1,427	No
		PM	3,130	701	No	703	No	737	No	739	No

[1] Refer to calculation worksheets in Appendix E.

[2] Available storage represents 85 percent of storage space, as measured via Google Earth, 2018.

[3] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. An average vehicle length of 25 feet (including vehicle separation) was assumed for analysis purposes. Refer to Appendix Table E-1 for calculation of peak hour off-ramp queuing.

13.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The North Business Park Specific Plan is intended to create a forward-looking and responsible plan that provides for development of the Specific Plan area with land uses and intensities appropriately designated to meet the needs of anticipated growth, while responding to market flexibility. As many as 1,017 new dwelling units and over 1.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at build-out. With over 2.0 million square feet of existing developments within the Focus Area, there would be a net decrease of approximately 390,000 square feet of non-residential development (i.e., excluding the 1,017 new dwelling units proposed as part of the Specific Plan).

- ***Specific Plan Access*** – Implementation of Complete Streets within the Specific Plan will encourage more walking by employees, visitors and local residents, which is consistent with Westlake Village residents' indicated desire for additional sidewalks and pedestrian amenities. Additionally, this would also encourage more bicycling which also is consistent with Westlake Village residents' indicated desire for additional bicycle facilities. Specific recommendations to facilitate vehicle, pedestrian and bicycle travel within and on the periphery of the Specific Plan area have been made to improve mobility with the focus on implementation of Complete Streets.

- ***Study Scope –*** A total of 19 study intersections were selected for analysis in consultation with City of Westlake Village staff in order to determine potential impacts related to the proposed North Business Park Specific Plan.

- ***Project Trip Generation*** – The North Business Park Specific Plan is expected to generate a net decrease of 418 vehicle trips (519 fewer inbound trips and 101 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the NBP Specific Plan is expected to generate a net decrease of 46 vehicle trips (220 inbound trips and 266 fewer outbound trips). Over a 24-hour period, the NBP Specific Plan is forecast to generate 1,110 daily trip ends during a typical weekday (approximately 555 inbound trips and 555 outbound trips).

- ***Related Projects*** – The Cities of Westlake Village, Thousand Oaks and Agoura Hills were consulted to obtain the list of development projects (related projects) in the area. A total of five related projects was identified and considered as part of the cumulative traffic analysis. The related projects are expected to generate 370 vehicle trips (252 inbound trips and 118 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the related projects are expected to generate 417 vehicle trips (163 inbound trips and 254 outbound trips). Over a 24-hour period, the related projects are forecast to generate 5,391 daily trip ends during a typical weekday (approximately 2,696 inbound trips and 2,696 outbound trips).

- ***Traffic Impact Analysis*** – It is concluded that the proposed project is expected to result in one significant traffic impact based on the City of Westlake Village/City of Thousand Oaks thresholds of significance used for evaluating traffic impacts. Incremental but not significant impacts are noted at the remaining study intersections. Physical and operational improvements along with TMO, TDM and TSM programs are recommended.

- ***Caltrans Traffic Impact Analysis*** – It is concluded that the proposed project is not expected to result in any traffic impacts at freeway mainline segments and ramp intersections based on the Caltrans analysis methodology. In addition, no impacts with respect to vehicle queuing at the analyzed freeway off-ramp locations are expected due to the proposed project.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required.

APPENDIX H-1

INFRASTRUCTURE ANALYSIS

Infrastructure Analysis
(Task 1.2.5)

Westlake Village, California

Business Park Specific Plan Area

Prepared by
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May 27, 2010

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INFRASTRUCTURE ANALYSIS
WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

EXECUTIVE SUMMARY

This Infrastructure Analysis (TASK 1.2.5) is a stand alone analysis of the existing utilities and storm drainage hydrology characteristics within the Westlake Village Business Park Specific Plan Area based on information compiled from existing data supplied by the City of Westlake Village and its Utility Purveyors. Ultimately, the following information will simplify Westlake Village's task of realizing what opportunities and constraints exist while they are developing their ideas for future growth. This report only addresses the "as-built" conditions (what currently exists) with future reports to address how to deal with some of these constraints and at what costs.

The project site is built out with mostly commercial properties along with a private school and religious site (Oaks Christian). Thus, the available infrastructure (utilities and roads) have little to no constraints regarding future redevelopment and property usage plans. There are a few deficiencies that need to be addressed. As discussed under the cable section, most of the Business Park area has no cable services. According to the planner of Time Warner Cable Company the only two businesses that have cable services are the Dole World Headquarter Building and the Four Season Hotel. Since there is virtually no underground coaxial cable in the area, the cost of direct trenching of the fiber-optic cables could be a constraint for the design land use of the area. Besides that, there is also currently a lack of sidewalks in the Business Park area. This presents itself as a constraint, because sidewalks would be needed to make any new development such as the ADA compliant.

SITE DESCRIPTION

Project Location

Westlake Village (pop. 8,858) is located along the northwest border of Los Angeles County and is divided by the Interstate 101 (I-101) freeway. The City borders Ventura County to the west, the City of Thousand Oaks to the northwest, the City of Agoura Hills to the east. Westlake Village is a developed City with primarily residential development south of the I-101 with commercial development north of the freeway. The City has the infrastructure necessary to

sustain its population. The Specific Plan Area is primarily developed land bounded by the I-101 freeway (south), Westlake Village/Thousand Oaks corporate boundary (west), East Thousand Oaks Blvd (north), and Lindero Canyon Road (east). The total project site is approximately 73.8 acres.

INFRASTRUCTURE ANALYSIS

The following Infrastructure Analysis compiles research and utility maps into an easy to follow synopsis of the Specific Plan Area utilities (see Exhibit __). Since the planning area is primarily developed, it is clear that close coordination with all possible utility purveyors was necessary to plan for the future. This document only discusses the current, as-built conditions.

Water Systems:

Service Provider: Las Virgenes Municipal Water District

Contact person: Joe Valente 818-701-3326

Las Virgenes Municipal Water District (LVMWD) is the water service provider of the Westlake Village Business Park area. LVMWD owns and maintain the entire water supply network including the potable and recycled water. The potable water line goes under all major streets in the business park area. The sizes of the potable water lines ranging from 5" to 16" and most of the pipes are ACP with some exception of steel pipes. On the other hand, the recycled water lines only exist on La Baya Dr, Lindero Canyon Rd, Via Colinas Ave, Via Rocas Ave and the area west of Via Colinas Ave (the industrial park). The sizes of the recycled water lines are from 5" to 20" and most of the pipes area PVC pipes. The current condition of the water supply network is said to be sufficient and well under maximum in terms of capacity. There is no plan of upgrading of the water supply system so far in sight.

Sewer Systems:

Service Provider: City of Westlake Village (Owns)

Los Angeles Department of Public Works (Maintain)

Las Virgenes Municipal Water District (Owns and maintain trunk lines and treatment plants)

The local sewer system serving the Westlake Village Business Park area is own by the City of Westlake Village and maintained by the Los Angeles Department of Public Works (LADPW) but the trunk lines and treatment plants in the area are own and maintained by Las Virgenes Municipal Water District (LVMWD). It is mainly Vitrified Clay Pipes with the sizes ranging between 8"-18". The network is basically along all the major streets with smaller main connecting directly to the businesses. Research and study about the current capacity or shall there be any need for upgrading of the system will only be conducted by the LADPW when the nature of development about the area is finalized and the proposed design plans can be submitted to the LADPW. Currently, there is no future plan of upgrading the sewer system.

Storm Drainage Systems:

Service Provider: Los Angeles County Flood Control District

The storm drain system serving the Westlake Village Business Park area is maintained by the Los Angeles County Flood Control District (LACFCD). The storm drain system consists of mostly underground Reinforced Concrete Pipes (RCP) ranging from 18" to 78" under the major streets with the exception of a 26' wide open channel drain on the southwest of the Business Park area at the back of the Oaks Christian School. This open Channel drain will direct the storm drain south ward across La Tienda Rd. and Ventura Freeway (101 Frwy) via a culvert to a another open channel along the south of the freeway. Similar to the sewer system, research and study about the current capacity and any need for future upgrade of the drainage system will only be conducted by the LACFCD when the plans are finalized and submitted. But as of right now, there is no future plan of upgrading of the current storm drain system within the business park area.

Power Systems:

Service Provider: Southern California Edison.

Contact person: Kim Gurule (for as-built plans) 714-796-9932
Pete (planner) 805-494-7038

The electricity purveyor of this business park area is Southern California Edison (SCE). According to the planner, current condition of the power supply to the Westlake Village business district area is healthy and in no need of upgrade. The engineer and planner of SCE suggest that

they will be able to serve whatever new development that will be in that area, and will upgrade their system if necessary. In other words, there shouldn't be much constraint in terms of power supply towards the redevelopment.

Gas Systems:

Service Provider: Southern California Gas Company

Contact Person: Eric Eng (for as-built plans) 818-701-3326
Marty Records (Field Engineer/Planner) 805-520-2062

The Southern California Gas (So Cal Gas) Company / Sempra Utilities are the gas service provider of the business park area. According to their planner, there shouldn't be any constraints in terms of gas services towards the redevelopment of the area. New business developer should submit their finalized design plans and the So Cal Gas company would determined the required load and modified the pressure of the gas pipe line to meet required capacity. Currently the gas pipelines runs along all major streets of the area except for some portions of Thousand Oaks Blvd. There is no major or minor upgrade of the gas system currently in the business park area.

Telecommunication Systems:

Service Provider: AT&T

Contact Person: Walter Werstiuk 714-963-7964 (Long distance)
Diane Engels 818-7782720 (Local)

AT&T is the provider of the City's both local and long distance telecommunications. According to their engineers, most of the underground telecommunication lines are joint trench with SCE's electrical lines, with a few direct trenching of their own. Therefore, much like power supply, the telecommunication network in the area is abundant and will have no problem serving the redevelopment of the area. There is currently no future upgrade plan for the telecommunication in the area.

Cable Television Systems:

Service Provider: Time Warner Cable

Contact Person: Paul Georgia 805-477-4427

The cable service provider of this area is Time Warner Cable. Most of the Westlake Village Business Park area does not have cable services. Specifically, the triangular “pocket” formed by Via Colinas, Thousand Oaks Blvd and Lindero Canyon Rd, has virtually no underground coaxial cables at all. The businesses that have cable services are those on the south west of Via Colinas and the Dole World Headquarters Building and the Four Season Hotel.

And since Southern California Edison (SCE) already have an existing power supply network in this area, join trenching of coaxial cable for new businesses or residential units will not be an option. Therefore direct trenching will most likely be required. Direct trenching usually cost relatively higher, and the cost is usually covered by the business developer, therefore business developer should take the economical factor into account when decide what businesses to be developed in this area.

REFERENCES

Los Angeles County Flood Control District websites for as-built plans:
http://dpw.lacounty.gov/DES/PLANS

Los Angeles County Department of Public Works' website for existing sewer information:
http://dpwgis.co.la.ca.us/website/surveyrecord

List of Record Drawing Utility Maps:

Potable Water: *Water Distribution System Plan of Record*, Las Virgenes Municipal Water District, Maps #00189, #00273, #00274, #00276, #00277, #00278, #00279, #00280, #00282, #00283, #00447, #01072, #01083, #01084, #01088, #01103, #01104, #01823-01, #01824, #01826-01, #01924-01, and #07542-03

Recycle Water: *Western Reclaimed Water Distribution System Record Drawings*, Las Virgenes Municipal Water District, Drawings #05035, #05036, #05037, #05038, #05039, #05040, #05055-02, #05056, #05057, #05058, #05059, #05060, #05061, #05062, #05063, #05064, and #07550-02

Sewer As-Built Maps: *Consolidated Sewer Maintenance District Record Maps*, Los Angeles County, Plans S-1065 and S-1042

Storm Drainage As-Built Maps: Los Angeles County Department of Public Works, Reference Drawings #154-F44.1 through F44.21, #154-F50.1 through F50.4, #154-F107.1 through F107.3, #154-F96.1 through F96.6, and #154-F41.1 through F41.3.

Gas As-Built Maps: Southern California Gas Company, Plans LA-3382-1, LA-3393-2, LA-3383-1, LA-3383-2, LA-3383-3, LA-3383-4, and LA-3392-4

Cable As-Built Maps: Adelphia, Drawings #63151878, #63151880, #63181878, #63181880, #63211878, and #63211880

Telecommunications As-Built Maps: AT&T, Record Maps #WR 33785-23 and #WR 33785-24

APPENDIX

- C-1 Utility Map – Wet
- C-2 Utilty Map – Dry

APPENDIX H-2

WATER SUPPLY ASSESSMENT (WSA)

LVMWD Report Number 2523.00

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Westlake Village Business Park Water Supply Assessment

7 May 2013

Prepared for

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K/J Project No. 1389016*00

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Appendix A: Water Supply Agreements

List of Abbreviations and Acronyms

The following abbreviations and acronyms were used in this report.

ac	acre
AF	acre-feet
AFY	acre-feet per year
Basin	Russell Valley groundwater basin
CALGreen	California Green Building Standards Code (California Code of Regulations Title 24, Part 11)
CEQA	California Environmental Quality Act
cfs	cubic feet per second
City	City of Westlake Village
CMWD	Calleguas Municipal Water District
DU	dwelling unit
DWR	California Department of Water Resources
ETo	evapotranspiration
°F	degrees Fahrenheit
gpcd	gallons per capita per day
gpd	gallons per day
gpm	gallons per minute
JPA	Joint Powers Authority
LVWMD	Las Virgenes Municipal Water District
mgd	million gallons per day
mg/l	milligrams per liter
MWDSC	Metropolitan Water District of Southern California
Reliability Report	2009 State Water Project Delivery Reliability Report

RWMP	Recycled Water Master Plan
SB 610	Senate Bill 610
SBX7-7	Senate Bill 7 of Special Extended Session 7, Water Conservation Act of 2009
SCAG	Southern California Association of Governments
sf	square feet
Specific Plan	Westlake Village Business Park Specific Plan
SWP	State Water Project
TDS	total dissolved solids
TSD	Triunfo Sanitation District
TWRF	Tapia Water Reclamation Facility
UWMP	Urban Water Management Plan
WSA	Water Supply Assessment

Section 1: Introduction and Background

1.1 Purpose and Acknowledgement

This report addresses the requirements of Section 10910 of the California Water Code (Senate Bill 610 [SB 610]) for the proposed "Westlake Village Business Park Specific Plan" development in the City of Westlake Village (City). In accordance with SB 610, projects subject to the California Environmental Quality Act (CEQA) requiring submittal of a Water Supply Assessment (WSA) include the following:

- Residential developments of more than 500 dwelling units (DU)
- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sf) of floor space
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 sf of floor space
- Hotels, motels, or both, having more than 500 rooms
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area
- Mixed-use projects that include one or more of the projects specified in this subdivision
- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500 DU project

At maximum development capacity the Westlake Village Business Park Specific Plan will contain 401 residential units and 2,609,940 sf of mixed-used floor area and thus requires a WSA.

Las Virgenes Municipal Water District (LVMWD) is the water supplier for the proposed Westlake Village Business Park Specific Plan. This assessment builds on the information provided in LVWMD's 2010 Urban Water Management Plan (UWMP) (Carollo, 2011).

This WSA addresses the overall water supply available to LVWMD to meet the demands of existing customers, the Westlake Village Business Park Specific Plan, and other future demands. The WSA does not address the water delivery system within the City of Westlake Village since the focus is on the overall water supply.

The WSA reviews and makes a finding of reasonable sufficiency of water supplies that either are available or will be available to LVMWD to meet future demands for the period 2013 to 2035.

1.2 Requirements of Water Code – SB 610

Various sections of the California Water Code, Business and Professional Code and Public Resources Code were revised as a result of SB 610 (Costa), signed by the Governor in October 2001. SB 610 is summarized in the following paragraph.

If a project is subject to the CEQA as determined by a county or city and is a qualifying industrial park project that occupies more than 40 acres of land as indicated above, then the water supplier must prepare an SB 610 WSA. The statute also calls for the assessment to be submitted before the lead agency begins to prepare the environmental document required for a project. In the case of the Westlake Village Business Park Specific Plan, the findings of this WSA will be incorporated into the environmental document for the project.

- The analysis must examine water supply, entitlements, water rights, or water service contracts relevant to serving the proposed development. Where there are deficiencies, the water purveyor must address in the WSA a plan for acquiring additional water supplies. The determination of the adequacy of available supplies must consider an average water year, a single dry water year, and multiple dry water years.

- Supply determinations must include groundwater use and any basin limitations.

For water systems that rely at least partially on groundwater, such as is the case for the LVWMD (LVMWD uses groundwater to supplement recycled water supplies when they are insufficient to meet demand, usually in the hotter, drier summer months), additional information must be provided with the WSA, some of which is described below:

- Copy of the Groundwater Management Plan.

- Description of the groundwater basin(s).

- Copy of the court decree if a basin is adjudicated.

- Description of measures to eliminate overdraft conditions.

- Description and amount of groundwater to be pumped.

- Vulnerability to seasonal or climate changes – average year, single dry-year, and multiple dry-years.

With respect to financing, the WSA is to cover funding available as well as a description of all the projects that are significant to water supply.

1.3 Proposed Development Project

In response to growing market pressures and opportunities to redevelop older, outdated facilities within a desirable trade area, the City initiated the development of a specific plan for the Westlake Village Business Park. The purpose of the Westlake Village Business Park Specific Plan (Specific Plan) (Arroyo Group, 2012) is to provide a long-range strategy for revitalizing the Westlake Village Business Park to enhance the City's economic base, define

new public spaces to serve the business park and the entire community, and create a model for sustainable, healthy development. The Specific Plan has been designed to meet the City's goal of taking a long-term view of what land uses are appropriate for the area by providing greater flexibility in permitted land uses to capture economic potential both in the short-term and long-term.

The City of Westlake Village is located at the northwestern end of Los Angeles County, east of the Los Angeles County-Ventura County line. The City covers 5.62 square miles of land and is bound by the City of Agoura Hills to the east and northeast; the City of Thousand Oaks to the north and west; and unincorporated Los Angeles County land to the southeast and south. Regional access to Westlake Village is provided by the Ventura Freeway (Interstate 101), which bisects the City in an east-west direction.

The Specific Plan Project Area (Figure 1-1) is located in the northern portion of the City and is approximately 200 gross acres in size (including public rights-of-way) and 183 net acres in size (excluding public rights-of-way). It is bounded by Thousand Oaks Boulevard to the north, Lindero Canyon Road to the east, Highway 101 to the south and the City of Thousand Oaks to the west. The Specific Plan area contains 54 parcels with multiple property owners.

The focus of this Specific Plan is on the northern two-thirds of the planning area (Figure 1-1), which is 128 gross acres (112 net acres) in size and contains 49 parcels. This area, referred to as the Focus Area, is considered in need of revitalization. The southern portion of the Specific Plan area contains the relatively new Four Seasons hotel, spa and wellness center, Dole corporate headquarters, Westlake Village Studios, Oaks Christian School, and Calvary Community Church. These properties are included within the Specific Plan area for context, as part of the larger business park, and because streetscape improvements are planned for the streets fronting these properties for continuity within the business park. However, no zoning changes are planned for these southern properties.

The proposed Westlake Village Business Park Specific Plan establishes six Specific Plan districts for the Focus Area located in the northern two-thirds of the planning area, as shown in Figure 1-2:

- Mixed Use – Corsa District
- Mixed Use – Via Colinas District
- Mixed Commercial District
- Corporate Office District
- Flex Office District
- Design District

The intended character of each of the Specific Plan districts is described in the Westlake Village Business Park Specific Plan Public Review Draft (September 2012).

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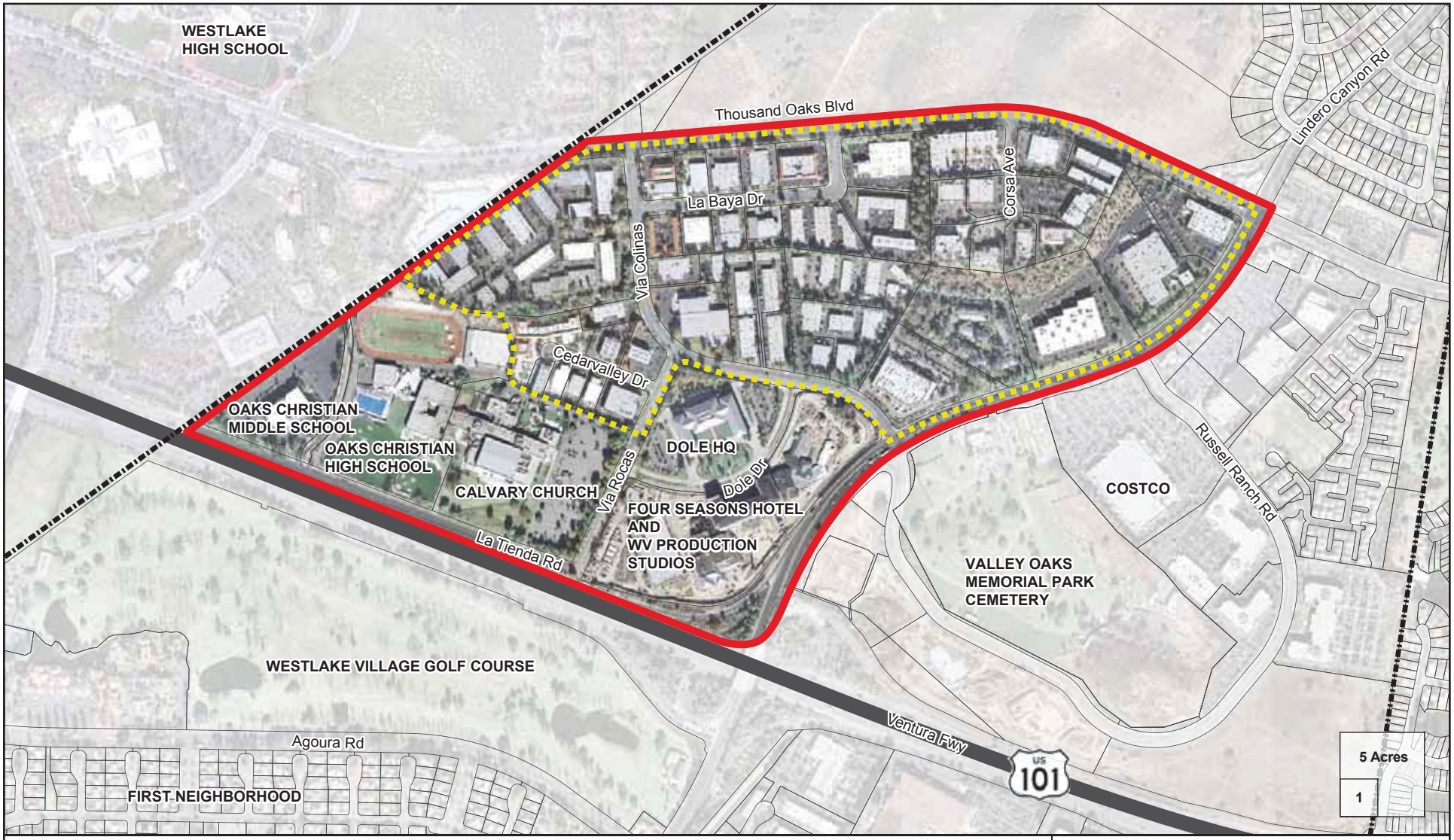

Project Area

City Boundary

Focus Area

Figure 1-1

Specific Plan Area

WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

5 minutes walk (1,200')

0' 200' 400' 800' 1,200' 1,600'

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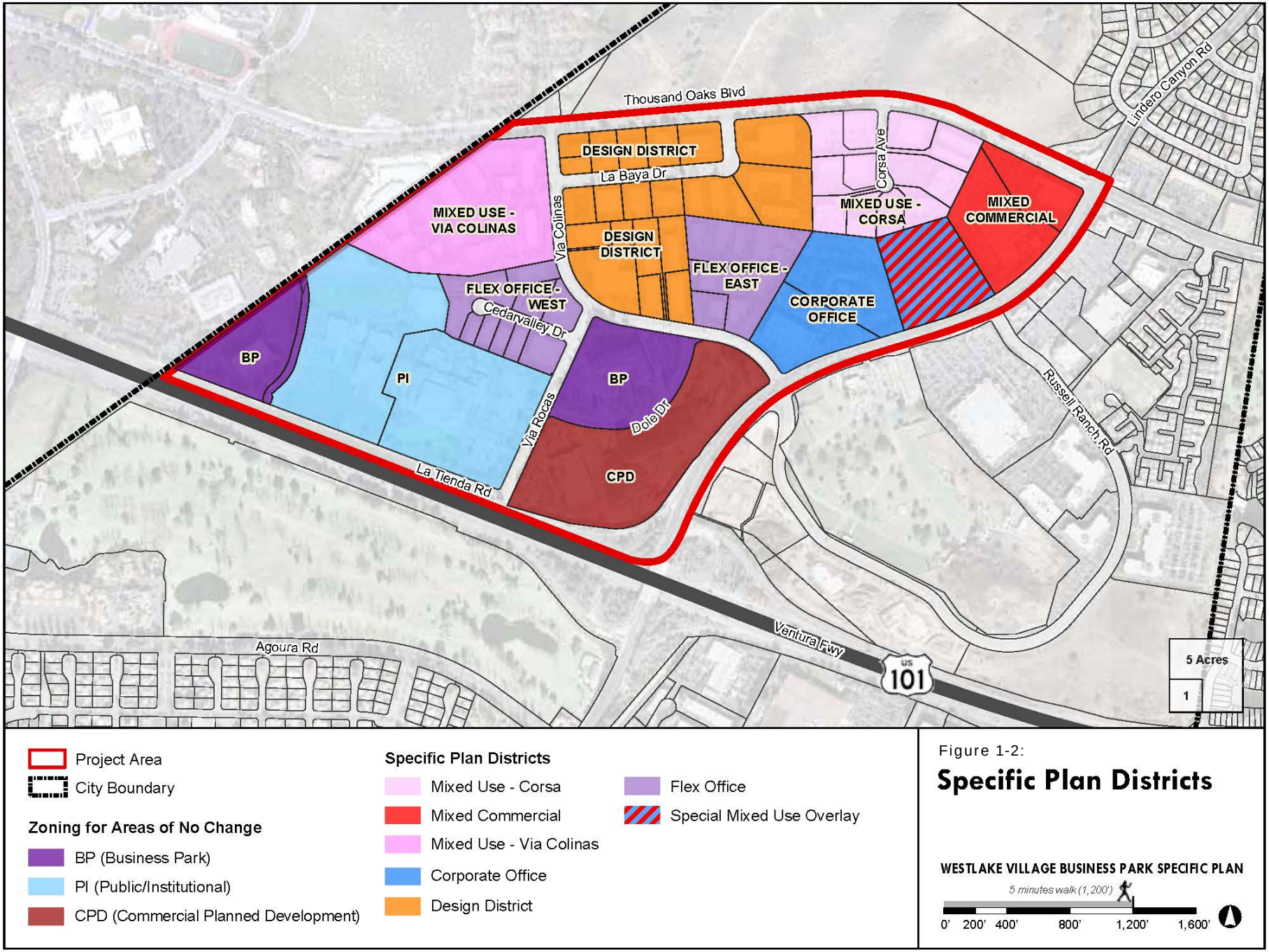

Figure 1-2:

Specific Plan Districts

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Approval of the proposed Specific Plan would not be directly accompanied by new development or redevelopment within the planning area; therefore, the Specific Plan goals and policies would not directly lead to changes to the environment. However, upon adoption of the Specific Plan, no construction, modification, addition, or placement of any building or structure may occur on any lot within the Specific Plan area that is not in conformity with the provisions of the Specific Plan.

Subject to property owner discretion, individual parcels may be proposed for redevelopment at some future date. At that time, they would be reviewed for compliance with the adopted Westlake Village Business Park Specific Plan prior to approval. Table 1-1 provides an estimate of development that can be accommodated within each Specific Plan district at buildout of the planning area, assuming maximum densities and intensities.

Table 1-1: Maximum Development Capacity

District	Land Area	Residential Development	Non Residential Development	
			Land Use	Floor Area (sf)
Mixed Use – Corsa District	15.56 ac	301 du[(a)]	Specialty Retail	108,473
			Restaurant(s)	13,559
			Office	13,559
			Subtotal	135,591
Mixed Use – Via Colinas District	17.09	100 du[(b)]	Flex Space	267,622
Mixed Commercial District	10.79 ac	-	Specialty Retail	79,876
			Restaurant(s)	7,988
			Office	311,516
			Subtotal	399,380
Corporate Office District	19.98 ac	-	Office	652,702
Flex Office District[(c)]	18.55 ac	-	Flex Space	507,082
Design District	29.73 ac	-	Home Design/ Improvement	638,925
			Restaurant(s)	8,638
			Subtotal	647,563
Public Rights-of-Way	16.93 ac	-		-
Total	**128.63 ac**	**401 du**		**2,609,940 sf**
Existing Development[(d)]		-		2,021,090 sf
Development Increase		**401 du**		**588,850 sf**

Notes:
(a) Assumes residential development on 80% of land area at a density of 18-25 du/ac.
(b) Assumes residential development on 40% of land area at a density of 18-25 du/ac.
(c) Four parcels on Cedarvalley Drive are developed with buildings that exceed the maximum floor area ratio permitted by the Specific Plan. Thus these buildings are expected to remain indefinitely without any increase in floor area over time.
(d) Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.
Source: Arroyo Group, Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting, Westlake Village Business Park Specific Plan, Table 1.

All estimations of potential net increase in water demand attributable to the Specific Plan in this WSA assume buildout at maximum density and intensity. As many as 401 new dwelling units

and over 2.6 million square feet of non-residential development may be accommodated within the Focus Area of the Specific Plan at buildout. With over 2.0 million square feet of existing developments within the Focus Area, the net increase in development is estimated at 401 dwelling units and 588,850 square feet of new non-residential development.

1.4 Climate

LVMWD's service area climate is semi-arid with mild winters, warm summers and moderate rainfall, consistent with coastal Southern California. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or dry hot Santa Ana winds. The average temperatures, precipitation and evapotranspiration (ETo) for the LVWMD service area are summarized in Table 1-2.

Table 1-2: Climate Data For LVMWD's Service Area

	Jan	Feb	Mar	Apr	May	Jun
Standard Monthly Average ETo (inches)[(a)]	2.81	2.83	4.14	5.62	6.02	6.81
Average Rainfall (inches)[(b)]	3.78	3.95	2.78	1.00	0.28	0.04
Average Max. Temperature (Fahrenheit)[(b)]	67.9	70.0	72.3	76.9	81.0	87.3

	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Standard Monthly Average ETo (inches)[(a)]	7.64	7.75	5.83	5.19	3.67	3.19	61.50
Average Rainfall (inches)[(b)]	0.01	0.10	0.16	0.53	1.79	2.31	16.83
Average Max. Temperature (Fahrenheit)[(b)]	94.9	95.4	91.7	84.1	74.8	68.8	80.4

Notes:
(a) California Irrigation Management Information System (CIMIS) Station 204 (CIMIS, 2010). Represents monthly average ETo from December 2006 to October 2010.
(b) Western Regional Climate Center (WRCC) Station 041484 (WRCC, 2010). Represents monthly average data from July 1949 to December 2005.

LVMWD's average monthly temperature ranges from about 54 to 76 degrees Fahrenheit (°F), with an annual average temperature of nearly 64°F. The daily extreme low and high temperatures have been measured to be 18°F and 116°F, respectively. ETo averages a total of 61.5 inches per year, while the average annual rainfall is nearly 17 inches. Records show that the monthly precipitation has been as high as 18 inches and as low as 0.0 inches. Most of the rainfall typically occurs during the period of November through April.

Section 2: Water Supply Sources

2.1 Overview

Located in the Santa Monica Mountains, LVMWD has limited availability of natural water resources and is currently limited to four sources: treated, potable water imported from MWDSC, recycled water from the Tapia Water Reclamation Facility (TWRF), groundwater from the Russell Valley Basin (which is only used to supplement the TWRF), and surface runoff into Las Virgenes Reservoir. The imported water supplied to LVMWD originates from the State Water Project (SWP). LVMWD has developed these water resources to provide increased water reliability using an approach that has included aggressive use of recycled water, minimal use of groundwater to augment recycled water supplies, and reservoir storage of water during low demand periods for use during the peak demand periods.

Each of LVWMD's water supply sources is described in the following paragraphs and summarized in Table 2-1.

Table 2-1: LVWMD Water Supply Sources to 2035

Sources of Supply	Description	Availability
MWDSC	Imported from SWP	Reliable now and in future. See Section 2.8.1.
TWRF	Local recycled water	Reliable now and in future. See Section 2.8.3.
LVWMD Wells	Local groundwater	Reliable now and in future. See Section 2.8.2.
Las Virgenes Reservoir	Surface water into the reservoir	Reliable now and in future. See Section 2.4.

2.2 Wholesale/Imported Water Supply – Metropolitan Water District of Southern California

Imported water is LVMWD's primary water supply and supplies virtually all potable water demands. LVMWD's imported water supplier is MWDSC, which imports water from northern California through the SWP and the Colorado River to meet the needs of 26 member agencies across six Southern California counties. LVMWD is one of MWDSC's 26 member agencies.

Currently, the configuration of MWDSC's distribution system provides LVMWD solely with SWP water originating from northern California through the Sacramento-San Joaquin Bay-Delta. The SWP water is treated at Jensen Filtration Plant in Granada Hills prior to delivery to LVMWD.

LVMWD maintains three connections to the MWDSC system. The current and design capacities of each of these connections are listed in Table 2-2. As shown in Table 2-2, LVMWD's total

instantaneous imported water supply capacity is 33,000 gallons per minute (gpm), or 73 cubic feet per second (cfs).

Table 2-2: Capacity of Imported Water Connections

Connection Name	MWD Pipeline Designation	Current Capacity (gpm/cfs)
LV1	West Valley Feeder No. 1	11,000 gpm / 24 cfs
LV2	Calabasas Feeder	20,000 gpm / 45 cfs
LV3	West Valley Feeder No. 2	2,000 gpm / 4 cfs
Total		**33,000 / 73 cfs**

Source: 2007 Integrated Systems Master Plan (Boyle 2007a), as presented in LVWMD's 2010 UWMP Table 3.4.

LVMWD's potable water demands are anticipated to be supplied entirely through imported water from MWDSC, increasing from 46,553 AFY in 2015 to 52,845 AFY in 2035 (Table 2-3).

Table 2-3: Projected Water Supply (AFY)

2015	2020	2025	2030	2035
46,553	49,591	54,434	54,163	52,845

Source: LVWMD 2010 UWMP Table 7.11.

In addition to the imported water connections with MWDSC, LVMWD also receives approximately 150 acre-feet per year (AFY) of treated imported water from the City of Simi Valley/Ventura County Waterworks District 8. Interconnections with this agency provide potable water to two small areas in the hills west of the San Fernando Valley. These areas are geographically isolated, and not connected to the rest of the LVMWD distribution system, although LVMWD plans to connect these customers to the main potable water distribution system according to the 2005 UWMP (Psomas, 2005). These connections account for less than one percent of LVMWD's potable water deliveries.

2.3 Groundwater – Russell Valley Basin

Groundwater underlying LVMWD's service area is of poor quality and is not currently used for the potable water supply system. Currently, LVMWD operates two groundwater wells in the Russell Valley groundwater basin (Basin); Westlake Well 1 and Westlake Well 2. Both wells pump water from the Russell Valley groundwater basin with a maximum projected yield of 400 AFY. The combined capacity of these two wells is approximately 1.15 million gallons per day (mgd), or 800 gpm.

Due to high levels of iron and manganese, groundwater pumped from these wells needs to be treated first. To avoid the need of a separate treatment facility, the pumped groundwater is discharged into the sewer collection system when additional recycled water is needed. After mixing and conveyance, this water is treated at the TWRF and used to supplement the recycled water system.

The amount of groundwater pumped from the Basin through the Westlake Wells from 2005 to 2010 is presented in Table 2-4. Annual use of the groundwater wells varies significantly since

LVMWD only uses the wells to supplement recycled water supplies during periods of peak demands.

Table 2-4: Historical Groundwater Pumped From Basin

	Groundwater Used to Supplement Recycled Water System (AFY)					
	2005	**2006**	**2007**	**2008**	**2009**	**2010**
Russell Valley	235	80	265	314	182	224

Source: LVWMD 2010 UWMP Table 3.1.

Projections of groundwater to be pumped from the Basin are presented in Table 2-5. These projections are based on the assumption that groundwater will be required to supplement wastewater flows for production of recycled water for two months out of each year.

Table 2-5: Groundwater Pumping Projections for Basin

	Groundwater Used to Supplement Recycled Water System (AFY)				
	2015	**2020**	**2025**	**2030**	**2035**
Russell Valley	216	216	216	216	216

Notes:
Average pumping 2005-2010 was 216 AFY. Pumping expected to remain constant in the future.
Source: LVMWD 2010 UWMP Table 3.2.

It is anticipated that the average amount of groundwater obtained from the Basin will be relatively consistent. However, actual usage will vary since LVMWD only uses the wells to supplement recycled water supplies during periods of peak demands.

2.3.1 Groundwater Basin Description

The Russell Valley groundwater basin is a relatively small alluvial basin bounded by semi-permeable rocks of the Santa Monica Mountains. Triunfo Creek drains the valley into Malibu Creek. The Basin underlies a surface area of about 3,100 acres or five square miles.

Water bearing formations include Holocene age alluvium that averages about 35 to 55 feet thick and groundwater is unconfined. Recharge is predominantly from percolation of rainfall and from irrigation runoff. It is not known how much groundwater is currently in storage. It is estimated that the aquifer may have a total storage capacity of about 11,000 acre-feet (AF) (DWR, 2003).

According to California's Groundwater Bulletin 118, groundwater quality is generally sodium bicarbonate or calcium bicarbonate, but also may have areas with a calcium magnesium sulfate nature (DWR, 2004). Total dissolved solids (TDS) content usually ranges from 800 to 1,200 milligrams per liter (mg/l). TDS content may extend as high as 2,800 mg/l in some areas. Sulfate content averages 300 mg/l in most wells and is probably due to the volcanic basalt that constitutes the basement rock of the aquifer.

The California Department of Water Resources (DWR) has not identified the Russell Valley groundwater basin as adjudicated and is not in an overdraft condition (DWR, 2005). Therefore, there are no defined legal pumping rights for LVMWD.

2.4 Las Virgenes Reservoir

The Las Virgenes Reservoir is located just south of Westlake Village and is owned and operated by LVMWD. This reservoir, with a total capacity of 9,600 AF, provides seasonal storage to balance differences between supply and demands. In low demand years LVMWD puts surplus water into the reservoir, while in high demand years LVMWD draws upon the reservoir to meet the increased demands. It also provides emergency storage capacity that can be used during an imported water outage. This reservoir is filled with imported water and is withdrawn and replenished as needed.

While the reservoir's watershed area does not supply a significant source of water in most years, it provides runoff sufficient to offset evaporative losses. In wet years, significant inventories can be realized. Based on an assumed watershed area of 550 acres, the watershed is estimated to receive about 770 AF annually. Average evaporation losses are estimated at about 700 AFY.

The total volume of the reservoir typically fluctuates by several hundred to more than 1,000 AF each year. Since its creation, the reservoir has remained at a volume of approximately 7,300 AF, but occasionally drops below 4,000 AF during dry months, and reaches over 9,000 AF when recharge water is purchased from MWDSC.

2.5 Recycled Water – Tapia Water Reclamation Facility

As of 2009, LVMWD currently supplied about 19 percent of its customers' demands with recycled water. LVMWD supplies recycled water to its service area from the TWRF. With a total capacity of 16 MGD, recycled water from the TWRF is primarily used for landscape irrigation and is relied upon extensively during periods of peak seasonal demands. Currently, the plant produces about 9.5 mgd during the summer, without supplement from the Westlake wells.

The TWRF is operated jointly by the Las Virgenes-Triunfo Joint Powers Authority (JPA), a JPA formed between the LVMWD and Triunfo Sanitation District (TSD) in 1964. TWRF provides primary, secondary, and tertiary treatment for wastewater contributed by both LVMWD and TSD from their respective service areas.

The average daily flows to TWRF are fairly constant, but do show some seasonal variation. Maximum dry weather flow is 10.3 mgd, while minimum dry weather flow is 9.0 mgd, with an average of about 9.5 mgd. During storm events the daily flows into the TWRF can double due to inflow and infiltration into the sewer mains. Since TWRF supplies recycled water to both TSD and LVMWD, wastewater flows from LVMWD only comprise a portion of the total influent to TWRF.

During periods of peak demands, wastewater flows are not sufficient to meet recycled water demands. LVMWD supplements its recycled water with two sources - groundwater from the Westlake Wells and potable water. Supplementing with potable water is possible at three locations in the recycled water system, listed as follows:

- Cordillera Tank (1,200 gpm capacity)
- Reservoir 2 (about 2,100 gpm capacity)

- Morrison Tank (about 1,000 gpm capacity)

The amount of supplemental imported water is on average about 150 AFY. In addition, the amount of groundwater from the Westlake Wells is on average about 240 AFY (Psomas, 2005).

Table 2-6 presents the current and projected wastewater collected from LVMWD's service area along with the current and projected annual recycled water supplies to LVMWD's recycled water distribution system.

Table 2-6: Wastewater Collection and Treatment

	Projected Annual Flow (AFY)					
Type of Wastewater	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**
Wastewater Collected and Treated in Service Area[(a)]	6,721	7,141	7,561	7,981	8,401	8,821
Volume that Meets Recycled Water Standard[(b)]	6,721	7,141	7,561	7,981	8,401	8,821

Notes:
(a) Flow projections for 2010 and 2030 based on equivalent residential unit growth projections from 2007 Recycled Water Master Plan (RWMP) (Boyle, 2007b). Remaining years were linearly interpolated as the 2007 RWMP did not phase intermediate years.
(b) This table assumes that all of the wastewater entering the facility will receive tertiary treatment. Since the recycled water uses are irrigation in nature and subject to seasonal peaking, not all of the annual flows are used in the recycled water system.
Source: LVWMD 2010 UWMP Table 4.1.

The projections of wastewater flow shown in Table 2-6 are derived from the 2007 Recycled Water Master Plan (RWMP) (Boyle, 2007b), which provided wastewater flow projections for 2010 and 2035. During periods of low irrigation demand, discharge outside the recycled water distribution system is necessary.

Table 2-7 shows LVMWD's projected recycled water demands. All recycled water use within LVMWD's service is for landscape irrigation.

Table 2-7: Projected Recycled Water Demand (AFY)

2015	**2020**	**2025**	**2030**	**2035**
4,878	6,185	7,493	8,800	9,062

Source: LVWMD 2010 UWMP Table 4.4.

As shown in Table 2-7, landscape irrigation demands are anticipated to increase from the current demands to 9,062 AFY. When compared to the wastewater projections in Table 2-6, annual wastewater flows are anticipated to be insufficient to meet recycled water demands by 2030.

2.6 Transfers and Exchanges

As mentioned in Section 2.2, LVWMD purchases about 150 AFY from the City of Simi Valley/Ventura County Waterworks District 8 to serve a small isolated distribution system within

the District's service area. This water transfer will be discontinued when the Woolsey Canyon Pump Station, still in the implementation process, has been constructed.

2.7 Written Contracts or Other Proof of Entitlement

LVWMD's written proof of entitlement to its water supplies are identified by title and summarized in the following subsections. Appendix A includes these water supply agreements.

2.7.1 Imported Water – MWDSC

LVWMD currently has an MWDSC Tier 1 annual maximum entitlement of 20,565.5 AFY. (See Appendix A for LVWMD's MWDSC Purchase Order. MWDSC is currently working to update and renew all purchase orders, including LVWMD's.) Tier 1 water corresponds to the amount "contracted for" by the LVWMD. MWDSC Tier 2 water is also normally available to LVMWD; however, the cost per acre-foot is higher.

2.7.2 Groundwater

DWR has not identified the Russell Valley groundwater basin as adjudicated and the basin is not in an overdraft condition (DWR, 2005). Therefore, there are no defined legal pumping rights for LVMWD.

2.7.3 Recycled Water

The TWRF is operated jointly by the Las Virgenes – Triunfo JPA, a JPA formed between the LVMWD and TSD in 1964. The Joint Exercises of Powers Agreement, dated January 26, 2009 (Appendix A), allocates TWRF effluent (recycled water) in equivalent proportion to the amount of sewage contributed to the TWRF.

2.8 Water Supply Reliability

As described earlier in this section, LVWMD obtains the vast majority of its water MWDSC. In addition, some of its non-potable demands are met with recycled water, while a small portion of demand in an isolated distribution system is supplied from the City of Simi Valley/Ventura County Waterworks District 8. As the demand of this isolated water system is less than 1 percent of LVMWD's total system demand, this supply source is not addressed in more detail in this chapter.

The following sections will summarize the supply reliability of LVMWD's two main sources of supply, imported water from the SWP and recycled water. A more detailed discussion of the reliability of LVWMD's water sources can be found in its 2010 UWMP.

2.8.1 Imported Water Supply

LVWMD obtains the vast majority of water from the MWDSC. Due to its location, LVMWD only has access to one of MWDSC's three main imported water supplies, the Sacramento-San Joaquin River Delta, which provides water from the Sierras in northern California through the

SWP aqueduct system. The imported water supply reliability for LVWMD is therefore directly tied to the reliability of the SWP supply. As this supply is MWDSC's largest and most variable MWDSC's source of supply, MWDSC's 2010 Regional UWMP water supply reliability assumptions are all based on this supply source. It was therefore decided that it was appropriate to use this document as a basis for the reliability discussion and assumptions presented in LVWMD's 2010 UWMP.

MWDSC's 2010 Regional UWMP indicates that the region can provide reliable water supplies under both the single driest year and the multiple dry year hydrologies. Thus, LVWMD's imported water supply is considered to be reliable.

2.8.2 Groundwater Supply

DWR has not identified the Russell Valley groundwater basin as adjudicated and the basin is not in an overdraft condition (DWR, 2005). Since imported water became the dominant supply in LVWMD's service area in the late 1970's, groundwater pumping from the Russell Valley Basin has declined. LVWMD considers Russell Valley groundwater a reliable water source.

2.8.3 Recycled Water Supply

The recycled water supply availability and reliability depend on the actual wastewater flow generation within the TWRF tributary area, which covers both portions of LVMWD's service area and the TSD. Currently, the recycled water demand during winter months is less than the available supply and excess recycled water is discharged. However, during summer months, the recycled water demand exceeds the available flows and the system needs to be supplemented with the Westlake wells and occasionally potable water. New development within the TWRF service area would increase wastewater flows and therefore recycled water supply. This would offset the need for potable demand, thus increasing LVMWD's overall supply reliability.

As the groundwater wells are only used to supplement the system during peak demand conditions, it is assumed that under average day demand conditions, the available wastewater flows are sufficient to meet the recycled water demands. With the ability to provide additional supply from reservoir storage, groundwater wells, and potable supplements, it can be stated that the recycled water system has a supply reliability of close to 100 percent.

2.9 LVMWD's Capital Improvement Program

The infrastructure needed to serve the proposed Westlake Business Park both potable water and recycled water is already in place and serving existing customers. No new capital improvement projects are required to supply the Westlake Business Park with water or recycled water. LVMWD's Backbone Improvement Program is currently underway. This multi-year program will provide increased storage, transmission capacity and treatment capacity benefiting the entire district service area. The program includes the construction of transmission mains in Calabasas and Agoura Hills, a 5 million gallon tank at Las Virgenes Reservoir, expansion of the Westlake Treatment Plant and modernization of the Westlake Pump Station.

2.10 Other Factor's Impacting Water Supplies: Climate Change

Because LVMWD is 100 percent reliant on MWDSC for its potable water supply, the effects of climate change on LVMWD are best summarized by considering the effects of climate change on MWDSC as a whole, described in MWDSC's 2010 Regional UWMP (MWDSC, 2010). While the exact timing and magnitude of the effects of climate change are still under debate, researchers have identified some specific areas of concern for California water users, these concerns are listed as follows:

- Reduction in Sierra Nevada snowpack, which is a significant source of water as it melts and feeds water systems on both east and west sides of the state;
- Increase in intensity and frequency of extreme weather events;
- Rising sea levels, resulting in increased storm damage and cutbacks on the SWP and Central Valley Project;
- Effects on groundwater;
- Changes to demand levels and patterns;
- Water borne pathogens and water quality degradation;
- General decline in ecosystem health and function;
- Alterations to power generation and pumping regimes;

As scientific understanding of climate change continues to advance, the nature of these impacts will be more thoroughly understood and better addressed.

In evaluating the supply outlook for the 2010 Regional UWMP, MWSC used the draft 2009 State Water Project Delivery Reliability Report (Reliability Report), which presented DWR's estimate of the amount of SWP water deliveries for current (2009) conditions and conditions 20 years in the future. The report shows that future SWP deliveries will be impacted by two significant factors, one of which is climate change. On average, the 2009 draft Reliability Report shows greater reductions in water deliveries when compared to the 2007 report. The water supply reliability assumptions in LVWMD's 2010 UWMP and this WSA are based on MWDSC's 2010 Regional UWMP as explained in Section 2.8.1 above; therefore the effects of climate change have been incorporated into this assessment of LVWMD's water supplies.

Section 3: Water Demands

3.1 Introduction

Accurate water demand projections are the key to effective water supply management and planning. In order to project water demands, it is important to understand the nature of existing customers and then predict what growth will occur over the next 30 years.

3.2 Population Projections

In its 2010 UWMP LVMWD updated future population projections based on an analysis of the 2000 U.S. Census Tract information and Southern California Association of Governments (SCAG) projections. Yearly historical population for the LVMWD service area, population, and active water connection numbers from each census tract were combined to form a person to connection ratio. Population per census tract data was pulled from the 2000 Census, while connection data was acquired from LVMWD billing records. Once this ratio was generated, yearly connection data was used to generate yearly population data.

SCAG establishes population projections for each census tract that falls within its member agency's geographical area. Once the appropriate census tracts had been established for historical population, these same tracts were used in tandem with SCAG census tract population projections to establish new future population data for LVMWD's service area.

Based on the method described above, the LVMWD's 2010 population was estimated to be approximately 75,384. Population projections, shown in Table 3-1, were used to forecast water requirements for LVMWD.

Table 3-1: Historic and Projected Population

	2010	2015	2020	2025	2030	2035
Service Area Population[(a)]	75,384	77,285	79,984	82,718	85,323	87,811

Notes:
(a) Source: SCAG Population Projections by Census Tract (SCAG, 2007)
Source: LVWMD's 2010 UWMP Table 2.1.

It is anticipated that LVMWD's service area population will grow by approximately 12,427 over the 25 years to around 87,811 in 2035.

3.3 Water Demand Projections

This section presents water demand projections from LVWMD's 2010 UWMP, estimates the net new demand expected as a result of the Westlake Village Business Park Specific Plan at maximum development capacity, and summarizes new service area demand projections for LVWMD that include the Specific Plan.

3.3.1 Historic Water Demand

LVWMD's historical per capita consumption rate, measured in gallons per capita per day (gpcd), was used in combination with the population projections from SCAG to estimate LVMWD's future water demands in its 2010 UWMP. These demand requirements were then used to evaluate the adequacy of existing supply sources. This is the same method used in LVMWD's 2007 Integrated Water System Report (Boyle, 2007a). Table 3-2 shows LVWMD's historical water demand, population and per capita water use.

Table 3-2: Historic Population and Water Use

Year	Potable Water Demand (AFY)	Population[(a)]	Per Capita Consumption (gpcd)
1990	20,653	59,154	312
1991	17,580	62,014	253
1992	16,518	63,398	233
1993	17,278	64,045	241
1994	20,174	64,228	280
1995	19,036	64,438	264
1996	20,133	64,637	278
1997	20,919	64,885	288
1998	18,734	65,349	256
1999	22,046	65,896	299
2000	22,020	66,076	298
2001	20,923	66,404	281
2002	23,646	67,299	314
2003	22,147	67,457	293
2004	23,790	66,612	319
2005	22,654	67,279	301
2006	23,334	68,319	305
2007	26,006	68,606	338
2008	25,154	68,654	327
2009	20,212	68,382	264
Average	**21,147**	**65,657**	**287**

Notes:
(a) Historic population estimates were calculated from the number of service connections installed each year between 1990 and 2010. A benchmark of the year 2010 was used based on census data (UCSB, 2000).
Source: LVWMD's 2010 UWMP Table 5.1.

Overall, the population and water demand for LVMWD have both grown steadily since 1990, although growth has tapered slightly in the most recent years. This contrasts with LVMWD's per capita consumption, which has fluctuated continuously over the past 20 years. This fluctuation indicates that, while growth within the region has been consistent, average yearly water consumption for each person living in the LVMWD service area has varied. Water demands have dropped in the most recent years, most likely due to a combination of factors such as absence of hot summers, the economic downturn, and water conservation efforts by LVMWD.

3.3.2 Projected Water Demand

Based on the future trends in population obtained from SCAG and established per capita water consumption rates, LVMWD's future water requirements were estimated and summarized in its 2010 UWMP. The per capita water consumption rates were determined by establishing consumption targets to meet future water conservation requirements throughout the state. In other words, the 2010 UWMP demand projection is based on per capita consumption rates which were specifically calculated to satisfy the water conservation targets laid out in the Water Conservation Act of 2009. The listed per capita consumption values will allow LVMWD to realize a 20 percent reduction in water use in the 2020 based on historic trends. Table 3-3 shows LVWMD's projected water demand presented in its 2010 UWMP, both with and without the water conservation required to meet state requirements.

Table 3-3: Projected Water Demand

Year	SCAG Population[(a)]	Water Demand Without Conservation (AFY)	Water Demand With Conservation (AFY)[(b)]
2015	77,285	31,491	28,829
2020	79,984	33,727	28,219
2025	82,718	35,976	30,280
2030	85,323	38,180	32,304
2035	87,811	39,299	23,252

Notes:
(a) Population Projections from Table 3-1.
(b) Includes water losses within LVMWD's service area, estimated at 4 percent (see Section 3.3.2.1 below).
Source: LVWMD's 2010 UWMP Table 5.5. (imported water demand) and Table 7.11 (recycled water demand)

Total projected demand is anticipated to undergo a gradual decrease until the year 2020, and then resume increasing in a manner similar to the last 20 years.

3.3.2.1 Unaccounted-For-Water

Based on a 2007 AWWA Standard Water Balance and Audit study, the water losses (or unmetered water deliveries) within LVMWD's distribution system were estimated at 4 percent. This is relatively low compared to the 5 to 10 percent water loss typically observed in most agencies. The water demand projections included in LVWMD's 2010 UWMP and this WSA include annual water losses estimated at 4 percent.

3.4 Demand by Sector

LVWMD's projected water deliveries by user type summarized in Table 3-4. Residential water demands account for approximately 80 percent of the total system demand.

Table 3-4: Water Demand Projections by User Type

User Type	Demand (AFY) [a] 2015	2020	2025	2030	2035
Single Family Residential	18,241	16,780	17,354	17,900	18,422
Multi-Family Residential	1,403	1,291	1,335	1,377	1,417
Commercial	2,319	2,134	2,207	2,276	2,342
Irrigation	923	849	878	905	932
Other	107	99	102	105	108
System-wide Water Loss	958	881	911	940	968
Total	**23,951**	**22,034**	**22,787**	**23,504**	**24,190**

Notes:
(a) Source: LVWMD 2010 UWMP Table 5.3, does not include recycled water demand.
(b) Assumes 4 percent water loss for all planning years.

3.5 Westlake Village Business Park Specific Plan Demand

In order to evaluate the impact of the Specific Plan's water demands on LVWMD's water supply, the maximum potential net change in water demand as a result of the Specific Plan was calculated. This calculation included applying potable water demand factors from LVWMD's Potable Water Master Plan Update (Boyle, 2007c) and recycled water demand factors from LVWMD's RWMP (Boyle, 2007b) to land area and land use information associated with the Specific Plan's maximum development capacity (Table 1-1).

Table 3-5 shows the demand factors used to calculate the water demands, in gallons per day (gpd), associated with the proposed Specific Plan at maximum development capacity. The Very High Density Residential demand factor was reduced by ten percent from 12,320 gpd/acre to 11,088 gpd/acre in recognition of enhanced water efficiency standards and building codes enacted since 2007, including the California Green Building Standards Code (CALGreen). Similarly the General Commercial/Office Commercial/Business Park demand factor was reduced by 10 percent from 950 gpd/acre to 855 gpd/acre. The CALGreen water efficiency standards were designed to reduce indoor water use by 20 percent from previous codes and standards. Because some of the residential and commercial water use in the proposed Specific Plan may occur outdoors, the Very High Density Residential and General Commercial/Office Commercial/Business Park demand factors were conservatively reduced by 10 percent, rather than the full 20 percent reduction in indoor water use anticipated as a result of CALGreen.

Table 3-5: Demand Factors Used to Calculate Water Demand

Demand Factors	gpd/acre
Very High Density Residential (18.1-25.0 DU/acre)[a]	11,088
General Commercial/Office Commercial/Business Park[b]	855
Commercial/Industrial Recycled Water (Landscape Only)[c]	5,178

Notes:
(a) Source: LVWMD Potable Water Master Plan (2007), Table 5-16. Reduced 10% from 12,320 gpd/acre to 11,088 gpd/acre to account for water efficiency improvements in California building codes and standards (CALGreen), effective January 1, 2011.
(b) Source: LVWMD Potable Water Master Plan (2007), Table 5-16. Reduced 10% from 950 gpd/acre to 855 gpd/acre to account for water efficiency improvements in California building codes and standards (CALGreen), effective July 1, 2012.
(c) Source LVWMD Recycled Water Master Plan (2007), Table 6-6.

Table 3-6 shows the area, in acres, of residential and commercial land use expected within each of the six Specific Plan Focus Area districts at maximum capacity. Table 3-6 also includes the amount of area within the public right-of-way that will be irrigated landscape, including street medians and parkways, which are typically irrigated using recycled water within LVWMD's service area, so long as it is available. Table 3-6 only includes land use with in the Specific Plan's Focus Area. An additional 71 acres of land use occurs within the Project Area outside of the Focus Area that, as explained in Section 1.3, are not targeted for revitalization or redevelopment. On average, the parcels included in the Project Area but not the Focus Area currently use 308 AF of water annually. That water use is expected to remain stable into the future as the nature of the businesses found on those parcels is not expected to change.

Table 3-6: Westlake Village Business Park Focus Area Land Area and Use

District	Land Area (acres)	% of Land Area Developed as Residential	Residential (acres)	Commercial (acres)	Public Right-of-Way Irrigated Landscape (acres)
Mixed Use - Corsa District[(a)]	15.56	80%	12.45	3.11	-
Mixed Use - Via Colinas District[(b)]	17.09	40%	6.84	10.25	-
Mixed Commercial District	10.79	-	-	10.79	-
Corporate Office District	19.98	-	-	19.98	-
Flex Office District	18.55	-	-	18.55	-
Design District	29.73	-	-	29.73	-
Public Right-of-Way[(c)]	16.93	-	-	-	2.67
TOTAL	**128.63**		**19.29**	**92.41**	**2.67**

Notes:
(a) Assumes residential development on 80% of land area at a density of 18-25 DU/acre per the Westlake Village Business Park Specific Plan Notice of Preparation, Table 1.
(b) Assumes residential development on 40% of land area at a density of 18-25 DU/acre per the Westlake Village Business Park Specific Plan Notice of Preparation, Table 1.
(c) 116,108 square feet (2.67 acres) of new irrigated landscape will be installed in the Public Right-of-Way (Personal communication, Jean Ward, Arroyo Group, 4/2/2013).

The demand factors in Table 3-5 were applied to the land use acreage in Table 3-6 to estimate the amount of water associated with the proposed Specific Plan assuming full build-out (Table 3-7). In total, the proposed new land use within the Specific Plan (Focus Area only) is expected to result in a total water use of 344 AF or 306,723 gpd. If the parcels included in the Specific Plan's Project Area but not in the Focus area are included, the total estimated water use for the Project Area as a whole is 652 AF at maximum capacity.

Currently the existing businesses located within the Specific Plan Project area consume 491 AFY of water on average (average annual water use 2008-2012). Thus, the proposed Specific Plan is estimated to result in a net increase of 161 AFY at maximum capacity.

Table 3-7: Estimated Water Use at Maximum Capacity

District	Estimated Residential Water Use (GPD)	Estimated Commercial Water Use (GPD)	Estimated Other Water Use (GPD)	Total Estimated Water Use (GPD)	Total Estimated Water Use (AFY)
Specific Plan Demand – Focus Area					
Mixed Use - Corsa District	138,046	2,659	-	140,705	158
Mixed Use - Via Colinas District	75,842	8,764	-	84,606	95
Mixed Commercial District	-	9,225	-	9,225	10
Corporate Office District	-	17,083	-	17,083	19
Flex Office District	-	15,860	-	15,860	18
Design District	-	25,419	-	25,419	28
Public Right-of-way	-	-	13,825	13,825	15
Subtotal	*213,888*	*79,011*	*13,825*	*306,723*	*344*
Specific Plan Demand - Outside Focus Area[(a)]	-	-	-	-	308
Specific Plan Demand Subtotal	*213,888*	*79,011*	*13,825*	*306,723*	*652*
Project Area Existing Demand	-	-	-	-	491
Net Increase in Demand	-	-	-	-	161

Note:
(a) Average annual water use for parcel numbers 2054032077, 2054032079, 2054032080, 2054032081, and 2054032082 from 2008 through 2012. (Source: LVWMD's customer billing data).

3.6 Demand Summary

The proposed Specific Plan will not, itself, result in any new development or resulting changes in water use. However, future projects located within the Focus Area will be subject to the Specific Plan should it be adopted. Market conditions and individual landowner motivations will determine the rate at which the Specific Plan's maximum capacity is actualized.

For the purposes of planning and the development of water demand projections for LVMWD, buildout of the Specific Plan is assumed to occur in the year 2035 with water demand increasing linearly 32.2 AFY between 2015 and 2035, consistent with LVWMD's 2010 UWMP and the City's land use planning documents. Table 3-8 shows the increase in LVWMD's total average annual water demand as a result of the proposed Specific Plan, assuming LVWMD meets its SBX7-7 water savings targets consistent with the assumptions regarding demand made in their 2010 UWMP. Only the net increase in water demand associated with the Specific Plan is included because existing Project Area demands are already incorporated in LVWMD's water demand projections.

Table 3-8: LWMWD Total Demand Summary with Water Conservation

	2015	2020	2025	2030	2035
LVWMD Water Demands With Conservation[(a)]	28,829	28,219	30,280	32,304	33,252
Specific Plan Water Demands[(b)]	32.2	64.4	96.6	128.8	161
Total Water Demand	**28,861.2**	**28,283.4**	**30,376.6**	**32,432.8**	**33,413.0**

Notes:
(a) Source: LVWMD 2010 UWMP, Table 5.2 (imported water) and Table 7.11 (recycled water).
(b) Assumes a linear increase in demand with buildout occurring in the year 2035.

Table 3-9 shows the increase in LVWMD's total average annual water demand as a result of the proposed Specific Plan assuming that LVWMD's water demands are not reduced in response to the water reduction requirements of SBX7-7.

Table 3-9: LVMWD Total Demand Summary Without Water Conservation

	2015	2020	2025	2030	2035
LVWMD Water Demands Without Conservation[(a)]	31,491	33,727	35,976	38,180	39,299
Specific Plan Water Demands[(b)]	32.2	64.4	96.6	128.8	161
Total Water Demand	**31,523.2**	**33,791.4**	**36,072.6**	**38,308.8**	**39,460.0**

Notes:
(a) Source: LVWMD 2010 UWMP, Table 5.2 (imported water) and Table 7.11 (recycled water).
(b) Assumes a linear increase in demand with buildout occurring in the year 2035.

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Section 4: Water Supply Analysis

Section 2 discusses LVWMD's current and future water supply sources. Section 3 discusses LVWMD's water demands. This section compares supplies and demands under several scenarios for the period 2015 through 2035, including a normal year, a single dry year, and multiple dry years, based upon data and analyses presented in LVWMD's 2010 UWMP, and modified to include the projected new demand for with the Specific Plan.

To determine the normal year demand for the water demand analysis in its 2010 UWMP, LVMWD's historical per-capita water usage was evaluated. By normalizing water consumption with population and thus expressing consumption in gallons per capita per day (gpcd), the increase of demands due to growth was eliminated. LVWMD's historical average consumption was 287 gpcd. Since the per-capita consumption in 1997 was 288 gpcd and the closest to the 20-year average of 287 gpcd, this year was selected to represent average year conditions.

For the single dry year and multiple dry year scenarios, LVWMD's historical demands normalized for population (per capita consumption) were used as a basis for projecting the expected demand increase during single and multiple dry years. Year 2007 was chosen as the base year for both single and multiple dry year projections and that the average demands for these years were increased by 18 percent, since the maximum per-capita use in the 20-year period 1990 to 2010 was 338 gpcd, which is 18 percent higher than the average consumption of 287 gpcd.

To determine available supplies in its 2010 UWMP, LVMWD multiplied projected imported water demands, as described above, by MWDSC's supply as a percent of its demand, as presented in its 2010 Regional UWMP, under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies. These imported water supply projections were then added to LVWMD's recycled water supply projections to determine LVWMD's total water supply in each of the different water supply and demand comparison scenarios.

A more detailed description of the analysis used to develop LVWMD's normal year, single dry year and multiple dry year supply and demand projections can be found in Chapter 7 (Tables 7.7 through 7.17) of the 2010 UWMP.

4.1 Water Supply and Demand Comparison – Normal Year

Table 4-1 provides a comparison of water supply and demands for a normal water year. It shows that in a normal water years from 2015 to 2035 LVWMD's supplies are sufficient to meet demand associated with the Specific Plan in addition to LVMWD's existing and planned future uses.

Table 4-1: Supply and Demand Comparison - Normal Year

	2015	2020	2025	2030	2035
2010 UWMP Supply[(a)]	46,609	49,718	54,633	54,412	53,136
2010 UWMP Demand[(b)]	28,829	28,219	30,280	32,304	33,252
Projected Specific Plan Demand[(c)]	32	64	97	129	161
Total Projected Demand	28,861	28,283	30,377	32,433	33,413
Difference (Supply - Demand)	17,748	21,434	24,256	21,979	19,723
Difference as % of Supply	38%	43%	44%	40%	37%
Difference as % of Demand	61%	76%	80%	68%	59%

Notes:

(a) Source: LVWMD's 2010 UWMP, Table 7.11. Includes LVWMD's projected potable water supply and recycled water supply. Consistent with LVWMD's 2010 UWMP, the additional projected demand associated with the Specific Plan is multiplied by MWDSC's imported water supply as a percentage of demand in the UWMP's Table 7.11 under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies.

(b) Source: LVWMD's 2010 UWMP, Table 7.11. Includes LVWMD's projected potable water demand and recycled water demand, assuming SBx7-7 goals are achieved.

(c) See Table 3-8.

4.2 Water Supply and Demand Comparison – Single Dry Year

Table 4-2 provides a comparison of the water supply and demands for a single dry water year. It shows that for single dry water years from 2015 to 2035 LVWMD's supplies are sufficient to meet demand associated with the Specific Plan in addition to LVMWD's existing and planned future uses.

Table 4-2: Supply and Demand Comparison - Single Dry Year

	2015	2020	2025	2030	2035
2010 UWMP Supply[(a)]	37,743	40,807	45,314	45,260	43,975
2010 UWMP Demand[(b)]	33,981	33,261	35,690	38,077	39,193
Projected Specific Plan Demand[(c)]	38	76	114	152	190
Total Projected Demand	34,019	33,337	35,804	38,229	39,383
Difference (Supply - Demand)	3,724	7,470	9,510	7,031	4,592
Difference as % of Supply	10%	18%	21%	16%	10%
Difference as % of Demand	11%	22%	27%	18%	12%

Notes:

(a) Source: LVWMD's 2010 UWMP, Table 7.13. Includes LVWMD's projected potable water supply and recycled water supply. Consistent with LVWMD's 2010 UWMP, the additional projected demand associated with the Specific Plan is multiplied by MWDSC's imported water supply as a percentage of demand in the UWMP's Table 7.13 under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies.

(b) Source: LVWMD's 2010 UWMP, Table 7.13. Includes LVWMD's projected potable water demand and recycled water demand. Assumes a18% increase in both potable and recycled water demand, assuming SBx7-7 goals are achieved.

(c) Assumes projected Specific Plan demands increase by 18% from normal demands during a single dry year scenario.

4.3 Water Supply and Demand Comparison – Multiple Dry Years

Table 4-3 through Table 4-5 provide a comparison of the water supply and demands for multiple dry water years. They also show that for all water years from 2015 to 2035 LVWMD's supplies are sufficient to meet demand.

Table 4-3: Supply and Demand Comparison - Multiple Dry Year No. 1

	2015	2020	2025	2030	2035
2010 UWMP Supply[(a)]	34,170	36,063	38,604	39,658	39,576
2010 UWMP Demand[(b)]	33,981	33,261	35,690	38,077	39,193
Projected Specific Plan Demand[(c)]	38	76	114	152	190
Total Projected Demand	34,019	33,337	35,804	38,229	39,383
Difference (Supply - Demand)	151	2,726	2,800	1,429	193
Difference as % of Supply	0.4%	8%	7%	4%	0.5%
Difference as % of Demand	0.4%	8%	8%	4%	0.5%

Notes:

(a) Source: LVWMD's 2010 UWMP, Table 7.15. Includes LVWMD's projected potable water supply and recycled water supply. Consistent with LVWMD's 2010 UWMP, the additional projected demand associated with the Specific Plan is multiplied by MWDSC's imported water supply as a percentage of demand in the UWMP's Table 7.15 under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies.

(b) Source: LVWMD's 2010 UWMP, Table 7.15. Includes LVWMD's projected potable water demand and recycled water demand. Assumes a18% increase in both potable and recycled water demand, assuming SBx7-7 goals are achieved.

(c) Assumes projected Specific Plan demands increase by 18% from normal demands in the first year of a multiple dry year scenario.

Table 4-4: Supply and Demand Comparison - Multiple Dry Year No. 2

	2016	2021	2026	2031	2036
2010 UWMP Supply[(a)]	34,030	36,573	39,104	39,895	39,807
2010 UWMP Demand[(b)]	33,837	33,747	36,168	38,300	39,423
Projected Specific Plan Demand[(c)]	43	81	119	157	190
Total Projected Demand	33,880	33,828	36,287	38,457	39,613
Difference (Supply - Demand)	149	2,745	2,817	1,438	194
Difference as % of Supply	0.4%	8%	7%	4%	0.5%
Difference as % of Demand	0.4%	8%	8%	4%	0.5%

Notes:

(a) Source: LVWMD's 2010 UWMP, Table 7.16. Includes LVWMD's projected potable water supply and recycled water supply. Consistent with LVWMD's 2010 UWMP, the additional projected demand associated with the Specific Plan is multiplied by MWDSC's imported water supply as a percentage of demand in the UWMP's Table 7.16 under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies.

(b) Source: LVWMD's 2010 UWMP, Table 7.16. Includes LVWMD's projected potable water demand and recycled water demand. Assumes a18% increase in both potable and recycled water demand, assuming SBx7-7 goals are achieved.

(c) Assumes projected Specific Plan demands increase by 18% from normal demands in the second year of a multiple dry year scenario with an additional 5.4 AFY of demand to account for the one year advancement in the planning horizon from Table 4-3.

Table 4-5: Supply and Demand Comparison Multiple Dry Year No. 3

	2017	2022	2027	2032	2037
2010 UWMP Supply[(a)]	33,888	37,083	39,605	40,132	40,038
2010 UWMP Demand[(b)]	33,693	34,233	36,645	38,523	39,653
Projected Specific Plan Demand[(c)]	49	87	125	163	190
Total Projected Demand	33,742	34,320	36,770	38,686	39,843
Difference (Supply - Demand)	146	2,764	2,835	1,446	195
Difference as % of Supply	0.4%	7%	7%	4%	0.5%
Difference as % of Demand	0.4%	8%	8%	4%	0.5%

Notes:

(a) Source: LVWMD's 2010 UWMP, Table 7.17. Includes LVWMD's projected potable water supply and recycled water supply. Consistent with LVWMD's 2010 UWMP, the additional projected demand associated with the Specific Plan is multiplied by MWDSC's imported water supply as a percentage of demand in the UWMP's Table 7.17 under the assumption that LVMWD would receive its proportional share of MWDSC's projected future water supplies.

(b) Source: LVWMD's 2010 UWMP, Table 7.17. Includes LVWMD's projected potable water demand and recycled water demand. Assumes a18% increase in both potable and recycled water demand, assuming SBx7-7 goals are achieved.

(c) Assumes projected Specific Plan demands increase by 18% from normal demands in the second year of a multiple dry year scenario with an additional 10.8 AFY of demand to account for the two year advancement in the planning horizon from Table 4-3.

4.4 Conclusion – WSA

As shown in Tables 4-3 through Table 4-5, the projected demands are just below the projected supply in each year of a 3-year multiple dry year period. Although supply surplus only ranges from 0.4 to 8 percent, these summaries include three key conservative planning assumptions as discussed in the 2010 UWMP. These are:

- The projected available supply from MWDSC only includes existing supply programs and does not include the programs that are currently under development and are estimated to increase imported water supplies by 17 to 39 percent, depending on the planning year and hydrologic conditions. These planned programs increase the total available imported water supply relatively more during single and multiple dry years than during average years.

- Both potable water and recycled water demands during single and multiple dry years are assumed to increase by 18 percent, which represents the maximum per-capita demand increase in the period 1990-2009. This is a 35 percent net difference from the 17 percent per-capita demand decrease for the years 1990-1993, which represent the multiple dry year period per DWR's hydrologic method (shown in Table 7.4 of the 2010 UWMP).

- The residential and commercial demand factors used to estimate future water demand for the Specific Plan at buildout assume a ten percent reduction in water use as a result of implementation of the CALGreen Building Code. CALGreen was designed to result in a 20 percent reduction in residential and commercial indoor water use. It is probable that the Specific Plan's residential and commercial water use will be lower than estimated.

Based on the positive supply surplus shown in this section and the three conservative planning assumptions listed above, this WSA concludes and verifies that LVMWD's total, reasonably projected water supplies available during normal, single dry and multiple dry water years during a 20-year projection will meet the water demand associated with the Specific Plan, in addition to the LVMWD's existing and planned future uses.

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APPENDIX H-3

WSA AMENDMENT

LAS VIRGENES MUNICIPAL WATER DISTRICT
4232 LAS VIRGENES ROAD
CALABASAS, CALIFORNIA 91302-1994
TELEPHONE: (818) 251-2100
LOS ANGELES COUNTY, CALIFORNIA

Westlake Village Business Park Water Supply Assessment Amendment

Update to the 2013 Westlake Village Business Park Water Supply Assessment

14 September 2018

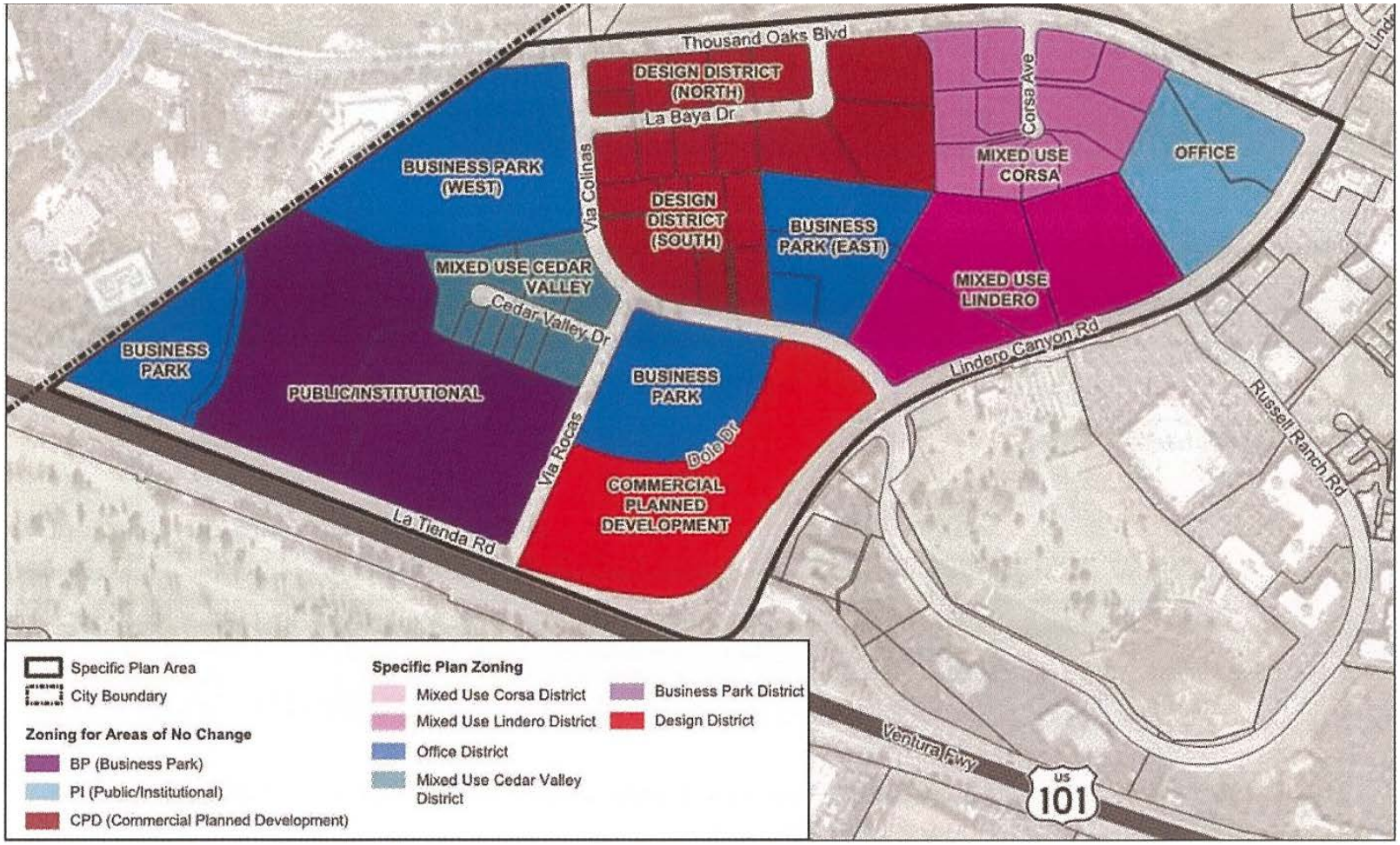
5.1 Purpose

The City of Westlake updated their proposed North Business Park Specific Plan May 30, 2018. The revised Specific Plan allocates additional land area for residential development while decreasing accommodations for commercial development. At maximum capacity, the Specific Plan's focus area has a potential of 1,017 residential units and 1,631,392 square feet (sq. ft) of mixed-use floor area. This is a net increase of 616 residential units, and decrease of 385,692 sq. ft (8.87 acre) of mixed-use floor area from the original Specific Plan. The changes in the 2018 Specific Plan requires an update to the WSA to asses if LVMWD's supply can meet the future demands of the plan's focus area.

5.2 Update to Proposed Project

The previous Business Park established six Specific Plan districts for the focus area, as shown in figure 1-1. The new Westlake Village Business Park Specific Plan establishes eight Specific Plan districts for the Focus Area located in the northern two-thirds of the planning area, as shown in Figure 5-1:

- Mixed Use - Via Colinas District
- Mixed Use Lindero District
- Office District
- Design District South
- Design District North
- Mixed Use Cedar Valley District
- Business Park East District
- Business Park West District


Thousand Oaks Blvd
DESIGN DISTRICT (NORTH)
La Baya Dr
Corsa Ave
MIXED USE CORSA
OFFICE
BUSINESS PARK (WEST)
Via Colinas
DESIGN DISTRICT (SOUTH)
BUSINESS PARK (EAST)
MIXED USE LINDERO
MIXED USE CEDAR VALLEY
Cedar Valley Dr
BUSINESS PARK
PUBLIC/INSTITUTIONAL
BUSINESS PARK
Dole Dr
Via Rocas
COMMERCIAL PLANNED DEVELOPMENT
Lindero Canyon Rd
Russell Ranch Rd
La Tienda Rd
Ventura Fwy
US 101
Specific Plan Area
City Boundary
Zoning for Areas of No Change
BP (Business Park)
PI (Public/Institutional)
CPD (Commercial Planned Development)
Specific Plan Zoning
Mixed Use Corsa District
Mixed Use Lindero District
Office District
Mixed Use Cedar Valley District
Business Park District
Design District

The revised proposed Specific Plan has a maximum capacity of 1,017 new dwelling units and over 1.6 million square feet of non-residential development. Each district has an allocated land area that can be used for different land uses. Estimates of area of land use that can be accommodated within each Specific Plan district, assuming maximum densities and intensities, is provided in Table 5-1. The anticipated buildout of the focus area is 2040.

Table 5-1: Maximum Development Capacity

			Non Residential Development	
District	**Land Area (ac)**	**Residential Development**	**Land Use**	**Floor Area (sf)**
Mixed Use Cora District	15.58	301 du[(a)]	Restaurants	6,780
			Office	80,000
			Subtotal	115,790
Mixed Use Lindero District	19.98	716 du[(b)]	Office	115,790
Office District	10.79	-	Office	230,000
Design District South	9.93	-	Specialty Retail	89,085
		-	Retail	26,460
		-	Other Services[(c)]	59,240
			Subtotal	174,815
Design District North	19.8	-	Business Park	263,970
		-	Specialty Retail	99,470
		-	Subtotal	363,440
Mixed Use Cedar Valley District	8.96	-	Business Park	205,025
		-	Oaks Christian	83,936
		-	Res/Anc[(d)]	8,936
			Subtotal	288,961
Business Park East District	9.59	-	Business Park	129,559
Business Park West District	17.19	-	Business Park	242,047
Public Rights of Way	16.93	-	-	-
Total	**128.63**	**1,017 du**	**-**	**1,631,392**
Existing Development[(e)]				**2,021,090**
Development Increase/Decrease		**1,017**		**(389,698)**

Notes:

a) Assumes residential development on 80% of land area at a density of 18-25 DU/acre per the Westlake Village Business Park Specific Plan Notice of Preparation (2018), Table 1.
b) Assume residential development on about 2/3rd of the land area at a density per conversation with Scott Wolfe.
c) Other services include a pet hotel and spa, an animal hospital, fitness studio, and a towing company.
d) Oaks Christian School will be using portion of the business park space for onsite student housing and administrative space. The parcels obtained by Oaks Christian are located at 31255 and 31260 Cedar Valley Drive, respectively.
e) Total floor area of existing offices, business parks, and light industrial uses within the Focus Area.
Source: Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting (2018), Table 1

Table 5-2 shows the eight Specific Plan Focus Area districts proposed acres of residential and commercial land use at maximum capacity. 2.67 acres of new irrigated landscape will be installed within the 16.93 acres dedicated for public right of way. An additional 71 acres of land use, outside the Focus Area, but within the Project Area, will not be going through revitalization or redevelopment.

Table 5-2: Westlake Village Business Park Focus Area Land and Use

District	Land Area (acres)	% of Land Area Developed as Residential	Residential (acres)	Commercial (acres)	Public-Right-of-Way Irrigated Landscape (acres)
Mixed Use-Via Colinas District[(a)]	15.56	80%	12.45	3.11	-
Mixed Use Lindero District[(b)]	19.98	73%	14.59	5.39	-
Office District	10.79	-	-	10.79	-
Design District South	9.93	-	-	9.93	-
Design District North	19.80	-	-	19.8	-
Mixed Use Cedar Valley District	8.96	-	-	8.96	-
Business Park East District	9.59	-	-	9.59	-
Business Park West District	17.09	-	-	17.09	-
Public Right-of Way	16.93	-	-	-	2.67
Total			27.03	84.67	2.67

a) Based on residential development on 80% of land area at a density of 18-25 DU/acre per Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting (2018), Table 1

b) Based on residential development on 73% of land area per conversation/e-mail with Scott Wolfe, City of Westlake Village, Planning Director/Deputy mayor.

The difference between the 2018 Specific Plan and the 2013 Specific Plan is the allocation of residential land area and commercial land area. Residential land area was increased by 9.14 acres, while commercial land area was decreased by the same amount. The overall land area of the focus area has not increased, but due to total land allocated for residential development there will be an increase of total water demand from the 2013 Specific Plan to the 2018 Specific Plan.

5.3 Demand of the Project Area

Demand factors provided in the 2007 Potable Water Master Plan Update (Boyle, 2007c), verified in the 2014 Potable Water Master Plan Update (Kennedy/Jenks, 2014), and summarized in Table 3-5 were used to find the expected total water use within the project area. The total new proposed land use within the Specific Plan's focus area is expected to result in a total water use of 432 AF. The entire Project Area is estimated to have a water use of 740 AF at maximum capacity, which includes the average water use (308 AF) of the 71 acres within project area that is not expected to be redeveloped. At maximum capacity and buildout, the water use of the project area will increase by 249 AF. Table 5-3, shows the estimated water demand based on land use for each district and estimated total increase of demand.

Table 5-3: Estimated Water Use at Maximum Capacity

District	Estimated Residential Water Use (GPD)	Estimated Commercial Water Use (GPD)	Estimated Other Water Use (GPD)	Total Estimated Water Use (GPD)	Total Estimated Water Use (AFY)
Mixed Use-Via Colinas District	138,023	2,661	-	140,684	158
Mixed Use Lindero District	161,723	4,612	-	166,335	186
Office District	-	9,225	-	9,225	10
Design District South	-	8,490	-	8,490	10
Design District North	-	16,929		16,929	19
Mixed Use Cedar Valley District	-	7,661	-	7,661	9
Business Park East District	-	8,199	-	8,199	9
Business Park West District	-	14,612	-	14,612	16
Public Right-of Way	-	-	13,825	13,825	15
Subtotal	299,746	72,390	13,825	385,962	432
Specific Plan Demand - Outside Focus Area[(a)]	-	-	-	-	308
Specific Plan Demand Subtotal	-	-	-	-	740
Project Area Existing Subtotal	-	-	-	-	491
Net Increase in Demand	-	-	-	-	249

a) Average annual water use for parcel numbers 2054032077, 2054032079, 2054032080, 2054032081, and 2054032062 from 2008 through 2012. (Source: LVMWD's customer billing date)

The net increase in demand for the revised Specific Plan is higher than the estimated amount in the original Specific Plan. The total increase of the demand from 2013 to 2018 Specific Plan is 88 AFY, which is due to the difference in allocation of land area per land use. The revised Specific Plan has an increase of residential land area, which consumes more AFY of water than any other type of land use within the district. Estimated demand for each version of the Specific Plan and the increase in demand between plans is summarized in table 5-4.

Table 5-4: Net Increase of demand from 2013 to the revised Specific Plan 2018.

	Demand (AFY)
Focus Area Demand (2013 Specific Plan)	161
Focus Area Demand (2018 Specific Plan)	249
Increase of Demand from 2013-2018	88
Linear Increase of Demand (2015-2040)	18

5.4 Water Supply and Demand Comparison

LVMWD's supply and demand in the 2015 UWMP, was used to analyze if LVMWD has sufficient supplies to meet the focus area's water demand (Kennedy/Jenks, 2015). The 2015 UWMP had already accounted the expected demand from the focus area based on the 2013 Specific Plan, and has allocated resources to meet that demand, hence only 88 AF of water use between the old and revised specific plan was added to the 2015 UWMP's expected system demand.

Table 5-5, 5-6 and 5-7 show the comparison of water supply and demands for a normal year, single dry year and multiple dry year scenarios. To determine if there is available supply for the project area, linear increase of 18 AFY was added to the 2015 UWM from 2020 to 2040. A 10 percent increase was added over an average water year for a single dry-year period, and 14 percent for a multiple dry year period was added to the supply (Kennedy/Jenks, 2015). The same percentages are applied to the projected demand for the area in the Specific Plan for single and multi-dry year, from 2020 to 2040.

Table 5- 5: Supply and Demand Comparison-Normal Year

	2020	**2025**	**2030**	**2035**	**2040**
2015 UWMP Supply [(a)]	26,798	27,796	28,838	29,925	31,058
2015 UWMP Demand[(b)]	26,798	27,796	28,838	29,925	31,058
Projected Specific Plan Demand	18	35	53	70	88
Total Project Demand	26,816	27,831	28,891	29,995	31,146
Difference (Supply-Demand)	-17.6	-35.2	-52.8	-70.4	-88
Difference as % of Supply	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%
Difference as % of Demand	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%

Note:

a) Source: LVMWD's 2015 UWMP, Table 4-11. Includes LVMWD's projected potable water supply and recycled water supply.
b) Source: LVMWD's 2015 UWMP, Table 3-14. Includes LVMWD's projected potable water supply and recycled water supply.

Table 5-6: Supply and Demand Comparison-Single Dry Year

	2020	2025	2030	2035	2040
2015 UMWP Supply [a]	29,052	30,149	31,294	32,487	33,733
2015 UWMP Demand[b]	29,052	30,149	31,294	32,487	33,733
Projected Specific Plan Demand[c]	19	39	58	77	97
Total Project Demand	29,071	30,188	31,352	32,564	33,830
Difference (Supply-Demand)	-19	-39	-58	-77	-97
Difference as % of Supply	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%
Difference as % of Demand	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%

Note:

a) Source: LVMWD's 2015 UWMP, Table 4-11. Includes LVMWD's projected potable water supply and recycled water supply.
b) Source: LVMWD's 2015 UWMP, Table 3-14. Includes LVMWD's projected potable water supply and recycled water supply.
c) Projected Specific Plan demands increase by 10% over average demands during a single dry year. Assumption taken from the single dry year supply and demand scenario in the 2015 UWMP.

Table 5-7: Supply and Demand Comparison- Multiple Dry Year

	2020	2025	2030	2035	2040
2015 UMWP Supply [a]	29,954	31,090	32,276	33,512	34,803
2015 UWMP Demand[b]	29,954	31,090	32,276	33,512	34,803
Projected Specific Plan Demand[c]	20	40	60	80	100
Total Project Demand	29,974	31,130	32,336	33,592	34,903
Difference (Supply-Demand)	-20.06	-40.13	-60.19	-80.26	-100.32
Difference as % of Supply	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%
Difference as % of Demand	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%

Note:

a) Source: LVMWD's 2015 UWMP, Table 4-11. Includes LVMWD's projected potable water supply and recycled water supply.
b) Source: LVMWD's 2015 UWMP, Table 3-14. Includes LVMWD's projected potable water supply and recycled water supply.
c) Projected Specific Plan demands increase by 14% over average demands during multiple dry year scenario. Assumption from the multiple dry year supply and demand scenario in the 2015 UWMP.

Based on the calculations, LVMWD has a negligible deficiency in its supply to meet the demand of the project area for normal, single dry, and multiple dry year(s). The deficiency in the water supply is the same amount as the increase of project area's demand. This is due to assumption made in the 2015 UWMP. The 2015 UWM assumes that the same amount of supply will be bought to meet the system's demand, during normal and drought water year scenarios.

5.5 Conclusion

The 2015 UWMP's water supply was based on the estimated water demand from 2015 to 2035, and did not reflect LVMWD's conveyance system or total water storage capabilities within LVMWD's service area. The increase of 616 residential units in the 2018 Specific Plan were not accounted in the 2015 UWMP when calculating the supply and demand for LVMWD's system creating a 0.1 to 0.3 percent deficiency in water supply during normal, single dry and multiple dry water year(s). These deficiencies however are negligible and are offset by changes in land use within LVMWD's service area, water conservation, expansion of recycled water system, and onsite retrofitting of landscape irrigation to convert potable water to recycled water. Additional water supply from MWDSC can also be used to offset any insufficiencies in supply. Nevertheless, the 2020 UWMP will be updated to reflect changes in land use within LVMWD's service area for water resources planning purposes. Based on the changes in land use, water conservation efforts and interconnections with other municipalities, LVMWD has the capability to provide water for the North Business Specific Plan area, and other future development projects within LVMWD's service area.

References

Boyle Engineering, October 2007, Potable Water Master Plan Update 2007-Prepared for Las Virgenes Municipal Water District.

Carollo Engineers, June 2011. 2010 Urban Water Management Plan-Prepare for Las Virgenes Municipal Water District.

City of Westlake Village, 2013. Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting, Westlake Village Business Park Specific Plan.

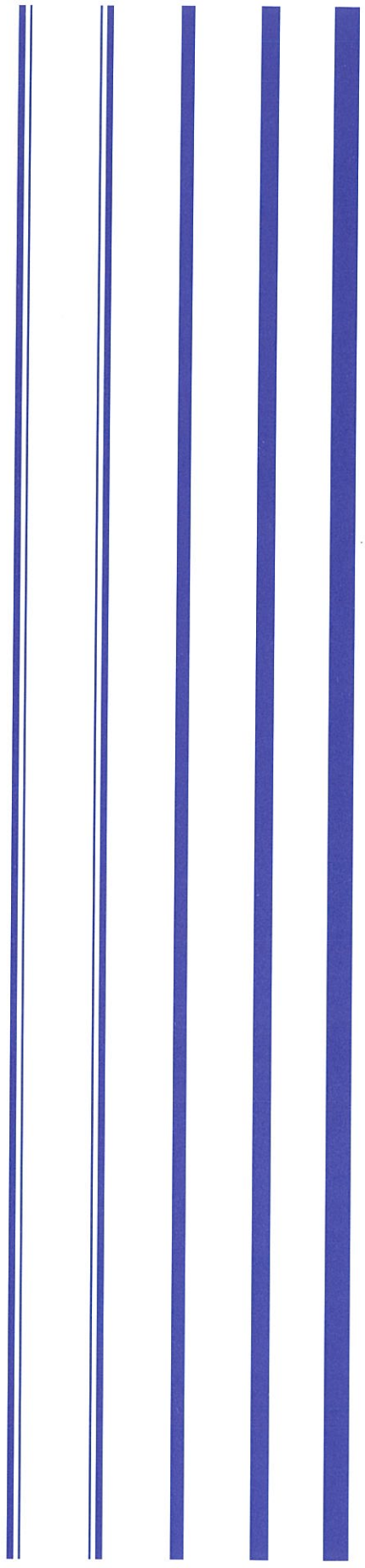
City of Westlake Village, 2018. Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting, Westlake Village Business Park Specific Plan.

Kennedy/Jenks, June 2014, Potable Water Master Plan Update 2010-Prepared for Las Virgenes Municipal Water District.

Kennedy/Jenks, August 2016. 2015 Urban Water Management Plan-Prepared for Las Virgenes Municipal Water District.

Kennedy/Jenks, May 2013. Westlake Village Business Park Water Assessment-Prepared for Las Virgenes Municipal Water District.

Las Virgenes Municipal Water District
4232 Las Virgenes Road
Calabasas, California 91302-1994
818-251-2100



APPENDIX I

SERVICE LETTER RESPONSES

From: RIEHL, JODY R <jr2461@att.com>
Sent: Monday, July 9, 2018 2:29 PM
To: Josephine Alido
Subject: FW: Information Request - North Business Park Specific Plan
Attachments: NOP_North BPSP.pdf; Will Serve Letter North Business Park.PDF

Josephine,

Please see attachment for will serve letter and answers to the questions below.

1. Please provide a Will Serve Letter for the North Business Park Specific Plan. See Attachment
2. How will individual development projects obtain services from your company? Please briefly describe the process. Will work with developer to provide red-lines to place conduit for at&t.
3. Are there concerns or identified deficiencies to providing services to the area? Not at this time.
4. Are there any planned or ongoing construction, expansion or improvements for AT&T services and facilities in the area? Not at this time.
5. Would future development under the proposed Specific Plan adversely affect AT&T services and facilities? No

Thank you,

Jody Riehl
AT&T California
2250 Ward Ave., Rm 107
Simi Valley, CA 93065
Phone 805-583-6500
E-mail jr2461@att.com

From: SMITH, MICHAEL R
Sent: Thursday, June 28, 2018 10:58 AM
To: Josephine Alido <josephine.alido@psomas.com>; RIEHL, JODY R <jr2461@att.com>
Subject: FW: Information Request - North Business Park Specific Plan

Good morning,

Jody Riehl is the engineer for this area. He can be reached at JR2461@att.com or 805-583-6500.

Thank you,

MIKE SMITH

Jody Riehl
AT&T California -- Engineering
2250 Ward Ave, Rm 107
Simi Valley, CA 93065

July 9, 2018

Attn: Josephine Alido

RE: Will serve letter for North Business Park. – The city of Westlake.

Service to this project will be provided by At&tl in accordance with current rates and tariffs. We will need an adequate lead-time of approximately 90-120 days from receipt of a complete set of finalized plans for this project. The layout of new streets and access roads will determine our exact locations where this project will be served. Because of this, the lead-time is very important.

On site facilities will be provided by utilizing joint trenches with other utilities in the dedicated streets in developer provided trenches. The on site facilities in a typical project of this nature are provided at Pacific Bell's expense. Due to this project including condominiums, apartments, or business units please be advised that there would be billing involved.

This project will have no adverse impact on our ability to provide service if we are given sufficient lead-time.

Please forward all plans and correspondence to me at the address above.

Sincerely,

Jody Riehl
Tract Design Engineer
(805) 583-6500

LAS VIRGENES UNIFIED SCHOOL DISTRICT
4111 LAS VIRGENES ROAD
CALABASAS, CALIFORNIA 91302
Telephone: (818) 880-4000
Fax: (818) 880-4200
www.lvusd.org

BOARD OF EDUCATION

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SUPERINTENDENT

July 11, 2018

Josephine Alido
Project Manager
PSOMAS
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

Dear Josephine,

I am responding to your letter dated June 15, 2018 for which you requested information for an EIR that you are drafting for the City of Westlake Village. The answers to each of your questions is below:

1. Provide name, address, capacities and enrollments for the schools serving the site:

White Oak Elementary School
31761 W. Village School Road
Westlake Village, CA 91361

Lindero Canyon Middle School
5844 Larboard Lane
Agoura Hills, CA 91301

Agoura High School
28545 W. Driver Ave.
Agoura Hills, CA 91301

School	Published Capacity	2017-18 Enrollment *
Agoura High School	1890	2055
Lindero Canyon Middle School	837	981
White Oak Elementary School	512	456

* Enrollments are able to exceed published capacity by adjusting class size in targeted areas.

2. Are there planned or ongoing construction, expansion or improvements at these schools or for new schools? No.

3. Are there identified deficiencies in school services? No.

4. Provide student generation factors.

Type of School	Residential	Multi-family	Blended
Elementary School	0.2108	0.1304	0.1559
Middle School	0.1313	0.0729	0.0914
High School	0.1883	0.1280	0.1471
Total	**0.5304**	**0.3313**	**0.3944**

5. Provide current school impact fees.

Residential: $3.79 per square foot
Commercial: $0.61 per square foot
Self Storage: $0.074 per square foot

6. Would future development adversely affect school services? No.

7. Would future development create a need to construct a new school? No.

8. Please identify any other issues. N/A.

Please let us know if you have any further questions.

Sincerely,

Karen Kimmel
Assistant Superintendent, Business

KK:kb

From: DevReview <DevReview@metro.net>
Sent: Tuesday, September 4, 2018 5:27 PM
To: Josephine Alido
Subject: RE: DEVREV: North Business Park Specific Plan
Attachments: #20098.jpg; #20237.jpg; #14931.jpg

Josephine,

A thousand apologies for the delay. Please see answers to your questions below in blue:

1. What Metro buses serve the City and the project site? Please provide bus route numbers and nearest stops to the site.
    a. Metro Local Bus Line 161 runs on Lindero Canyon Road, along the eastern boundary of the Project Area.
    b. Bus Line 161 serves three (3) stops along Lindero Canyon Road – one (1) located on the western corner of the Thousand Oaks Boulevard/Lindero Canyon Road intersection, a second and third on the north and east corners of the Via Colinas/ Lindero Canyon Road intersection.
2. Please provide the latest available information on passenger loadings at the Metro bus stops nearest the project site.
    a. Weekday, Saturday, and Sunday boarding and alighting information for the three Metro Bus stops along Lindero Canyon Road may be found in the attached JPG files. Passenger loading information for nearby bus stops may be found on the Metro Bus Stop-level Patronage Map.
3. Are there identified deficiencies in transit services in the project area?
    a. Both Metro and the Los Angeles Department of Transportation (LADOT) operate bus service along Lindero Canyon Road. LADOT operates Commuter Express Lines 423 and 422 on Lindero Canyon Road and should be included in outreach strategies.
    b. Metro recently kicked off the NextGen Study, a massive effort to reimagine and redesign the Metro Bus network. Metro Local Bus Line 161 and the Westlake Village area will be included in this study. For information, please view the NextGen Bus Study project webpage.
4. Are there any planned or ongoing construction, expansion or improvements for Metro services and facilities?
    a. Metro's NextGen Study will examine the potential to improve transit services in Wetlake Village after analysis of the existing urban landscape and planned development. For information, please view the NextGen Bus Study project webpage.
5. Would future development under the proposed Specific Plan adversely affect transit services and create a need for expanded service or a new facility (or expand an existing facility) in order to maintain acceptable service?
    a. In alignment with Metro's vision to foster Transit Oriented Communities (TOCs) throughout Los Angeles County, Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. Higher density presents more opportunity to increase transit ridership and service. For more information of Metro's role in creating TOCs, please view the Metro TOC webpage.

Please let me know if you have any questions.

Best,

Eddi Zepeda
LA Metro
Senior Transportation Planner
Countywide Planning & Development, Joint Development

Metro

Operations Performance Analysis, 2017

#20098 - LINDERO CANYON / VIA COLINAS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**2**	**7**	**9**	**3**	**1**	**4**	**0**	**2**	**2**
161 - West	2	7	9	3	1	4	0	2	2

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003311017		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

Metro

Operations Performance Analysis, 2017

#20237 - LINDERO CANYON / VIA COLINAS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**7**	**5**	**12**	**2**	**5**	**7**	**4**	**1**	**5**
161 - East	7	5	12	2	5	7	4	1	5

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003242008		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

Metro

Operations Performance Analysis, 2017

#14931 - LINDERO CANYON / THOUSAND OAKS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**6**	**10**	**16**	**1**	**6**	**7**	**0**	**2**	**2**
161 - West	6	10	16	1	6	7	0	2	2

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003311017		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

SKYE PATRICK
Library Director

LA COUNTY LIBRARY

November 15, 2018

Josephine Alido
AICP, Project Manager
Bonterra Consulting
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

REQUEST FOR LIBRARY INFORMATION
ENVIRONMENTAL IMPACT REPORT FOR THE
WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

Dear Ms. Alido:

This is to respond to your request for library information for the Environmental Impact Report for the Westlake Village Business Park Specific Plan. Attached is LA County Library's response to your questions.

If you have any questions or need additional information, please contact Gilbert Garcia at (562) 940-8478 or GGarcia@library.lacounty.gov.

Very best,

Skye Patrick
Library Director

SP:YDR:GG
U:\STAFFSERVICES\EIR\Westlake Village\2018\Westlake Village Business Park Specific Plan - EIR - Cover Letter.doc

c: Lenore St. John, Acting Library Administrator, LA County Library
Ting Fanti, Budget and Fiscal Manager, LA County Library

LA COUNTY LIBRARY

ENVIRONMENTAL IMPACT REPORT
WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

1. **Please provide the names and addresses of libraries serving the site and the City. Please include information on floor area, staffing, book collections, and programs.**

   The Westlake Village Library (Library), located at 31220 Oak Crest Drive, Westlake Village, CA 91361, provides library services to the City of Westlake Village (City) and surrounding unincorporated areas. The Library is 11,500 sq. ft. and staffs three full-time employees and seven part-time employees.

   As of June 30, 2018, the Library has a collection of 47,385 books and other materials. It features a young adult resource center, several study rooms, an electronics workspace, children's programs, and a bookstore operated by the Friends of Westlake Village Library.

2. **Are there planned or ongoing construction, expansion or improvements at these libraries or for new libraries?**

   There are no plans to expand the Library or build a new facility.

3. **Can you also provide the most current data on visitors, cardholders, borrowed materials, and program participants?**

   For the period of July 1, 2017 - June 30, 2018, the Library had the following number of visitors, cardholders, borrowed materials, and program participants:

Visitors	75,726
Cardholders	17,271
Borrowed Materials	170,277
Program Participants	3,367

4. **Are there identified deficiencies in library services?**

   There are no deficiencies in library services. The current demand for library services is being met.

5. **Please provide standards that we can use to estimate the demand and adequacy of library services (e.g., square feet per population, books per capita, seats per capita). Are these standards met in the libraries serving the City?**

LA County Library uses service level guidelines of a minimum of 0.50 gross square feet of library facility space per capita, 2.75 items (books and other library materials) per capita, 2.5 reader seats per 1,000 people served, and 1.0 public access computer per 1,000 people served. Based on the service area population of 10,274 (2017 Population for Westlake Library Service Area), the Library currently meets these standards.

6. **Are there development impact fees for library services?**

To mitigate the impact of residential projects on library services, developers or its successors in interest, are required to pay a Library Facilities Mitigation Fee at the time building permits are requested.

FY 2018-2019 Library Mitigation Fee Schedule

Planning Area	Fee per Dwelling Unit:
Planning Area 1 - Santa Clarita Valley	$943.00
Planning Area 2 - Antelope Valley	$914.00
Planning Area 3 - West San Gabriel Valley	$954.00
Planning Area 4 - East San Gabriel Valley	$941.00
Planning Area 5 - Southeast	$944.00
Planning Area 6 - Southwest	$951.00
Planning Area 7 - Santa Monica Mountains	$946.00

Library Mitigation Fee payments are only required for new residential dwellings in the unincorporated areas of the County of Los Angeles (except for Altadena and Palos Verdes) and do not apply to commercial projects or residential dwellings located in the cities. LA County Library proposes to have future discussions with the City regarding acceptable measures to mitigate the potential impact of new residential developments on local library services.

The funding for the operating cost of this library includes property tax and Library special tax. A special tax is paid per year on all parcels within 10 cities (Cudahy, Culver City, Duarte, El Monte, La Cañada Flintridge, Lakewood, Lomita, Lynwood,

Maywood, and West Hollywood) and unincorporated areas serviced by LA County Library, excluding the unincorporated areas within the boundaries of the Altadena Library District and the Palos Verdes Library District. The Special Tax Rate for FY 2018-2019 is $31.59 per parcel.

7. Would future development under the proposed Specific Plan adversely affect library services? Please discuss impacts and how these may be reduced or avoided.

Although the projected increase in population is still within the service guidelines, there may be unforeseen events that could create additional demand for library services and adversely affect the Library's capacity to serve the residents of the area. The commercial component (588,850 sq. ft.) could also impact the Library in the sense that people who work, but do not live in the area are likely to use library services throughout their day.

There is no way to mitigate these impacts since the development is not subject to Library Mitigation Fees or Special Tax.

8. Would future development create a need to construct a new library or expand an existing library or other improvements and upgrades to maintain adequate service levels? If yes, please explain.

Residential and commercial development under the proposed Specific Plan do not require upgrades to the existing library or building a new library; however, unforeseen events may cause the Library to no longer be able to adequately service the residents of the area.

9. Please identify any other issues that should be addressed in the EIR.

Not applicable.

Josephine Alido

From: RIEHL, JODY R <jr2461@att.com>
Sent: Monday, July 9, 2018 2:29 PM
To: Josephine Alido
Subject: FW: Information Request - North Business Park Specific Plan
Attachments: NOP_North BPSP.pdf; Will Serve Letter North Business Park.PDF

Josephine,

Please see attachment for will serve letter and answers to the questions below.

1. Please provide a Will Serve Letter for the North Business Park Specific Plan. See Attachment
2. How will individual development projects obtain services from your company? Please briefly describe the process. Will work with developer to provide red-lines to place conduit for at&t.
3. Are there concerns or identified deficiencies to providing services to the area? Not at this time.
4. Are there any planned or ongoing construction, expansion or improvements for AT&T services and facilities in the area? Not at this time.
5. Would future development under the proposed Specific Plan adversely affect AT&T services and facilities? No

Thank you,

Jody Riehl
AT&T California
2250 Ward Ave., Rm 107
Simi Valley, CA 93065
Phone 805-583-6500
E-mail jr2461@att.com

From: SMITH, MICHAEL R
Sent: Thursday, June 28, 2018 10:58 AM
To: Josephine Alido <josephine.alido@psomas.com>; RIEHL, JODY R <jr2461@att.com>
Subject: FW: Information Request - North Business Park Specific Plan

Good morning,

Jody Riehl is the engineer for this area. He can be reached at JR2461@att.com or 805-583-6500.

Thank you,

MIKE SMITH

AREA MANAGER-OSP PLNG AND ENG DESIGN AT&T
LOS ANGELES ENGINEERING- WEST
2250 WARD AV
SIMI VALLEY, CA, 93065
805-583-6640

From: Josephine Alido [mailto:josephine.alido@psomas.com]
Sent: Thursday, June 28, 2018 10:52 AM
To: SMITH, MICHAEL R <ms1217@att.com>
Subject: Information Request - North Business Park Specific Plan

Good morning,

We had consulted with you in 2013 regarding a proposed Specific Plan in the City of Westlake Village.
The project was put on hold for some time but is now back on track.
(I am attaching the Notice of Preparation that we mailed out a few weeks ago.)
As such, we would like to get updated information from your company:

1. Please provide a Will Serve Letter for the North Business Park Specific Plan.

2. How will individual development projects obtain services from your company? Please briefly describe the process.

3. Are there concerns or identified deficiencies to providing services to the area?

4. Are there any planned or ongoing construction, expansion or improvements for AT&T services and facilities in the area?

5. Would future development under the proposed Specific Plan adversely affect AT&T services and facilities?

Thank you for your time and attention to this matter.

Josephine Alido, AICP
PSOMAS | Balancing the Natural and Built Environment
951.300.2808

Jody Riehl
AT&T California -- Engineering
2250 Ward Ave, Rm 107
Simi Valley, CA 93065

July 9, 2018

Attn: Josephine Alido

RE: Will serve letter for North Business Park. – The city of Westlake.

Service to this project will be provided by At&tl in accordance with current rates and tariffs. We will need an adequate lead-time of approximately 90-120 days from receipt of a complete set of finalized plans for this project. The layout of new streets and access roads will determine our exact locations where this project will be served. Because of this, the lead-time is very important.

On site facilities will be provided by utilizing joint trenches with other utilities in the dedicated streets in developer provided trenches. The on site facilities in a typical project of this nature are provided at Pacific Bell's expense. Due to this project including condominiums, apartments, or business units please be advised that there would be billing involved.

This project will have no adverse impact on our ability to provide service if we are given sufficient lead-time.

Please forward all plans and correspondence to me at the address above.

Sincerely,

Jody Riehl
Tract Design Engineer
(805) 583-6500

Josephine Alido

From: DevReview <DevReview@metro.net>
Sent: Tuesday, September 4, 2018 5:27 PM
To: Josephine Alido
Subject: RE: DEVREV: North Business Park Specific Plan
Attachments: #20098.jpg; #20237.jpg; #14931.jpg

Josephine,

A thousand apologies for the delay. Please see answers to your questions below in blue:

1. What Metro buses serve the City and the project site? Please provide bus route numbers and nearest stops to the site.
    a. Metro Local Bus Line 161 runs on Lindero Canyon Road, along the eastern boundary of the Project Area.
    b. Bus Line 161 serves three (3) stops along Lindero Canyon Road – one (1) located on the western corner of the Thousand Oaks Boulevard/Lindero Canyon Road intersection, a second and third on the north and east corners of the Via Colinas/ Lindero Canyon Road intersection.
2. Please provide the latest available information on passenger loadings at the Metro bus stops nearest the project site.
    a. Weekday, Saturday, and Sunday boarding and alighting information for the three Metro Bus stops along Lindero Canyon Road may be found in the attached JPG files. Passenger loading information for nearby bus stops may be found on the Metro Bus Stop-level Patronage Map.
3. Are there identified deficiencies in transit services in the project area?
    a. Both Metro and the Los Angeles Department of Transportation (LADOT) operate bus service along Lindero Canyon Road. LADOT operates Commuter Express Lines 423 and 422 on Lindero Canyon Road and should be included in outreach strategies.
    b. Metro recently kicked off the NextGen Study, a massive effort to reimagine and redesign the Metro Bus network. Metro Local Bus Line 161 and the Westlake Village area will be included in this study. For information, please view the NextGen Bus Study project webpage.
4. Are there any planned or ongoing construction, expansion or improvements for Metro services and facilities?
    a. Metro's NextGen Study will examine the potential to improve transit services in Wetlake Village after analysis of the existing urban landscape and planned development. For information, please view the NextGen Bus Study project webpage.
5. Would future development under the proposed Specific Plan adversely affect transit services and create a need for expanded service or a new facility (or expand an existing facility) in order to maintain acceptable service?
    a. In alignment with Metro's vision to foster Transit Oriented Communities (TOCs) throughout Los Angeles County, Metro supports private development adjacent to transit as this presents a mutually beneficial opportunity to enrich the built environment and expand mobility options for users of developments. Higher density presents more opportunity to increase transit ridership and service. For more information of Metro's role in creating TOCs, please view the Metro TOC webpage.

Please let me know if you have any questions.

Best,

Eddi Zepeda
LA Metro
Senior Transportation Planner
Countywide Planning & Development, Joint Development

213.418.3483
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Josephine Alido <josephine.alido@psomas.com>
Sent: Tuesday, September 04, 2018 11:59 AM
To: DevReview <DevReview@metro.net>
Subject: RE: DEVREV: North Business Park Specific Plan

Good morning,

Can you please provide an update on this info request.

Thank you for your help.

Josephine

Josephine Alido, AICP
P S O M A S | Balancing the Natural and Built Environment
951.300.2808

From: DevReview <DevReview@metro.net>
Sent: Monday, July 2, 2018 3:58 PM
To: Josephine Alido <josephine.alido@psomas.com>
Cc: Sheridan, Georgia <SheridanG@metro.net>
Subject: DEVREV: North Business Park Specific Plan

Josephine,

I hope this message finds you well. Nick Saponara forwarded your inquiry.

I'm part of Metro's Development Review team and am happy to help answer your questions below. Please stand by as I reach out to our departments to confirm the most up-to-date info for you.

Best,

Eddi Zepeda
LA Metro
Transportation Planner
Countywide Planning & Development, Joint Development
213.418.3483
metro.net | facebook.com/losangelesmetro | @metrolosangeles
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Operations Performance Analysis, 2017

#20098 - LINDERO CANYON / VIA COLINAS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**2**	**7**	**9**	**3**	**1**	**4**	**0**	**2**	**2**
161 - West	2	7	9	3	1	4	0	2	2

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003311017		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

Metro

Operations Performance Analysis, 2017

#20237 - LINDERO CANYON / VIA COLINAS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**7**	**5**	**12**	**2**	**5**	**7**	**4**	**1**	**5**
161 - East	7	5	12	2	5	7	4	1	5

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003242008		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

Metro

Operations Performance Analysis, 2017

#14931 - LINDERO CANYON / THOUSAND OAKS

Line	Weekday (DX)			Saturday (SA)			Sunday (SU)		
	ONs	OFFs	Activity	ONs	OFFs	Activity	ONs	OFFs	Activity
Total	**6**	**10**	**16**	**1**	**6**	**7**	**0**	**2**	**2**
161 - West	6	10	16	1	6	7	0	2	2

Municipality: WESTLAKE VILLAGE	LA City Council District:	LA Board of Sup Dist: 3
Neighborhood: Westlake Village		Zipcode: 91362
2010 Census: 060378003311017		Service Council: San Fernando Valley

October 2017 Weekday Activity (ONs +OFFs)

- 0 to 1
- 1 to 10
- 10 to 100
- 100 to 1,000
- 1,000 to 58,593

Data Tables for this Map

Map data ©2018 Google Terms of Use Report a map error

LAS VIRGENES UNIFIED SCHOOL DISTRICT
4111 LAS VIRGENES ROAD
CALABASAS, CALIFORNIA 91302
Telephone: (818) 880-4000
Fax: (818) 880-4200
www.lvusd.org

BOARD OF EDUCATION

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SUPERINTENDENT

July 11, 2018

Josephine Alido
Project Manager
PSOMAS
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

Dear Josephine,

I am responding to your letter dated June 15, 2018 for which you requested information for an EIR that you are drafting for the City of Westlake Village. The answers to each of your questions is below:

1. Provide name, address, capacities and enrollments for the schools serving the site:

White Oak Elementary School
31761 W. Village School Road
Westlake Village, CA 91361

Lindero Canyon Middle School
5844 Larboard Lane
Agoura Hills, CA 91301

Agoura High School
28545 W. Driver Ave.
Agoura Hills, CA 91301

School	Published Capacity	2017-18 Enrollment *
Agoura High School	1890	2055
Lindero Canyon Middle School	837	981
White Oak Elementary School	512	456

* Enrollments are able to exceed published capacity by adjusting class size in targeted areas.

2. Are there planned or ongoing construction, expansion or improvements at these schools or for new schools? No.

3. Are there identified deficiencies in school services? No.

4. Provide student generation factors.

Type of School	Residential	Multi-family	Blended
Elementary School	0.2108	0.1304	0.1559
Middle School	0.1313	0.0729	0.0914
High School	0.1883	0.1280	0.1471
Total	**0.5304**	**0.3313**	**0.3944**

5. Provide current school impact fees.

Residential: $3.79 per square foot
Commercial: $0.61 per square foot
Self Storage: $0.074 per square foot

6. Would future development adversely affect school services? No.

7. Would future development create a need to construct a new school? No.

8. Please identify any other issues. N/A.

Please let us know if you have any further questions.

Sincerely,

Karen Kimmel
Assistant Superintendent, Business

KK:kb

SKYE PATRICK
Library Director

LA COUNTY LIBRARY

November 15, 2018

Josephine Alido
AICP, Project Manager
Bonterra Consulting
225 South Lake Avenue, Suite 1000
Pasadena, CA 91101

REQUEST FOR LIBRARY INFORMATION
ENVIRONMENTAL IMPACT REPORT FOR THE
WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

Dear Ms. Alido:

This is to respond to your request for library information for the Environmental Impact Report for the Westlake Village Business Park Specific Plan. Attached is LA County Library's response to your questions.

If you have any questions or need additional information, please contact Gilbert Garcia at (562) 940-8478 or GGarcia@library.lacounty.gov.

Very best,

Skye Patrick
Library Director

SP:YDR:GG
U:\STAFFSERVICES\EIR\Westlake Village\2018\Westlake Village Business Park Specific Plan - EIR - Cover Letter.doc

c: Lenore St. John, Acting Library Administrator, LA County Library
Ting Fanti, Budget and Fiscal Manager, LA County Library

LA COUNTY LIBRARY

ENVIRONMENTAL IMPACT REPORT
WESTLAKE VILLAGE BUSINESS PARK SPECIFIC PLAN

1. **Please provide the names and addresses of libraries serving the site and the City. Please include information on floor area, staffing, book collections, and programs.**

   The Westlake Village Library (Library), located at 31220 Oak Crest Drive, Westlake Village, CA 91361, provides library services to the City of Westlake Village (City) and surrounding unincorporated areas. The Library is 11,500 sq. ft. and staffs three full-time employees and seven part-time employees.

   As of June 30, 2018, the Library has a collection of 47,385 books and other materials. It features a young adult resource center, several study rooms, an electronics workspace, children's programs, and a bookstore operated by the Friends of Westlake Village Library.

2. **Are there planned or ongoing construction, expansion or improvements at these libraries or for new libraries?**

   There are no plans to expand the Library or build a new facility.

3. **Can you also provide the most current data on visitors, cardholders, borrowed materials, and program participants?**

   For the period of July 1, 2017 - June 30, 2018, the Library had the following number of visitors, cardholders, borrowed materials, and program participants:

Visitors	75,726
Cardholders	17,271
Borrowed Materials	170,277
Program Participants	3,367

4. **Are there identified deficiencies in library services?**

   There are no deficiencies in library services. The current demand for library services is being met.

5. **Please provide standards that we can use to estimate the demand and adequacy of library services (e.g., square feet per population, books per capita, seats per capita). Are these standards met in the libraries serving the City?**

LA County Library uses service level guidelines of a minimum of 0.50 gross square feet of library facility space per capita, 2.75 items (books and other library materials) per capita, 2.5 reader seats per 1,000 people served, and 1.0 public access computer per 1,000 people served. Based on the service area population of 10,274 (2017 Population for Westlake Library Service Area), the Library currently meets these standards.

6. **Are there development impact fees for library services?**

To mitigate the impact of residential projects on library services, developers or its successors in interest, are required to pay a Library Facilities Mitigation Fee at the time building permits are requested.

FY 2018-2019 Library Mitigation Fee Schedule

Planning Area	Fee per Dwelling Unit:
Planning Area 1 - Santa Clarita Valley	$943.00
Planning Area 2 - Antelope Valley	$914.00
Planning Area 3 - West San Gabriel Valley	$954.00
Planning Area 4 - East San Gabriel Valley	$941.00
Planning Area 5 - Southeast	$944.00
Planning Area 6 - Southwest	$951.00
Planning Area 7 - Santa Monica Mountains	$946.00

Library Mitigation Fee payments are only required for new residential dwellings in the unincorporated areas of the County of Los Angeles (except for Altadena and Palos Verdes) and do not apply to commercial projects or residential dwellings located in the cities. LA County Library proposes to have future discussions with the City regarding acceptable measures to mitigate the potential impact of new residential developments on local library services.

The funding for the operating cost of this library includes property tax and Library special tax. A special tax is paid per year on all parcels within 10 cities (Cudahy, Culver City, Duarte, El Monte, La Cañada Flintridge, Lakewood, Lomita, Lynwood,

Maywood, and West Hollywood) and unincorporated areas serviced by LA County Library, excluding the unincorporated areas within the boundaries of the Altadena Library District and the Palos Verdes Library District. The Special Tax Rate for FY 2018-2019 is $31.59 per parcel.

7. Would future development under the proposed Specific Plan adversely affect library services? Please discuss impacts and how these may be reduced or avoided.

Although the projected increase in population is still within the service guidelines, there may be unforeseen events that could create additional demand for library services and adversely affect the Library's capacity to serve the residents of the area. The commercial component (588,850 sq. ft.) could also impact the Library in the sense that people who work, but do not live in the area are likely to use library services throughout their day.

There is no way to mitigate these impacts since the development is not subject to Library Mitigation Fees or Special Tax.

8. Would future development create a need to construct a new library or expand an existing library or other improvements and upgrades to maintain adequate service levels? If yes, please explain.

Residential and commercial development under the proposed Specific Plan do not require upgrades to the existing library or building a new library; however, unforeseen events may cause the Library to no longer be able to adequately service the residents of the area.

9. Please identify any other issues that should be addressed in the EIR.

Not applicable.