Los Angeles County Regional Park And Open Space District
Administrative Offices. 510 S. Vermont Avenue Los Angeles, CA 90020-1975. (213) 738-2981. http://openspacedistrict.lacounty.info

April 15, 2014

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
2-P April 15, 2014
Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

The Honorable Board of Directors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Directors:

ALLOCATE CITIES EXCESS FUNDS AVAILABLE TO THE THIRD SUPERVISORIAL DISTRICT AND AUTHORIZE AWARD AND ADMINISTRATION OF AN EXCESS FUND GRANT TO THE CITY OF WESTLAKE VILLAGE FOR THE WESTLAKE VILLAGE COMMUNITY PARK DEVELOPMENT PROJECT
(THIRD DISTRICT)
(3 VOTES)

SUBJECT

Approval of the recommended actions will allocate $500,000 in Cities Excess Funds, available to the Third Supervisorial District pursuant to the Los Angeles County Safe Neighborhood Parks Proposition of 1996, for a grant to the City of Westlake Village for the Westlake Village Community Park Development Project.

IT IS RECOMMENDED THAT THE BOARD:

1. Certify that the Board, as a responsible agency under the California Environmental Quality Act, has independently considered and reached its own conclusions regarding the environmental effects of the proposed Westlake Village Community Park Development Project and the Final Supplemental Environmental Impact Report adopted by the City of Westlake Village, as lead agency; determine that the documents adequately address the environmental impacts of the proposed project; find that the Board has complied with the requirements of the California Environmental Quality Act with respect to the process for a responsible agency; and adopt by reference the City's Final Supplemental Environmental Impact Report.

2. Allocate $500,000 in Cities Excess Funds, available to the Third Supervisorial District, for a grant to the City of Westlake Village for the proposed Westlake Village Community Park Development Project.

3. Authorize the Director of the Department of Parks and Recreation, in his capacity as the Director of the Los Angeles County Regional Park and Open Space District, to award a grant in the amount of $500,000 to the City of Westlake Village for the proposed Westlake Village Park Development Project when applicable conditions have been met, and to administer the grant as of the date of this action and pursuant to procedures in the Procedural Guide for Specified, Per Parcel, and Excess Funds Projects; otherwise, funds shall remain in the Excess Funds account.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will allocate $500,000 in Cities Excess Funds, available to the Third Supervisorial District pursuant to the Los Angeles County Safe Neighborhood Parks Proposition of 1996 (1996 Proposition), to the City of Westlake Village (City) for the proposed Westlake Village Community Park Development Project (Project).

The proposed Project includes the construction of a baseball/softball field, a soccer field, a tot lot, restrooms, concession stands, a walking/jogging trail, picnic amenities, and a parking lot, and landscaping for the site.

The overall Project cost is estimated at $7,000,000. The recommended $500,000 in Cities Excess Funds will be supplemented by $1,000,000 from Prop 40 State Urban Parks Healthy Community Grant, $1,000,000 from the City's Bond Funds, $150,000 from the Asphalt Recycle Grant, $192,000 from Prop 50 Water Quality Grant, $2,750,000 from County MTA Funds, Measure A, and $1,408,000 from the City's Capital Improvement Funds.

It is also recommended, that the Director of the Department of Parks and Recreation (Director), in his capacity as the Director of the Los Angeles County Regional Park and Open Space District, be authorized to award the grant when applicable conditions have been met, such as: grantee qualifications, consistency between the proposed Project and requirements of the 1996 Proposition, and grantee agreement with California Environmental Quality Act (CEQA) requirements for the proposed Project; and to administer the grant pursuant to the Procedural Guide for Specified, Per Parcel, and Excess Funds Projects previously approved by the Board.

Implementation of Strategic Plan Goals

The recommended actions will further the Board-approved County Strategic Plan Goals of Operational Effectiveness (Goal 1) by enhancing health-promoting recreational opportunities in the City in the Third Supervisorial District.

FISCAL IMPACT/FINANCING

Sufficient appropriation for the Excess Funds grant, in the amount of $500,000, is budgeted in the Third Supervisorial District's portion of the Los Angeles County Regional Park and Open Space District (RPOSD) Excess Funds Project Fund, HD6.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The 1996 Proposition requires that agencies to which funds were allocated under the Safe Neighborhood Parks Propositions of 1992 and 1996 encumber all such funds prior to receiving grants of Excess Funds. The City has met this requirement.

The 1996 Proposition provides a method for determining, each fiscal year, the amount of funds available in the following fiscal year to fund capital improvement projects in addition to the amounts specifically identified for projects in the Safe Neighborhood Parks Propositions of 1992 and 1996. The recommended grant will be funded from the Excess Funds available to the Third Supervisorial District for Cites projects.

The Board may establish additional conditions on grants of Excess Funds. The Director will be authorized to award grants when all applicable conditions have been met. Any funds allocated by the Board, but not encumbered by award of a grant contract in the same fiscal year, shall be available for allocation by the Board in the following fiscal year.

On June 2, 2009, the Board approved the Procedural Guide to govern the administration of RPOSD grants. The Procedural Guide will appropriately govern the administration of the recommended grant as well.

ENVIRONMENTAL DOCUMENTATION

All public agency projects funded by RPOSD are required to comply with CEQA as a condition of the grant. The lead agency is responsible for preparing the appropriate environmental documentation for the proposed Project. The City is the lead agency for the proposed Project.
By Resolution No. 1652-12 adopted by the City Council on December 12, 2012, the City, as lead agency in matters pertaining to compliance with CEQA, found and determined that with the imposition of mitigation measures as a condition of approval of the proposed Project there was no substantial evidence that the proposed Project would have a significant effect on the environment; found that the Final Supplemental Environmental Impact Report (SEIR) reflected the independent judgment of the City; approved the Final SEIR; and found that the proposed Project will have no adverse effect on fish and wildlife resources. As part of the scope of the Final SEIR, a Mitigation Monitoring and Reporting Program has been included. The Mitigation Monitoring and Reporting Program will be implemented and monitored by the City.

With respect to the Board's approval of the proposed Project described herein, the County also acts as a responsible agency for the purposes of CEQA. It is, therefore, recommended that the Board independently consider and adopt the Final SEIR and the Mitigation Monitoring and Reporting Program.

CONTRACTING PROCESS

A Grant Project Agreement will be entered into and administered under authority delegated to the Director, and pursuant to the Procedural Guide approved by the Board in 2009 only if all applicable conditions of the grant have been met. The Project Agreement will be approved as to form by County Counsel.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The recommended actions will have no impact on any other projects funded by RPOSD, but are required so that the City may proceed with the proposed Project in the Third Supervisorial District, if all applicable conditions are met.

CONCLUSION

Please return one adopted copy of this Board letter to the Chief Executive Office, Facilities and Asset Management Division; and to the Department of Parks and Recreation.

Respectfully submitted,

RUSS GUINEY
Director

RG:JB:WRO:tb

Enclosures

c: Executive Office, Board of Supervisors
County Counsel
Chief Executive Office

WESTLAKE VILLAGE COMMUNITY PARK/ TRIUNFO YMCA PROJECT

FINAL
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NUMBER 1999111130

PREPARED FOR:

CITY OF WESTLAKE VILLAGE
CITY HALL
31200 OAK CREST DRIVE
WESTLAKE VILLAGE, CA 91361

PREPARED BY:

WILLDAN
13191 CROSSROADS PARKWAY NORTH, SUITE 405
INDUSTRY, CA 91746-3497

DECEMBER 5, 2012

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Volume II: Final Supplemental Environmental Impact Report (Revisions to the Draft SEIR Document, Responses to Comments, and Mitigation Monitoring Program)

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INTRODUCTION TO THE FINAL SEIR

PURPOSE OF THE FINAL SEIR

This Final Supplemental Environmental Impact Report (SEIR) analyzes the potential environmental impacts of the proposed Westlake Village Community Park/Triunfo YMCA Project in Westlake Village, California. This document was preceded by the project's Draft SEIR, which was published for a 45-day public review period that commenced on October 5, 2012 and ended on November 19, 2012.

This SEIR builds upon the Final EIR for the Triunfo YMCA Project (State Clearinghouse Number: 1999111130) that was certified on July 27, 2005 by the Westlake Village City Council (City Council). This SEIR has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for the implementation of CEQA as adopted by the City of Westlake Village (City).

The City is the Lead Agency for this project, taking primary responsibility for conducting the environmental review and approving or denying the proposed project under consideration. This SEIR will be used by the City when deciding whether to grant the following discretionary approvals:

- Approval of the proposed park layout.
- Execution of contract(s) for construction of the park and sports complex.
- Sign permit for the YMCA facility.
- Lease and/or operation agreement(s) for City use of the YMCA facility.
- Use agreement(s) for sports organization use of the athletic fields and/or other park facilities.

The proposed project would not require discretionary approval from any other public agency.

CONTENTS OF THE FINAL SEIR

Sections 15089 and 15132 of the State CEQA Guidelines identify the requirements for the contents of a Final EIR. Section 15132 states that a Final EIR shall include "the draft EIR or a revision of the draft". Chapter 8 of this document identifies the revisions to the Draft SEIR that were made in response to comments received on the document or as initiated by the Lead Agency. These revisions have also been made to the text in the body of the SEIR (Executive Summary and Chapters 1-7). The Executive Summary and Chapters 1-7 of the Draft SEIR, with the revisions shown in Chapter 8 of this document, constitute the Executive Summary and Chapters 1-7 of the Final SEIR.

Section 15132 also states that a Final EIR shall include "responses of the Lead Agency to significant environmental points raised in the review and consultation process." Section 15088 describes the requirements for responding to comments received on the Draft EIR, and for completion of a Final EIR. Chapter 9 of this document identifies the comments received on the Draft SEIR and provides the City's responses to those comments.

In addition, Chapter 10 of this document presents the project's Mitigation Monitoring Program. Section 21081.6 of CEQA requires the public agency to adopt a monitoring program of mitigations to ensure compliance with the mitigations identified in the CEQA document. The Mitigation Monitoring Program in Chapter 10 has been prepared in accordance with Section 21081.6 of CEQA and Section 15097 of the State CEQA Guidelines, and identifies all required mitigation measures, the party responsible for implementing the mitigation, the timing and method of monitoring, and the format for recording compliance.

This document, combined with the Draft SEIR (circulated for public review on October 5, 2012), constitutes the project's Final SEIR.

PUBLIC REVIEW PROCESS

Sections 15085, 15086, and 15087 of the State CEQA Guidelines describe the requirements for circulation of a Draft EIR for public review. In accordance with these sections, the City filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR) and simultaneously published a Notice of Availability (NOA) of a Draft SEIR for the project and posted both the NOC and NOA at the offices of the Los Angeles County Clerk. The filing of the NOC/NOA began a 45-day review period for the Draft SEIR, which commenced on October 5, 2012 and ended on November 19, 2012. During this review period, the Draft SEIR was available for review at the following locations:

- City of Westlake Village, City Hall, 31200 Oak Crest Drive, Westlake Village, CA 91361; and
- City of Westlake Village website: *www.wlv.org*.

In addition, the NOC/NOA were provided to those parties who had formally requested to be notified and to potentially interested public agencies, persons, and organizations.

On November 20, 2012, the OPR's State Clearinghouse and Planning Unit provided confirmation that the Lead Agency complied with the State Clearinghouse review requirements for draft environmental documents.

WESTLAKE VILLAGE COMMUNITY PARK/ TRIUNFO YMCA PROJECT

DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NUMBER 1999111130

PREPARED FOR:

CITY OF WESTLAKE VILLAGE
CITY HALL
31200 OAK CREST DRIVE
WESTLAKE VILLAGE, CA 91361

PREPARED BY:

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October 4, 2012

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EXECUTIVE SUMMARY

This Supplemental Environmental Impact Report (SEIR) analyzes the potential environmental impacts of the proposed Westlake Village Community Park/Triunfo YMCA Project in Westlake Village, California. More specifically, this document builds upon the Final EIR for the Triunfo YMCA Project (State Clearinghouse Number: 1999111130) that was certified on July 27, 2005 by the Westlake Village City Council (City Council). To provide a fully integrated report, this SEIR incorporates discussion contained in the August 13, 2012 Addendum to the Final EIR (adopted by the City Council on August 20, 2012 by Resolution No. 1638-12). Environmental topics analyzed in this SEIR include: aesthetics, air quality, greenhouse gas emissions, biological resources, hydrology and water quality, noise, and transportation and circulation.

PROJECT LOCATION

The project site is located along the north side of Thousand Oaks Boulevard between Via Colinas and Lindero Canyon Road in the City of Westlake Village (City), in the extreme western portion of Los Angeles County, California. The Site Development Phase of the project involves 51.4 acres of disturbance over four assessed parcels that total 110.6 acres: 2056-001-011, 2056-001-013, 2056-001-014, and 2056-001-015. However, the project facilities (i.e., park/sports complex and YMCA facility) will be developed on an approximately 29.49 acre parcel (AIN: 2056-001-014) and will be located on an approximately 19-acre pad.

PROJECT DESCRIPTION

The proposed project, which is more completely described in Chapter 2 of this SEIR, consists of developing a multi-purpose recreational park and sports complex, with a YMCA facility. In general, the proposed project includes:

- YMCA facility
- Baseball complex
- Soccer complex
- Passive/non-programmed recreational facilities and park amenities:
    - Skateboard park
    - Instructional/multi-sport court
    - Picnic area and tot lot
    - Concession and restroom facilities

- Gazebo area
- Circumferential path with par course
- Access and parking improvements

REQUESTED APPROVALS

This SEIR will be used by the City when deciding whether to grant the following discretionary approvals:

- Approval of the proposed park layout.
- Execution of contract(s) for construction of the park and sports complex.
- Sign permit for the YMCA facility.
- Lease and/or operation agreement(s) for City use of the YMCA facility.
- Use agreement(s) for sports organization use of the athletic fields and/or other park facilities.

The proposed project would not require discretionary approval from any other public agency.

ENVIRONMENTAL SUMMARY

The City has directed the preparation of this SEIR to examine the potentially significant environmental impacts associated with the project and to identify mitigation measures and alternatives capable of avoiding or substantially lessening those impacts. A summary of the project's potentially significant environmental impacts and mitigation measures is presented in Table ES.1.

The analysis in this SEIR contains the words "significant" and "less than significant" in the discussion of impacts. These words define the severity of impact and coincide with language used in the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. As required by CEQA, mitigation measures have been included to avoid or reduce potentially significant impacts. Where mitigation would require substantial project redesign, alternatives have been provided which would lessen impacts. Impacts that cannot be adequately mitigated, even with the inclusion of all mitigation measures, are identified by CEQA as "unavoidable significant impacts". The significant and unavoidable environmental effects of the project are:

- **Impact AQ-2:** Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.

- **Impact GHG-1:** The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e$/yr threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.

- **Impact TRAF-1:** Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.

ALTERNATIVES TO THE PROPOSED PROJECT

Section 4.0 of this SEIR evaluates four alternatives to the proposed project. These alternatives are:

- **ALTERNATIVE 1: NO PROJECT:** Under the No Project Alternative, no community park facilities would be developed onsite. The YMCA facility would still be expected to be built, however, as entitled via the approval of a Planned Development Permit modification and Variance in August 2012. Thus, for the purposes of this SEIR, the no project alternative would result in a YMCA without any City-operated surrounding outdoor recreational improvements.

- **ALTERNATIVE 2: REDUCED ATHLETIC FIELDS ALTERNATIVE:** This alternative consists of reducing the number of project's athletic fields. In this alternative, the proposed baseball/softball complex would consist of two fields (rather than three) and the proposed soccer complex would consist of two pitches (rather than three). Like the proposed project, this alternative includes a one-pitch soccer overlay on the baseball/softball complex. All other components of the proposed park and YMCA would be the same in this alternative as the proposed project, including the use of lighting for outdoor evening sporting events.

- **ALTERNATIVE 3: THE RED PLAN:** This alternative consists of developing the site in an alternate layout known as the "Red Plan". In this alternative the site's 19-acre facility pad would

be developed with the same mix of recreational and YMCA facilities as the proposed project, but those facilities would be configured differently onsite. The primary difference between the Red Plan and the proposed layout is that in the Red Plan the YMCA building would located toward the east end of the facility plan and lighted soccer fields would be located near the center of the pad. With the Red Plan the skate park would be located along the eastern edge of the facility pad, adjacent to the YMCA and differing from the proposed layout. Parking lots would also be reconfigured accommodate the relocated facilities.

- **ALTERNATIVE 4: THE GREEN PLAN:** This alternative consists of developing the site in an alternate layout known as the "Green Plan". In this alternative the site's 19-acre facility pad would be developed with the same mix of recreational and YMCA facilities as the proposed project, but those facilities would be configured differently onsite. The primary difference between the Green Plan and the proposed layout is that in the Green Plan the YMCA building would be located at the west end of the facility plan and lighted baseball/softball fields would be located near the center of the pad. Parking lots would also be reconfigured accommodate the relocated facilities.

SUMMARY OF THE PROJECT'S ENVIRONMENTAL CONSEQUENCES

Table ES.1 below summarizes the project's impacts, the mitigation measures identified in the SEIR to reduce or avoid the project's impacts, the level of significance of the project's impacts after mitigation, and the alternatives that could reduce the project's impacts.

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Aesthetics			
Impact AES-1: The proposed project would change the visual character of the site by developing an approximately 19-acre park and YMCA complex in a hillside setting. This is a less than significant impact.	Due to the City's design review process and the required compliance with the design, landscape, oak tree, and sign standards in the City's Municipal Code, no mitigation measures are necessary.	Less than Significant Impact	None
Impact AES-2: The proposed project would introduce additional lighting on the project site in the form of sports field lighting, parking lot security lighting, sign lighting, decorative landscape lighting, and headlight glare from vehicles entering and exiting the site. This is a potentially significant but mitigable impact.	This impact can be mitigated by the following measures: **MM AES-1:** Sports field lighting shall be turned off by 9:00 p.m., except in emergency situations. **MM AES-2**: Sports field and parking lot lighting shall be shielded so that no direct light spills upwards to the night sky, that reflected glow from illuminated surfaces is minimized, and that no fixture's direct light spills onto adjacent properties.	Less than Significant After Mitigation	No Project Alternative
Air Quality			
Impact AQ-1: Construction of the proposed project would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. However, such emissions would not exceed the South Coast Air Quality Management District's Mass Daily Thresholds. Thus, this is a less than significant impact.	Due to the less than significant volume of air pollutants that would be generated during construction, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Impact AQ-2: Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.	This impact can be partially mitigated by the following measures: **MM AQ-1:** Install bicycle racks. **MM AQ-2:** Encourage having a school bus stop at the project in the afternoons. **MM AQ-3:** City staff involved in developing shared field agreements with local schools shall ensure that such agreements include provisions for transport of students to the facility with high occupant vehicles (e.g., school busses, vans, etc.). **MM AQ-4:** Create a ride share board on-site and promote/facilitate ride sharing via the City's website. **MM AQ-5:** Install an electric vehicle charging station.	Significant Impact	No Project Alternative
Impact AQ-3: Construction of the proposed project would generate criteria air pollutants, which would affect localized air quality. However, such emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. Thus, this is a less than significant impact.	Due to the less than significant volume of air pollutants that would be generated during construction, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Impact AQ-4: Operation of the proposed project would generate criteria air pollutants, which could affect localized air quality. However, the project's operational emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. This is a less than significant impact.	Due to the less than significant volume of air pollutants that would be generated from project operation, no mitigation measures are necessary.	Less than Significant Impact	None
Impact AQ-5: Construction of the proposed project and operation and maintenance of the proposed facility may produce mild odors. However, the project would not expose a large number of people to odors. The project's odor-related impacts are considered less than significant.	Given the short-term and mild nature of odors generated by the project, no mitigation measures are necessary.	Less than Significant Impact	None
Greenhouse Gas Emissions			
Impact GHG-1: The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e/yr$ threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.	This impact can be partially mitigated by the following measures: **MM AQ-1 through MM AQ-5**, as identified above **MM GHG-1:** Green building design shall be employed in the project. At a minimum, the project shall utilize: dual-pane low-E windows, energy efficient light bulbs (e.g., LED, CFL, etc.), high-efficiency HVAC unit(s), insulation rated as R-19 or higher, and a high-albedo roof surface with a Solar Reflectance Index (SRI) rating of 78 or higher. **MM GHG-2:** Water pumps shall be equipped with variable speed controllers. **MM GHG-3:** Window glazing and other architectural features that afford solar heat benefits in	Significant Impact	No Project Alternative

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
	the natatorium shall not be obstructed during daylight hours. **MM GHG-4:** Provide education to patrons on: 1) energy efficiency; 2) water conservation and available programs and incentives; 3) reducing waste and available recycling services; 4) alternative transportation options; and 5) options for reducing motor vehicle-related greenhouse gas emissions (e.g., trip reduction, trip linking, vehicle performance and efficiency, and low or zero-emission vehicles). **MM GHG-5:** If solar panels cannot feasibly be incorporated into the project at the outset, then build "solar ready" structures. **MM GHG-6:** At a minimum, install synthetic turf on the baseball complex. Consider using turf that contains recycled materials. **MM GHG-7:** Plant native, draught tolerant landscaping. **MM GHG-8:** Outdoor irrigation shall be controlled by an electronic system that is programmed to minimize water use (e.g., RainMaster Oasis DX-2 controller located at City Hall). **MM GHG-9:** Irrigate with reclaimed water. **MM GHG-10:** Fixtures in the restrooms and concession stands shall have a water efficient design. **MM GHG-11:** Install bicycle racks.		

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Biological Resources			
Impact BIO-1: Special-status species are not expected to occur onsite. The southern California rufous-crowed sparrow, a California Species of Special Concern, was observed onsite prior to site grading. Site grading was conducted in accordance with Mitigation Measure Nos. BR-1 and BR-6 of the Final EIR and the site no longer contains suitable habitat (coastal sage scrub and/or sparse mixed chaparral) for the species. No significant impacts are anticipated.	Given the unlikelihood for any sensitive species to occur onsite, no mitigation measures are necessary.	Less than Significant Impact	None
Impact BIO-2: Four natural communities existed onsite prior to grading: coastal sage scrub/mixed sage series, ruderal/California annual (non-native) grassland series, foothill woodland/mixed oak series, and native bunchgrass grassland/purple needlegrass series. These communities no longer exist onsite, as a result of the grading activity that occurred in 2009-2010. Graded slopes were revegetated in 2012 in accordance with Mitigation Measure Nos. BR-2, BR-3, and BR-5 of the Final EIR. The pad remains a disturbed area and proposed improvements would occur within such area and would impact the volunteer vegetation that has propagated there, which mostly consists of non-native grasses and forbs. This is a less than significant impact.	Since all proposed recreational improvements would occur on the facility pad and no improvements would occur outside of the previously graded area, no mitigation measures are necessary.	Less than Significant Impact	None
Impact BIO-3: One jurisdictional non-wetland water of the U.S. and water of the state existed onsite prior to the grading activities that occurred in 2009-2010. Site grading resulted in the filling of this watercourse, as permitted by the U.S. Army Corps of Engineers, CDFG, and the Regional Water Quality	Since no further modification of jurisdictional waters are proposed, no mitigation measures are necessary.	Less than Significant Impact	None

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Control Board. No further modification of jurisdictional waters is proposed.			
Impact BIO-4: The proposed project would deter wildlife from traversing the approximately 19-acre pad. However, the proposed project would not restrict the movement of wildlife from one tract of habitat to another and would not impede any species from accessing or utilizing wildlife nursery sites. This is a less than significant impact.	Since, the project would not restrict the movement of wildlife from one tract of habitat to another and would not impede any species from accessing or utilizing wildlife nursery sites, no mitigation measures are necessary.	Less than Significant Impact	None
Hydrology and Water Quality			
Impact HYD-1: The proposed project includes finish grading and the introduction of impervious surfaces, which have the potential to change the site's drainage pattern and increase runoff. However, the site's engineered drainage system can accommodate post-project storm water flows. This is a less than significant impact.	Since the site's engineered drainage system can accommodate post-project storm water flows, no mitigation measures are necessary.	Less than Significant Impact	None
Impact HYD-2: Construction of the proposed project could affect surface water quality by exposing runoff to sediment, metals, vehicle/equipment fluids, trash, nutrients, and other pollutants. Such water pollutants would be controlled though the required implementation of a Storm Water Pollution Prevention Plan (SWPPP) and corresponding best management practices (BMPs). This is a less than significant impact.	With the required implementation of a SWPPP and corresponding BMPs, no mitigation measures are necessary.	Less than Significant Impact	None

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Impact HYD-3: Operation of the proposed project could affect surface water quality by exposing runoff to typical urban pollutants, including trash, sediment, metals, vehicle fluids, and nutrients. Such water pollutants would be controlled though the required compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) and site's corresponding best management practices (BMPs), including the Debris and Detention Basin in the southwest corner of the site. This is a less than significant impact.	With the required compliance with the SUSMP and the site's corresponding BMPs, including the Debris and Detention Basin in the southwest corner of the site, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative
Impact HYD-4: The proposed project would add impervious surfaces, which have the potential to affect the percolation of storm water into the underlying substrate. However, storm water flows from all impervious surfaces onsite would be directed to the Debris and Detention Basin onsite, which would allow for percolation. Impacts on groundwater levels are, therefore, less than significant.	With the percolation opportunities of the Debris and Detention basis onsite, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative
Impact HYD-5: The project site lies at the base of the Simi Hills and thus could be exposed to mud or debris flows after storm events. With the hillside stabilization and debris basin improvements made in 2009-2010, the project would not result in any significant impacts related to mudflows.	With the hillside stabilization and debris basin improvements made in 2009-2010, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative
Noise			
Impact NOI-1: The proposed project would generate additional vehicle trips, which could marginally affect ambient noise levels along surrounding roadways. This impact is less than significant.	Given the less than significant increases in noise levels along surrounding roadways, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Impact NOI-2: The proposed project would expose patrons of the proposed park and YMCA to existing and future noise sources in the area, with the primary noise source being vehicles on Thousand Oaks Boulevard. This impact is less than significant.	Given the less than significant noise levels that would be experienced by patrons of the facility, no mitigation measures are necessary.	Less than Significant Impact	No Project Alternative
Impact NOI-3: Operation of the proposed park and YMCA facility would periodically generate noise from onsite activities that could affect surrounding land uses. This is a less than significant impact with mitigation.	This impact can be mitigated by the following measures: **MM NOI-1:** No bullhorns shall be used at the park. **MM NOI-2:** Any public address (PA) system or other loudspeaker system to be used at the park shall be designed and set up to ensure that it does not exceed the applicable City noise standards at the surrounding properties. Appropriate measures may include, but are not limited to: proper placement and direction of loudspeakers, placing limits on the gain (volume) of the system, restricting system use to specific times of the day or week, etc. If the system cannot be designed or set up to achieve compliance with City standards, it shall not be used. **MM NOI-3:** No park activities shall take place on the berms or hills east of the soccer fields or west of the baseball fields. All park activities shall take place below the elevation of the berms/hills so that they are shielded from the neighboring residential properties. Crowds for sporting events shall not be permitted to utilize the berms/hills.	Less than Significant After Mitigation	No Project Alternative

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
Impact NOI-4: Construction of the proposed project would generate noise that could temporarily increase noise levels and affect surrounding land uses. This is a less than significant impact with mitigation.	This impact can be mitigated by the following measures: **MM NOI-4:** Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturday; no construction activities shall occur at any time on Sunday or Federal holidays. Personnel shall not be permitted on the job site, and material or equipment deliveries and collections shall not be permitted outside of these hours. **MM NOI-5:** All construction equipment shall be equipped with properly operating and maintained muffling devices. **MM NOI-6:** Construction equipment shall be operated only when necessary, and shall be switched off when not in use.	Less than Significant After Mitigation	No Project Alternative
Impact NOI-5: Less than Significant Impact: The proposed project has the potential to temporarily generate vibration and ground borne noise during construction. This is a less than significant impact.	Given the short-term and low levels of potential vibration, no mitigation measures are necessary.		No Project Alternative
Transportation and Circulation			
Impact TRAF-1: Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant	This impact can be partially mitigated by the following measures: **MM TRAF-1:** To the satisfaction of the City Traffic Engineer the YMCA and sport field activities shall be managed to minimize off site peak period impacts. **MM TRAF-2:** The YMCA shall be required to fully	Significant Impact	None

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.	participate in a Traffic Council when it is established to coordinate with trip generators in the area in to minimize peak period traffic impacts. This measure will be implemented if/when deemed appropriate by the City.		
Impact TRAF-2: The addition of project traffic increases the westbound left turn movement on Thousand Oaks Boulevard at Via Colinas from 39 to 357 during the p.m. peak hour. This results in a significant impact to turn lane storage at this location that can be mitigated by lengthening the existing left turn lane to provide dual westbound left turn lanes.	This impact can be mitigated by the following measure: **MM TRAF-3:** To the satisfaction of the City Traffic Engineer, the applicant shall be responsible for the cost of lengthening the existing left turn lane at Thousand Oaks Boulevard at Via Colinas or modifying it to provide dual westbound left turn	Less than Significant After Mitigation	None

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
	lanes.		
Impact TRAF-3: Parking Capacity: The proposed project includes 478 parking spaces. Demand is estimated to be 395 on weekdays and 490 on a Saturdays. Estimated demand for Saturday parking spaces is therefore 2.5% greater than anticipated supply. Parking impacts would therefore be less than significant, but mitigation is provided to ensure that parking demand will not exceed supply by more than 5% on more than a few days per year.	This impact can be mitigated by the following measures: **MM TRAF- 4:** During the first year of operation, a parking use study shall be conducted by the City in order verify parking demand associated with project uses and better predict parking demand based on project programming. If the study demonstrates that, based on observed usage and anticipated programming, the supply of onsite parking is insufficient to satisfy ongoing demand, the YMCA and City of Westlake Village shall work together to modify program/activity schedules and/or limit the availability of facilities to reduce parking demand to the satisfaction of the City Traffic Engineer.	Less than Significant After Mitigation	No Project Alternative and Alternative 2
Impact TRAF-4: Design Features/Safety: The project includes access via one driveway located on the north side of Thousand Oaks Boulevard west of Lindero Canyon Road. Egress from the site would be via one driveway that would intersect Thousand Oaks Boulevard at a point between Via Colinas and La Baya Drive. Due to the presence of the raised curb median, all exiting traffic would be required to travel west to the signalized intersection at Via Colinas. Site access has the potential to result in significant but mitigable access hazards.	This impact can be mitigated by the following measures: **MM TRAF-5:** Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall ensure that project site driveways shall be constructed to form as near to a 90-degree angle with Thousand Oaks Boulevard as possible. **MM TRAF-6:** Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. If landscaping is proposed along Thousand Oaks Boulevard in front of the site, the City's Traffic Engineer/City's Planning Director shall ensure that it is restricted to a height of approximately 30 inches above grade at	Less than Significant After Mitigation	None

Table ES.1
Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Impact	Recommended Mitigation Measure	Residual Impact	Alternatives that Could Substantially Reduce or Avoid Impact
	maturity, so that corner sight distance at the site driveway is not compromised. **MM TRAF – 7:** Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall review the project plans to ensure that no special curb alignment changes are made east or west of the site driveways to provide a deceleration lane or acceleration lane, because such a design would entail undesirable safety tradeoffs.		

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed project would result in three significant and unmitigable impacts – emission of NOx during project operation (Impact AQ-2); emission of GHGs (Impact GHG-1); and degradation of traffic conditions at the Lindero Canyon Road/Via Colinas intersection (Impact TRAF-1). None of the project alternatives would avoid all three of these significant impacts. Alternatives 3 and 4 would not avoid or reduce any of the three significant project impacts. Alternative 2 would marginally reduce each of these three impacts, but all three impacts remain significant. The No Project Alternative avoids the significant air quality and GHG impacts, but the traffic impact remains significant.

The No Project Alternative is the environmentally superior alternative because it avoids two of the project's significant impacts, whereas none of the other alternatives avoid any of the project's significant impacts. When the No Project Alternative is the environmentally superior alternative, CEQA requires that an environmentally superior alternative be identified among the other alternatives. After the No Project Alternative, Alternative 2 would be the environmentally superior alternative because it would marginally reduce each of the project's three significant impacts, while Alternatives 3 and 4 would not.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The following points were raised during the project's scoping meeting and/or in letter responses to the project's Notice of Preparation (NOP), which are contained in Appendix A of this SEIR, and may be areas of controversy:

- The County of Ventura, Public Works Agency, Transportation Department submitted a letter in response to the NOP that expressed concern for traffic impacts on County of Ventura roadways. See Section 3.7 of this SEIR for an analysis of the project's potential traffic impacts.

- Caltrans submitted a letter in response to the NOP that expressed concern for traffic impacts on US 101 and all State related intersections in the project vicinity. See Section 3.7 of this SEIR for an analysis of the project's potential traffic impacts.

- The South Coast Air Quality Management District (SCAQMD) submitted a letter in response to the NOP that expressed concern for the project's construction- and operation-phase air pollutant generation. See Section 3.2 of this SEIR for an analysis of the project's potential impacts on air quality.

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1.0 INTRODUCTION

This Supplemental Environmental Impact Report (SEIR) analyzes the potential environmental impacts of the proposed Westlake Village Community Park/Triunfo YMCA Project in Westlake Village, California. More specifically, this document builds upon the Final EIR for the Triunfo YMCA Project (State Clearinghouse Number: 1999111130) that was certified on July 27, 2005 by the Westlake Village City Council (City Council). This SEIR has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.) and the rules, regulations, and procedures for the implementation of CEQA as adopted by the City of Westlake Village (City). To provide a fully integrated report, this SEIR incorporates discussion contained in the August 13, 2012 Addendum to the Final EIR (adopted by the City Council on August 20, 2012 by Resolution No. 1638-12).

The proposed project, which is more completely described in Chapter 2 of this SEIR, consists of developing a multi-purpose recreational park and sports complex, with a YMCA facility. In general, the proposed project includes:

- YMCA facility
- Baseball complex
- Soccer complex
- Passive/non-programmed recreational facilities and park amenities:
    - Skateboard park
    - Instructional/multi-sport court
    - Picnic area and tot lot
    - Concession and restroom facilities
    - Gazebo area
    - Circumferential path with par course
- Access and parking improvements

1.1 PROJECT HISTORY

On July 27, 2005, the City Council adopted Resolution No. 1292-05, which certified the Final EIR for the project (then known as the Triunfo YMCA Project), made the corresponding Findings, and adopted a Statement of Overriding Considerations. After certification of the Final EIR, the City

conducted detailed architectural studies for the project in anticipation of environmental permits and grading activities.

In early 2009, the City obtained the following permits for the impacts of project grading on jurisdictional waters associated with the Windmill Canyon Drainage:

- Department of the Army (Corps) Nationwide Permit Authorization (NWP No. 42 for Recreational Facilities - File No. SPL-2008-01017-CLM) dated February 9, 2009;
- Regional Water Quality Control Board (RWQCB) Water Quality Certification (File No. 08-063) dated February 2, 2009; and
- California Department of Fish and Game (CDFG) Streambed Alteration Agreement (No. 1600-2008-0163-R5) dated January 7, 2009.

In the summer of 2009, after obtaining the above-mentioned permits, the City began mass grading operations on the site. Mass grading was completed in the spring of 2010, at which time the City began other components of the Site Development Phase of the project. These other work phases included utility improvements, as well as installation of water pump stations and irrigation pipelines, which allowed for the landscaping of graded slopes in the summer of 2012.

While undertaking the mass grading operations and completing other components of the Site Development Phase, the City conducted a community outreach effort regarding the layout of the proposed park. A total of five community outreach sessions occurred during the spring and summer of 2010. On July 28, 2010, after completing the community outreach sessions, the City Council selected a conceptual layout of the park for design and evaluation. Thereafter, engineering and architectural studies were undertaken to refine the project layout, resulting in the plans and project details presented and analyzed in this SEIR.

In the summer of 2012, the YMCA applied to the City for a Planned Development Permit modification and a Variance to allow development of a revised YMCA facility and related improvements. On August 20, 2012, the City Council adopted: Resolution No. 1638-12 making environmental findings in connection with the refinements to the YMCA facility and adopting an Addendum to the Final EIR; and Resolution No. 1639-12 approving the entitlement applications.

1.2 LEAD AGENCY

Pursuant to Article 4 of the State CEQA Guidelines, the City is the Lead Agency for the project, taking primary responsibility for conducting the environmental review and approving or denying the project.

1.3 PURPOSE OF CEQA AND THE EIR

The basic purposes of CEQA, as identified in Section 15002(a) of the State CEQA Guidelines, are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;

- Identify ways that environmental damage can be avoided or significantly reduced;

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

Section 21002.1(a) of CEQA declares: "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided." Section 15121(a) of the State CEQA Guidelines further declares: "An EIR is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This SEIR is intended to provide the City, interested public agencies, and the public with information that enables intelligent consideration of the environmental consequences of the proposed project. This SEIR not only identifies significant or potentially significant environmental effects, but also identifies ways in which those impacts can be avoided or substantially reduced, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, an EIR functions as a technique for fact-finding, allowing the project proponent, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

To gain the most value from this report, the following key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an "early warning system" with regard to potential environmental impacts.

- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating recommended changes during the design and construction phases of the project development.

An EIR will constitute the primary source of environmental information for the Lead, Responsible, and Trustee Agencies to consider when exercising any permitting authority or approval power directly related to implementation of a proposed project. However, it is important to keep in mind that environmental impacts are just one of the factors considered by the decision makers when deciding whether or not to approve a project. As stated in Section 15021(d) of the State CEQA Guidelines: "CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and

satisfying living environment for every Californian." As further guidance, in the case of *Citizens of Goleta Valley v. Board of Supervisors* (1990, 52 Cal.3d 553), the California Supreme Court stated that:

> "The wisdom of approving this or any other development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (pg. 576)

Before approving or carrying out a project for which an EIR identifies one or more potentially significant environmental effects, the public agency must make one of the three following Findings (State CEQA Guidelines § 15091):

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

When the third finding is made and no feasible project changes or alterations are available to avoid or substantially reduce a significant impact, that impact is considered significant and unavoidable. If a public agency approves a project that would result in significant and unavoidable environmental impacts, the agency shall state, in writing, the specific reasons for approving the project, based on information contained within the EIR, as well as any other information in the public record. The resulting document is called a Statement of Overriding Considerations, and serves to clearly state the proposed project's benefits when weighed against its unavoidable environmental risks. The public agency prepares the Statement of Overriding Considerations, if required, after completion of the Final EIR, but before project approval.

1.4 TYPE OF EIR

This document is a Supplemental EIR that builds upon the Final EIR for the Triunfo YMCA Project (State Clearinghouse Number: 1999111130) that was certified by the City Council on July 27, 2005. As previously noted, to provide a fully integrated report, this SEIR incorporates discussion contained in the August 13, 2012 Addendum to the Final EIR (adopted by the City Council on August 20, 2012 by Resolution No. 1638-12).

1.5 CONTENTS AND SCOPE OF THE SEIR

This SEIR includes the following chapters:

- Table of Contents
- Executive Summary
- 1 – Introduction
- 2 – Project Description
- 3 – Environmental Setting, Impacts, and Mitigation Measures
- 4 – Alternatives
- 5 – Impact Overview
- 6 – Report Authors and Consultants; Organizations and Persons Consulted
- 7 – Bibliography

Section 21002.1(e) of CEQA explains that the discussion in an EIR should focus on the project's potential environmental effects which the Lead Agency has determined are or may be significant. As such, before beginning the preparation of an EIR, the Lead Agency must decide which specific issues should be evaluated in the document. The State CEQA Guidelines mandate various steps that the Lead Agency must take to define the scope and contents of an EIR, and also give the Lead Agency discretion to use additional "scoping" methods. For this project, the primary tools used to determine the scope of this SEIR were the project's previously certified Final EIR, the Notice of Preparation (NOP) of this SEIR, and a Scoping Meeting.

The scope of this SEIR includes issues identified by the City during the preparation the NOP for the proposed project, comment letters received during the NOP review period, and comments received during the project's Scoping Meeting. The NOP and comment letters received during the NOP review period are included in Appendix A of this SEIR.

Based on this information, the City has determined that implementation of the proposed project may result in significant impacts under the following environmental topics:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hydrology/Water Quality
- Noise
- Transportation/Traffic

These environmental topics are discussed in Chapter 3 ("Environmental Setting, Impacts, and Mitigation Measures") of this SEIR. These discussions describe the environmental conditions, analyze the proposed project's potential impacts, and identify mitigation measures to reduce potential impacts.

1.6 ENVIRONMENTAL REVIEW PROCESS

As a first step in the SEIR process, the City prepared an NOP. On June 22, 2011, the City published the NOP and filed the NOP with the California Governor's Office of Planning and Research (OPR), indicating that an SEIR would be prepared for the project. Publication of the NOP began a 30-day public review period, which formally ended on July 25, 2011, as identified by OPR. On July 6, 2011, during the NOP review period, the City also conducted a Scoping Meeting. The purpose of both the NOP and the Scoping Meeting was to solicit comments on the scope and content of the environmental analysis to be included in this SEIR. The City received comment letters on the NOP from the following individuals, agencies, and organizations:

- Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review, Planning, Rule Development and Area Sources, South Coast Air Quality Management District;
- Dianna Watson, IGR/CEQA Branch Chief, Caltrans District 7, Regional Planning;
- Tricia Maier, Manager, Program Administration Section, County of Ventura, Resource Management Agency;
- Alicia Stratton, Ventura County Air Pollution Control District; and
- Behnam Emami, Engineering Manager II, County of Ventura, Public Works Agency, Transportation Department.

The NOP and the respective comment letters are included in Appendix A of this SEIR.

After publishing the NOP, the City directed the preparation of this SEIR. In preparing this SEIR the City considered the comments received during the Scoping Meeting and in response to the NOP. In addition, during the preparation of this SEIR, agencies, organizations, and persons who the City believes may have an interest in this project were specifically contacted. Information, data, and observations from these contacts are included in this SEIR.

Once the Draft SEIR was completed, the City filed a Notice of Completion (NOC) with OPR and published a Notice of Availability (NOA) of the Draft SEIR. Both notices were also posted with the Los Angeles County Clerk. These notices commenced a 45-day public review period on the Draft SEIR, beginning on October 5, 2012 and ending on November 19, 2012.

Following the public review of the Draft SEIR the City will undertake the following steps to complete the project's environmental review:

1. Evaluation of, and response to comments;
2. Consideration of the need to re-circulate all or portions of the Draft SEIR;
3. Preparation of the Final SEIR; and
4. Presentation of the Final SEIR to the City Council for certification.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is located along the north side of Thousand Oaks Boulevard between Via Colinas and Lindero Canyon Road in the City of Westlake Village, Los Angeles County, California. The City of Westlake Village is located in the extreme western portion of Los Angeles County, on the Ventura County border. Westlake Village is surrounded by the City of Thousand Oaks (Ventura County) to the north and to the west, the City of Agoura Hills and unincorporated Los Angeles County territory to the east, and unincorporated Los Angeles County territory to the south (see Figure 2.1 Regional Orientation Map and Figure 2.2 Project Location Map).

Geographically, the City of Westlake Village lies primarily within Russell Valley, which is bounded by the Simi Hills to the north and the Santa Monica Mountains to the south. The City also extends into several wider canyons that emerge from the surrounding mountains and hills. The project site is in the northern portion of the City on a south facing slope of the Simi Hills.

The City of Westlake Village is regionally accessed via the Ventura (101) Freeway, which connects the City to Ventura County to the west and the San Fernando Valley and the Los Angeles County freeway system to the east. Locally, Thousand Oaks Boulevard and Agoura Road provide east-west access to the City from the adjacent cities of Agoura Hills and Thousand Oaks. Lindero Canyon Road provides access to the City from the Ventura (101) Freeway.

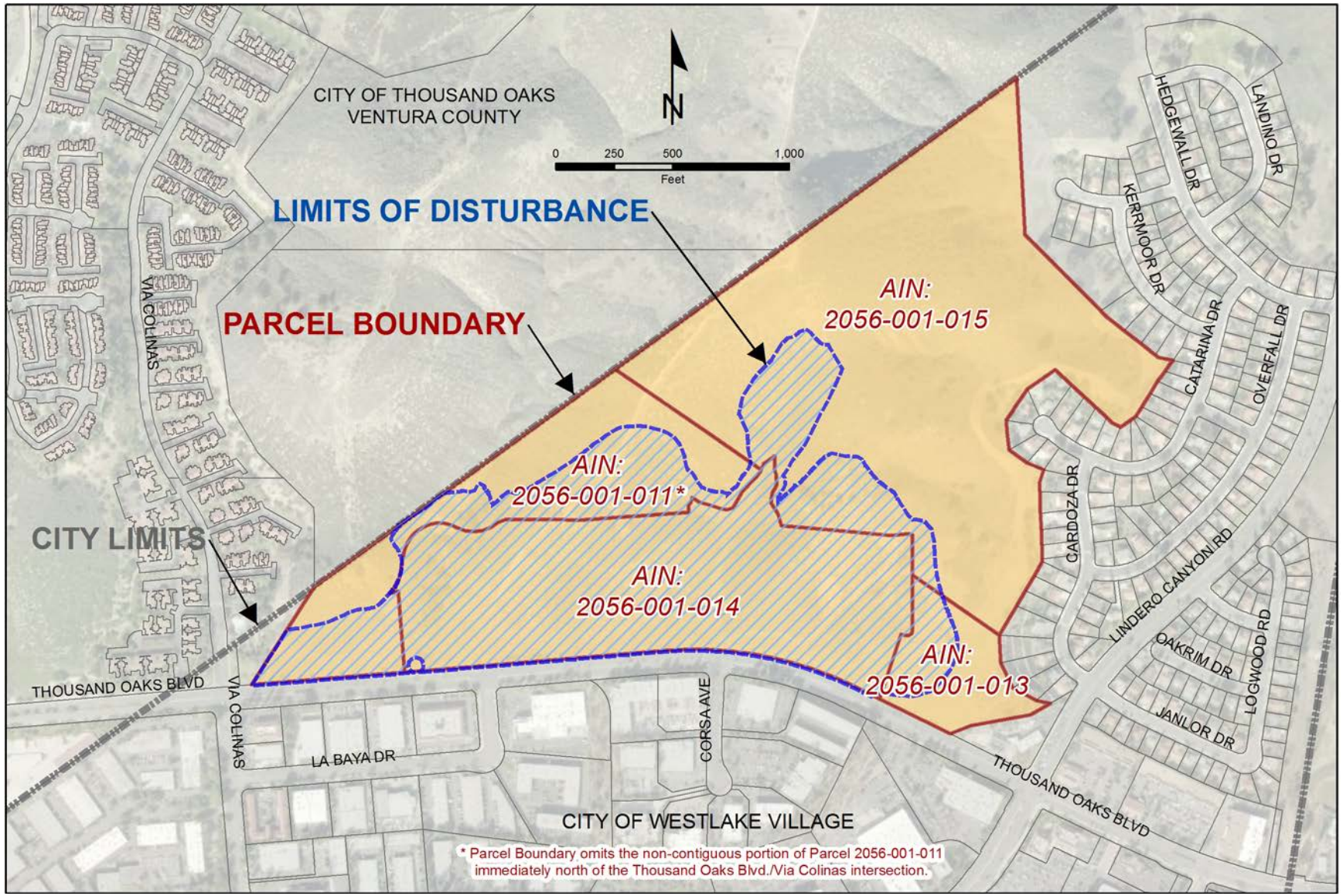
Table 2.1
Project Location

Existing Use	Undeveloped and in a rough graded condition
Street Location	North side of Thousand Oaks Boulevard, between Via Colinas and Lindero Canyon Road
City	Westlake Village
County, State	Los Angeles County, California
Assessor Parcel Numbers	2056-001-011, 2056-001-013, 2056-001-014, and 2056-001-015
Acreage	51.4 acres of disturbance
Shape	Irregular
Thomas Guide Map Page	557
USGS 7.5" Quadrangle	Thousand Oaks, California
Section/Township/Range	Sections 17, 18, 19, and unsectioned portions / 1N / 18W
Latitude	34°09'27" - 34°09'44" N
Longitude	118°47'47" - 118°48'15" W
Within 2 Miles:	
State Highways	I-101, SR 23, N9
Waterways	Westlake Lake, Lake Lindero, Lindero Canyon Creek, Lobo Canyon Creek, Triunfo Canyon Creek
Airports	None
Railways	None
Schools	Lindero Canyon Middle School, Westlake High School, White Oak Elementary School, Yerba Buena Elementary

The project site is located north of the Ventura (101) Freeway, west of the Lindero Canyon Road exit. The Site Development Phase of the project involves 51.4 acres of disturbance over four assessed parcels that total 110.6 acres: 2056-001-011, 2056-001-013, 2056-001-014, and 2056-001-015. However, the project facilities (i.e., park/sports complex and YMCA facility) will be developed on an approximately 29.49 acre parcel (AIN: 2056-001-014) and will be located on an approximately 19-acre pad. See Table 2.1 for more details regarding the project location.

Figure 2.1 Regional Orientation Map

Figure 2.2 Project Location Map



2.2 SITE CHARACTERISTICS

2.2.1 LAND USE DESIGNATIONS

The project site is zoned Commercial Recreation (CR) and is designated for Commercial Recreation in the Westlake Village General Plan (General Plan).

Section 9.9.010 of the Westlake Village Municipal Code (Municipal Code) provides the following description of the purpose of the CR zone:

> "The CR Zone is intended to provide for a range of entertainment and amusement facilities of a commercial nature. Attention shall be given to a proposed use to ensure that appropriate standards are incorporated within the project design in terms of site orientation, building placement, landscaping and the provision for pedestrian and vehicular circulation."

The Community Development Element of the General Plan provides the following description of the Commercial Recreation land use designation:

> "The Commercial Recreation designation is intended to designate centers of recreational activity, such as golf courses, driving ranges, tennis and athletic clubs."

2.2.2 TOPOGRAPHY

The project site is an irregularly shaped hillside property with topographic relief of more than 300 feet. The site generally slopes from north to south. The topographic low of about 1,025 feet occurs in the southwest portion of the site, adjacent to Thousand Oaks Boulevard. The project site reaches a maximum elevation of approximately 1,350 feet on an ascending ridge at the north end of the site, with the ridge reaching an elevation greater than 1,500 feet just to the north of the site.

In 2009-2010 the project site was rough-graded in preparation for future improvements. This grading activity resulted in a manufactured slope along Thousand Oaks Boulevard (the site frontage); an east-west-oriented, roughly rectangular pad; a north-south-oriented, 30-foot high berm (measured from the pad elevation) along the pad's eastern perimeter; and four manufactured slopes (two cut slopes and two fill slopes) north of the pad.

2.2.3 SITE COVER

The project site is currently vacant. Prior to the grading activities that occurred in 2009-2010, the site was covered primarily with coastal sage scrub vegetation, with areas of mixed oak woodland and non-native grassland. Since the site was graded, the graded slopes have been revegetated with a mix of plants forming multiple canopies. Ground cover is provided with coastal sage hydroseeding, riparian hydroseeding, or ornamental landscaping depending on location. The tree canopy is provided with a mix of oaks, sycamores, cedars, poplars, pines, and ornamentals; and a shrub layer is provided with a variety of species.

2.2.4 SURROUNDING LAND USES

The project site is surrounded by hillside open space to the north; business park uses across Thousand Oaks Boulevard to the south; open space and single-family residential uses in the Canyon Oaks neighborhood to the east; and open space and a townhouse development along Via Colinas in the City of Thousand Oaks to the west.

2.3 PROJECT OBJECTIVES

The objectives for the proposed project are:

- To provide a facility for family recreation and fitness conveniently located close to the population to be served.
- To develop an active public recreational facility which will assist in serving the needs of the sports organizations in the community for both practice and game play, along with other recreational components geared for a variety of age groups and recreational/fitness interests.
- To maximize the number of youth athletic fields on the subject property to address the existing shortage of such fields in the region to the greatest extent possible.

2.4 PROJECT CHARACTERISTICS

The proposed project consists of developing a multi-purpose recreational park and sports complex, with a YMCA facility. In general, the proposed project includes:

- YMCA facility[1]
- Baseball complex
- Soccer complex
- Passive/non-programmed recreational facilities and park amenities:
    - Skateboard park
    - Instructional/multi-sport court
    - Picnic area and tot lot
    - Concession and restroom facilities
    - Gazebo area

[1] In August 2012 the City Council adopted an Addendum to the Final EIR, and approved a Planned Development Permit modification and a Variance for the YMCA structure and related improvements.

- Circumferential path with par course

- Access and parking improvements

The proposed site layout is depicted in Figure 2.3 and the proposed facilities are further described in the following subsections along with anticipated park operations.

2.4.1 YMCA FACILITY

The YMCA facility (as approved via a Planned Development Permit modification and a Variance) is a two-story, 48,066-square-foot (ft^2) structure that would be located in the center of the project site. The YMCA facility would include a variety of indoor recreational amenities and support facilities, including a family fitness center, a gymnasium, a natatorium (includes an 8-lane, 25-meter pool and a warm water training/therapy pool), a rock climbing wall, activity rooms, locker rooms, offices, storage rooms, and a lobby/reception area. In addition, the YMCA facility would include a 4,500-sf^2 multi-purpose room and a 4,600-ft^2 Dole facility, with an interactive Wi-Fi learning center, a café, offices, exhibit space, and a product sales/display area. See Figure 2.4 for the proposed YMCA floor plan.

Architecturally, the YMCA building would be developed in a contemporary style, with a brick façade and prominent horizontal lines formed by terraced building masses (i.e., stepped-back or "wedding-cake" levels), a rectilinear window pattern, and accenting architectural elements. Along the front (south-facing) elevation, two façades styles are proposed, distinguishing the natatorium from the balance of the YMCA building. The main portion of the YMCA building is designed with brick façade, featuring large rectangular windows (providing both visual and daylight glazing), exterior shade devices, and an outdoor patio on the ground level. The natatorium, which would comprise the eastern portion (approximately one-third) of the building, is designed with a two-story window along nearly the entire pool length, giving the perception of a glass façade with brick framing.

As viewed from the front (i.e., facing north), the roof lines of the YMCA building would step up in height from 30 to 48 feet. The front (south-facing) façade is two stories and 30 feet in height. The roof of the second-story gymnasium at the rear of the building generates the maximum building height of 48 feet. This building mass is set back 89 feet from the front elevation. Two terraces are proposed between the front elevation and the gymnasium, at heights of 35 and 40 feet, creating a stepped-up effect.

2.4.2 BASEBALL COMPLEX

The proposed park includes three baseball/softball fields that would be located in the western portion of the site. Two of the proposed baseball fields are of Bronco size (ages 11 and 12) and the third is Mustang size (age 10 or younger). The outfields of the two Bronco fields would also be used for one youth (under 10/12) soccer pitch (proposed to be 140' x 270').

The two proposed Bronco Fields would consist of both 60' and 70' base path anchors with a synthetic turf infield and outfield. The homerun fence would be portable with 225' foul lines and 275' to dead center. The portable fencing would allow for the future soccer field overlay.

The one proposed Mustang Field would consist of 60' base paths and can be anchored for lower divisions as needed. This field would consist of a synthetic turf surface on both the outfield and infield. This field would have a permanent fence at 200' from foul pole to foul pole. This field can also be used as an accessible field for players with disabilities.

Amenities proposed for the baseball complex include dug-outs, bullpens, backstops, batting cages, fences, and bleachers for each field. A concession stand and restroom building is also proposed along the south end of the baseball complex, adjacent to the proposed Bronco fields.

The proposed baseball complex would be illuminated for evening play. The proposed lighting system consists of approximately 16 light poles that essentially encircle the ball fields. The proposed light poles vary between 60' and 70' in height. The assembly at the top of each pole consists of approximately five luminaires, each of which would include a visor/shield to direct light beams away from nearby residential uses and to minimize light spillage.

2.4.3 SOCCER COMPLEX

The proposed park includes a soccer complex in the eastern portion of the site. The proposed soccer complex could be configured for one adult regulation-sized pitch in an east-west orientation, or three youth (under 12) pitches in a north-south orientation (each proposed to be 135' x 270'). The soccer pitches would consist of synthetic and/or natural turf surfaces. Bleachers are proposed at the west end of the soccer complex and a concession stand and restroom building would be provided along the south end of the complex. A picnic area and gazebo are also proposed in the southeast portion of the soccer complex.

The proposed soccer complex would be illuminated for evening play. The proposed lighting system consists of approximately eight light poles, four along each the northern and southern perimeters of the complex. The proposed light poles vary between 70' and 80' in height. The assembly at the top of each pole consists of approximately five luminaires, each of which would include a visor/shield to direct light beams away from nearby residential uses and to minimize light spillage.

2.4.4 PASSIVE/NON-PROGRAMMED RECREATIONAL FACILITIES AND PARK AMENITIES

In addition to the baseball and soccer complexes, the proposed park includes a variety of ancillary recreational amenities that are primarily intended for passive and/or non-programmed uses. A picnic area, playground/tot lot area, and garden/open grass area are proposed near the park entrance and adjacent (west) to the proposed YMCA building. On the opposite (east) side of the YMCA building, an instructional/multi-sport court (116' x 138') is proposed. Additionally, basketball standards would be installed in the parking lot. North of the instructional court (across a parking lot aisle) is a proposed skate park (approximately 6,700 ft^2). A circumferential path is proposed around the perimeter of the proposed park. The proposed path would be 10 feet in width and approximately one mile in length and would include a par (exercise) course. The path would also provide access to a gazebo/picnic area proposed in the southeast corner of the soccer complex. Other proposed ancillary improvements throughout the site include landscaping, security lighting, park benches, and sidewalks.

2.4.5 ACCESS AND PARKING IMPROVEMENTS

Access to the proposed park and YMCA facility would be provided via two, one-way access driveways (i.e., an entry and an exit) from Thousand Oaks Boulevard. The project entry driveway would be a one-way access drive into the facility, extending from Thousand Oaks Boulevard at a point east of Corsa Avenue to approximately the center of the park area, where an entry statement and drop off area is proposed. The project exit driveway would also be a one-way driveway and would extend from the entry statement area to Thousand Oaks Boulevard at a point west of La Baya.

Parking for the project is proposed in a series of surface lots that total 478 spaces and would provide parking for the park, the YMCA, and for park-and-ride commuter purposes. The largest of the proposed lots would be located immediately east of the proposed entry statement/drop off area, in front (south) of the proposed YMCA building and instructional court, and west of the proposed soccer complex. This lot would consist of 260 spaces, spread over multiple parking bays, with an east-west orientation. A second large lot, consisting of 117 spaces in a single, east-west oriented parking bay, would be located in front (south) of the proposed baseball complex. A third parking lot would be located between the instructional court and soccer complex, and would consist of 64 spaces in two north-south oriented parking bays. Additional parking spaces would be provided surrounding in the entry statement area (22 spaces), along the back (north) side of the proposed YMCA facility and instructional court (11 spaces), and adjacent to the proposed skate park (4 spaces).

2.4.6 PARK OPERATIONS

The proposed park and YMCA facility are anticipated to be utilized for a variety of programmed and non-programmed recreation and fitness activities, with the park being open to the general public and YMCA facility being open to members.

The proposed YMCA facility would be open from 5:30 a.m. to 10:00 p.m. on weekdays and from 7:00 a.m. to 9:00 p.m. on weekends. Anticipated uses of the YMCA facility include fitness training, fitness classes/programs, non-programmed indoor athletics, indoor sport and recreation programs (e.g., basketball leagues, volleyball leagues, etc.), swimming events/meets, day camps, child care programs, education/after-school programs, learning center use, café dining, and meetings/conferences and catered events (occasionally) in the multi-purpose room.

The proposed park would be open from 6:00 a.m. to 10:00 p.m, with park hours being extended until 10:30 pm during the months of June-September. Baseball/softball field and soccer field lights would be turned off by 9:00 p.m, except in emergency situations. Uses of the proposed park would include soccer matches/practice, baseball and softball games/practice, fitness training (e.g., walking, running, and exercising on the par course), picnicking, use of playgrounds/lawn area, leisure activities, skate park activities, and outdoor court sports.

In addition to park and recreation activities, the proposed parking lot would be available for use as a park-and-ride lot for commuters.

Figure 2.3 Proposed Site Plan/Layout

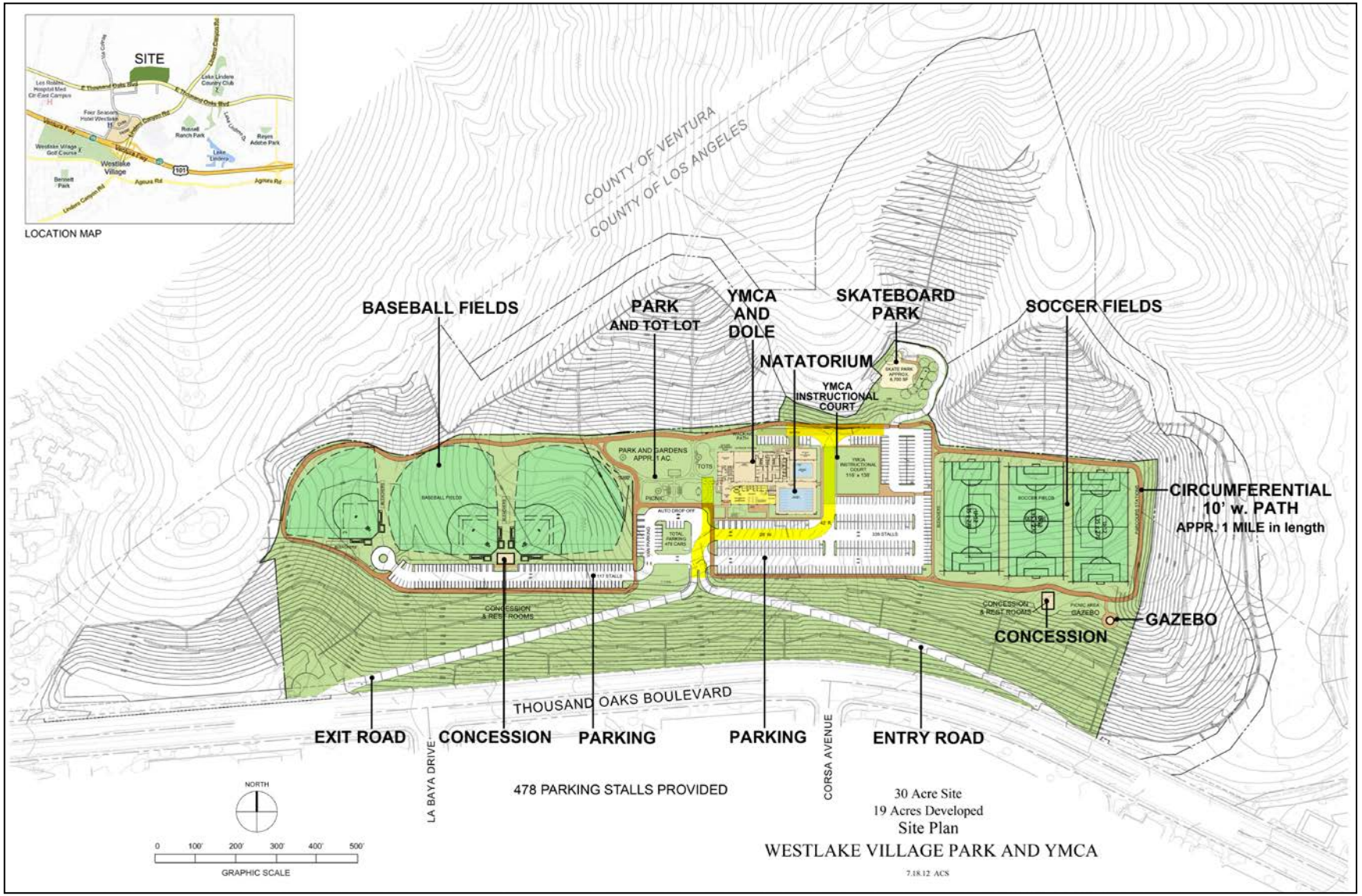


Figure 2.4 Proposed YMCA Floor Plan

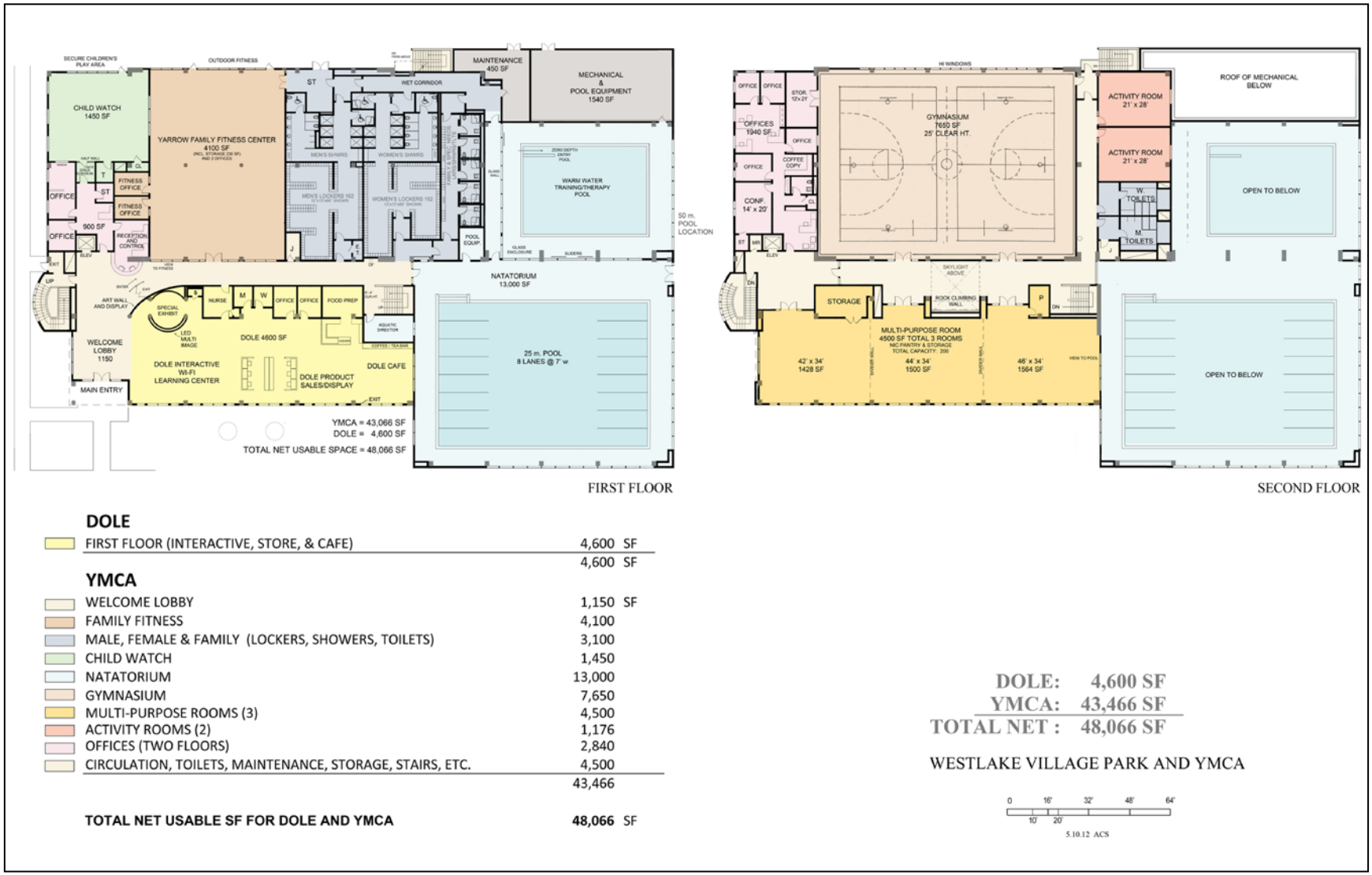


Figure 2.5 Proposed YMCA Concept Elevation

2.5 CUMULATIVE SCENARIO

As stated in Section 15130(b) of the CEQA Guidelines, the following elements are necessary for an adequate discussion of significant cumulative impacts:

- 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
- 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 cumulative effect.

The cumulative context for the proposed project includes the existing, previously approved, and reasonably foreseeable future projects within the geographical area. These cumulative projects are presented in Table 2.2. The cumulative projects listed here were compiled from information obtained from the City of Westlake Village, the City of Agoura Hills, the City of Thousand Oaks, Los Angeles County and Ventura County.

Table 2.2
Cumulative Projects

Project	Location	Description/Use	Size
Westlake North Planning Area C (Shoppes at Westlake)	Along the south and east of side of Russell Ranch Road, Westlake Village	Shopping Center	243,561 ft^2
Centerpointe	30005 and 30009 Ladyface Circle, Agoura Hills	Office	61,040 ft^2
Agoura Landmark	29621 Agoura Road, Agoura Hills	Office	100,634 ft^2
Richland	Southeast corner of Lakeview Canyon and Townsgate Roads, Thousand Oaks	Office	137,000 ft^2
Hilton Foundation	30440 and 30500 Agoura Road, Agoura Hills	Office	93,300 ft^2
Hyatt Hotel Expansion	Westlake Boulevard and Agoura Road, Thousand Oaks	Hotel and Ballroom	68 Rooms, with 10,687 ft^2 Ballroom
Corporate Point	30200 and 30300 Agoura Road, Agoura Hills	Office	71,884 ft^2
Institutional Use	Southwest corner of Agoura and Lakeview Canyon Roads, Westlake Village	Residential (Senior Living)	120 Units

2.6 INTENDED USES OF THE SEIR

This SEIR will be used by the City when deciding whether to grant the following discretionary approvals:

- Approval of the proposed park layout.
- Execution of contract(s) for construction of the park and sports complex.
- Sign permit for the YMCA facility.
- Lease and/or operation agreement(s) for City use of the YMCA facility.
- Use agreement(s) for sports organization use of the athletic fields and/or other park facilities.

The proposed project would not require discretionary approval from any other public agency.

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3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

This Chapter of the SEIR describes the project's environmental setting, evaluates the project's potential environmental impacts, and, where feasible, sets forth mitigation measures to avoid or substantially reduce any significant adverse effects of the project.

3.0.1 ENVIRONMENTAL TOPICS ADDRESSED IN THE SEIR

This chapter of the SEIR contains the following sections, which correspond with the environmental issue areas identified for further analysis in the project's Initial Study (see Appendix A):

3.1 Aesthetics
3.2 Air Quality
3.3 Greenhouse Gas Emissions
3.4 Biological Resources
3.5 Hydrology and Water Quality
3.6 Noise
3.7 Transportation and Circulation

3.0.2 ORGANIZATION OF THE TOPICAL DISCUSSIONS

Analysis of each impact area includes the following components:

INTRODUCTION

The introduction provides an overview of the analysis within each section and provides background information about the environmental topic of discussion.

ENVIRONMENTAL SETTING

The existing setting portion of each technical section describes the physical environmental conditions in the vicinity of the project (as they existed at the time the NOP was published) that are relevant to that particular environmental issue area. This establishes a baseline against which to compare the effects of the proposed project. This section also includes a summary of relevant local and regional plans and policies.

THRESHOLDS OF SIGNIFICANCE

This section defines the type, amount, or extent of impact that is considered a significant adverse change in the environment. Some thresholds are quantitative while others are qualitative. The

thresholds are intended to assist the reader in understanding why the SEIR reaches a conclusion that an impact is significant or less than significant.

PROJECT IMPACTS

This section describes the potential environmental impacts of the project and, based upon the Threshold of Significance, concludes whether the project's impact would be significant or less than significant.

CUMULATIVE IMPACTS

This section describes cumulative impacts of the project in combination with other past, present, and reasonably foreseeable projects in the area. The purpose of the analysis is to determine if the project's contribution to cumulative impacts is considerable.

MITIGATION MEASURES

When a conclusion of a significant impact is reached, this section will include mitigation measures, where feasible, that could avoid or reduce the impact of the project to a less than significant level.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This section identifies the level of significance for potential project impacts in the corresponding environmental topic. If mitigation measures are included, the section will include a determination as to whether the impact, following implementation of the mitigation measures, would remain significant, or would be reduced to a less than significant level.

3.1 AESTHETICS

3.1.1 INTRODUCTION

This section analyzes the project's potential aesthetic impacts. CEQA emphasizes evaluation of those visual resources – views and vistas – that are visible from public places, like streets, sidewalks and freeways. Although a project might affect "private" views, obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact under CEQA. Further, CEQA requires evaluation of a project's impacts on current site conditions, not speculative future conditions.

The Final EIR for the project evaluated the project's effects on the site environs' visual character and on impacts related to light and glare. Using photosimulations of the project site with the proposed construction and slope landscaping, the Final EIR concluded that the project would not significantly affect public views of scenic vistas or scenic resources within the viewshed of a scenic highway, would not conflict with neighborhood character, and would not create a new source of light and glare in the project vicinity resulting in significant impacts.[1] Specifically, the Final EIR stated that City design regulations would require the project to minimize its visual impacts by using low-scale architecture and earthen colors. Moreover, the project would be subject to a mitigation measure that required the proponent to submit and implement a lighting plan that minimized light spillover to adjacent properties and that incorporated automatic fixture controls that would turn lights off within 30 minutes after the facility was closed.

3.1.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Westlake Village began as a planned community in 1963, with integrated architectural and site planning requirements.[2] Calling itself the "city in the country,"[3] Westlake Village is characterized by tree-lined, curvilinear arterial streets, landscaped medians, and Mediterranean-Early California and ranch-style residential architecture. The Santa Monica Mountains rise south of the City and the Simi Hills frame the City's northern viewshed. Much of the City's terrain is gently rolling or flat, rising in elevation with steeper hills in the north. The project site is in this northerly location, occupying a hilly site that slopes abruptly above the Thousand Oaks Blvd. elevation.

Nearby residential and retail-commercial structures are a mix of one- and two-stories in height and are typically stucco-clad with red Mission tile or synthetic shake or slate roofing. A City-commissioned design survey describes this Mediterranean-Early California architecture as a combination of California Adobe, Monterey Revival, and Spanish Colonial Revival styles.[4]

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[1] See Triunfo *YMCA Final Environmental Impact Report*, July 2005, § 3.1.

[2] City of Westlake Village, *City History*, available at <http://www.wlv.org/city_hall/city-history.asp> (as of May 20, 2011).

[3] Id.

[4] GC/A Architects, [Westlake Village] *Design Survey*, City of Westlake Village, 1992.

In strong contrast to the softer lines and materials of Mediterranean-Early California design, Westlake Village's industrial-commercial buildings tend toward the modern, particularly in the vicinity of the project site. These two-to-three story structures exhibit long, horizontal lines, bands of windows, flat rooflines, and are typically white, gray, tan or beige in color. The design survey commented that "many of these buildings reflect examples of architecture that would be readily acceptable in many communities. However, within the context of the early California or Spanish design themes traditional to Westlake Village, some of the more recent contemporary forms seem innappropriate."[5]

In established commercial and industrial developments, mature trees shade parking lots, and extensive lawns and deep landscaped setbacks screen much of the built environment from public view. Along Thousand Oaks Blvd., between Lindero Canyon Rd. and Via Colinas, ivy and other groundcover materials, shrubs, and trees create a green corridor between the industrial-commercial structures and the street. Thousand Oaks Blvd. has raised landscaped medians and monument signage indicating cross streets.

U.S. Highway 101 through Westlake Village is listed as eligible for California designation as a scenic corridor. General Plan Visual Resources Policy 1.1[6] states that the City intends to seek this status.

EXISTING PROJECT SITE CONDITIONS

The project site occupies hilly terrain north of Thousand Oaks Blvd., north of several industrial parks on the south side of Thousand Oaks Blvd. and between two residential subdivisions. Undeveloped land, mostly in a natural condition, lies north of the site. Following the Final EIR certification, the site has been graded, and drainage infrastructure and preliminary slope planting have been completed.

The project site contains an approximately 19-acre pad lying approximately 70 to 118 feet above Thousand Oaks Blvd. at 1,153 feet above mean sea level (msl).[7] Two access driveways, approximately parallel to Thousand Oaks Blvd., rise from street level (the west (egress) driveway enters at 1,042 feet above msl; east (ingress) driveway enters at 1,070 feet) to the top of the slope and the pad. The pad lies below three cut slopes of 120 (vertical) feet, 140 feet and 80 feet from west to east, respectively. The pad area itself is largely not visible from any nearby public viewpoint, because of its substantial elevation and setback from the Thousand Oaks Blvd. frontage; intervening ridges and slopes also provide visual barriers between the site, Via Colinas, Lindero Canyon Rd., Cardoza Drive and Catarina Drive. Additionally, a 30-foot tall berm was constructed along the eastern edge of the easternmost soccer field, creating a secondary visual barrier at the top of the slope behind residences along the west side of Cardoza Dr. and Catarina Dr.

Construction fencing and erosion control materials line the site's street frontage. Drainage structures include concrete terrace drains, an underground pipe, a detention basin along the base of the slope near the property's southwest corner, and a large outlet and overflow apron between Via Colinas

[5] Id., p. 2.
[6] City of Westlake Village, *Westlake Village General Plan*, *Vol. 2*, p. 111-29, available at http://www.dot.ca.gov/hq/LandArch/ scenic_highways/index.htm (accessed August 3, 2012).
[7] See Figure 2.3, Site Plan, and Chapter 2 of this EIR for a complete description of the proposed facility layout and components.

and La Baya Drive. The detention basin is surrounded by a chainlink fence, and shrubs (Compact Cherry Laurel, *Prunus caroliniana* "Bright and Tight") have been planted along it to screen the fencing material from the street.

Trees and shrubs have been planted on all graded slopes, including a mix of California native species, including Coast Live Oak (*Quercus agrifolia*), Western Sycamore (*Platanus racemosa*), and Western Redbud (*Cercis occidentalis*); several oaks existing on the site were boxed and later re-planted.[8] Other ornamental tree species include Lombardy Poplar (*Populus nigra* "Italica") and Deodar Cedar (*Cedrus deodora*). Landscape roses and crepe myrtle trees provide color accents along the entry driveway. Vegetation from slope-stabilizing hydroseeding includes a mixture of locally-native coast sage scrub plants, including some from seeds collected on-site.[9] Overall, new plant growth added texture and color to the tan soil surface of the mass graded slope.

Figure 3.1.1 shows several views of the site's street frontage along Thousand Oaks Blvd. and two views of the elevated berm behind residences on the west side of Cardozo Drive.

Architectural setting. In August 2012, the City Council approved a Planned Development Permit modification and a Variance for the YMCA facility. This entitlement process included design review for the YMCA structure, including a review of the building's architecture in consideration of the City's architectual setting.

Various elements of Mediterranean-Early California, Modernist and California Ranch[10] styles make up the architectural vernacular of the site's neighboring buildings and of the residential neighborhoods to the east, west, and south. Buildings constructed in Mediterranean-Early California style, such as the Westlake Village Marketplace, have long, low façades faced with light-colored and medium to heavily-textured stucco surfaces; typically incorporate arched windows, entries, and gallerias (covered exterior walkways); and have clay (or synthetic) tile gable or mansard roofs.

Modernism, based on the International Style of the 1920s-1030s, combines simple geometric forms (blocks, cylinders, pyramids) into functional building complexes, without incorporating substantial surface ornamentation. Typical Modernist buildings use pre-formed concrete or smooth stucco surfaces and large expanses of sheet glass windows or glass "curtain walls," often mirrored or tinted. Many examples of Modernist construction line the south side of Thousand Oaks Blvd., notably the Guitar Center headquarters building at the southwest corner of Thousand Oaks Blvd. and Lindero Canyon Rd., the Corsa Storage building and the Westlake Office Court on the south side of Thousand Oaks Blvd. across from the project site.

California Ranch or "rambler" residential architecture typically incorporates one or two stories, rectangular or L-shaped footprints, attached garages, stucco or siding-finished surfaces, and hip or gable roofs. Variations of this style, many with Mediterranean elements, appear in the single-family homes in the project vicinity, along Via Colinas and Cardoza Dr. adjacent to the project site, and in the residential subdivisions to the east, west and south.

[8] See the project's Planting Plan, Sheets LP 1-8 and 6A-8A, which is available for review at Westlake Village City Hall upon request as part of the project's record.
[9] Id., Sheet LP-2.
[10] Francis D.K. Ching, *A Visual Dictionary of Architecture*, John Wiley & Sons, Inc., 1995, pp. 135-139.

PROJECT DESIGN

The Project Description, Chapter 2, Section 2.4 of this SEIR, sets forth the layout and elements of the proposed project in detail. For analysis purposes, the layout and architecture are summarized here.

PROJECT LAYOUT

The proposed project consists of a two-story, 33 to 48-foot tall YMCA building, a baseball complex on the western portion of the site, and a soccer complex on the east. All sports fields are proposed to be lighted. Additional components include a skateboard park, a multi-sport court, a picnic area and tot lot, concession and restroom facilities, a gazebo, a par course track, and surface parking. The building's footprint would occupy approximately 37,000 square feet (0.85 acre, 5% of the site area) and a graduated building height of approximately 30 feet along the front façade to a 48-foot maximum height on part of the northern portion of the structure (gymnasium). The building footprint would be generally rectangular, 257 feet long in the east-west direction and 145 feet long in the north-south direction.

As noted above, two one-way driveways access the project site from Thousand Oaks Blvd.

PROJECT ARCHITECTURE AND LIGHTING

The proposed building is a contemporary interpretation of Mid-Century Modern architecture, which is characterized by strong rectilinear shapes, typically wider than tall, plate-glass windows allowing substantial light to penetrate the building, and some surface articulation and ornamentation, distinguishing the style from Modern industrial design.[11] Figure 2.5 illustrates the proposed construction, a brick-red rectilinear structure. The western two-thirds of the façade is punctuated by two rows of dark aluminium-mullioned plate-glass windows, each with an accent metal bar that appears to project from the window surface, resembling a stylized awning. The eastern third shows a large two-story window, also accented by aluminum mullions, along the gymnasium wall. Three horizontal light-tan bands accent the façade between the two stories and along the top edge of the upper windows. A circular vent grille is shown between the west and east window arrays.

Signage proposed for the building comprises a large red and yellow "Y" on the westernmost panel of the south façade, and a smaller red and yellow "Dole" logo above and to the right of the primary entrance (no dimensions are provided for these signs). No signage design for entry signs has been submitted as of the preparation of this document.

All sports fields and the parking lot on the project site are proposed to be lighted by an array of fixtures that are designed to minimize glare and light spillage to adjacent properties.[12]

[11] *Encyclopædia Britannica Online*, s. v. "Western architecture", http://www.britannica.com/EBchecked/topic/32952/Western-architecture/47420/After-World-War-II. accessed August 24, 2012.

[12] Appendix B, Photometric Analysis, Musco Lighting, prepared for Westlake YMCA Sports Field, November 4, 2011.

Figure 3.1.1 Views toward the Project Site

Figure 3.1.1 Views toward the Project Site (cont.)

Figure 3.1.1 Views toward the Project Site (cont.)

3.1.4 REGULATORY FRAMEWORK

The aesthetic/visual resource-related programs and policies that apply to the project are:

WESTLAKE VILLAGE GENERAL PLAN: VISUAL RESOURCES/SCENIC HIGHWAYS ELEMENT

The Visual Resources/Scenic Highways Element of the General Plan contains the following goals, policies and objectives:

Goal *It shall be the goal of the City of Westlake Village to maintain and enhance the visual quality and character of the community's urban and natural environment.*

WESTLAKE VILLAGE MUNICIPAL CODE

DEVELOPMENT STANDARDS

Westlake Village Municipal Code Section 9.020(D) and Chapter 9.25

The development standards' purpose is generally to provide open areas between structures, thus maintaining access to light and air, to provide space for landscaping and privacy, to support public safety, and to preserve neighborhood character. Development standards for the Commercial Recreation (CR) zone limit buildings to two stories and 35 feet in height, limit lot coverage to 35%, and require front and side setbacks of 20 and 10 feet, respectively. Chapter 9.25 requires that new development within the CR zone obtain a Planned Development Permit. The Planned Development Permit process involves a design review and grants the City Council discretion in applying development standards. Section 9.25.070 authorizes the City Council to set different setbacks, lot coverage and landscape provisions for a proposed project, and defaults to the building bulk provisions in other portions of the Municipal Code. It does not provide for discretion with respect to building height, however, requiring that a variance be approved under Chapter 9.27 should a project proponent seek a structure taller than two stories or 35 feet.

DESIGN STANDARDS

Westlake Village Municipal Code Section 9.15.030

The design standards ensure that new or modified uses and development harmonize with existing or potential development of the surrounding neighborhood, and produce an environment of stable, desirable character. Design standards for all development in Westlake Village require exterior materials to harmonize with and complement the surrounding natural and man-made environment, and to use earthen colors: subdued shades of brown, beige, tan and off-white. The standards further prohibit "overly bright, shining, reflective or artificial appearance[s]," "imitation materials" (false brick and stone) and "pastel or bright colors." However, they do not set forth a citywide architectural style, signaling a policy intention to achieve aesthetic harmony in color and texture but at the same time to permit some diversity in form and architectural detail.

Section 9.15.030(B) regulates decorative lighting, permitting permanent installations and light strings, subject to Planning Director review.

LANDSCAPING STANDARDS

Westlake Village Municipal Code Chapter 9.16

Section 9.16.030 requires that commercial and industrial properties provide landscaping for aesthetics and screening, and requires that a landscape plan be filed and approved prior to issuance of discretionary and/or building permits. Sports field landscaping is excepted from this requirement. Section 9.16.060 requires one tree for every 500 square feet of slope area and one shrub for every 125 square feet of slope area, and sets a performance goal for 90 percent coverage within the first year following planting. Other sections set forth irrigation standards and preservation of existing landscaping.

OAK TREE PRESERVATION STANDARDS

Westlake Village Municipal Code Chapter 9.21

The Oak Tree Preservation Standards apply to oak trees four inches or greater in diameter (12.5 inches in circumference), and prohibit removal/destruction, relocation, or damage to such trees without a permit. "Damage" includes injuring an oak tree's root system, changing the grade around a tree, cutting, burning, paving or other harmful activities within the tree's dripline or within ten feet of the trunk.

Section 9.21.060 sets forth standards for granting permits, for mitigating loss or removal of oak trees, a tree protection plan and requires that the applicant record a deed restriction or other instrument to run with the land to insure tree protection by future property owners.

SIGNS

Westlake Village Municipal Code Chapter 9.18

This section requires anyone desiring to place a sign on property to obtain a permit (with certain exceptions), and sets forth sign dimensions and design characteristics among other permit requirements.

WESTLAKE VILLAGE DESIGN SURVEY

This survey, conducted in 1992 by an architectural team at the request of the City Council, recorded the primary architectural characteristics of the City's built environment. Although the survey was not codified nor officially adopted as a set of guidelines, it was intended to be used by project applicants and their architects for design guidance.[13] The architectural analysis classifies much of the City's architectural vernacular as "Mediterranean" or "Early California," which arose from earlier California Adobe, Monterey Revival and Spanish Colonial Revival styles. The survey emphasizes that the City should continue to encourage such architectural elements and ornamentation as:

- Broken-up building massing to maintain pedestrian scale and to avoid monolithic building façades
- Setting upper floors back from the ground floor façade to reduce perceived building bulk
- Gable or shed roofs, earth-tone mission or slate roof tiles
- Arches, balconies, residential scale lighting to maintain pedestrian scale
- Window treatments such as arches, cornices, and other detailing to add distinct elements to each story of multiple-story buildings, avoiding monotonous façade treatments
- Moldings, lintels, beams, and other ornamentation over doors and windows
- Recessed window glazing
- Trelliswork over entries and walkways
- Landscaped courtyards with wood or ironwork benches and pedestrian lighting

The project site is within the survey's District 1, comprising the business park uses north of the Ventura (101) Freeway. The survey notes that:

> "[w]hen considered on their individual merits, many of [the commercial/office buildings] reflect examples of architecture that would be readily acceptable in many communities. However, within the context of early California or Spanish design themes traditional to Westlake Village, some of the more recent contemporary forms seem inappropriate. These structures are more modern in appearance with large, unbroken solid walls, large multi story spans of reflective glass or long runs of continuous "ribbon windows." Such buildings do not reflect an appropriate human scale and do not enhance the desired Westlake Village design theme.
>
> Favorable examples of architecture in this district incorporate mission tile, window/door recess and articulation, and wood trellis canopies…These elements, while dating back to an earlier era, can be successfully incorporated into aesthetically pleasing new buildings, providing the project with the latest in user amenities, but with the preferred Westlake Village image."[14]

The survey emphasizes desired architectural styles and elements to be used in future projects:

> Many buildings within the City today reflect a combination of design elements drawn from various archictectural styles. Mediterranean or Early California Architecture is

[13] Personal communication with Scott Wolfe, Planning Director, City of Westlake Village.
[14] GC/A Architects, [Westlake Village] *Design Survey*, City of Westlake Village, 1992, p. 2.

> best described as a combination of styles, inluding, but not limited to, early 19th Century *California Adobe* and *Monterey Revival*, as well as *Spanish Colonial Revival* of the 1930's. To the highest degree possible, it is the City's intent to maintain this Mediterranean/Early California architectural theme, in future development and redevelopment projects within Westlake Village.[15]

Desirable architectural elements representative of Mediterranean or Early California architecture include arches, balconies, lintels, beams and columns, cornices above parapet walls, mission or slate tile in red clay or earthen colors, deep recessed openings, decorative mouldings and color bands, substantial columns and pilasters, roof overhangs, exposed wood beams, arches, collonades, gallerias and trelliswork.[16]

3.1.4 THRESHOLDS OF SIGNIFICANCE

The project would result in a significant impact to area aesthetics if it will:

1. Have a substantial adverse effect on a scenic vista.

2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor.

3. Substantially degrade the existing visual character or quality of the site and its surroundings.

4. Create a new source of substantial light or glare, adversely affecting day or nighttime views in the area.

3.1.5 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

SCENIC VISTAS AND RESOURCES WITHIN A STATE SCENIC HIGHWAY CORRIDOR (THRESHOLDS 1 AND 2)

The proposed project's structures and athletic fields would have little to no impact on a scenic vista, because they would not be so large as to interfere with the primary visual resources and scenic vistas in the area. Locally significant scenic vistas include the Santa Monica Mountains to the south and the Simi Hills bordering the Conejo Valley to the north and west. Public views of the mountains to the south from north of the project site would not be impaired by site development, because the dominant ridgeline to the north of the project rises several hundred feet, to approximately 1,750 feet, above the existing pad elevation of 1,153 feet, already blocking views to the south from such public streets as Lakeview Canyon Rd. and Kanan Rd. (elevations averaging 1,310 feet). Public views of the mountains north of the project from Thousand Oaks Blvd, Lindero Canyon Rd. and other neighboring streets, are similarly blocked by the dominant ridgeline.

[15] Id., p. 10.
[16] Id., pp. 14-16.

The proposed project's buildings and athletic fields would be constructed on a graded terrace approximately 70 to 118 feet above above Thousand Oaks Blvd. that is largely shielded by its elevation and the surrounding terrain from public view.

Moreover, no designated California scenic highways currently are near or abut the site, thus no related impacts to scenic resources within the viewshed of a scenic highway would occur. Accordingly, no impacts to scenic vistas or resources are anticipated, and no mitigation measures are required.

POTENTIAL PROJECT IMPACTS

VISUAL CHARACTER AND QUALITY (THRESHOLD 3)

Impact AES-1: The proposed project would change the visual character of the site by developing an approximately 19-acre park and YMCA complex in a hillside setting. This is a less than significant impact.

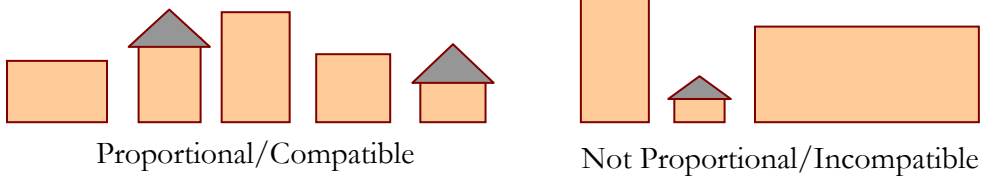
The proposed project could adversely affect the existing visual character of the site and surroundings, because it includes a two-story, 30- to 48-foot tall structure in an architectural style that departs from suggested Mediterranean or Early California design standards for Westlake Village development (see Environmental Setting and Project Description). Additionally, the Municipal Code requires a variance for buildings that exceed 35 feet in height in the CR zone.

Methodology. Degradation of a locality's existing visual character is typically a subjective judgment and depends on the aesthetic preferences of the viewer. Design characteristics can be objectively quantified, however, and understanding these gives some measure of a proposed project's environmental effects. Factors used in visual analysis include whether a project conforms to the local jurisdiction's codified development and design standards, whether proposed hillside grading simulates natural contours, whether a proposed building or development is proportional to the surrounding development, whether it exhibits symmetry and balance in its design, whether the proposed building shares common features with surrounding construction, and whether the proposed landscape treatment, including slope plantings, meets or exceeds standards expressed in the project vicinity.

A project that does not conform to a jurisdiction's design standards can be by definition a visual degradation of the visual environment. Additionally, structures that are greatly disproportionate to adjacent development or that are of an entirely different architectural style can negatively affect a locality's visual character (i.e., placing a 1960s-era multiple-story Modernist apartment building with no façade ornamentation or articulation adjacent to a single-story 1920s-era Craftsman bungalow). In contrast, introducing a structure that is similar to adjacent buildings in height, bulk, architectural style, as well as ornamentation, color or façade articulation would not necessarily degrade visual character.

Buildings of varying heights will ordinarily appear proportional to one another if the height difference between structures is not substantially more than one-third of the lower structure's total height (see Figure 3.1.2, below).

Figure 3.1.2 Proportionality Examples



Proportional/Compatible

Not Proportional/Incompatible

However, even if a proposed structure's architecture and dimensions are compatible with and proportional to others nearby, if it exceeds a jurisdiction's limits for height, bulk (floor area ratio), and/or number of stories, it can still degrade, and potentially significantly impact, the visual environment by bypassing those regulations that create the visual environment's predictability.

Visual Character: Proportionality And Visual Bulk/Massing. The proposed structure is visually isolated from any neighboring structure, thus proportionality with respect to adjacent development is not an issue. Additionally, because the facility pad is elevated above and recessed from Thousand Oaks Blvd. by several hundred feet, the mass of the building would be substantially less evident to public view than, for example, structures on the south side of the boulevard. Moreover, as illustrated by photosimulations of distant views in the certified 2005 Final EIR, building mass presented a less than significant visual impact as observed from a public viewpoint at City Hall on Oak Crest Drive, south of the project site.[17] Accordingly, the proposed facility would not result in significant impacts with respect to proportionality and massing.

Development and Design Standards and Design Survey Conformance. The Municipal Code identifies development standards, which are used herein as guidance for addressing aesthetic impacts. In the Commercial Recreation zone, these development standards include:

- Maximum building height: 2 stories, 35 feet
- Maximum lot coverage: 35%
- Minimum setback from an abutting public right-of-way: 20 feet
- Minimum setback from an abutting side yard: 10 feet (landscaped)

The proposed YMCA facility is 30 feet tall along the front (south) façade. The gymnasium portion, approximately one-third of the building's length, rises to approximately 48 feet on the north façade. The building is set back from Thousand Oaks Blvd by at least 350 feet, and substantially more than 10 feet from side and rear property lines. The proposed lot coverage is approximately five percent. The building thus readily conforms to the City's setback and minimum lot coverage standards. However, it exceeds the maximum height in the gymnasium portion of the building by 13 feet. As discussed above, such deviation from established development standards implies a potential impact to the local visual character. However, the building would be substantially isolated from its

[17] See Triunfo *YMCA Final Environmental Impact Report*, July 27, 2005, Fig. 3.

neighbors and visually distant from public viewpoints where it could be seen. Additionally, design review through the Planned Development Permit modification process and the Variance process (both of which were required for the proposed project) subjected the proposed building to current community esthetic standards, reducing this aspect of visual character impact to less than significant.

The proposed building's rectilinear architecture, reminiscent of Mid-Century Modern design, departs from Westlake Village's design esthetic established in the 1992 design survey. The building's flat surfaces and lack of articulation, broken-up massing, or features identified with Mediterranean or Early California design render the proposed structure inconsistent with the City's published goals for future development. However, as discussed in *Methodology* above, architectural and esthetic preferences are subjective in nature, and community goals can change over time. Design review by the City Council through the Planned Development Permit process and Variance process subjected the proposed project to current community preferences. As a result, aesthetic impacts are less than significant.

Landscaping, Oak Tree Preservation, Signs. Per the Municipal Code (Chapter 9.16), the City requires that a landscape plan be filed and approved prior to issuance of discretionary and building permits. The project plans include previously-implemented slope planting plans, but no plans for the facility area. Per the Municipal Code, such plans must be submitted and approved prior to final project approval. Westlake Village further requires that property owners protect native oaks on site where possible. The project slope planting plans show that the on-site oaks have been either protected in place or transplanted. Adherence to the City's Oak Tree Preservation ordinance and Mitigation Measure Nos. BR-2 and BR-3 of the Final EIR ensure that these trees are protected during and after construction. A Sign Permit will be obtained prior to the construction, erection, attachment, placement, painting or other maintenance of any sign on the building.

In summary, due to the City's design review process and the required compliance with the design, landscape, oak tree, and sign standards in the City's Municipal Code, the proposed project would not significantly impact the visual character or quality of the site or its surroundings.

LIGHT AND GLARE (THRESHOLD 4)

Impact AES-2: The proposed project would introduce additional lighting on the project site in the form of sports field lighting, parking lot security lighting, sign lighting, decorative landscape lighting, and headlight glare from vehicles entering and exiting the site. This is a potentially significant but mitigable impact.

The proposed YMCA facility, sports fields, and surface parking areas would introduce additional night lighting on the project site, and may increase glare during both day and night, adversely affecting local views. Sources of light and glare typically include unshielded sports field lighting, parking lot security lighting, sign lighting, decorative landscape lighting, and headlight glare from vehicles entering and exiting the site. Glare can also be produced by reflected sunlight from building surfaces, such as mirrored glass, unoxidized metal (aluminum, stainless steel, etc.), or light colors. Night lighting can "spill" horizontally and affect neighboring properties.

Existing sources of glare in the project vicinity include the industrial and commercial development to the south of the project site. The project site itself is not a glare source now, because it currently has no structures or light sources.

The proposed YMCA building would not create significant amounts of glare from incident sunlight because the proposed façades are not highly reflective surfaces. The proposed reddish-brown color would tend to absorb incident light, rather than reflect it. Additionally, while glass surfaces on the façade (i.e., windows) could reflect light, any glare created would not adversely affect any views because of the elevated position of the proposed building in the landscape and the lack of a line of sight from surrounding properties and roadways. Accordingly, no significant adverse impacts associated with glare from reflected light are anticipated nor mitigation needed.

The most substantial proposed light source is sports field lighting. The sports fields are proposed to be placed on the east and west sides of the YMCA facility; three soccer fields on the east, and three baseball fields on the west, the latter overlain by an additional soccer field. Site lighting proposed for the project includes an array of sports field light fixtures (luminaires) for each field, using lamps designed to minimize vertical glare and horizontal spill.[18] A photometric analysis was prepared for the project, and is included as Appendix B. The analysis shows the location of each light fixture in the sports fields and provides detailed information regarding lamp type and lumen generation. Table 3.1.1 summarizes number of light poles, lamps per pole and pole heights.

Table 3.1.1
Summary of Sports Field Light Fixtures

Field/Fixture I.D. (note: light from fixtures in baseball fields overlap, fixtures are assigned to fields based on their primary illuminated area)	**No. of poles**	**Lamps/ pole**	**Pole Height**
Baseball 1			
A1	1	3	60’
A2	1	3/3	60’
B1, B2, C1	3	5	70’
C2	1	4	70’
Baseball 2			
A3	1	3	60’
B3, B4, C4	3	5	70’
C3	1	4	70’
Baseball 3			
A4, A5, B5, B6, C5, C6	6	3	60’
Soccer Area			
S1, S2, S8, S9	4	5	70’
S3, S4, S5, S6	4	8	80’
Total Poles	**25**		
Total 60’ Poles	**9**		

[18] See Musco Lighting, *Light Structure Green* product brochure, 2008, in Appendix B, Photometric Analysis.

Table 3.1.1 Summary of Sports Field Light Fixtures			
Field/Fixture I.D. (note: light from fixtures in baseball fields overlap, fixtures are assigned to fields based on their primary illuminated area)	**No. of poles**	**Lamps/ pole**	**Pole Height**
Total 70' Poles	**12**		
Total 80' Poles	**4**		

The photometric analysis also shows the degree of illumination produced by the light fixtures as distributed over the sports fields. Illumination is expressed as "footcandles", with one footcandle being the amount of illuminance on a surface that is everywhere one foot from a uniform point source equivalent to the light from one candle, and equal to one lumen per square foot.[19] Illumination on the baseball fields west of the YMCA facility range from approximately 20 to 60 footcandles, and on the soccer area, 18 to 45 footcandles as measured on a plane three feet above grade. The analysis further details the lateral light (i.e., light spillage) extending from the soccer area eastward towards Cardozo Drive, approximately 500 feet from the outermost fixtures. Light values along this path range from 0.01 to 0.05 lumens, indicating that light spillage is minimal. For comparison, LEED® standards indicate that limiting a project's lighting impacts on an adjacent residential property to 0.10 or less horizontal and vertical footcandles is desirable[20]. See also Table 3.1.2 for examples of illumination levels recommended by the Illuminating Engineering Society of North America (IESNA) for certain activities.

Table 3.1.2 Illuminance Categories and Illumination Levels Recommended by IESNA*			
Illuminance Category	**Activity Type**	**Footcandle Range**	**Workplane Reference**
A	Public Space, dark surroundings	2-3-5	General lighting throughout space
B	Simple orientation, short temporary visit	5-7.5-10	General lighting throughout space
C	Visual tasks only occasionally performed	10-15-20	General lighting throughout space
D	High contrast or large tasks	20-30-50	Illuminance on task
E	Medium contrast or small tasks	50-75-100	Illuminance on task
F	Low contrast or very small tasks	100-150-200	Illuminance on task
G	Low contrast or very small tasks for a prolonged period	20-300-500	Illuminance on task, both general and supplementary components
H	Very prolonged and exacting tasks	500-750-1000	Illuminance on task, both general and supplementary components
I	Extremely low contrast and small very special tasks	1000-1500-2000	Illuminance on task, both general and supplementary components
* Based on the Illuminating Engineering Society of North America's *Lighting Handbook* (2000), Chapter 11			

The photometric plans identify illumnation levels, but do not address nightime glow or glare. A glow would be created by the proposed sports fields lighting. This glow would be limited by the shielded and directional nature of the light fixtures and the surrouding topography, which notably

[19] "Footcandle," *Merriam-Webster.com*, 2012, available at http://www.merriam-webster.com/medical/footcandle (accessed September 4, 2012).

[20] Based on the *LEED for New Construction Reference Guide*, Version 2.2, Third Edition, October 2007, Sustainable Sites (SS) Credit 8. One criterion required to achieve SS Credit 8 in *Light Zone 2 – Low (Residential Areas)* is to limit exterior lighting at the site boundary to no greater than 0.10 horizontal and vertical footcandles.

includes the 1,400-foot ridgeline to the property's west and the 30-foot tall berm (approximately 1,183 feet above msl, as measured from the facility pad elevation of 1,153 feet) on the east. The light poles on the soccer field's east edge (S8 and S9) are 70 feet tall, extending above the berm height by 40 feet; approximately 150 feet westward, two poles (S5 and S6) are 80 feet tall.[21] Light poles on the western edge of the baseball fields are 60 feet tall, terminating at approximately 1,213 feet, nearly 200 feet below the 1,400-foot ridgeline on the west.

Cardoza Drive lies at elevations ranging from 1,018 feet to 1,046 feet above msl, averaging approximately 150 feet below the top of the berm, 190 feet below the nearest lamps, and laterally separated by approximately 750 feet eastward. As noted above, Thousand Oaks Blvd. lies approximately 70 to 118 feet below the pad, laterally separated by 250 to 300 feet southward. Glow during night sports events would likely be visible from both Cardoza Drive and Thousand Oaks Blvd., but not from Via Colinas. However, this glow would not significantly affect any day or nighttime view and, thus, is considered a less than significant impact of the project.

Sports field lights would be switched off after games end, leaving only security lighting to illuminate the facility. Baseball/softball field and soccer field lights are required to be turned off by 9:00 p.m, except in emergency situations.[22] Thus glow or glare resulting from field lighting would be limited in duration to several hours a night. Additionally, the proposed lamp fixtures include shields that limit lateral light spillage, casting most light on the sports field surface.

Mitigation Measure AES-1 is recommended to further memorialize the restriction of athletic field lighting after 9:00 p.m., except in emergency situations. Similarly, Mitigation Measure AES-2 is recommended to ensure site lighting is properly shielded. With the incorporation of these measures, the proposed project's light and glare impacts would be less than significant.

3.1.6 CUMULATIVE IMPACTS

The project's potential aesthetic impacts are the result of changes in visual character and the installation of light sources. Other than ambient nighttime illumination, the project's aesthetic impacts are site specific. As such, for the project to contribute to cumulative aesthetic impacts there would need to be recently completed, proposed, or otherwise foreseeable development in the immediate project vicinity that could change the area's visual character or localized illumination levels. Since no such development projects exist, the project would not contribute to any significant cumulative aesthetic impacts related to visual character or localized illumination.

With respect to ambient nighttime illumination, the cumulative development of Westlake Village and surrounding communities over the past 50+ years has increased the ambient nighttime illumination levels of the region. By adding light sources in the form of sports field lighting, parking lot security lighting, sign lighting, decorative landscape lighting, and vehicle lights, the project could contribute to the region's ambient nighttime illumination. However, this incremental addition does not extend further north than the existing development east and west of the project site, and development potential to the north is limited by open space designations in Ventura County. In addition,

[21] Appendix B, Photometric Analysis, *Residential Spill.*

[22] May 24, 2005 Real Estate Exchange Agreement By and Between the Westlake Canyon Oaks Homeowners Association and the Southeast Ventura County YMCA, § 11.1.6.

Mitigation Measures AES-1 and AES-2 further reduce the project's incremental contribution to ambient nighttime illumination. Therefore, the project's contribution to ambient nighttime illumination is not cumulatively considerable.

3.1.7 MITIGATION MEASURES

MM AES-1 Sports field lighting shall be turned off by 9:00 p.m., except in emergency situations.

MM AES-2 Sports field and parking lot lighting shall be shielded so that no direct light spills upwards to the night sky, that reflected glow from illuminated surfaces is minimized, and that no fixture's direct light spills onto adjacent properties.

3.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

After mitigation, the proposed project would not result in any significant aesthetic impacts. The table below is a summary of the thresholds of significance, mitigation measures, and the level of potential project impacts.

Table 3.1.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Aesthetic Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Have a substantial adverse effect on a scenic vista.	None required	No Impact
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor.	None required	No Impact
Substantially degrade the existing visual character or quality of the site and its surroundings.	None required	Less than Significant Impact
Create a new source of substantial light or glare, adversely affecting day or nighttime views in the area.	MM AES-1 and MM AES-2	Less than Significant Impact After Mitigation

3.2 AIR QUALITY

3.2.1 INTRODUCTION

This section of the SEIR analyzes the potential air quality impacts caused by the construction and operation of the proposed project. Sespe Consulting, Inc. (Sespe) prepared an Air Quality and Climate Change Impact Assessment for the proposed project, which is included in Appendix C of this SEIR. That assessment was prepared in accordance with the South Coast Air Quality Management District's Air Quality Analysis Guidance Handbook, and the investigations undertaken for the assessment included:

- Identifying the existing air quality setting and air pollutant sources in the project vicinity;
- Quantifying the air pollutant emissions generated by construction of the proposed project;
- Quantifying the air pollutant emissions generated by operation of the proposed project and associated area emissions;
- Identifying appropriate mitigation measures; and
- Quantifying the project's emissions after incorporating the recommended mitigation measures.

Common acronyms used in this section include:

AB	Assembly Bill
AAQS	Ambient air quality standards
AQCCIA	Air Quality and Climate Change Impact Assessment
AQMP	Air Quality Management Plan
ATCM	Air toxic control measure
CARB	California Air Resources Board
CO	Carbon monoxide
DPM	Diesel particulate matter
HAP	Hazardous air pollutant
LOS	Level of Service
MDT	Mass Daily Threshold
NOx	Nitrogen oxide
NO_2	Nitrogen dioxide
O_3	Ground level ozone
OEHHA	Office of Environmental Health Hazard Assessment

Pb	Lead
PM	Particulate matter
$PM_{2.5}$	Particulate matter smaller than 2.5 microns
PM_{10}	Particulate matter smaller than 10 microns
REL	Reference exposure limit
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SOx	Sulfur oxide
SO_2	Sulfur dioxide
TAC	Toxic Air Contaminant
US EPA	United States Environmental Protection Agency
VOC	Volatile Organic Compounds
VMT	Vehicle miles traveled

3.2.2 BACKGROUND AND REGULATORY FRAMEWORK

This subsection describes specific types of air pollutants and their potential health effects. This subsection also describes the air quality regulatory framework as it relates to the project.

AIR POLLUTANTS AND HEALTH EFFECTS[1]

OZONE

O_3, a major ingredient of smog, is a highly reactive and unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Key pollutants involved in ozone formation are hydrocarbons (i.e. VOC) and NOx.

Exposure to levels of O_3 above AAQS can lead to human health effects such as lung inflammation and tissue damage and impaired lung function. O_3 exposure is also associated with symptoms such as coughing, chest tightness, shortness of breath, and the worsening of asthma symptoms. The greatest risk of harmful health effects from ozone belongs to outdoor workers, athletes, children and others who spend greater amounts of time outdoors during smoggy periods. Elevated O_3 levels can reduce crop and timber yields, as well as damage native plants. O_3 can also damage materials such as rubber, fabrics and plastics.

[1] Source: Sespe Consulting, Inc. August 21, 2011. AQCCIA, Westlake Village Community Park/Triunfo YMCA Project, as contained in Appendix C.

NITROGEN OXIDE

NOx is a precursor to ozone, which forms in the atmosphere through complex reactions between chemicals. The SCAB is a designated non-attainment area for ozone, meaning concentrations of ozone in the air basin exceed AAQS on certain days. Exposure to levels of ozone above AAQS can lead to human health effects such as lung inflammation and tissue damage and impaired lung function. Ozone exposure is also associated with symptoms such as coughing, chest tightness, shortness of breath, and the worsening of asthma symptoms. The greatest risk of harmful health effects from ozone belongs to outdoor workers, athletes, children and others who spend greater amounts of time outdoors during smoggy periods. Elevated ozone levels can reduce crop and timber yields, as well as damage native plants. Ozone can also damage materials such as rubber, fabrics, and plastics.

NOx can also result in NO_2. Exposure to NO_2, along with other traffic-related pollutants, is associated with respiratory symptoms, episodes of respiratory illness and impaired lung functioning. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO_2 above the State AAQS. Clinical studies of human subjects suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.

NITROGEN DIOXIDE

NO_2 is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract. This pollutant is also an essential ingredient in the formation of ground-level ozone pollution. NO_2 is one of the nitrogen oxides emitted from high-temperature combustion processes, such as those occurring in trucks, cars, and power plants. In the presence of sunlight, complex reactions of nitrogen oxides with ozone and other air pollutants produce the majority of NO_2 in the atmosphere. Indoors, home heaters and gas stoves produce substantial amounts of NO_2.

Exposure to NO_2, along with other traffic-related pollutants, is associated with respiratory symptoms, episodes of respiratory illness and impaired lung functioning. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO_2 above the State AAQS. Clinical studies of human subjects suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.

SULFUR DIOXIDE

SO_2 is a gaseous compound of sulfur and oxygen. SO_2 is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. SO_2 is also emitted from several industrial processes, such as petroleum refining and metal processing.

Effects from SO_2 exposures at levels near the one-hour standard include bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of SO_2 results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.

CARBON MONOXIDE

CO is a colorless, odorless gas. It results from the incomplete combustion of carbon-containing fuels such as gasoline or wood, and is emitted by a wide variety of combustion sources.

CO interferes with the blood's ability to carry oxygen. Exposure to CO near the levels of the AAQS can lead to fatigue, headaches, confusion, and dizziness. Exposure to CO is especially harmful to those with heart disease, because the heart has to pump harder to get sufficient oxygen to all parts of the body. CO exposure has been associated with aggravation of angina pectoris and other aspects of coronary heart disease, decreased exercise tolerance in people with peripheral vascular disease and lung disease, impairment of central nervous system functions, and possible increased risk to fetuses. At high altitudes (such as in the Lake Tahoe Air Basin), these effects are worsened.

PARTICULATE MATTER

The main pollutant generated by construction activities is suspended PM. Emissions of suspended particulates that cannot be collected and discharged through a stack are considered fugitive. Fugitive dust is primarily a concern during construction processes such as excavation and grading which disturb earthen materials. In addition, diesel exhaust contains particulates which are considered a TAC that would also be present during construction and contribute to total PM levels.

PM_{10} and $PM_{2.5}$ consist of suspended PM that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. (A micron is one-millionth of a meter.) $PM_{2.5}$ is a subset of PM_{10} and, therefore, is incorporated by reference in any mention of PM_{10}. Fugitive dust from roadways and construction operations is a common source of PM_{10}. A common source of $PM_{2.5}$ is diesel engine emissions. PM_{10} and $PM_{2.5}$ can remain in the atmosphere for up to seven days before gravitational settling, rainout, and washout remove it. The portion of fugitive dust visible to the naked eye is larger than PM_{10} (i.e., PM_{10} cannot be seen by the unaided eye) and most visible dust will fall out of the atmosphere within 1,000-feet of the source.

TOXIC AIR CONTAMINANTS

TACs are pollutants listed by the State of California that pose acute, chronic, and/or cancer health risks to exposed individuals. HAPs are a subset of the TAC list identified by US EPA. Specific health risks from TACs vary widely by constituent. DPM is the main TAC of concern for the proposed project and construction activities in general. Non-cancer exposure limits to TAC / HAP are expressed in RELs.

With respect to non-cancer effects of diesel exhaust, the CARB Scientific Review Panel states:

> The available data from studies of humans exposed to diesel exhaust are not sufficient for deriving an acute non-cancer health risk guidance value. While the lung is a major target organ for diesel exhaust, studies of the gross respiratory effects of diesel exhaust in exposed workers have not provided sufficient exposure information to establish a short-term non-cancer health risk guidance value for respiratory effects….

> Occupational studies showed that the removal of diesel exhaust particles from workplace air improved the pulmonary function of workers. In miners, long-term studies have provided limited evidence of greater incidence of cough and phlegm among those exposed to diesel exhaust than among those not exposed. Most of the epidemiologic studies did not find an excess of chronic respiratory disease associated with diesel exhaust…. The available data from studies of humans exposed to diesel exhaust are not sufficient for deriving a long-term non-cancer health risk guidance value.
>
> Animal data indicate that chronic respiratory disease can result from long-term exposure to diesel exhaust. In rats, laboratory studies have shown that exposure to diesel exhaust can decrease resistance to infection and increase chronic inflammation. Rats, mice, rabbits, guinea pigs, and other primates all exhibit significant adverse pulmonary noncarcinogenic effects from long-term exposures to diesel exhaust. (Page ES-16, "Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant," CARB, April 22, 1998.)

Regarding cancer risk from diesel exhaust, OEHHA states:

> Diesel exhaust and many individual substances contained in it (including arsenic, benzene, formaldehyde and nickel) have the potential to contribute to mutations in cells that can lead to cancer. In fact, long-term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA. ARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.
>
> … ARB estimates that diesel-particle levels measured in California's air in 2000 could cause 540 "excess" cancers (beyond what would occur if there were no diesel particles in the air) in a population of 1 million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust that are similar to those developed by OEHHA and ARB. (Health Effects of Diesel Exhaust - A fact sheet by Cal/EPA's Office of Environmental Health Hazard Assessment and the American Lung Association.)

LOCAL, STATE, AND FEDERAL AIR QUALITY AGENCIES

The proposed project is located in the SCAB, which is comprised of parts of Los Angeles, Riverside and San Bernardino counties and all of Orange County. This basin is bounded on the west by the Pacific Ocean and surrounded on the other sides by mountains. To the north lie the San Gabriel Mountains, to the north and east the San Bernardino Mountains, to the southeast the San Jacinto Mountains, and to the south the Santa Ana Mountains. The basin forms a low plain and the mountains channel and confine air flow which trap air pollutants.

The primary agencies responsible for air quality in the SCAB are SCAQMD and CARB. The Southern California Association of Governments (SCAG) is an important partner of SCAQMD, as it is the designated metropolitan planning authority for the area and produces estimates of anticipated future growth and vehicular travel in the basin which are used for air quality planning.

SCAQMD sets and enforces regulations for non-vehicular sources of air pollution in the basin and works with SCAG to develop and implement Transportation Control Measures (TCMs). TCMs are intended to reduce and improve vehicular travel and associated pollutant emissions.

CARB was established in 1967 by the California Legislature to attain and maintain healthy air quality, conduct research into the causes and solutions to air pollution, and systematically attack the serious problem caused by motor vehicles, which are the major causes of air pollution in the state. CARB sets and enforces emission standards for motor vehicles, fuels, and consumer products. It sets the health-based State AAQS and monitors air quality levels throughout California. CARB identifies and sets control measures for TACs. CARB also performs air quality related research, provides compliance assistance for businesses, and produces education and outreach programs and materials. CARB provides assistance for local air quality districts, such as SCAQMD.

The US EPA is the primary federal agency regulating air quality. The US EPA implements the provisions of the Federal Clean Air Act (FCAA). The FCAA established Federal AAQS. The US EPA designates areas with pollutant concentrations that do not meet the Federal AAQS as non-attainment areas. States are required by the FCAA to prepare SIPs for designated non-attainment areas. A SIP is required to demonstrate how the non-attainment area will attain the Federal AAQS by the prescribed deadline and what measures will be required for attainment. The US EPA also oversees implementation of the prescribed measures. Areas that achieve the Federal AAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the Federal AAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare a plan prior to December 31, 1994 to reduce pollutant concentrations exceeding the State AAQS and ultimately achieve the State AAQS. The air quality management districts are required to review and revise these plans every three years. SCAQMD satisfies this requirement through the publication of an AQMP. The AQMP is developed by SCAQMD and SCAG in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by CARB to satisfy the FCAA requirements discussed above. The AQMP is discussed further below.

OEHHA is responsible for developing the scientific basis for listing TACs while CARB is responsible for implementing ATCMs. AB 1807, passed in 1983, requires the state to identify and control TACs. TACs are formally identified through a detailed process which starts when a chemical's risk to human health and the environment is above certain criteria. Once TACs are identified, the emission sources, controls, technologies and costs are reviewed to determine if regulation is needed to reduce emissions. In 1993, AB 1807 was amended by passage of AB 2728, which requires the state to list the 189 federal HAPs in the TAC list.

CRITERIA AIR POLLUTANTS AND AMBIENT AIR QUALITY STANDARDS

Criteria air pollutants include SO_x, NO_2, PM, CO, Pb, and O_3. The Federal and State AAQS are developed by US EPA and CARB, respectively, for each of the criteria pollutants. Primary AAQS are designed to protect human health, with an adequate margin of safety, including sensitive populations such as children, the elderly, and individuals suffering from respiratory disease. Secondary AAQS are designed to protect public welfare from any known or anticipated adverse effects of a pollutant (e.g. building facades, visibility, crops, and domestic animals). The AAQS currently in effect in California are shown in Table 3.2.1.

Table 3.2.1
Ambient Air Quality Standards

Pollutant	Average Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone (O_3)	1 Hour	0.09 gpm (180 ug/m^3)	Ultraviolet Photometry		Same as Primary Std.	Ultraviolet Photometry
	8 hour	0.07 ppm (137 ug/m^3)		0.075 ppm (147 ug/m^3)		
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Non-dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m^3)	None	Non-dispersive Infrared Spectroscopy (NADIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		-	-	-
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 ug/m^3)	Gas Phase Chemiluminscence	0.053 ppm (100 ug/m^3)	Same as Primary Std.	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 ug/m^3)		100 ppb (188 ug/m^3)		
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	-	Ultraviolet Fluorescence	0.030 ppm (80 ug/m^3)	-	Ultraviolet Flourescence; Spectrophotometry (Pararosonanine Method)
	24 Hour	0.04 ppm (105 ug/m^3)		0.14 ppm (365 ug/m^3)	-	
	3 Hour	-		-	0.5 ppm (1300 ug/m^3)	
	1 Hour	0.25 ppm (656 ug/m^3)		75 ppb (196 ug/m^3)	-	
Respirable Particulate Matter (PM_{10})	24 Hour	50 ug/m^3	Gravimetric or Beta Attenuation	150 ug/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 ug/m^3		-		
Fine Particulate Matter (PM_{25})	24 Hour	No Separate State Standard		35 ug/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 ug/m^3	Gravimetric or Beta Attenuation	15 ug/m^3		
Sulfates	24 Hour	25 ug/m^3	Ion Chromatography	-	-	-
Lead	30-Day Average	1.5 ug/m^3	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 ug/m^3 (for certain areas)	Same as Primary Standard	
	Rolling 3-Month Average	-		1.5 ug/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m^3)	Ultraviolet Fluorescence	-	-	-
Vinyl Chloride (chloroethene)	24 Hours	0.01 ppm (26 ug/m_3)	Gas Chromatography	-	-	-
Visibility Reducing Particles	8 Hours (10 am to 5 pm PST)	Expansion coefficient of 0.23 per kilometer visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		-	-	-

AIR QUALITY MANAGEMENT PLANNING

In order to work towards attainment of the AAQS, all states and air districts containing federal non-attainment areas are required to develop a written plan for cleaning the air in those areas. The plans developed are called SIPs and AQMPs. California's SIP contains mobile source and consumer product emission control strategies proposed by CARB and a compilation of stationary and area source strategies that have been developed by local air quality management districts under CARB supervision. Through these plans, the state and the local air quality management districts outline efforts that they will make to reduce air pollutant concentrations and bring their areas back into federal attainment.

The State AAQS are more stringent than the Federal AAQS but are associated with less severe consequences in the event of an exceedance. Existing law requires air quality management district plans for attaining CAAQS to assess the cost-effectiveness of available and proposed emission control measures.

Every three years, SCAQMD prepares an overall AQMP for the air quality improvement to be submitted for inclusion in the SIP. Each iteration of the plan is an update of the previous plan. The Final 2007 AQMP was adopted by AQMD on June 1, 2007. A Draft 2012 AQMP is being circulated for public comment.

APPLICABLE AIR QUALITY REGULATIONS

SCAQMD RULES

SCAQMD rules that apply to project sources include:

- **Rule 401 – Visible Emissions** would apply mainly to fugitive dust during construction phase but could also be triggered by baseball infield maintenance which generates fugitive dust or cooking related emissions coming from the YMCA building.

- **Rule 402 – Nuisance** applies when complaints from the public are received by the air district.

- **Rule 403 – Fugitive Dust** would apply mainly to fugitive dust during construction phase but could also be triggered by baseball infield maintenance operations that generate fugitive dust.

- **Rule 1171 – Solvent Cleaning Operations** would apply to the use of "solvent materials in solvent cleaning operations during the production, repair, maintenance, or servicing of parts, products, tools, machinery, equipment, or general work areas." For instance, solvents used to repair and maintain landscaping equipment would be subject to this rule.

- **Rule 1186 – PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations** would apply to private roads onsite as well as public roadways adjacent to the project. Compliance with the rule will be most critical during construction.

TOXIC AIR CONTAMINANT REGULATIONS

In 1987, the AB 2588 air toxics "hot spots" program was established. This program requires subject stationary source facilities to report their air toxics emissions, determine localized health risks, and notify nearby residents of significant risks. The program was amended in 1992 to require facilities to reduce any significant risks through the development of a risk management plan.

DPM is identified as a TAC and accounts for roughly 70% of the cancer risk from air pollution in urban areas where on-road sources dominate the inventory. Diesel engines are a ubiquitous source and thus it is not surprising that SCAQMD concluded: "Because risk levels ascribed to [stationary source TAC effects] are generally much lower than region-wide risk levels, region-wide risks tend to overwhelm any potential local 'hot spots.'" (SCAQMD Mates II Study, Section 7.3).

On July 26, 2007, CARB adopted an ATCM aimed at reducing diesel emissions from the state's estimated 180,000 in-use off-road engines. The ATCM was developed in an effort to meet CARB's Diesel Risk Reduction Plan, which aims to reduce diesel particulate emissions to 85% less than 2000 levels by 2020 and NOx emissions by 32% from business as usual in 2020.

Due to economic conditions and poor assumptions in the original, ATCM emissions inventory was reassessed by CARB. At its December 2010 hearing, the Board considered and made findings on the need for amendments to the regulations which include:

- A four year delay from the original timeline for all fleets, making the first compliance deadline January 1, 2014, for large fleets (over 5,000 hp), January 1, 2017, for medium fleets (2,501-5,000 hp), and January 1, 2019, for small fleets (2,500 hp or less).
- A dramatic reduction and simplification in the annual requirements for fleets, and fleet average structure. Fleets now have only one fleet average target to meet based on their NOx emissions; if they cannot meet the fleet average target, they are required to clean up 5 to 10 percent of their horsepower annually, as opposed to the previous requirement of 28 to 30 percent.
- Making exhaust retrofits no longer mandatory.
- Raising the low use threshold to 200 hours per year instead of 100 hours.
- Overall, staff estimates that these amendments reduce the compliance costs by more than 95% during the first five years and more than 70% during the entire span of the regulation, compared to the regulation before the amendments.

3.2.3 ENVIRONMENTAL SETTING

METROLOGIC, ATMOSTPHERIC, AND PHYSICAL CONDITIONS CONTRIBUTING TO THE AIR ENVIRONMENT

The climate of the project area, as with all of southern California, is governed largely by the strength and location of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell maintains local climate conditions at moderate temperatures and comfortable humidities, and limits

precipitation to the wetter winter season. Temperatures are normally mild with rare extremes. This pattern is infrequently interrupted by periods of extremely hot weather brought in by Santa Ana winds. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

The topography and climate of southern California combine to make the SCAB an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and lowest layer of the atmosphere. The warm upper layer forms a lid over the cool marine layer (i.e., an inversion), which prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. In addition, light winds during the summer further limit ventilation.

In the SCAB, the low average wind speeds in the summer and a persistent daytime temperature inversion, give emissions of hydrocarbons and oxides of nitrogen an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the basin because the region experiences more days of sunlight than any other major urban area except Phoenix.

AAQS ATTAINMENT STATUS

The federal and state attainment status designations assigned by US EPA and CARB for the SCAB are shown below in Table 3.2.2.

Table 3.2.2
AAQS Attainment Status of the SCAB

Pollutant	Federal Designation	California Designation
Eight-hour Ozone	Nonattainment (Extreme)	Nonattainment
Carbon Monoxide	Maintenance/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Sulfates	NA	Attainment
Particulate Matter (PM10)	Nonattainment (Serious)	Nonattainment
Particulate Matter (PM2.5)	Nonattainment	Nonattainment
Lead	NA	Attainment
Hydrogen Sulfide	NA	Unclassified
Visibility Reducing Particles	NA	Unclassified

Sources: http://www.arb.ca.gov/desig/adm/adm.htm, http://www.epa.gov/air/oaqps/greenbk/index.html, and http://www.aqmd.gov
Last Checked: August 17, 2012

BASELINE EMISSIONS

The project site is open space. Therefore, on-site emissions and indirect emissions from electricity and water use are zero in the existing setting. Trips generated by the project would largely be diverted from other existing locations. Nevertheless, off-site emissions from vehicle trips are assumed to be zero in the existing setting.

3.2.4 THRESHOLDS OF SIGNIFICANCE

A project will have a significant impact if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.

2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3. Result in a cumulatively considerable net increase of any criteria pollutants 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).

4. Expose sensitive receptors to substantial pollutant concentrations.

5. Create objectionable odors affecting a substantial number of people.

The subsections below are provided to further clarify the thresholds of significance.

SCAQMD STANDARDS

SCAQMD has established significance thresholds for criteria pollutants and TACs. These thresholds, presented in Table 3.2.3, are the level above which emissions from project operations are considered significant pursuant to threshold nos. 2 and 3, above. In addition to the mass thresholds, SCAQMD has published Localized Significance Threshold (LST) Mass Rate Look-Up Tables, which can be used by lead agencies on a voluntary basis as a screening tool in considering a project's incremental effect on ambient air quality for criteria pollutants (threshold no. 3, above). The applicable LST screening thresholds are shown in Table 3.2.4.

Table 3.2.3
SCAQMD Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Table 3.2.3
SCAQMD Significance Thresholds

Toxic Air Contaminants (TACs) and Odor Thresholds	
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402
Ambient Air Quality for Criteria Pollutants	
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state)
PM_{10} 24-hour average annual average	10.4 μg/m³ (construction) & 2.5 μg/m³ (operation) 1.0 μg/m³
$PM_{2.5}$ 24-hour average	10.4 μg/m³ (construction)[e] & 2.5 μg/m³ (operation)
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)
Sulfate 24-hour average	25 μg/m³
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)

Source: http://www.aqmd.gov/ceqa/hdbk.html *Date Revised: March 2011*

Table 3.2.4
SCAQMD Applicable LST Screening Thresholds

Pollutant	Construction	Operation
NOx	226 lbs/day	226 lbs/day
CO	2,438 lbs/day	2,438 lbs/day
PM_{10}	51 lbs/day	13 lbs/day
$PM_{2.5}$	13 lbs/day	3 lbs/day

Source: SCAQMD, "Localized Significance Thresholds Methodology", Revised October 21, 2009. Appendix C "Mass Rate LST Look-Up Table, Source Receptor Area: "West San Fernando Valley".

3.2.5 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

CONSISTENCY WITH THE AIR QUALITY MANAGEMENT PLAN (THRESHOLD 1)

SCAQMD's CEQA Handbook states "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the plan if it furthers one or more policies and does not obstruct other policies. SCAQMD's CEQA Handbook further identifies two key indicators of consistency with the AQMP:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 for relocating CO hot spots).

(2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

In regards to criterion 1, the consistency criterion pertains to long-term local air quality impacts, rather than regional emissions, as defined by SCAQMD. SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, as CO hot-spot is most directly related to increase in traffic. However, the air basin is now in attainment for the CO standards and exceedances of the CO standards are not expected. By way of background, CO modeling was performed for the 2003 AQMP to demonstrate attainment of the federal CO standards in the SCAB. Modeling was performed for four intersections considered the worst-case intersections in the entire Basin. These intersections were: Wilshire at Veteran, Sunset at Highland, La Cienega at Century, and Long Beach at Imperial. Table 4-10 of Appendix V of the AQMP shows that modeled 1-hour average concentrations at these four intersections for 2002 conditions are actually below the 8-hour standard of 9 parts per million (ppm). The highest modeled 1-hour average concentration was 4.6 ppm, which occurred at the Wilshire and Veteran intersection. None of the intersections in the project area have peak hour traffic volumes that exceed or even approach those at the intersections modeled in the AQMP nor do they have any geometric qualities that would result in higher concentrations than for the intersections modeled for the AQMP. Therefore, local air pollutant concentrations would not be expected to exceed the ambient air quality concentration standards due to local traffic, with or without the project. Since the project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion.

In regards to criterion #2, the assumptions used to develop the AQMP are based upon projections from local general plans. Consequently, conformity with the AQMP of land development projects is measured by the project's consistency with adopted land use plans, growth forecasts, and programs relative to population, housing, employment, and land use. The proposed project is consistent with the Zoning and General Plan Land Use designations for the site. As a result, the project is

consistent with the growth expectations for the region. The proposed project is therefore consistent with the AQMP, and would have no associated impacts.

TOPICS FOR WHICH THE PROJECT WOULD HAVE POTENTIAL IMPACTS

REGIONAL AIR QUALITY – POTENTIAL TO EXCEED SCAQMD STANDARDS AND CUMULATIVE CONTRIBUTION TO CRITERIA AIR POLLUTANTS (THRESHOLDS 2 AND 3)

Impact AQ-1: Construction of the proposed project would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. However, such emissions would not exceed the South Coast Air Quality Management District's Mass Daily Thresholds. Thus, this is a less than significant impact.

In the short-term, the proposed project would generate air pollutants during construction. Project construction includes[2]: finish grading (including export of approximately 45,500 cubic yards of earth to lower the eastern portion of the pad); building of the YMCA structure and concession/rest room structures; installation of recreational improvements and amenities (e.g., baseball and soccer fields, park furnishings, etc.); landscaping; paving; and painting/architectural coatings. These construction activities would generate air pollutants from equipment exhaust, earth disturbance, and off-gassing from asphalt and architectural coatings.

The project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). Project construction emissions of criteria pollutants from peak day construction operations are presented in Table 3.2.5. As shown in Table 3.2.5, project construction would not generate criteria pollutants in excess of SCAQMD's MDT. Therefore, construction of the proposed project would not significantly impact regional air quality.

Table 3.2.5
Unmitigated Construction Mass Daily Thresholds Comparisons

Source	Emissions (lb/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Peak Day Construction Emissions	35	96	61	0.11	31.4	4.0
Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Appendix C of the AQCCIA, which is contained in Appendix C of this EIR, contains CalEEMod reports.

[2] Mass grading of the site occurred 2009-2010. The environmental setting for this SEIR considers the site in the current mass-graded condition.

Impact AQ-2: **Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.**

In the long-term (i.e., during operation), the project would generate air pollutants from vehicles arriving and departing the site, landscape maintenance equipment exhaust, natural gas combustion, and other area sources. The project's operation-phase emissions were estimated using the CalEEMod. Peak day project operation emissions of criteria pollutants are presented in Table 3.2.6.

Table 3.2.6
Unmitigated Operation Phase MDT Comparisons

Source	Emissions (lb/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Peak Day Operating Emissions	53	137	495	0.64	78	5.5
Threshold	55	55	550	150	150	55
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Notes: Appendices C and E of the AQCCIA, which is contained in Appendix C of this EIR, present baseline and operations phase emissions calculations.

As shown in Table 3.2.6, operation of the proposed project would not generate VOC, CO, SOx, PM_{10}, or $PM_{2.5}$, in excess of the SCAQMD's Mass Daily Thresholds (MDT). Therefore, the project's long-term generation of these pollutants would not significantly impact regional air quality.

Operation of the proposed project would, however, generate NOx in excess of the SCAQMD's MDT (see Table 3.2.6). Nearly all of the project's NOx emissions (136.5 lbs of the 137 lbs/day) would be generated by vehicles driving to and from the proposed project. Since the vehicles accessing the site would not be owned or controlled by the City or the YMCA (e.g., park patron's personal vehicles), there is limited opportunity to mitigate NOx emissions.

A project feature that would reduce operation-phase NOx emissions is the designation of the proposed parking lot as a park-and-ride lot. By providing such a facility for commuters, the project has the potential to reduce/consolidate vehicle trips, thereby reducing the total VMT. Likewise, Mitigation Measures AQ-1 through AQ-5 are intended to further reduce VMT by encouraging carpooling and alternative means of transportation. However, the reduction in VMT that would result from the park-and-ride function and the mitigation measures herein are only anticipated to offset the project's total VMT by a small fraction; whereas, it would take a reduction of approximately 60% in VMT to reduce NOx emissions to a less than significant level. Given the suburban nature of the community and the type and location of the project, there are no feasible mitigation measures available that would reduce the project's operation-phase NOx emissions to below the SCAQMD's MDT. It should be noted that the project's generation of NOx would be an extremely small fraction of a percentage of the total NOx and ozone precursors emitted daily in the air basin. Nonetheless, the project's long-term generation of NOx is considered a significant impact on

regional air quality because the peak daily operation-phase NOx emissions exceed the SCAQMD's MDT.

LOCALIZED AIR QUALITY – POTENTIAL TO EXCEED SCAQMD STANDARDS, CUMULATIVE CONTRIBUTION TO CRITERIA AIR POLLUTANTS, AND POTENTIAL TO EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS (THRESHOLDS 2, 3, AND 4)

Impact AQ-3: Construction of the proposed project would generate criteria air pollutants, which would affect localized air quality. However, such emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. Thus, this is a less than significant impact.

As noted above in the discussion of Impact AQ-1, the proposed project would generate air pollutants during construction, including equipment exhaust, dust from earth disturbance, and off-gassing from asphalt and architectural coatings. SCAQMD has established short term (i.e., construction) localized significance thresholds (LSTs) for NO_2, CO, PM_{10} and $PM_{2.5}$. These LSTs are used to determine if a project has the potential to cause an onsite hot spot, which is a localized area with elevated concentrations of air pollutants that has the potential to affect sensitive receptors. For LST purposes, onsite construction emissions on the peak day are compared to SCAQMD's LSTs for a five acre site in the "West San Fernando Valley" area assuming sensitive receptors are located at least 100 meters from the construction activities. See Table 3.2.7.

As shown in Table 3.2.7, project construction would not generate criteria pollutants in excess of SCAQMD's LSTs. Therefore, construction of the proposed project would not significantly impact localized air quality.

Table 3.2.7
Unmitigated Construction LST Comparisons

Source	Emissions (lb/day)			
	CO	NO_2	PM_{10}	$PM_{2.5}$
Peak Day Onsite Construction Emissions	29	58	4.1	2.8
LST Threshold	2,438	226	51	13
Significant?	**No**	**No**	**No**	**No**

Notes: Appendix C of the AQCCIA, which is contained in Appendix C of this EIR, contains CalEEMod reports. Project impact from on-site emissions during Finish Grading phase is used. LST threshold for West San Fernando Valley Sensitive Receptor Area No. 6 for receptors at 100 meters.

Impact AQ-4: Operation of the proposed project would generate criteria air pollutants, which could affect localized air quality. However, the project's operational emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. This is a less than significant impact.

As noted above in the discussion of Impact AQ-2, in the long-term (i.e., during operation), the project would generate air pollutants from vehicles arriving and departing the site, landscape maintenance equipment exhaust, natural gas combustion, and other area sources. SCAQMD has established long term (i.e., operation) LSTs for NO_2, CO, PM_{10} and $PM_{2.5}$. These LSTs are used to

determine if a project has the potential to cause an onsite hot spot, which is a localized area with elevated concentrations of air pollutants that has the potential to affect sensitive receptors. For LST purposes, operation emissions on the peak day are compared to SCAQMD's LSTs for a five acre site in the "West San Fernando Valley" area assuming sensitive receptors are located at least 100 meters from the construction activities.

To calculate the project's operation phase localized emissions, most (90%) of the offsite (i.e., on-road) emissions were subtracted from the project's operation phase emissions shown above in Table 3.2.6. The resulting peak day onsite operational emissions are shown in Table 3.2.8 and compared with the appropriate LSTs.

Table 3.2.8
Unmitigated Operation Phase LST Comparisons

Source	Emissions (lb/day)			
	CO	NO_2	PM_{10}	$PM_{2.5}$
Peak Day Onsite Emissions	49	14	7.6	0.55
LST Threshold	2,438	226	13	3
Significant?	**No**	**No**	**No**	**No**

Notes: Project emissions include area source emissions plus ten percent of CalEEMod offsite emissions from vehicle exhaust which are assumed to occur on-site (e.g., 7.4 mile trips would predict 0.74 miles operating in the parking lot on-site). This amount exceeds emissions from landscaping that would occur on a non-peak day (i.e., weekday) and is a conservative approach.

As shown in Table 3.2.8, operation of the proposed project would not generate air pollutants in excess of SCAQMD's LSTs. Therefore, the project's operational impact on local air quality would be less than significant.

In addition to the LSTs guidance, the SCQAMD provides significance thresholds for on-road CO hotspots and for sulfate. Section 9.4 of the SCAQMD CEQA Air Quality Handbook (1993) states:

> *Carbon monoxide is a localized problem requiring additional analysis when a project is likely to impact a roadway's level of service (LOS), subject sensitive receptors to CO hot spots, or the project itself is the development of transportation infrastructure. For CEQA purposes, a CO analysis should be performed when air quality has been identified as having a significant impact.* (Page 9-9)

High CO concentrations require both localized and cumulative conditions to exist simultaneously (e.g., a high volume intersection within a large city). These conditions do not exist in vicinity of the project and the air basin is now in attainment for the CO standards. As noted previously, SCAQMD performed CO modeling for the four intersections that were considered the worst-case intersections in the entire Basin: Wilshire at Veteran, Sunset at Highland, La Cienega at Century, and Long Beach at Imperial. In all cases, CO concentrations were found to be below the 8-hour standard of 9 parts per million (ppm). None of the intersections in the project area have peak hour traffic volumes that exceed or even approach the volumes experienced at these intersections, nor do they have any geometric qualities that would result in higher CO concentrations. Therefore, CO concentrations would not be expected to exceed the AAQS, with or without the project, and the project's impacts on localized CO concentrations are less than significant.

SO_2 AAQS exceedance is normally only a concern for facilities that burn coal or refine petroleum. Diesel fuel used by the project would meet CARB specifications for sulfur content. Thus, impact of project emissions on SO_2 AAQS attainment is considered to be less than significant.

POTENTIAL TO CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE (THRESHOLD 5)

Impact AQ-5: Construction of the proposed project and operation and maintenance of the proposed facility may produce mild odors. However, the project would not expose a large number of people to odors. The project's odor-related impacts are considered less than significant.

The proposed park and YMCA are not anticipated to generate substantial amounts of odors. The only odors anticipated to be generated by such uses would be from typical operation and maintenance activities, such as vehicle/equipment operations, fertilizer, and household waste. Construction of the project would also generate mild odors, primarily from the use of heavy equipment. However, the project-generated odors would be mild, only occur occasionally, and be limited to the immediate area of the sources. Neither construction nor operation of the proposed project is anticipated to generate odors that would affect a substantial number of people. Therefore, the project's odor impacts are less than significant.

3.2.6 CUMULATIVE IMPACTS

Impacts AQ-1 and AQ-2 consider the project-generated air pollutants in relation to the cumulative basin-wide scenario; and Impacts AQ-3 and AQ-3 consider the project-generated air pollutants in relation to the cumulative local scenario. These discussions identify that the project's construction air pollutant emissions would not be a considerable contribution to either the regional or local air quality conditions, and that the project's operation-phase emissions would not be a considerable contribution to local air quality conditions. However, operation-phase emissions of NOx would exceed the basin-wide mass daily thresholds. As such, the project's contribution to the cumulative NOx conditions is considerable and, thus, Impact AQ-2 is identified as significant and unmitigable.

3.2.7 MITIGATION MEASURES

MM AQ-1: Install bicycle racks.

MM AQ-2: Encourage having a school bus stop at the project in the afternoons.

MM AQ-3: City staff involved in developing shared field agreements with local schools shall ensure that such agreements include provisions for transport of students to the facility with high occupant vehicles (e.g., school busses, vans, etc.).

MM AQ-4: Create a ride share board on-site and promote/facilitate ride sharing via the City's website.

MM AQ-5: Install an electric vehicle charging station.

3.2.8. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The following table is a summary of the thresholds of significance, potential impacts, and associated mitigation measures:

Table 3.2.9
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Air Quality Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Conflicts with or obstructs implementation of the applicable air quality plan.	None Required	No Impact
Violates any air quality standard or contributes substantially to an existing or projected air quality violation.	MM AQ-1 through MM AQ-5	Significant
Results in a cumulatively considerable net increase of any criteria pollutants 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).	MM AQ-1 through MM AQ-5	Significant
Exposes sensitive receptors to substantial pollutant concentrations.	None Required	Less than Significant
Creates objectionable odors affecting a substantial number of people.	None Required	Less than Significant

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3.3 GREENHOUSE GAS EMISSIONS

3.3.1 INTRODUCTION

This section of the SEIR analyzes the potential greenhouse gas emissions generated by the construction and operation of the proposed project. Sespe Consulting, Inc. (Sespe) prepared an Air Quality and Climate Change Impact Assessment for the proposed project, which is included in Appendix C of this EIR. The investigations undertaken for that assessment included:

- Quantifying the greenhouse gas emissions generated by construction of the proposed project;
- Quantifying the greenhouse gas emissions generated by operation of the proposed project; and
- Identifying appropriate mitigation measures.

Common acronyms used in this section include:

AB	Assembly Bill
AQCCIA	Air Quality and Climate Change Impact Assessment
BAU	Business as usual
CAPCOA	California Air Pollution Control Officer's Association
CARB	California Air Resources Board
CCAR	California Climate Action Registry
CEC	California Energy Commission
CH_4	Methane
CO_2	Carbon dioxide
CO_2e	CO_2 equivalent
GHG	Greenhouse gas
IPCC	Intergovernmental Panel on Climate Change
N_2O	Nitrous oxide
OPR	Governor's Office of Planning and Research
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
US EPA	United States Environmental Protection Agency
VMT	Vehicle miles traveled

3.3.2 BACKGROUND AND ENVIRONMENTAL SETTING

GHGs (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These GHGs contribute to an increase in the temperature of the earth's atmosphere by allowing short wavelength visible sunlight to enter the earth's atmosphere, while preventing outgoing terrestrial long wavelength heat radiation from exiting. The principal GHGs include CO_2, CH_4, and N_2O. Collectively, GHGs are measured as CO_2e.

The single largest source of GHG emissions is fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft), which accounts for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

Globally, the IPCC is the organization charged with investigating and advising on climate change issues. The IPCC Working Group I identified the past and potential future impacts of global warming in their document "Climate Change 2001: The Scientific Basis", which includes the following conclusions:

- Globally averaged surface temperatures increased by 0.6 +/- 0.2 degrees Celsius (°C) over the 20th century.
- Globally averaged surface temperature is projected by models to warm 1.4 to 5.8 °C between 1990 and 2100.
- Globally averaged sea level is projected by models to rise 0.09 to 0.88 meters (m) by 2100.
- IPCC estimates that warming would vary by region and would be accompanied by increases and decreases in precipitation.
- IPCC estimates that there would be changes in the variability of climate and changes in the frequency and intensity of climate phenomena.

In addition, the IPCC has identified potential future effects of global climate change, as demonstrated through climate modeling and/or contemplated by climate scientists. These potential effects are described in Table 3.3.1.

In California, several agencies have been involved in climate change investigation and policy, including CARB, OPR, the California Natural Resources Agency (Resources Agency), and the Office of the Attorney General. The Attorney General has identified the potential impacts that climate change could have in California, as outlined in Table 3.3.1.

Table 3.3.1
Potential Future Effects of Climate Change

Global Effects Identified by the IPCC

Adverse	**Beneficial**
■ A general reduction in potential crop yields in most tropical and sub-tropical regions for most projected increases in temperature; ■ A general reduction, with some variation, in potential crop yields in most regions in mid-latitudes for increases in annual-average temperature of more than a few °C; ■ Decreased water availability for populations in many water-scarce regions, particularly in the sub-tropics; ■ An increase in the number of people exposed to vector-borne (e.g., malaria) and water-borne diseases (e.g., cholera), and an increase in heat stress mortality; ■ A widespread increase in the risk of flooding for many human settlements (tens of millions of inhabitants in settlements studied) from both increased heavy precipitation events and sea-level rise; and ■ Increased energy demand for space cooling due to higher summer temperatures.	■ Increased potential crop yields in some regions at mid-latitudes for increases in temperature of less than a few °C; ■ A potential increase in global timber supply from appropriately managed forests; ■ Increased water availability for populations in some water-scarce regions – for example, in parts of southeast Asia; ■ Reduced winter mortality in mid- and high-latitudes; and ■ Reduced energy demand for space heating due to higher winter temperatures.

Examples of Effects in California Identified by the CA Attorney General's Office[1]

- Sea level rise, coastal flooding, and coastal erosion;
- Losses to the Sierra snow pack and water supply;
- Forestry and higher risk of fires;
- Damage to agriculture;
- Increased demand for electricity;
- Public health impacts; and
- Habitat destruction and loss of ecosystems.

[1] California Office of the Attorney General's, *Climate Impacts in California* webpage: http://oag.ca.gov/environment/impact, accessed September 12, 2012

3.3.3 REGULATORY FRAMEWORK

This section describes the current regulatory framework that is applicable to GHGs, which includes federal and state regulations.

CLEAN AIR ACT AND IMPLEMENTING RULES AND REGULATIONS

On December 7, 2009, US EPA Administrator Lisa Jackson signed a final action, under Section 202(a) of the Federal Clean Air Act (FCAA), finding that six key well-mixed GHGs constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to the climate change problem. This "endangerment finding" allows US EPA to begin regulating GHGs.

Pursuant to the FCAA, on May 13, 2010 the US EPA finalized the GHG Tailoring Rule which sets emissions thresholds to define when permits under the New Source Review Prevention Significant Deterioration (PSD) program and the Title V Operating Permit program are required for new and existing industrial facilities.

PSD permitting requirements cover new sources that have GHG emissions greater than 100,000 tons per year (tpy), even if the source(s) does not exceed the permitting thresholds for any other pollutant. Modifications at existing facilities that increase GHG emissions by 75,000 tpy or more will be subject to permitting requirements, even if they do not significantly increase emissions of any other pollutant.

On November 5, 2010, SCAQMD adopted Rule 1714 which implements the federal PSD GHG permitting requirements. SCAQMD has also established Regulation XXVII pertaining to climate change and has adopted three rules.

- **Rule 2700 – General**. Rule 2700 includes definitions of key terms as well as a table of global warming potentials for 17 different GHGs.

- **Rule 2701 – SoCal Climate Solutions Exchange**. The purpose of Rule 2701 is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality GHG emissions reductions in the SCAB. Rule 2701 contains a table containing three approved CARB protocols by which GHG reductions may be documented including Forestry (10/2007), Urban Forestry (9/2008), and Manure Management (9/2008).

- **Rule 2702 – Greenhouse Gas Reduction Program**. The purpose of Rule 2702 is to create a Greenhouse Gas Reduction Program. Section (b)(2) states that "Uses may include, but are not limited to, CEQA or other mitigation, retirement to reduce or eliminate a carbon footprint by an individual, household, facility, corporation, community, city, or other group, as a gift, or any other use authorized by a local, state, federal or international program."

CALIFORNIA CLIMATE CHANGE REGULATIONS AND POLICIES

ASSEMBLY BILL 32: CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

California, a leader in GHG regulation, has passed several bills and the Governor has signed several executive orders aimed at reducing GHG emissions and related climate change impacts. The most prominent of these is AB 32 (Nunez, 2006) - the "California Global Warming Solutions Act of 2006." Among other things, it is designed to reduce statewide GHG emissions to 1990 levels by 2020.

AB 32 states that it is the intent of the Legislature that CARB design emissions reduction measures to meet the statewide emissions limits for GHG in a manner that minimizes costs and maximizes benefits for California's economy, improves and modernizes California's energy infrastructure and maintains electric system reliability, maximizes additional environmental and economic co-benefits for California, and complements the state's efforts to improve air quality.

On December 12, 2008, CARB approved a Scoping Plan that contains the main strategies that California will use to reduce GHGs as required by AB 32. On April 22, 2010, CARB staff presented an implementation update on the Scoping Plan which included the following statements:

- 14 of 30 CARB regulations approved, including all nine Discrete Early Actions.
- Approved measures provide approximately 78 $MMTCO_2e$ in 2020 – almost 50% of 2020 goal of reducing 169 $MMTCO_2e$. (40% was subsequently presented by CARB staff on September 23, 2010.)

Control measures contained in the Scoping Plan that may affect project emissions include, but are not limited to:

- **Transportation Measures**. These measures propose to reduce GHG's from passenger vehicles by making vehicles more efficient, reducing the carbon content of the fuels, and reducing the vehicle miles traveled. Thus, light duty vehicles would emit less GHG emissions in the future.

    a. Light Duty Vehicle GHG Standard (T-1). This measure will implement AB 1493 (Pavley) standards and planned second phase of the program. The measure aligns the zero-emission vehicle program, and the alternative and renewable fuel and vehicle technology programs, with long-term climate change goals.

    b. Low Carbon Fuel Standard (T-2). This measure will reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. CARB had previously identified this measure as a Discrete Early Action item which will be implemented through a rulemaking by 2010.

    c. Vehicle Efficiency Measures (T-4). This includes measures such as sustainable tire practices, properly inflating vehicle's tires, and possibly fuel-efficient tire standards.

- **Energy Measures**. These measures propose that utility operators replace some fossil fuel electricity generation capacity with renewable sources and reinforce incentives that are offered by local governments to encourage the placement of solar panels on new and existing structures.

  a. Energy Efficiency (E-1 and CR-1). Reduce electricity demand by 32,000 GWh and natural gas demand by 800 million therms by increased utility energy efficiency programs, more stringent building and appliance standards, and additional efficiency and conservation programs.

  b. Solar Water Heating (CR-2). A solar water heating system offsets the use of natural gas by using the sun to heat water, typically reducing the need for conventional water heating by about two-thirds. The Solar Hot Water and Efficiency Act of 2007 authorized a ten year, $250-million incentive program for solar water heaters with a goal of promoting the installation of 200,000 systems in California by 2017 as established under AB 1470 (Huffman, 2007).

  c. Renewables Portfolio Standard (E-3). Current portfolios are estimated to contain 12% renewables and this measure would increase that percentage to 33%. Thus, electricity used by the project will be less GHG intensive in the future.

  d. Million Solar Roof Program (E-4). The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. Obtaining the incentives requires the building owners or developers to meet certain efficiency requirements: specifically that new construction projects meet every efficiency levels that exceed the State's Title 24 Building Energy Efficiency Standards.

- **Green Buildings (GB-1)**. Energy use from buildings in California is the second largest contributor to GHG emissions. This measure sets energy efficiency standards which will help reduce energy use and therefore GHGs. The California Building Standards Commission (CBSC) has adopted Green Building Standards Codes of 2008 and 2010. The 2008 Code regulates outdoor water use. CARB encourages local governments to raise the bar by adopting "beyond-code" green building requirements. To assist this effort, state government would develop and regularly tighten voluntary standards, written in CBSC language for easy adoption by local jurisdictions.

- **High Recycling / Zero Waste Measures (RW-3)**. Mandatory commercial recycling, increase production and markets for organics products, and environmentally preferable purchasing may affect the project. The state will explore the use of incentives for all recycling and waste management measures, including for commercial recycling and for local jurisdictions to encourage the collection of residentially and commercially-generated food scraps for composting and in-vessel anaerobic digestion.

- **Water**. Approximately one-fifth of the electricity and one-third of the non-power plant natural gas consumed in the state are associated with water delivery, treatment and use. Six reduction measures are proposed including three measures to reduce energy requirements associated with providing reliable water supplies at the urban end use and two measures are aimed at reducing the amount of non-renewable electricity associated with conveying and treating water. The final measure focuses on providing sustainable funding for implementing these actions.

a. Reuse Urban Runoff (W-4) applies to stormwater that may be collected and used for irrigation. Stormwater regulations may require similar design features.

In December 2007, CARB approved a greenhouse gas emissions target for 2020 equivalent to the state's calculated greenhouse gas emissions level in 1990. The target was used in the 2008 AB 32 Scoping Plan which contains measures to reduce GHGs to 1990 levels. In 2011, CARB lost a legal challenge and was required to re-circulate the CEQA documents for the AB 32 Scoping Plan. At that time, CARB adjusted the emissions inventory and Scoping Plan to reflect the downturn in the economy and other issues. Table 3.3.2 presents emissions estimates from the 2008 and 2011 Scoping Plan documents.

Table 3.3.2
Statewide GHG Emissions (MMT)

Sector	1990 Actual [Target]	2008 Actual	2020 BAU – 2008 Scoping Plan	2020 BAU – 2011 Proposed Supplements
Transportation	150.67	174.99	225.4	192
Electricity	108.05	116.35	139.2	118
Commercial and Residential	44.09	43.13	46.7	40
Industry	96.18	92.66	100.5	85
Recycling and Waste	6.26	6.71	7.7	7
High GWP	3.17	15.65	46.9	40
Agriculture	23.62	28.06	29.8	25
Forestry Net Emissions	-4.7	0.19	0.0	0.0
Emissions Total	**427**	**477.74**	**596**	**507**

Source: Appendix F, Climate Change Scoping Plan, December 2008.
http://www.arb.ca.gov/cc/inventory/archive/tables/ghg_inventory_ipcc_90-04_all_2007-11-19.pdf
http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf
http://www.arb.ca.gov/cc/scopingplan/document/Supplement_to_SP_FED.pdf (Details by sector estimated based upon ratio to total.)

SENATE BILL 375: TRANSPORTATION PLANNING: TRAVEL DEMAND MODELS: SUSTAINABLE COMMUNITIES STRATEGY: ENVIRONMENTAL REVIEW

SB 375 "Transportation planning: travel demand models: sustainable communities strategy: environmental review" was signed by the Governor on September 30, 2008. According to the Governor's press release:

> "SB 375 requires the ARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 [metropolitan planning organizations] MPOs in California will prepare a "sustainable communities strategy" to reduce the amount of vehicle miles traveled

(VMT) in their respective regions and demonstrate the ability for the region to attain CARB's targets.

- ARB would later determine if each region is on track to meet their targets.
- Builders also would get relief from certain environmental reviews under California Environmental Quality Act if they build projects consistent with the new sustainable community strategies.
- In addition, cities would get extra time -- eight years instead of five -- to update housing plans required by the state." (www.gov.ca.gov)

3.3.4 THRESHOLDS OF SIGNIFICANCE

A project will have a significant impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The following discussion is provided to further clarify the thresholds of significance.

On December 29, 2009, the Resources Agency adopted amendments to the State CEQA Guidelines to assist lead agencies in evaluating climate change under CEQA. These amendments, which formally became incorporated into the State CEQA Guidelines on March 18, 2010, modified 14 sections, with notable amendments including the following new sections/subsections:

> §15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.
>
> (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. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

(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. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

15126.4.(c) Mitigation Measures Related to Greenhouse Gas Emissions.

Consistent with section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:

(1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;

(2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F;

(3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions;

(4) Measures that sequester greenhouse gases;

(5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

Although the State CEQA Guidelines have been updated to address climate change impact analysis, they do not specify a threshold of significance for GHGs. Specifying the threshold of significance is left to the Lead Agency's discretion. How to establish a numerical threshold of significance for GHGs has been the subject of interim guidance.

In the SCAB, SCAQMD has a GHG Working Group that advises on the CEQA significance thresholds. Based on recommendations by this Working Group, SCAQMD has approved a threshold of 10,000 $MTCO_2e/yr$ for industrial projects where SCAQMD is the Lead Agency under CEQA. The current focus of the Working Group is the development of GHG significance threshold(s) for residential and commercial projects. Several potential thresholds were discussed in the Working Group documents and the staff report considered by SCAQMD when the industrial threshold was adopted. Specifically, incremental emission of 3,000 $MTCO_2e/yr$ is established as one possible screening level for residential and commercial projects based upon SCAQMD staff's proposal at the October 29, 2008 SCAQMD Board Meeting. SCAQMD staff has held Working Group meetings over the years since then on the GHG CEQA thresholds for non-industrial projects yet the thresholds remain unfinished. Review of the most recent meeting working meeting presentation indicates that 3,000 MTCO2e/yr is still being considered. No screening thresholds (adopted or draft) have been developed or proposed for recreation or commercial recreation projects. While not adopted, the 3,000 MTCO2e/yr screening threshold that has been considered for residential and commercial projects is the most stringent screening threshold and is, therefore, selected for comparison to project emissions.

Exceedance of the screening threshold does not necessarily mean that a project will have a significant or cumulatively considerable effect. SCAQMD uses a tiered approach that considers GHG performance standards and provision of GHG offsets when determining that a significant impact exists. However, performance standards for a recreation type of project have yet to be developed and the generation or purchase of GHG offsets is determined not to be feasible for a recreation type project. Thus, the 3,000 $MTCO_2e/yr$ screening threshold is used as a significance threshold in this document.

3.3.5 IMPACT DISCUSSION

TOPICS WHICH WOULD RESULT IN NO IMPACTS

CONSISTENCY WITH GHG PLANS, POLICIES, AND REGULATIONS (THRESHOLD 2)

The proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHG. There are no such plans on the local level that have been developed or adopted by the City. On the state level, the plan that has been developed to implement AB 32 is the Scoping Plan, which is detailed in Section 3.3.3, above. The Scoping Plan identifies GHG control measures related to transportation, energy, green buildings, high recycling/zero waste, and water supply. These control measures are implemented on an industry-wide level and, thus, are not directly applicable to the proposed project. Nevertheless, the proposed project would not conflict with any of the control measures and, in certain cases, would promote compliance with the measures.

On the regional level, the plan that has been developed pursuant to SB 375 is the Southern California Association of Governments' joint Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), which was adopted on April 4, 2012. This plan is intended to synchronize transportation and land use in a manner that reduces the amount of VMT such that GHG emissions from passenger vehicles are reduced by 8% per capita by 2010 and 13% per capita by 2035 compared to 2005. The SCS does not specifically apply to the project. Rather, the SCS provides incentives to place new housing and job growth in high-quality transit areas and other opportunity areas, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the RTP's proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.[2]

POTENTIAL PROJECT IMPACTS

GENERATION OF GHG EMISSIONS (THRESHOLD 1)

Impact GHG-1: The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e$/yr threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.

Implementation of the proposed project would contribute to long-term increases in GHGs as a result of the project's trip generation (mobile sources) and minor secondary fuel combustion emissions from space heating, hot water, etc. Development occurring as a result of the proposed project would also result in secondary operational increases in GHG emissions as a result of electricity generation to meet project-related increases in energy demand. Finally, construction activities would generate GHG emissions primarily from the use of construction equipment.

The project's GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod). SCAQMD methodology requires construction phase GHG emissions to be amortized over 30 years and added to the operation phase annual GHG emissions to determine the total project impact on GHG emissions. Table 3.3.3 presents the project's construction phase, operation phase, and total annual GHG emissions resulting from the project and compares project emissions to the screening threshold of 3,000 $MTCO_2e$/yr (see Section 3.3.4 for a discussion regarding the use of this threshold).

[2] Southern California Association of Governments. *Regional Transportation Plan and Sustainable Communities Strategy, Executive Summary*. Adopted April 4, 2012.

Table 3.3.3 GHG Emissions	
	Unmitigated GHG Emissions ($MTCO_2e$/yr)
Construction Phase (amortized over 30 years)	108
Operation Phase: Mobile Sources	6,214
Operation Phase: Energy Consumption	263
Operation Phase: Waste	237
Operation Phase: Water	77
Total	**6,898**
GHG Screening Threshold	3,000
Exceeds Screening Threshold?	**Yes**
Notes: Appendix C of the AQCCIA, which is contained in Appendix C of this EIR, contains CalEEMod reports.	

As shown in Table 3.3.3, the project's total GHG emissions are greater than the 3,000 $MTCO_2e$/yr threshold that is being utilized in this document. As shown in Table 3.3.3, 90% of the project's annual GHG emissions are from mobile sources, i.e., vehicles driving to and from the proposed facility. The mobile source emissions alone are more than twice the 3,000 $MTCO_2e$/yr threshold, whereas the balance of the project's GHG emissions (685 $MTCO_2e$/yr) are well below this threshold. Consequently, to reduce GHG emissions to a less than significant level, the project-generated vehicle trips would need to be reduced by more than half, which is not feasible.

It should be noted that trips generated by the project would largely be diverted from other existing locations. Baseball, softball, and soccer practices and games currently occur at other locations and many of the trips attributed to the proposed project would be trips generated by those existing leagues but diverted to the proposed facility. Nevertheless, as a conservative approach, off-site emissions from vehicle trips are assumed to be zero in the existing setting, because the proposed facility would expand recreational opportunities.

A project feature that would reduce regional VMT and thus GHG emissions is the designation of the proposed parking lot as a park-and-ride lot. By providing such a facility for commuters, the project has the potential to reduce/consolidate vehicle trips, thereby reducing the total VMT. Likewise, Mitigation Measures AQ-1 through AQ-5 (as detailed in Section 3.2 of this EIR) are intended to further reduce VMT by encouraging carpooling and alternative means of transportation. However, the reduction in VMT that would result from the park-and-ride function and the mitigation measures in this SEIR are only anticipated to offset the project's total VMT by a small fraction; whereas, it would take a reduction of more than 50% in VMT to reduce GHG emissions to a less than significant level. Given the suburban nature of the community and the type and location of the project, there are no feasible mitigation measures available that would reduce the project's GHG emissions to below the 3,000 $MTCO_2e$/yr threshold utilized herein.

Mitigation Measures GHG-1 through GHG-11 are included to reduce the project's GHG emissions from energy consumption, waste, and water use. However, since these sources are only 10% of the project's annual GHG emissions, these measures have only a marginal affect on the project's total GHG emissions. Therefore, even after the implementation of all feasible mitigation, the project's generation of GHG emissions is cumulatively considerable and thus a significant and unmitigable impact.

It should be noted that the project's generation of GHG emissions would be an extremely small fraction of a percentage of the total statewide GHG emissions. In 2008, the statewide annual GHG inventory was 477,740,000 $MTCO_2e$. Thus, the project's annual emissions represent approximately 0.00001% of the statewide emissions.

3.3.6 CUMULATIVE IMPACTS

Impact GHG-1 considers the project's contribution to GHG and related global climate change – a cumulative impact. Due to the global nature of the effects of GHGs, only very large projects would be expected to have a significant impact on an individual project basis. For all other projects, including the proposed project, the primary concern is the impact of the project on a cumulative basis. Thus, Impact GHG-1 examines the project with regard to whether its potential impacts may be considered cumulatively considerable. Per Impact GHG-1, the project's contribution to cumulative GHG emissions is considerable and thus Impact GHG-1 is identified as a significant impact.

3.3.7 MITIGATION MEASURES

MM GHG-1: Green building design shall be employed in the project. At a minimum, the project shall utilize: dual-pane low-E windows, energy efficient light bulbs (e.g., LED, CFL, etc.), high-efficiency HVAC unit(s), insulation rated as R-19 or higher, and a high-albedo roof surface with a Solar Reflectance Index (SRI) rating of 78 or higher.

MM GHG-2: Water pumps shall be equipped with variable speed controllers.

MM GHG-3: Window glazing and other architectural features that afford solar heat benefits in the natatorium shall not be obstructed during daylight hours.

MM GHG-4: Provide education to patrons on: 1) energy efficiency; 2) water conservation and available programs and incentives; 3) reducing waste and available recycling services; 4) alternative transportation options; and 5) options for reducing motor vehicle-related greenhouse gas emissions (e.g., trip reduction, trip linking, vehicle performance and efficiency, and low or zero-emission vehicles).

MM GHG-5: If solar panels cannot feasibly be incorporated into the project at the outset, then build "solar ready" structures.

MM GHG-6: At a minimum, install synthetic turf on the baseball complex. Consider using turf that contains recycled materials.

MM GHG-7: Plant native, draught tolerant landscaping.

MM GHG-8: Outdoor irrigation shall be controlled by an electronic system that is programmed to minimize water use (e.g., RainMaster Oasis DX-2 controller located at City Hall).

MM GHG-9: Irrigate with reclaimed water.

MM GHG-10: Fixtures in the restrooms and concession stands shall have a water efficient design.

MM GHG-11: Install bicycle racks.

3.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The following table is a summary of the thresholds of significance, potential impacts, and associated mitigation measures:

Table 3.3.4
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for GHG Emission Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	MM AQ-1 through MM AQ-5 and MM GHG-1 through MM GHG-11	Significant
Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	None Required	No Impact

3.4 BIOLOGICAL RESOURCES

3.4.1 INTRODUCTION

This section examines the proposed project to determine if it would directly or indirectly affect biological resources. Rincon Consultants, Inc. (Rincon) prepared a *Revised Biological Assessment Report* (December 17, 2008) for the project, as well as a *Habitat Mitigation and Monitoring Program* (March 25, 2009). These reports are contained in Appendix D of this SEIR.

This section of the SEIR considers the above-mentioned project-related biological resource materials, as well as information collected from the General Plan; the California Natural Diversity Database (CNDDB); the California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California; and the Thousand Oaks, California, 7.5-Minute United States Geological Survey (USGS) Topographic Quadrangle (photorevised 1981).

3.4.2 EXISTING CONDITIONS

PHYSICAL FEATURES OF THE REGION

Geographically, Westlake Village lies primarily within Russell Valley, which is bounded by the Simi Hills to the north and the Santa Monica Mountains to the south. On the north side, the City also extends into several wider canyons that emerge from the surrounding mountains and hills, including Lindero Canyon. The upper reaches of these canyons are drained by natural intermittent flows, with engineered storm drain systems draining the wider developed portions of the canyons. Other notable physical features in the City include Westlake Lake, a manmade lake fed by Potrero Valley Creek and a variety of engineered storm water flows and drained by Triunfo Canyon Creek; Westlake Reservoir, a manmade open water body reservoir within the Santa Monica Mountains in the southern portion of the City; and the Santa Monica Mountains National Recreation Area (SMMNRA) along the City's southern boundary.

Westlake Village has a Mediterranean climate with hot, dry summers and mild winters. During the summer months, average high temperatures are in the mid 80s °F, while in the winter the average low temperatures are in the low 40s °F. On average, the City receives 20.1 inches of precipitation, with approximately 90% of the City's annual rainfall occurring from November through March.

REGIONAL BIOLOGICAL RESOURCES

The most notable regional biological resource in the general project area is the SMMNRA. The SMMNRA is a recreational and natural preserve established and maintained by a joint effort of federal, state, and local park agencies and private entities. The SMMNRA is made up of 154,095 gross acres of land in western Los Angeles County between the Malibu coastline to the south and the San Fernando and Conejo Valleys to the north. This area supports a variety of vegetation types including oak woodland, chaparral, coastal sage scrub, valley oak savanna, grassland, riparian

woodland, wetland, and coastal marsh; and provides habitat for 45 mammalian species, more than 380 bird species, 25 reptile species, and 10 amphibian species[1].

PHYSICAL FEATURES OF THE PROJECT SITE

The project site is an irregularly shaped hillside property with topographic relief of more than 300 feet. The site generally slopes from north to south. The topographic low of about 1,025 feet occurs in the southwest portion of the site, adjacent to Thousand Oaks Boulevard. The project site reaches a maximum elevation of approximately 1,350 feet on an ascending ridge at the north end of the site, with the ridge reaching an elevation greater than 1,500 feet just to the north of the site.

In 2009-2010 the site was rough-graded in preparation for future improvements. This grading activity encompassed a 51.4-acre area and resulted in a manufactured slope along Thousand Oaks Boulevard (the site frontage); an east-west-oriented, roughly rectangular pad; a north-south-oriented, 30-foot high hillside (measured from the pad elevation) along the pad's eastern perimeter; and four manufactured slopes (two cut slopes and two fill slopes) north of the pad.

The site generally drains from north to south toward Thousand Oaks Boulevard. Prior to site grading, three drainage features existed onsite:

- Drainage 1: This drainage originated in the upland reaches of Windmill Canyon and exited the site via an underground storm drain at Thousand Oaks Boulevard. Rincon concluded that this drainage was a jurisdictional non-wetland water of the U.S. pursuant to Section 404 of Federal Water Pollution Control Act (commonly referred to as the Clean Water Act and referred to herein as "CWA") and a jurisdictional water of the state pursuant to California Fish and Game Code Section 1602.

- Drainage 2: This drainage was located in the south-central portion of the site. It originated in steep hills and exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard. Due to the lack of a discernible bed, bank, or channel features, Rincon concluded that this drainage feature was not jurisdictional.

- Drainage 3: This drainage originated from a series of depressions located to the north of the site and extended along the southeastern edge of the site. This drainage exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard. Due to the lack of a discernible bed, bank, or channel features, Rincon concluded that this drainage feature was not jurisdictional.

Site grading in 2009-2010 resulted in the filling of these drainage features. Storm water that previously flowed in these drainages is now handled by a series of underground storm drains and a detention basin in the southwestern portion of the site. Prior to grading, the City obtained the following permits for the impacts of project grading on jurisdictional waters associated with the Windmill Canyon Drainage (i.e., Drainage 1):

[1] National Park Service, Santa Monica Mountains National Recreation Area Webpage, http://www.nps.gov/samo/naturescience/index.htm, accessed August 15, 2012.

- Department of the Army (Corps) Nationwide Permit Authorization (NWP No. 42 for Recreational Facilities - File No. SPL-2008-01017-CLM) dated February 9, 2009;
- Regional Water Quality Control Board (RWQCB) Water Quality Certification (File No. 08-063) dated February 2, 2009; and
- California Department of Fish and Game (CDFG) Streambed Alteration Agreement (No. 1600-2008-0163-R5) dated January 7, 2009.

VEGETATIVE CHARACTERISTICS AND RESOURCES

As noted above, the project site was rough-graded in 2009-2010. Prior to this grading, Rincon mapped four habitat types on the site (see *Revised Biological Assessment Report* in Appendix D of this EIR):

- Coastal sage scrub/mixed sage series, covering approximately 16.9 acres of the site and primarily occupying the steep slopes and hilltops onsite;
- Ruderal/California annual (non-native) grassland series, covering approximately 15.2 acres of the site, primarily in the generally level areas along Thousand Oaks Boulevard;
- Foothill woodland/mixed oak series, comprising approximately 1.2 acres in and around the former Windmill Canyon drainage; and
- Native bunchgrass grassland/purple needlegrass series, covering approximately 0.4 acres on a western facing slope adjacent to the woodland habitat surrounding the former Windmill Canyon drainage.

The grading activity that occurred in 2009-2010 removed all of the vegetation from the site. Shortly after mass grading, volunteer plants, mostly non-native grasses and forbs, began to propagate onsite, resulting in temporary and sporadic site cover. In the summer of 2012, the City undertook a comprehensive revegetation program for the graded slopes onsite; however, the approximately 19-acre pad was not included in the revegetation plan. In accordance with Mitigation Measure Nos. BR-2, BR-3, and BR-5 of the Final EIR, the revegetation plan consisted of a mix of plants forming multiple canopies. Ground cover was provided with coastal sage hydroseeding, riparian hydroseeding, or ornamental landscaping depending on location. The tree canopy consists of a mix of oaks, sycamores, cedars, poplars, pines, and ornamentals; and a shrub layer was planted with a variety of species.

Revegetation of the transitional slopes is intended to partially restore the site's coastal sage scrub/mixed sage habitat. The hydroseed mix for these areas included native seeds collected from the project site prior to grading. Species planted in the transitional slope areas that existed in the coastal sage scrub/mixed sage habitat that existed onsite prior to grading include: California sagebrush (*Artemisia californica*), coyote bush (*Baccharis pilularis*), bush sunflower (*Encelia californica*), California buckwheat (*Erigonum fasciculatum*), deerweed (*Lotus scoparius*), purple sage (*Salvia leucophylia*), black sage (*Salvia mellifera*), our Lord's candle (*Yucca whipplei*), and toyon (*Heteromeles arbutifolia*).

The revegetation of the graded area also included planting of more than 250 oak trees to offset the impact that site grading had on the foothill woodland/mixed oak habitat onsite. Similarly, the revegetation of the two debris/detention basins is intended to provide replacement habitat for the impact that site grading had on waters of the U.S. and waters of the state. These basins would be hydroseeded with a mix of riparian species.

SPECIAL-STATUS PLANT SPECIES

Rincon searched the CNDDB and CNPS' Electronic Inventory of Rare and Endangered Vascular Plants of California to identify special-status plant species that may exist in the project area. This literature search revealed 12 sensitive plant species that may occur in the general area of the project site. Table 3.4.1 describes these species and their potential to occur on the project site. Based on Rincon's surveys of the site, which occurred prior to grading activities, none of these species were observed or detected onsite and all were determined to be unlikely to occur onsite. Given the current graded condition of the site, with landscaped slopes and a denuded pad, all of these sensitive plant species remain unlikely to occur onsite.

Table 3.4.1
Sensitive Plant Species Potentially Occurring in the General Project Area
Source: *Revised Biological Assessment Report*, Rincon, 2008 (Appendix D)

Common Name	Scientific Name	Status	Habitat Requirements	Potential to Occur Onsite	Factual Basis for Determination of Occurrence Potential
Braunton's milk-vetch	*Astragalus brauntonii*	FE/-- S2.1/1B.1	Chaparral, valley grasslands in coastal habitats below ~500 feet. Commonly associated with sandstone or carbonate soils. Perennial herb blooming February-July.	Unlikely	No suitable habitat present onsite.
Malibu baccharis	*Baccharis malibuensis*	--/-- G1/S1.1/1B.1	Chaparral, coastal scrub, riparian woodland between 500-1,000 feet. Deciduous shrub blooming in August. Currently known only from the Malibu Creek drainage area.	Unlikely	Although suitable habitat existed prior to site grading, project site is outside known distribution range.
Round-leaved filaree	*California (Erodium) macrophylla*	--/-- S3.1/1B.1	Cismontane woodland, valley and foothill grasslands in clay soils from 50-3900 feet. Annual herb blooming March-May.	Unlikely	No suitable habitat present onsite.
Plummer's mariposa lily	*Calochortus plummarae*	--/-- S3.2/1B.2	Coastal scrub, chaparral, grassland and woodland. Prefers granitic, rocky soils below 5,500 feet. Perennial bulb blooming between May-July.	Unlikely	No suitable soil types present onsite.
Santa Susana tarplant	*Deinandra (Hemizonia) minthornii*	--/SR S2.2/1B.2	Chaparral and coastal scrub at 980-1600 feet. Prefers rocky soils. Deciduous shrub blooming between July-November.	Unlikely	Although limited habitat existed onsite prior to grading none were seen during surveys.
Dune larkspur	*Delphinium parryi ssp. Blochmaniae*	--/-- G4T2/S2.2/1B.2	Chaparral, coastal dunes with sandy soil between 0-650 feet. Perennial herb blooming April-May.	Unlikely	No suitable habitat present onsite.
Agoura Hills dudleya	*Dudleya cymosa ssp. Agourensis*	FT/-- G5T1/S1.2/1B.2	Chaparral, cismontane woodland. Prefers rocky, volcanic soils between 650-1,650 feet. Perennial succulent blooming May-June.	Unlikely	No suitable habitat present onsite.
Marcescent dudleya	*Dudleya cymosa ssp. Marcescens*	FT/SR G5T2/S2.2/1B.2	Chaparral within rocky, volcanic soils between 500-1,650 feet. Perennial succulent blooming April-July.	Unlikely	No suitable habitat present onsite.
Conejo buckwheat	*Eriogonum crocatum*	--/SR S2.1/1B.2	Chaparral, valley grassland, coastal sage scrub associated with Conejo volcanic	Unlikely	No suitable habitat present onsite.

Table 3.4.1
Sensitive Plant Species Potentially Occurring in the General Project Area
Source: *Revised Biological Assessment Report*, Rincon, 2008 (Appendix D)

Common Name	Scientific Name	Status	Habitat Requirements	Potential to Occur Onsite	Factual Basis for Determination of Occurrence Potential
			outcrops at 500-5,400 feet. Perennial herb blooming April-July.		
Peninsular nolina	*Nolina cismontane*	--/-- G1/S1.1/1B.2	Chaparral, coastal scrub between 450-4,200 feet. Prefers sandstone or gabbro soils. Evergreen shrub blooming May-July.	Unlikely	Although limited habitat existed onsite prior to grading, non were seen during surveys.
California Orcutt grass	*Orcuttia californica*	FE/SE S2.1/1B.1	Valley grassland, freshwater marsh. Prefers vernal pool habitat below 2,000 feet. Annual herbaceous grass.	Unlikely	No suitable habitat present onsite.
Lyons pentachaeta	*Pentachaeta lyonii*	FE/SE S1.1/1B.1	Chaparral, valley grasslands in coastal habitats below ~500 feet. Commonly association with Conejo volcanic soils. Annual herb blooming March-August.	Unlikely	No suitable habitat present onsite.

Federal Ranking
FE = Federally Endangered
FT = Federally Threatened

State Ranking
SE = State Endangered
ST = State Threatened
RNE = Rare, Narrow or Endemic Species
FP = Fully Protected
CDF-S = California Department of Forestry and Fire Protection Sensitive Species

S1 = Less than 6 occurrences OR less than 1,000 individuals OR less than 2,000 acres
- S1.1 = very threatened
- S1.2 = threatened
- S1.3 = no current threats known

S2 = 6-20 occurrences OR 1,000-3,000 individuals OR 2,000-10,000 acres
- S2.1 = very threatened
- S2.2 = threatened
- S2.3 = no current threats known

S3 = 21-80 occurrences OR 3,000-10,000 individuals OR 10,000-50,000 acres
- S3.1 = very threatened
- S3.2 = threatened
- S3.3 = no current threats known

Global Ranking
G1 = Less than 6 viable element occurrences (EOs) OR less than 1,000 individuals OR less than 2,000 acres
G2 = 6-20 EOs OR 1,000-3,000 individuals OR 2,000-10,000 acres
G3 = 21-80 EOs OR 3,000-10,000 individuals OR 10,000-50,000 acres
G4 = Apparently secure although factors exist to cause some concern
G5 = Population or stand demonstrably secure, commonly found in the world
Subspecies receive a T-rank attached to the G-rand. With the subspecies, the G-rank reflects the condition of the entire species, whereas the T-rank reflects the global situation of just the subspecies or variety.

CNPS Threat Code
List 1A = Species include those presumed extinct in CA.
List 1B = Plants are rare, threatened, or endangered in CA and elsewhere.
List 2 = Includes plants that are rare, threatened, or endangered in CA, but more common elsewhere.
List 3 = Species are a review lit for which necessary information is lacking to assign them to one list or another or to reject them. Nearly all of these plants are taxonomically problematic.
List 4 = Species are of limited distribution or infrequent throughout a broader range of CA and their vulnerability or susceptibility to threat appears low at this time.
Threat Rank 0.1 = Includes species that are seriously threatened in CA.
Threat Rank 0.2 = Plants are those that are fairly threatened in CA.
Threat Rank 0.3 = Species are not very threatened in CA.

SPECIAL-STATUS WILDLIFE SPECIES

Rincon searched the CNDDB to identify special-status wildlife species that may exist in the project area. This literature search revealed 13 sensitive wildlife species that may occur in the general area of the project site. Table 3.4.2 describes these species and their potential to occur on the project site.

Table 3.4.2
Special-Status Wildlife Species Potentially Occurring in the General Project Area
Source: *Revised Biological Assessment Report*, Rincon, 2008 (Appendix D)

Common Name	Scientific Name	Sensitivity Code/Status	Habitat Preference/Requirements	Potential to Occur Onsite	Factual Basis for Determination of Occurrence Potential
Birds					
Southern California rufous-crowned sparrow	*Aimophila ruficeps canescens*	--/-- G5T2T4/S2S3/ CSC/IUCN-LC	Coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.	Medium (prior to site grading)	Limited habitat existed onsite prior to grading. Was detected prior to grading during Protocol Surveys (Rincon 2008). Suitable habitat no longer exists onsite.
Burrowing owl	*Athene cunicularia*	--/-- G4/CSCS2/ BCC/ IUCN-LC/ BLM-S	Annual and perennial grasslands and scrublands characterized by low-growing vegetation. Typically use previously existing burrows, such as those made by ground squirrels.	Unlikely	Low quality habitat existed onsite prior to grading. Habitat onsite was further diminished by grading. Focused surveys conducted prior to grading demonstrated that the species was absent from the site.
Golden eagle	*Aquila chrysaetos*	--/-- G5/S3/ CSC/IUN-LC/BCC	Rolling foothills, mountain areas, sage-juniper flats and desert. Needs open terrain for hunting.	Unlikely	Limited suitable habitat present onsite prior to grading.
Coastal California gnatcatcher	*Polioptila californica*	FT/-- G3T2/CSC/S2	Coastal sage scrub habitat. Arid, lowland areas from southwestern California to northwest Baja California.	Unlikely	Suitable habitat existed onsite prior to grading. Protocol surveys conducted prior to grading demonstrated that the species was absent from the site. No suitable habitat remains onsite.
Bank swallow	*Riparia riparia*	--/ST G5/S3/ IUCN-LC	Nests in excavated tunnels in vertical sandbanks. Forages over meadows and water.	Unlikely	No suitable habitat present onsite.
Mammals					
Pallid bat	*Antrozous pallidus*	--/-- G5/S3/CSC/ FS-S/BLM-S WBWG-HP	Mostly found in deserts, but also grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting; roosts must protect bats from high temperatures.	Unlikely	Lack of suitable roosting or foraging habitat onsite.
Greater western mastiff bat	*Eumops perotis californicus*	--/-- G5T4/S3/CSC/ BLM-S/ IUCN-LC	Forages in woodlands; roosts in crevices in cliff faces, trees, and tunnels 30-80' above ground; found 1,000-8,500 feet.	Unlikely	Lack of suitable roosting or foraging habitat onsite.
Western red bat	*Lasiurus blossevillii*	--/-- G5/CSC/ S3/USFS-S	Forages along wood edges, in small clearings and around street lights where they prefer moths. Roosts in dense tree foliage associated with riparian areas at	Unlikely	Lack of suitable roosting or foraging habitat onsite.

Table 3.4.2
Special-Status Wildlife Species Potentially Occurring in the General Project Area
Source: *Revised Biological Assessment Report*, Rincon, 2008 (Appendix D)

Common Name	Scientific Name	Sensitivity Code/Status	Habitat Preference/Requirements	Potential to Occur Onsite	Factual Basis for Determination of Occurrence Potential
			elevations below 6,500 feet.		
Hoary bat	*Lasiurus cinereus*	--/-- G5/CSC/S4	Open areas or habitat edges with access to trees for cover. Roosts win dense foliage of medium to large trees.	Unlikely	No suitable habitat present onsite.
Western small-footed myotis	*Myotis ciliolabrum*	--/-- G5/S2S3/ IUCN_LC/ BLM-S	Prefers arid rocky habitats in montane forests, sage scrub and grasslands with rocky outcrops. Roosts in rocky ledges, caves, mines and bridges with tight warm crevices.	Unlikely	No suitable habitat present onsite.
Yuma myotis	*Myotis yumanensis*	--/-- G5/S4?/ IUCN-LC	Prefers open forests and woodlands usually feeding over water. Roosts in buildings, mines, caves, or crevices at elevation below 1,100 feet.	Unlikely	No suitable habitat present onsite.
Reptiles/Amphibians					
Coastal western whiptail	*Aspidoscelis tigris stejnegeri*	--/-- G5T3T4/S2S3	Dense vegetation often associated with sandy areas along arroyos and washes. Forages on ground under dense vegetation for small invertebrates.	Unlikely	No suitable habitat present onsite.
San Diego horned lizard	*Phrynosoma coronatum blainvillei*	--/-- G4G5/CSC/ S3S4	Inhabits coastal sage scrub and chaparral in arid and semi-arid climate conditions. Prefers friable, rocky, or shallow sand soils.	Unlikely	Preferred habitat and soil types lacking onsite.
Two-striped garter snake	*Thamnophis hammondii*	--/-- G3/CSC/S2/ FS-S/BLS-S/ IUCN-DD	Coastal California from vicinity of Salinas to northwest Baja California. From mean sea level to about 7,000 feet. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	Unlikely	No suitable habitat present onsite.
Invertebrates					
Santa Monica grasshopper	*Trimerotropis occidentloides*	--/-- G1G2/S1S2	Known only from the Santa Monica Mountains. Found on bare hillsides and along dirt trails in chaparral.	Unlikely	Noise suitable habitat present onsite. Outside known distribution range.

Federal Ranking
FE = Federally Endangered
FT = Federally Threatened
BCC = Fish and Wildlife Service, Birds of Conservation Concern
BLM-S = Bureau of Land Management Sensitive Species
USBC-WL Audubon Watch List
ABC-GL = American Bird Conservancy Green List

State Ranking
SE = State Endangered
ST = State Threatened
RNE = Rare, Narrow or Endemic Species
FP = Fully Protected
CSC = California Species of Special Concern
CDF-S = California Department of Forestry and Fire Protection Sensitive Species
WBWG-L/M/HP = Western Bat Working Group Low, Medium and High Priorities

S1 = Less than 6 occurrences OR less than 1,000 individuals OR less than 2,000 acres
  S1.1 = very threatened
  S1.2 = threatened
  S1.3 = no current threats known
S2 = 6-20 occurrences OR 1,000-3,000 individuals OR 2,000-10,000 acres
  S2.1 = very threatened
  S2.2 = threatened
  S2.3 = no current threats known
S3 = 21-80 occurrences OR 3,000-10,000 individuals OR 10,000-50,000 acres

Table 3.4.2
Special-Status Wildlife Species Potentially Occurring in the General Project Area
Source: *Revised Biological Assessment Report*, Rincon, 2008 (Appendix D)

Common Name	Scientific Name	Sensitivity Code/Status	Habitat Preference/Requirements	Potential to Occur Onsite	Factual Basis for Determination of Occurrence Potential

S3.1 = very threatened
S3.2 = threatened
S3.3 = no current threats known

Global Ranking
G1 = Less than 6 viable element occurrences (EOs) OR less than 1,000 individuals OR less than 2,000 acres
G2 = 6-20 EOs OR 1,000-3,000 individuals OR 2,000-10,000 acres
G3 = 21-80 EOs OR 3,000-10,000 individuals OR 10,000-50,000 acres
G4 = Apparently secure although factors exist to cause some concern
G5 = Population or stand demonstrably secure, commonly found in the world
Subspecies receive a T-rank attached to the G-rand. With the subspecies, the G-rank reflects the condition of the entire species, whereas the T-rank reflects the global situation of just the subspecies or variety.

International Union for Conservation of Nature (IUCN)
EX = Extinct. No known individuals remaining.
EW = Extinct in the Wild. Known only to survive in captivity, or as a naturalized population outside its historic range.
CR = Critically Endangered. Extremely high risk of extinction in the wild.
EN = Endangered. High risk of extinction in the wild.
VU = Vulnerable - High risk of endangerment in the wild.
NT = Near Threatened. Likely to become endangered in the near future.
LC = Least Concern. Lowest risk. Does not qualify for a more at risk category. Widespread and abundant taxa are included in this category.
DD = Data Deficient. Not enough data to make an assessment of its risk of extinction.
NE = Not Evaluated. Has not yet been evaluated against the criteria

As noted in Table 3.4.2, Rincon identified one bird special-status species as having a medium potential to occur onsite—the southern California rufous-crowed sparrow, which is identified by CDFG as a Species of Special Concern. However, suitable habitat for this species no longer exists onsite, as the coastal sage scrub habitat that once existed onsite was eliminated by rough grading activities in 2009-2010 conducted in accordance with Mitigation Measure Nos. BR-1 and BR-6 of the Final EIR.

3.4.3 REGULATORY FRAMEWORK

THREATENED AND ENDANGERED SPECIES

FEDERAL ENDANGERED SPECIES ACT

The Federal Endangered Species Act (ESA) makes it unlawful to "take" any species identified by the U.S. Fish and Wildlife Service (USFWS) as threatened or endangered. The ESA establishes the following definitions (16 USC §1532):

- Take: "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."
- Endangered species: "any species, which is in danger of extinction throughout all or a significant portion of its range."

- Threatened species: "any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range."

A project that has the potential to take or incidentally take an endangered or threatened species cannot be undertaken without an ESA permit issued by USFWS. Three relevant ESA permits exist – ESA Section 7 Permit, ESA Section 10 Permit, and ESA Special Rule Section 4(d). The ESA Section 7 Permit applies to projects undertaken by a federal agency. The ESA Section 10 Permit applies to projects undertaken by non-federal entities. ESA Special Rule Section 4(d) applies to projects that involve incidental taking of a threatened (not endangered) species for which a conservation plan is in place in the location of the project.

CALIFORNIA ENDANGERED SPECIES ACT

The California Endangered Species Act (CESA) (Fish and Game Code § 2080) makes it unlawful to "import to this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species or attempt any of those acts except as otherwise provided." CESA establishes the following definitions :

- Endangered species: "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." (Fish and Game Code § 2062.)

- Threatened species: "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." (Fish and Game Code § 2067.)

Any taking of a CESA-designated endangered or threatened species requires a permit or Memorandum of Understanding issued by the CDFG or CDFG approval of a Natural Communities Conservation Plan (NCCP) in accordance with the NCCP Act of 2001, a Habitat Conservation Plan (HCP), or a Habitat Management Plan (HMP).

In addition to endangered and threatened species, CDFG has jurisdiction over fully protected species as identified in the Fish and Game Code. CDFG has determined that statutes prohibit any state agency or department from issuing incidental take permits for any species listed as fully protected, unless authorized for necessary scientific research or relocation pursuant to a permit for the protection of livestock.

WETLAND, WATERCOURSES, AND RIPARIAN VEGETATION

Wetlands, watercourses, and riparian vegetation are protected by federal and state regulations. These regulations include the CWA and Section 1602 of the Fish and Game Code.

Section 404 of the CWA grants the United States Army Corps of Engineers (USACE) regulatory authority over "waters of the United States." "Waters of the United States" as described in the *Corps of Engineers Wetlands Delineation Manual* (1987) are:

a. The territorial seas with respect to the discharge of fill material.

b. Coastal and inland waters, lakes, rivers, and streams that are navigable waters of the United States, including their adjacent wetlands.

c. Tributaries to navigable waters of the United States, including adjacent wetlands.

d. Interstate waters and their tributaries, including adjacent wetlands.

e. All other waters of the United States not identified above, such as isolated wetlands and lakes, intermittent streams, prairie potholes, and other waters that are not part of a tributary system to interstate waters or navigable waters of the United States, the degradation or destruction of which could affect interstate commerce.

The boundaries of non-wetland waters of the Untied States are typically identified by the ordinary high water mark. Wetland waters of the United States, as defined by the USACE, are lands that, during normal conditions, possess hydric soils, are dominated by wetland vegetation, and are inundated with water for a portion of the growing season.

Section 404 of the CWA protects watercourses, wetlands, and riparian vegetation by prohibiting the discharge of fill material into any water of the United States (wetlands and non-wetlands) unless permitted by the USACE.

Similarly, CDFG, per section 1600 et seq. of the Fish and Game Code, has permit authority over any activity that may "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or 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".

MIGRATORY BIRDS

Migratory birds in California are protected by the federal Migratory Bird Treaty Act (U.S.C. Title 16, Section 703 et seq.) and Sections 3503 and 3800 of the Fish and Game Code. The Migratory Bird Treaty Act makes it unlawful "to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export, any migratory bird, any part, nest, or egg of any such bird …." The Migratory Bird Treaty Act applies to all non-game birds except the house sparrow, starling, and feral game pigeon. Fish and Game Code Section 3800 makes it unlawful to take California-native, non-game birds; and Fish and Game Code Section 3503 makes it unlawful to take, possess, or needlessly destroy bird nests or eggs.

The Migratory Bird Treaty Act is incorporated by reference into state law by Section 3513 of the Fish and Game Code. This section states it "is unlawful to take or possess any migratory non-game bird as designated in the Migratory Bird Treaty Act or any part of such migratory non-game bird

except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act."

LOCAL POLICIES AND ORDINANCES

CITY OF WESTLAKE VILLAGE OAK TREE PRESERVATION STANDARDS

Chapter 9.21 of the Municipal Code makes it unlawful for anyone without a permit to destroy, remove, relocate, or otherwise inflict damage upon any oak tree of the genus *Quercus* in the City with a trunk that is at least four (4) inches in diameter (measured at 4.5 feet above natural grade) or with multiple trunks with a combined diameter of at least six (6) inches (measured at 4.5 feet above natural grade).

3.4.4 THRESHOLDS OF SIGNIFICANCE

A project will have a significant impact if it:

1. Results in a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by CDFG or USFWS.

2. Results in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS.

3. Results in a substantial adverse effect on federally protected wetlands as defined in Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

4. Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.

5. Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6. Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.4.5 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES (THRESHOLD 5)

The only City ordinance related to protecting biological resources is the oak tree protection ordinance. As noted above, this ordinance protects oak trees of the genus *Quercus* in the City with a trunk that is at least four (4) inches in diameter (measured at 4.5 feet above natural grade) or with multiple trunks with a combined diameter of at least six (6) inches (measured at 4.5 feet above natural grade). No such trees would be affected by the proposed project. Therefore, the proposed project would result in no impacts related to conflicts with local policies or ordinances protecting biological resources.

HABITAT CONSERVATION PLANS/NATURAL COMMUNITY CONSERVATION PLANS (THRESHOLD 6)

The project site is not located within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan area. Therefore, the project would not conflict with any adopted HCP or NCCP, and the project would have no related impacts.

POTENTIAL PROJECT IMPACTS

SPECIAL-STATUS SPECIES (THRESHOLD 1)

Impact BIO-1: Special-status species are not expected to occur onsite. The southern California rufous-crowed sparrow, a California Species of Special Concern, was observed onsite prior to site grading. Site grading was conducted in accordance with Mitigation Measure Nos. BR-1 and BR-6 of the Final EIR and the site no longer contains suitable habitat (coastal sage scrub and/or sparse mixed chaparral) for the species. No significant impacts are anticipated.

As discussed in Section 3.4.2 of this Chapter, special-status species are not known or expected to occur onsite. Tables 3.4.1 and 3.4.2 identify the 12 special-status plant species and 13 special-status wildlife species that may occur in the general project area. Rincon determined that it is unlikely that any of these species occur onsite, except for the southern California rufous-crowed sparrow. Rincon noted that this species was detected onsite prior to grading. Site grading was conducted in accordance with Mitigation Measure Nos. BR-1 and BR-6 of the Final EIR and the site no longer contains coastal sage scrub and sparse mixed chaparral, which is inhabited by this species. Therefore, this species is now not expected to occur onsite. Given the unlikelihood for any sensitive species to occur onsite, the proposed project would not significantly impact any candidate, sensitive, or special-status species.

SENSITIVE NATURAL COMMUNITIES (THRESHOLD 2)

Impact BIO-2: Four natural communities existed onsite prior to grading: coastal sage scrub/mixed sage series, ruderal/California annual (non-native) grassland series, foothill woodland/mixed oak series, and native bunchgrass grassland/purple needlegrass series. These communities no longer exist onsite, as a result of the grading activity that occurred in 2009-2010. Graded slopes were revegetated in 2012 in accordance with Mitigation Measure Nos. BR-2, BR-3, and BR-5 of the Final EIR. The pad remains a disturbed area and proposed improvements would occur within such area and would impact the volunteer vegetation that has propagated there, which mostly consists of non-native grasses and forbs. This is a less than significant impact.

As discussed in Section 3.4.2 of this section, prior to grading, four habitat types existed on the site: coastal sage scrub/mixed sage series (16.9 acres), ruderal/California annual (non-native) grassland series (15.2 acres), foothill woodland/mixed oak series (1.2 acres), and native bunchgrass grassland/purple needlegrass series (0.4 acres). However, the grading activity that occurred in 2009-2010 removed all of the vegetation from the site. In 2012, the slopes on site were revegetated with a variety of native and ornamental plants in accordance with Mitigation Measure Nos. BR-2, BR-3, and BR-5 of the Final EIR. As discussed in section 3.4.2, revegetation of the graded areas included hydroseeding transitional slopes with coastal sage scrub species to partially restore the site's coastal sage scrub/mixed sage habitat; planting of more than 250 oak trees to offset loss of foothill woodland/mixed oak habitat; and hydroseeding the debris/detention basins onsite with riparian plant species to provide replacement habitat for the impact that site grading had on waters of the U.S. and waters of the state.

The approximately 19-acre pad was not included in the revegetation program. Rather, this pad remains a graded/disturbed area that is sporadically covered with volunteer plants that mostly consist of non-native grasses and forbs. All of the proposed recreational and YMCA improvements would occur on the pad. None of the proposed improvements would occur outside of the previously graded area and no disturbance of the revegetated slopes or debris/detention basins is proposed. Therefore, the proposed project would not result in any significant impacts on any sensitive natural community or riparian habitat.

WETLANDS AND JURISDICTIONAL WATERS (THRESHOLD 3)

Impact BIO-3: One jurisdictional non-wetland water of the U.S. and water of the state existed onsite prior to the grading activities that occurred in 2009-2010. Site grading resulted in the filling of this watercourse, as permitted by the U.S. Army Corps of Engineers, CDFG, and the Regional Water Quality Control Board. No further modification of jurisdictional waters is proposed.

As discussed previously in Section 3.4.2, prior to grading three drainage features existed onsite:

- Drainage 1: This drainage originated in the upland reaches of Windmill Canyon and exited the site via an underground storm drain at Thousand Oaks Boulevard. Rincon concluded that this drainage was a jurisdictional non-wetland water of the U.S. pursuant to Section 404 of the CWA and a jurisdictional water of the state pursuant to Section 1602 of the Fish and Game Code.

- Drainage 2: This drainage was located in the south-central portion of the site. It originated in steep hills and exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard. Due to the lack of a discernible bed, bank, or channel features, Rincon concluded that this drainage feature was not jurisdictional.

- Drainage 3: This drainage originated from a series of depressions located to the north of the site and extended along the southeastern edge of the site. This drainage exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard. Due to the lack of a discernible bed, bank, or channel features, Rincon concluded that this drainage feature was not jurisdictional.

Site grading in 2009-2010 resulted in the filling of these drainage features. Storm water that previously flowed in these drainages is now handled by a series of underground storm drains and a detention basin in the southwestern portion of the site. Prior to grading, the City obtained the following permits for the impacts of project grading on jurisdictional waters associated with the Windmill Canyon Drainage (i.e., Drainage 1):

- Department of the Army (Corps) Nationwide Permit Authorization (NWP No. 42 for Recreational Facilities - File No. SPL-2008-01017-CLM) dated February 9, 2009;

- Regional Water Quality Control Board (RWQCB) Water Quality Certification (File No. 08-063) dated February 2, 2009; and

- California Department of Fish and Game (CDFG) Streambed Alteration Agreement (No. 1600-2008-0163-R5) dated January 7, 2009.

All of the proposed recreational and YMCA improvements would occur on the graded pad, where no jurisdictional waters currently exist. No further modification of jurisdictional waters is proposed. Therefore, the proposed project would not result in any significant impacts on any jurisdictional waters.

WILDLIFE MOVEMENT/CORRIDORS, AND WILDLIFE NURSERY SITE (THRESHOLD 4)

Impact BIO-4: The proposed project would deter wildlife from traversing the approximately 19-acre pad. However, the proposed project would not restrict the movement of wildlife from one tract of habitat to another and would not impede any species from accessing or utilizing wildlife nursery sites. This is a less than significant impact.

The ability of wildlife to move from one tract of habitat to another increases the value of the habitat. Habitats with wildlife movement opportunities, which are often referred to as habitat corridors, allow for population dispersal and seasonal migration, and increase the area for home range

activities. Habitat corridors can also provide a connection between a species typical home range and a breeding or nursery site.

The project site is located on the southernmost slopes of the Simi Hills, at the interface between the developed portion of Westlake Village and the natural areas of the Simi Hills. The site is surrounded by development to the south, east, and west. Thus, while wildlife exists in the project vicinity, the site does not serve as a linkage between two tracks of habitat. Rather, terrestrial wildlife species occurring onsite are operating within or exploring the southern limits of their home range. In addition, the proposed park improvements would not substantially interfere with wildlife movement because the project would not install any significant barriers to wildlife movement, such as a perimeter wall or fence. In the post-project scenario, the land immediately surrounding the facility pad would remain as open space, which would provide wildlife movement opportunities. Therefore, the proposed project would have no significant impacts on wildlife movement/corridors or on the use of any native wildlife nursery sites.

3.4.6 CUMULATIVE IMPACTS

The proposed project would contribute to the cumulative loss of undeveloped land in the Simi Hills. However, as described previously in the discussion of Impacts BIO-1, BIO-2, and BIO-4, the proposed project would not significantly impact any populations of special-status species, natural communities, or the movement of wildlife. Thus, the proposed project would not significantly impact the biological value of the Simi Hills. Therefore, the project's contribution to the loss of undeveloped land in the Simi Hills is not considerable and is not a significant impact.

3.4.7 MITIGATION MEASURES

No mitigation measures are necessary.

3.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would not result in any significant impacts on biological resources and no mitigation measures are necessary. The table below is a summary of the thresholds of significance and the level of potential project impacts.

Table 3.4.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Impacts on Biological Resources

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Results in a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as candidate, sensitive, or special-status species in local or regional plans, policies or regulations, or by the CDFG or	None required	Less than Significant Impact

Table 3.4.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Impacts on Biological Resources

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
USFWS.		
Results in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS.	None required	Less than Significant Impact
Results in a substantial adverse effect on federally protected wetlands as defined in Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	None required	Less than Significant Impact
Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.	None required	Less than Significant Impact
Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None required	No Impact
Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	None required	No Impact

3.5 HYDROLOGY AND WATER QUALITY

3.5.1 INTRODUCTION

This section examines the proposed project to determine if it would directly or indirectly affect hydrology or water quality. Willdan Engineering (Willdan) prepared a *Preliminary Hydrology and Hydraulic Report* (revised October 2009) for the project, which is contained in Appendix E of this SEIR. Willdan also prepared Storm Drain Plans for the project, which are included in the project's administrative record on-file with the City and available for review upon request.

3.5.2 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

SITE DRAINAGE

The project site is an irregularly shaped hillside property that generally slopes from north to south, with a topographic relief of more than 300 feet. Site drainage follows the site's topography and storm water generally flows from north to south toward Thousand Oaks Boulevard.

Prior to the grading activity that occurred onsite in 2009-2010, the following three drainage features existed onsite:

- Drainage 1: This drainage originated in the upland reaches of Windmill Canyon and exited the site via an underground storm drain at Thousand Oaks Boulevard.

- Drainage 2: This drainage was located in the south-central portion of the site. It originated in steep hills and exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard.

- Drainage 3: This drainage originated from a series of depressions located to the north of the site and extended along the southeastern edge of the site. This drainage exited the site via an underground storm drain in the vicinity of Thousand Oaks Boulevard.

In 2009-2010 the site was rough-graded in preparation for future improvements. This grading resulted in the filling of these drainage features. Storm water that previously flowed onsite and in these drainages is now handled by an engineered drainage system that includes v-ditches, storm drains, and debris/detention basins, separated into three drainage areas (Drainage Areas A, B, and C). Notable drainage facilities on the project site include:

<u>Drainage Area A Facilities</u>

- Debris and Detention Basin: located in southwest corner of the site; accepts storm flows from all of Drainage Area A; emptied via Line A-1, as described below.

- Line A-1: 66" reinforced concrete pipe (RCP); empties Debris and Detention Basin in into Existing Los Angeles County Flood Control District (LACFCD) 66" RCP in Thousand Oaks Boulevard; inflow via a weir.

- Line A-2: 72" RCP generally following Windmill Canyon drainage and flowing north-to-south; inflow via an inlet at the perimeter of the site's graded area; outflow onto a concrete pad and into the Debris and Detention Basin.

- Line A-3: 18-24" RCP along project boundary with Thousand Oaks Boulevard; inflow via multiple down drains from the graded slope along the site frontage; outflow onto a concrete pad and into the Debris and Detention Basin.

- Line A-4: 36" RCP generally following the southernmost east-west drive aisles of the proposed parking lots; inflow via inlets with sediment traps; outflow onto a concrete pad and into the Debris and Detention Basin.

- Line A-4-a: 24" RCP generally flowing north-to-south, west of the YMCA pad; inflow via a down drain and sediment trap on a graded slope; outflow into Line A-4.

- Line A-4-a-1: 24" RCP generally flowing northwest-to-southeast, east of the proposed baseball complex; inflow via a down drain and sediment trap on graded slope; outflow into Line A-4-a.

Drainage Area B Facilities

- Debris Basin: located along the perimeter of the site's graded area, adjacent to the proposed skate park; accepts/intercepts off-site storm flows; emptied via Line B, as described below.

- Line B: 30: RCP generally flowing north-to-south from the proposed skate park to Thousand Oaks Boulevard; inflow via a debris tower in the Debris Basin adjacent to the proposed skate park; outflow into existing LACFCD 30" RCP in Thousand Oaks Boulevard.

- Line B-0: 18" RCP generally flowing east-to-west along Thousand Oaks Boulevard; inflow via a down drain on a graded slope; outflow into Line B.

- Line B-1: 24" RCP generally flowing east-to-west along the northern perimeter of the proposed soccer complex; inflow via a down drain and sediment trap on graded slope; outflow into Line B.

Drainage Area C Facilities

- Line C-0: 18" RCP generally flowing west-to-east along Thousand Oaks Boulevard; inflow via a down drain on a graded slope; outflow via a sediment trap into an existing 21" RCP in Thousand Oaks Boulevard.

- Line C-1: 21" RCP that is less than five feet in length and connects a down drain to an existing 21" RCP in Thousand Oaks Boulevard via a sediment trap.

Series of concrete v-ditches (i.e., cross drains and down drains) along graded slopes directing storm flows to storm water control improvements (e.g., sediment traps, debris/detention basin, etc.).

WATERSHED

Storm water that exits the site flows into the storm drain facilities in Thousand Oaks Boulevard, which ultimately drain into Westlake Lake. Thus, the project site lies within the watershed of Westlake Lake, which is a sub-watershed of the Santa Monica Bay watershed (USGS Hydraulic Unit Code 18070104).

The Westlake sub-watershed is 4,901 acres and is comprised of a mixture of open space, dense residential development, a golf course, and parks within the Cities of Westlake Village and Thousand Oaks[1]. Westlake Lake is a private water body used for boating and catch-and-release fishing; swimming is prohibited. Beneficial uses of Westlake Lake consist of: municipal and domestic water supply, navigation, water contact recreation, non-water contact recreation, warm freshwater habitat, and wildlife habitat[2]. Westlake Lake is identified as an impaired water body pursuant to Section 303(d) of the Federal Water Pollution Control Act (commonly known as the "Clean Water Act" and referred to herein as "CWA"), with specific impairments consisting of algae, ammonia, eutrophic, lead, and organic enrichment/low dissolved oxygen. Due to these impairments, Westlake Lake is subject to Total Maximum Daily Load (TMDL) requirements for nutrients and lead. However, based on a U. S. Environmental Protection Agency (US EPA) investigation in 2012[3], Westlake Lake will be delisted from the lead impairment in the California Water Board's next Integrated Report.

Westlake Lake is formed via a dam on Triunfo Creek. Triunfo Creek flows into Malibou Lake, which is drained by Malibu Creek. Malibu Creek flows through Malibu Lagoon and into Santa Monica Bay. All of these water bodies are listed on the 303(d) list of impaired waters. Table 3.5.1 identifies the impairments and TMDL status for all of the water bodies that are downstream from the project site.

PRECIPITATION

Annual precipitation in the Westlake Village area ranges from 16-20 inches, averages 12" with most rainfall occurring between November and April. Infrequent large storms can generate rainfall in large amounts over relatively short time periods, causing soil saturation and increased runoff. Los Angeles County classifies such storms into 2-year to 500-year categories, based on historical data for storm frequency.

The "50-year design storm" is the basis for storm water retention and conveyance design (catch basins, storm drains and channels).[4]

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[1] Los Angeles County Department of Public Works. *Integrated Total Maximum Daily Load Implementation Plan for the Malibu Creek Watershed.* February 27, 2007.

[2] Caltrans, Division of Environmental Analysis, Stormwater Unit. *Water Quality Planning Tool* web application, http://stormwater.water-programs.com/. Last accessed September 6, 2012.

[3] U.S. Environmental Protection Agency. *Los Angeles Area Lakes TMDLs, Section 13 Westlake Lake.* March 2012.

[4] Los Angeles County Department of Public Works (LACDPW), *Hydrology Manual*, January 2006, p. 43, Table 5.3.1.

Table 3.5.1
Downstream Impaired Waters
Source: 2010Integrated Report, Section 303(d) List

Water Body Name	Pollutant	Pollutant Category	USEPA TMDL Approved Date	Expected TMDL Completion Date	Potential Sources
Malibou Lake	Algae	Nutrients	3/21/2003		Urban Runoff/Storm Sewers; Major Municipal Point Source-dry and/or wet weather discharge; Irrigated Crop Production; Onsite Wastewater Systems (Septic Tanks); Golf course activities; Agriculture-animal; Groundwater Loadings; Atmospheric Deposition
Malibou Lake	Eutrophic	Nutrients	3/21/2003		Major Municipal Point Source-dry and/or wet weather discharge; Groundwater Loadings; Agriculture-animal; Irrigated Crop Production; Urban Runoff/Storm Sewers; Onsite Wastewater Systems (Septic Tanks); Atmospheric Deposition; Golf course activities
Malibou Lake	Organic Enrichment/Low Dissolved Oxygen	Nutrients	3/21/2003		Major Municipal Point Source-dry and/or wet weather discharge; Irrigated Crop Production; Atmospheric Deposition; Agriculture-animal; Urban Runoff/Storm Sewers; Onsite Wastewater Systems (Septic Tanks); Golf course activities; Groundwater Loadings
Malibu Creek	Benthic-Macroinvertebrate Bioassessments	Miscellaneous		2021	Source Unknown
Malibu Creek	Coliform Bacteria	Pathogens	1/1/2002		Point Source; Nonpoint Source
Malibu Creek	Fish Barriers (Fish Passage)	Hydromodification		2019	Dam Construction
Malibu Creek	Invasive Species	Miscellaneous		2021	Nonpoint Source
Malibu Creek	Nutrients (Algae)	Nutrients	3/21/2003		Urban Runoff/Storm Sewers; Onsite Wastewater Systems (Septic Tanks); Golf course activities; Groundwater Loadings; Nonpoint Source; Atmospheric Deposition; Major Municipal Point Source-dry and/or wet weather discharge; Irrigated Crop Production; Agriculture-animal
Malibu Creek	Scum/Foam-unnatural	Nuisance	3/21/2003		Major Municipal Point Source-dry and/or wet weather discharge; Groundwater Loadings; Golf course activities; Onsite Wastewater Systems (Septic Tanks); Urban Runoff/Storm Sewers; Irrigated Crop Production; Agriculture-animal; Atmospheric

Table 3.5.1
Downstream Impaired Waters
Source: 2010Integrated Report, Section 303(d) List

Water Body Name	Pollutant	Pollutant Category	USEPA TMDL Approved Date	Expected TMDL Completion Date	Potential Sources
					Deposition
Malibu Creek	Sedimentation/Siltation	Sediment		2019	Source Unknown
Malibu Creek	Selenium	Metals/Metalloids		2019	Source Unknown
Malibu Creek	Sulfates	Other Inorganics		2019	Source Unknown
Malibu Creek	Trash	Trash	7/7/2009		Nonpoint Source
Malibu Lagoon	Benthic Community Effects	Miscellaneous		2011	Hydromodification
Malibu Lagoon	Coliform Bacteria	Pathogens	1/1/2006		Point Source; Nonpoint Source
Malibu Lagoon	Eutrophic	Nutrients	3/21/2003		Golf course activities; Major Municipal Point Source-dry and/or wet weather discharge; Urban Runoff/Storm Sewers; Agriculture-animal; Groundwater Loadings; Onsite Wastewater Systems (Septic Tanks); Irrigated Crop Production; Atmospheric Deposition
Malibu Lagoon	Swimming Restrictions	Pathogens	1/10/2006		Natural Sources; Spills; Agriculture-animal; Illicit Connections/Illegal Hook-ups/Dry Weather Flows; Onsite Wastewater Systems (Septic Tanks); Urban Runoff/Storm Sewers; Surface Runoff
Malibu Lagoon	Viruses (enteric)	Pathogens	1/10/2006		Illicit Connections/Illegal Hook-ups/Dry Weather Flows; Spills; Natural Sources; Urban Runoff/Storm Sewers; Agriculture-animal; Onsite Wastewater Systems (Septic Tanks); Surface Runoff
Malibu Lagoon	pH	Miscellaneous		2006	Source Unknown
Triunfo Canyon Creek Reach 1	Lead	Metals/Metalloids		2019	Nonpoint Source
Triunfo Canyon Creek Reach 1	Mercury	Metals/Metalloids		2019	Nonpoint Source
Triunfo Canyon Creek Reach 1	Sedimentation/Siltation	Sediment		2019	Source Unknown
Triunfo Canyon Creek Reach 2	Benthic-Macroinvertebrate Bioassessments	Miscellaneous		2021	Source Unknown

Table 3.5.1
Downstream Impaired Waters
Source: 2010Integrated Report, Section 303(d) List

Water Body Name	Pollutant	Pollutant Category	USEPA TMDL Approved Date	Expected TMDL Completion Date	Potential Sources
Triunfo Canyon Creek Reach 2	Lead	Metals/Metalloids		2019	Nonpoint Source
Triunfo Canyon Creek Reach 2	Mercury	Metals/Metalloids		2019	Nonpoint Source
Triunfo Canyon Creek Reach 2	Sedimentation/Siltation	Sediment		2019	Source Unknown
Westlake Lake	Algae	Nutrients	3/21/2003		Irrigated Crop Production; Agriculture-animal; Atmospheric Deposition; Onsite Wastewater Systems (Septic Tanks); Urban Runoff/Storm Sewers; Groundwater Loadings; Major Municipal Point Source-dry and/or wet weather discharge; Golf course activities
Westlake Lake	Ammonia	Nutrients	3/21/2003		Urban Runoff/Storm Sewers; Onsite Wastewater Systems (Septic Tanks); Agriculture-animal; Major Municipal Point Source-dry and/or wet weather discharge; Irrigated Crop Production; Atmospheric Deposition; Golf course activities; Groundwater Loadings
Westlake Lake	Eutrophic	Nutrients	3/21/2003		Agriculture-animal; Irrigated Crop Production; Onsite Wastewater Systems (Septic Tanks); Groundwater Loadings; Major Municipal Point Source-dry and/or wet weather discharge; Urban Runoff/Storm Sewers; Golf course activities; Atmospheric Deposition
Westlake Lake	Lead[5]	Metals/Metalloids		2019	Nonpoint Source
Westlake Lake	Organic Enrichment/Low Dissolved Oxygen	Nutrients	3/21/2003		Atmospheric Deposition; Agriculture-animal; Major Municipal Point Source-dry and/or wet weather discharge; Golf course activities; Irrigated Crop Production; Urban Runoff/Storm Sewers; Groundwater Loadings; Onsite Wastewater Systems (Septic Tanks)

[5] Per the USEPA's *Los Angeles Area Lakes TMDLs (Section 13 Westlake Lake)* report Westlake Lake will be delisted from the lead impairment in the California Water Board's next Integrated Report.

GROUNDWATER

The project site lies within the Thousand Oaks Area Groundwater Basin, as defined in California's Groundwater Bulletin 118.[6] Groundwater in this basin is found primarily in the alluvium that fills Triunfo Canyon and underlies Conejo Creek[7]. Recharge of the Thousand Oaks Area Groundwater Basin occurs by percolation of precipitation to the valley floor and stream flow[8].

3.5.3 REGULATORY FRAMEWORK

FEDERAL CLEAN WATER ACT OF 1972 (33 U.S.C.A. § 1251 ET SEQ.)

The CWA was enacted in 1972 and amended in 1977 and 1987, to set national policy and develop regulations for preventing discharge of pollutants into the nation's navigable waterways.[9] The CWA requires each state to set water quality standards to protect "designated uses" of water bodies and to set discharge limits for specified water pollutants, and requires the federal government to set industry-wide standards for certain dischargers. Federal, state, and local agencies administer portions of the CWA. Sections 402 and 403 of the CWA govern water quality concerns for the proposed project.

CWA SECTION 402

Section 402 of the CWA instituted the National Pollutant Discharge Elimination System (NPDES), which sets forth the permit system that regulates dischargers and provides an enforcement mechanism for violators. Under the NPDES, to discharge any effluent into a natural body of water or Municipal Separate Stormwater System (MS4), a discharger must obtain a permit either directly from US EPA or from a state that has been authorized to issue permits by US EPA. The 1987 amendments to the CWA added "nonpoint" discharges to the categories of effluent, setting up a framework for regulating pollutants carried by storm water runoff.[10] US EPA later adopted regulations that added construction sites disturbing five or more acres of land to the list of regulated "industrial" activities requiring a permit.

In California, NPDES permits are issued by the Regional Water Quality Control Boards; Los Angeles County Permit No. CAS004001 governs municipal stormwater and urban runoff discharges within both unincorporated areas and 84 city "co-permittees" (including Westlake Village). In compliance with the permit, each permittee must implement a Stormwater Quality Management Program (SQMP). The SQMP addresses best management practices (BMPs) in six areas: public information and participation, industrial/commercial facilities control, development planning including a Standard Urban Stormwater Mitigation Plan (SUSMP), development construction, public agency activities, and illicit connection and illicit discharge. The SUSMP establishes guidelines for incorporating specific BMPs into project plans for various categories of new development and redevelopment.

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[6] California, State of. Department of Water Resources. *California's Groundwater Bulletin 118*. Updated 2003.
[7] Ibid.
[8] Ibid.
[9] 33 U.S.C. § 1342, CWA § 402.
[10] 33 U.S.C. § 1342(p).

BMPs are methods, measures, or practices designed and selected to reduce or eliminate the discharge of pollutants to surface waters from point and nonpoint source discharges including storm water. BMPs include structural and nonstructural controls, and operation and maintenance procedures, which can be applied before, during, and/or after pollution producing activities. Several definitions are useful to understand the various types of BMPs: [11]

> ***Source Control BMP*** means any schedule of activities, prohibition of practices, maintenance procedures, managerial practices or operational practices that aim to prevent storm water pollution by reducing the potential for contamination at the source of pollution.
>
> ***Structural BMP*** means any structural facility designed and constructed to mitigate the adverse impacts of storm water and urban runoff pollution (e.g., canopy, structural enclosure). The category may include both Treatment Control BMPs and Source Control BMPs.
>
> ***Treatment*** means the application of engineered systems that use physical, chemical, or biological processes to remove pollutants. Such processes include, but are not limited to, filtration, gravity settling, media adsorption, biodegradation, biological uptake, chemical oxidation and UV radiation.
>
> ***Treatment Control BMP*** means any engineered system designed to remove pollutants by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process.

Most new developments must comply with the permittee's SUSMP by demonstrating and quantifying how they would be designed and managed to eliminate, or at least minimize, pollutant discharge in storm water and urban runoff. Los Angeles County has prepared a guidance manual for SUSMP compliance.[12] Developments that are subject to SUSMP requirements, and must develop and follow an approved SUSMP compliance plan, include:

- Single-family hillside home(s) (development of one acre or more of surface area is subject to the SUSMP numerical design criteria requirement);
- Ten or more unit homes (including single family homes, multifamily homes, condominiums, and apartments);
- Industrial/commercial developments; having 100,000 square feet or more of impervious surface area
- Automotive service facilities (SIC 5013, 5014, 5541, 7532-7534, and 7536-7539);
- Retail gasoline outlets;

[11] Los Angeles County Department of Public Works, *Development Planning for Storm Water Management, A Manual for the Standard Urban Storm Water Mitigation Plan* (SUSMP), 2002, Section 3, p. 5; *see also* CASQA, at footnote **Error! Bookmark not defined.** above for citations and references supporting BMP efficacy.

[12] Id., Section 1, pp. 2-3.

- Restaurants (SIC 5812);
- Parking lots 5,000 square feet or more of surface area or with 25 or more parking spaces;
- Redevelopment projects in subject categories that meet redevelopment thresholds; and
- Location within or directly adjacent to or discharging directly to an environmentally sensitive area.

SUSMP requirements are:

- Post-development peak storm water runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion.
- Conserve natural areas.
- Minimize storm water pollutants of concern. This requires the incorporation of a BMP or combination of BMPs best suited to maximize the reduction of pollutant loadings in that runoff to the maximum extent practicable.
- Properly design outdoor material and trash storage areas.
- Provide proof of ongoing BMP maintenance.
- Protect slopes and channels from erosion.
- Provide storm drain stenciling and signage.
- Design post-construction structural or Treatment Control BMPs (unless specifically exempted) to mitigate (infiltrate or treat) a set volume of runoff using any of four methods (in general, the 85th percentile storm in a 24-hour period).

In addition to SUSMP compliance, developers proposing construction activity that would disturb one or more acres of land must obtain coverage under the state's NPDES General Permit for Storm Water Discharges associated with Construction and Land Disturbance Activities (Construction General Permit) by filing a Storm Water Pollution Prevention Plan (SWPPP).[13] Permittees must also conduct sampling and analysis to show whether the BMPs actually applied on a project site are preventing further impairment by sediment in waters that are already listed as impaired for sediment or silt, as well as whether the BMPs are preventing other known or anticipated pollutants from escaping the construction site and causing or contributing to exceedances of water quality objectives. The SWPPP must be prepared before the project owner, developer, or contractor receives a grading or building permit and must be implemented year-round throughout construction.

The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in storm water as

[13] California State Water Resources Control Board, Water Quality Order 99-08-DWQ.

well as non-storm water discharges. The SWPPP must include BMPs that address source control and, as necessary, must also include BMPs that address pollutant control. Selected BMPs must meet the technological standards of Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT).

Required elements of a SWPPP include:

1. A site description addressing the elements and characteristics specific to the site;

2. Descriptions of BMPs for erosion and sediment controls;

3. BMPs for construction waste handling and disposal;

4. Implementation of approved local plans;

5. Proposed post-construction controls, including description of local post-construction erosion and sediment control requirements; and

6. Non-storm water management.

Because the project would disturb substantially more than five acres, the proposed project is subject to both local and state SWPPP requirements.

Projects that might disturb soil over one or more acres that may be in construction during the rainy season are also subject to Rain Event Action Plans. These plans accompany the SWPPP, but must be prepared prior to each rainy season, and must be implemented throughout that rainy season.

CWA SECTION 403

Section 403 of the CWA requires states to designate uses for all water bodies within state boundaries (intrastate waters) and to establish water quality criteria for those water bodies. Designated uses include domestic water supply, agriculture, industry, power generation, recreation, aesthetics, navigation, and natural resource protection. At a minimum, these designated uses must include protection for fish and other aquatic organisms, and human recreational uses, including activities where water could be ingested – the "fishable/swimmable" standard for water quality. To achieve (or maintain) this standard, states are also required to set chemical-specific ambient water quality standards (WQS) for a water body's most sensitive use. Water bodies that do not meet these standards are classified as "impaired." States are further required to submit biennial lists of these impaired waters to the US EPA.

To improve impaired waters' quality, with a goal to "de-list" impaired water bodies, US EPA requires states to establish specific TMDLs for each water body. A TMDL is the amount of an individual pollutant, or combination, that an impaired water body can receive from all sources (industrial discharges, storm sewer discharges, runoff, etc.) on a daily basis without exceeding its water quality standard for that pollutant or combination. TMDLs are expressed as numeric values, expressed either as chemical-specific criteria for individual pollutants or as whole-effluent toxicity criteria for a combination of pollutants. Every jurisdiction in a water body's watershed is assigned a

"wasteload allocation" (WLA) for each TMDL, and has individual responsibility for adopting BMPs to reduce or eliminate the contributing pollutants from its combined discharges.

As discussed above, Westlake Lake is on the impaired water bodies list for the Los Angeles region. US EPA has approved TMDLs for Westlake Lake for algae, ammonia, eutrophic, lead, and organic enrichment/low dissolved oxygen.

CALIFORNIA PORTER-COLOGNE ACT OF 1970

The Porter-Cologne Act (PCA) (Water Code § 13020 *et seq*) was enacted in 1970 (prior to the CWA) to protect all surface and groundwater, as well as coastal marine waters within state jurisdiction. After the CWA's enactment, the PCA was further amended in 1972 to add express provisions for compliance with the CWA.[14] The PCA established the State Water Resources Control Board (State Board) to formulate water quality control principles and guidelines for long-range resource planning, including specific water quality objectives. The Regional Water Quality Control Boards implement these objectives with regional plans, establish discharge limits for specific pollutants, and identify and protect beneficial water uses.[15] The project site is within the Los Angeles Region.

LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD – BASIN PLAN FOR THE COASTAL WATERSHEDS OF LOS ANGELES AND VENTURA COUNTIES

The Los Angeles Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to California's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates by reference all applicable State Board and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

CITY OF WESTLAKE VILLAGE GENERAL PLAN

The Natural Resources Element (Chapter III) of the General Plan sets forth City goals and policies for management of natural resources in the planning area. Part D of this Element identifies the City's goals and policies specifically related to watershed areas. Relevant goals and policies presented in the Natural Resources Element include:

Goal — *It shall be the goal of the City of Westlake Village to:*

Protect the quality of water contained in Westlake Reservoir and Westlake Lake.

Objective — *It shall be the objective of the City of Westlake Village to:*

[14] Cal. Water Code, § § 13370-13389.
[15] Id., § 13050(f).

1 Protect and enhance the water quality of Westlake Lake by effectively managing erosion and urban runoff within its extended watershed area.

Policies *It shall be the policy of the City of Westlake Village to:*

1.1 Maintain the high water quality of the City's water bodies through interagency coordination and pesticide/fertilizer/herbicide monitoring.

1.2 Limit the impacts of development on Triunfo Canyon Creek and other riparian habitat areas through interagency coordination and development review.

1.3 Ensure the effective erosion control and drain maintenance programs.

CITY OF WESTLAKE VILLAGE MUNICIPAL CODE CHAPTER 5.5 (STORM WATER AND URBAN RUNOFF POLLUTION CONTROL ORDINANCE)

The Storm Water and Urban Runoff Pollution Control Ordinance (Storm Water Ordinance) complies with the City's NPDES requirements as a co-permittee within Los Angeles County. The Storm Water Ordinance sets forth requirements for new development and redevelopment projects that ensure consistency with the Standard Urban Stormwater Management Plan (SUSMP) approved by the Los Angeles Regional Quality Control Board and with the City's SQMP. The Storm Water Ordinance prohibits illicit discharges and connections to the MS4, littering, disposal of landscape debris into the MS4, non-stormwater discharges into the MS4, and other discharges in violation of the municipal NPDES permit. However, certain non-stormwater discharges are exempt from the ordinance, provided that applicable BMPs are used to reduce discharge. Violations are subject to City enforcement action.

The ordinance details six "good housekeeping" provisions regulating septic waste, use of water, storage of materials, parking lot debris disposal, food wastes, and BMPs. Generally, these provisions prohibit discharge into the MS4 without express permission and incorporation of appropriate BMPs to minimize pollutants in storm water runoff.

Section 5.5.041 sets forth specific requirements for new development and redevelopment projects, including incorporation of BMPs and compliance with the SUSMP, the SQMP and Numerical Design Criteria. Storm water mitigation plans must be reviewed and approved by the City prior to zone clearance, grading or building permit issuance, and all storm water pollution control, as well as structural or treatment BMPs must be in place prior to issuance of certificates of occupancy.

3.5.4 THRESHOLDS OF SIGNIFICANCE

A project will have a significant impact if it:

1. Violates any water quality standards or waste discharge requirements.

2. Substantially depletes groundwater supplies or interferes 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).

3. Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.

4. Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increases the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

5. Creates or contributes runoff water that would exceed the capacity of existing or planned storm water drainage systems or provides substantial additional sources of polluted runoff.

6. Otherwise substantially degrades water quality.

7. Places 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.

8. Places within a 100-year flood hazard area structures which would impede or redirect flood flows.

9. Exposes 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.

10. Is subject to inundation by seiche, tsunami, or mudflow.

3.5.5 IMPACT DISCUSSION

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

FLOODING RELATED TO THE 100-YEAR FLOOD HAZARD AREA AND/OR FAILURE OF A LEVEE OR DAM (THRESHOLDS 7, 8, AND 9)

The proposed project would cause no impacts related to the 100-year flood hazard area or the failure of a levee or dam. The project site is not within a special flood hazard area identified by the Federal Emergency Management Agency (FEMA). As identified on FEMA's Federal Insurance

Rate Map (FIRM) 06037C-1241F, the site is within Zone D, which is an area that has not been evaluated for flood hazards by FEMA. While not evaluated by FEMA, the City has evaluated flood hazards in its jurisdiction and the project site is not within "Flood Prone" identified in the General Plan (see General Plan Figure 35 *Geologic, Seismic, Flooding Constraints*). Furthermore the site is not down slope/downstream from any dams or levees.

TOPICS FOR WHICH THE PROJECT COULD RESULT IN IMPACTS

WATER QUALITY STANDARDS, EXISTING DRAINAGE PATTERNS, AND WATER QUALITY DEGRADATION (THRESHOLDS 1, 3, 4, 5, AND 6)

Impact HYD-1: The proposed project includes finish grading and the introduction of impervious surfaces, which have the potential to change the site's drainage pattern and increase runoff. However, the site's engineered drainage system can accommodate post-project storm water flows. This is a less than significant impact.

In 2009-2010 the project site was rough-graded in preparation for future improvements. This grading activity encompassed a 51.4-acre area and created a manufactured slope along Thousand Oaks Boulevard (the site frontage); an east-west-oriented, roughly rectangular pad; a north-south-oriented, 30-foot high hillside (measured from the pad elevation) along the pad's eastern perimeter; and four manufactured slopes (two cut slopes and two fill slopes) north of the pad. In addition, the mass grading activity included replacing the natural drainage pattern of the site with an engineered drainage system that includes v-ditches, storm drains, and debris/detention basins (see Section 3.5.2, above, for details). In the future, finish grading will be conducted to accommodate construction of a YMCA and community park that includes a baseball complex, a soccer complex, a tot lot/playground area, outdoor courts, a skate park, picnic areas, lawn and landscaped areas, parking lots, and access drives. The completed facility would add impervious surface, including the parking lots, access drives, YMCA building, skate park, and other hardscape. These impervious surfaces would increase the amount of storm water that runs off the site.

The engineered drainage system that was installed onsite is designed to accommodate the 50-year storm and to outflow storm water into the storm drains in Thousand Oaks Boulevard at a flow rate that is equal to or less than the existing rate. The site's drainage system accomplishes this via the Debris and Detention Basin in the southwest corner of the site. Much of the storm water onsite is routed to this basin, where it can be detained and drained via a controlled outflow into and existing 66" storm drain pipe in Thousand Oaks Boulevard.

The project's *Preliminary Hydrology and Hydraulic Report* (Appendix E), calculates the 50-year storm flow rates (Q50) of the post-project condition and compares them to the pre-graded 25-year storm flow rates (Q25). See Table 3.5.2. As shown in this table, the flow rates in the post-project condition are less than or equal to the pre-graded flow rates. Therefore, the proposed project would not result in flooding on- or off-site and the project's impact on storm water drainage is less than significant.

Table 3.5.2 Pre-Grading and Post-Project Storm Water Flows			
Drainage Area	Pre-Graded Condition 25-Year Storm Flow (Q25 in cfs)	Post-Project Condition 50-Year Storm Flow (Q50 in cfs)	Difference (cfs)
A	249.8	238.0	-11.8
B	66.0	62.0	-4.0
C	28.2	22.4	-5.8
cfs = cubic feet per second			

Impact HYD-2: Construction of the proposed project could affect surface water quality by exposing runoff to sediment, metals, vehicle/equipment fluids, trash, nutrients, and other pollutants. Such water pollutants would be controlled though the required implementation of a Storm Water Pollution Prevention Plan (SWPPP) and corresponding best management practices (BMPs). This is a less than significant impact.

Construction of the proposed project includes finish grading (including export of 44,000 cubic yards of earth to lower the eastern portion of the pad); building of the YMCA structure and concession/rest room structures; installation of recreational improvements and amenities (e.g., baseball and soccer fields, park furnishings, etc.); landscaping; paving; and painting/architectural coatings. During construction, storm water runoff could be exposed to sediment, equipment fluids, trash, metals, and nutrients.

Since the proposed construction site is greater than one acre in size, the City is required to prepare and implement a SWPPP during construction in accordance with the state's NPDES General Permit. (See Section 3.5.3, above for a detailed description of SWPPP and NPDES requirements.) The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges and (2) to describe and ensure the implementation of best management practices (BMPs) to reduce or eliminate sediment and other pollutants in storm water as well as non-storm water discharges. The SWPPP must include BMPs that address source control and, as necessary, must also include BMPs that address pollutant control. Selected BMPs must meet the technological standards of BAT and BCT. BMPs that may be utilized onsite during construction include sandbags to protect storm drain inlets, stabilized vehicle drives, protection of material and earth stockpiles, proper storage of vehicle fluids, use of trash receptacles, and stabilization of disturbed soils. Due to the required compliance with the state's NPDES General Permit and the required implementation of a SWPPP, construction of the proposed project would not significantly impact water quality.

Impact HYD-3: Operation of the proposed project could affect surface water quality by exposing runoff to typical urban pollutants, including trash, sediment, metals, vehicle fluids, and nutrients. Such water pollutants would be controlled though the required compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) and site's corresponding best management practices (BMPs), including the Debris and Detention Basin in the southwest corner of the site. This is a less than significant impact.

Upon opening of the proposed YMCA and park, storm water onsite could be exposed to vehicle fluids and metals in parking lots and on driveways, nutrients form fertilizers, pesticides, trash, and sediment. To protect storm water quality and due to the size and type of the project, the City is required to develop and implement a SUSMP compliance plan in accordance with the Countywide MS4 Permit and the Storm Water Ordinance. The SUSMP is required to identify the BMPs that will be utilized onsite. (See Section 3.5.3, above for a detailed description of SUSMP requirements.)

The site's engineered drainage system includes various water quality improvements, including debris and detention basins, sediment traps, and inlet protection devices. The most notable water quality improvement onsite is the Debris and Detention Basin in the southwest corner of the site. Storm water from the entire pad, except for the soccer fields, would drain into this basin, including all of the storm water from hardscape areas. This basin would improve storm water quality by allowing sediment to settle out of storm flows before being discharged into the off-site storm drain system and by acting as a biofilter to remove nutrients and other chemicals from storm water. With this Debris and Detention Basin, the site's other existing and proposed storm water improvements, and the required implementation of a SUSMP compliance plan, the proposed project would not affect the beneficial uses of Westlake Lake or any other downstream waters, would not violate and water quality standards or waste discharge requirements, and would not cause substantial erosion or siltation. Therefore, operation of the proposed project would not significantly impact water quality.

GROUNDWATER SUPPLY/GROUNDWATER RECHARGE (THRESHOLD 2)

Impact HYD-4: The proposed project would add impervious surfaces, which have the potential to affect the percolation of storm water into the underlying substrate. However, storm water flows from all impervious surfaces onsite would be directed to the Debris and Detention Basin onsite, which would allow for percolation. Impacts on groundwater levels are, therefore, less than significant.

The project site lies within the Thousand Oaks Area Groundwater Basin, which is recharged by percolation of precipitation to the valley floor and stream flow (see Section 3.5.2, above, for further details). While the project site is not within the valley floor and the project would not affect stream flow, the project has the potential to reduce percolation by installing impervious surfaces. The proposed facility includes various impervious surfaces, including 478 paved parking spaces, drive aisles, driveways, a YMCA building, a skate park, and other hardscape. However, storm water from all of the proposed impervious surfaces would be directed into the Debris and Detention Basin in the southwest portion of the site. This basin has a pervious bottom that provides an opportunity for percolation, particularly for storm water detained in this basin. Therefore, the proposed project's impact on groundwater levels are less than significant.

POTENTIAL FOR INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW (THRESHOLD 10)

Impact HYD-5: The project site lies at the base of the Simi Hills and thus could be exposed to mud or debris flows after storm events. With the hillside stabilization and debris basin improvements made in 2009-2010, the project would not result in any significant impacts related to mudflows.

The proposed project would cause no impacts related to seiche or tsunami. The project is located at a relatively high position in the landscape and is separated from the Pacific Ocean by the Malibu Mountains.

The project site, however, could be subject to mud or debris flows due to its position at the base of the Simi Hills. Site grading in 2009-2010 resulted in the stabilization of the slopes up-gradient from the project site and established a debris basin upslope of the proposed YMCA building and skate park. No further drainage or sediment control improvements are needed to protect the proposed facility from mudflows. Therefore, the proposed project would not result in any significant impacts related to mudflow.

3.5.6 CUMULATIVE IMPACTS

The project's potential cumulative impacts to regional hydrology and water quality largely result from its incremental addition of impermeable surfaces to the largely built-out Westlake Lake sub-watershed. As discussed above, impermeable surfaces increase storm water runoff quantity and decrease runoff quality, burdening already-impaired watersheds. However, this project, as well as any new land development project in the watershed, must conform to current water quality and storm water regulations. These are designed to minimize present as well as future water quality and storm water runoff volume impacts. Therefore, by complying with existing regulations, which include controlling and improving the quality of storm water through BMPs (notably the site's Debris and Detention Basin), this project's adverse cumulative hydrology and water quality impacts would be less than significant.

3.5.7 MITIGATION MEASURES

No mitigation measures are necessary.

3.5.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would not result in any significant impacts on hydrology or water quality and no mitigation measures are necessary. The table below is a summary of the thresholds of significance and the level of potential project impacts.

Table 3.5.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Hydrology and Water Quality Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Violates any water quality standards or waste discharge requirements.	None required	Less than Significant Impact
Substantially depletes 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 preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)s	None required	Less than Significant Impact
Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site.	None required	Less than Significant Impact
Creates or contributes runoff water that would exceed the capacity of existing or planned storm water drainage systems or provides substantial additional sources of polluted runoff.	None required	Less than Significant Impact
Otherwise substantially degrades water quality.	None required	Less than Significant Impact
Places 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.	None required	No Impact
Places within a 100-year flood hazard area structures which would impede or redirect flood flows.	None required	No Impact

Table 3.5.3
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Hydrology and Water Quality Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Exposes 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.	None required	No Impact
Is subject to inundation by seiche, tsunami, or mudflow.	None required	Less than Significant Impact

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3.6 NOISE

3.6.1 INTRODUCTION

This section focuses on the potential noise impacts of the proposed project. Potential noise impacts considered in this analysis include effects of noise that would be generated by the proposed project on nearby sensitive land uses, as well as the potential exposure of sensitive receptors to substantial noise and vibration levels. Wieland Acoustics, Inc. (Wieland) prepared an Environmental Noise Study for the project in September 2012. This section of the SEIR is largely based on this Environmental Noise Study, which is included in this SEIR as Appendix F.

NOISE DESCRIPTORS[1]

The following subsections describe the noise descriptors used in this EIR.

DECIBELS

The magnitude of a sound is typically described in terms of sound pressure level (SPL) which refers to the root-mean-square (rms) pressure of a sound wave and can be measured in units called microPascals (μPa). However, expressing sound pressure levels in terms of μPa would be very cumbersome since it would require a very wide range of numbers (approximately 20 to 20,000,000 μPa over the entire range of human hearing). For this reason, sound pressure levels are stated in terms of decibels, abbreviated dB. The decibel is a logarithmic unit that describes the ratio of the actual sound pressure to a reference pressure (20 μPa is the standard reference pressure level for acoustical measurements in air). Specifically, a sound pressure level, in decibels, is calculated as "SPL = $20\log_{10}(X/20\mu Pa)$", where X is the actual sound pressure and 20 μPa is the reference pressure.

Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dB. (This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dB. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dB.)

A-WEIGHTING

While sound pressure level defines the amplitude of a sound, this alone is not a reliable indicator of loudness. Human perception of loudness depends on the characteristics of the human ear. In particular, the frequency or pitch of a sound has a substantial effect on how humans will respond. Human hearing is limited not only to the range of audible frequencies, but also in the way it perceives sound pressure levels within that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and perceives both higher and lower frequency sounds of the same magnitude as being less loud. In order to better relate noise to the frequency response

[1] Source: Wieland Acoustics, Inc. September 10, 2012. *Environmental Noise Study for the Proposed Westlake Village Community Park/Triunfo YMCA in the City of Westlake Village,* as contained in Appendix F.

of the human ear, a frequency-dependent rating scale, known as the A-Scale, is used to adjust (or "weight") the sound level measured by a sound level meter. The resulting sound pressure level is expressed in A-weighted decibels or dBA. When people make relative judgments of the loudness or annoyance of most ordinary everyday sounds, their judgments correlate well with the A-weighted sound levels of those sounds. A range of noise levels associated with common indoor and outdoor activities is shown in Figure 3.6.1.

The A-weighted sound level of traffic and other long-term noise-producing activities within and around a community varies considerably with time. Measurements of this varying noise level are accomplished by recording values of the A-weighted level during representative periods within a specified portion of the day. For the purposes of this study, the following statistical values have been used:

- **L_{eq}:** The energy equivalent (average) sound level. This value is most representative of the long-term annoyance potential as well as other effects of the noise.
- **L_{max}:** The maximum sound level.
- **L_{min}:** The minimum sound level.
- **L_n:** The sound level exceeded n% of the time (e.g., L_{25} is the sound level exceeded 25% of the time).

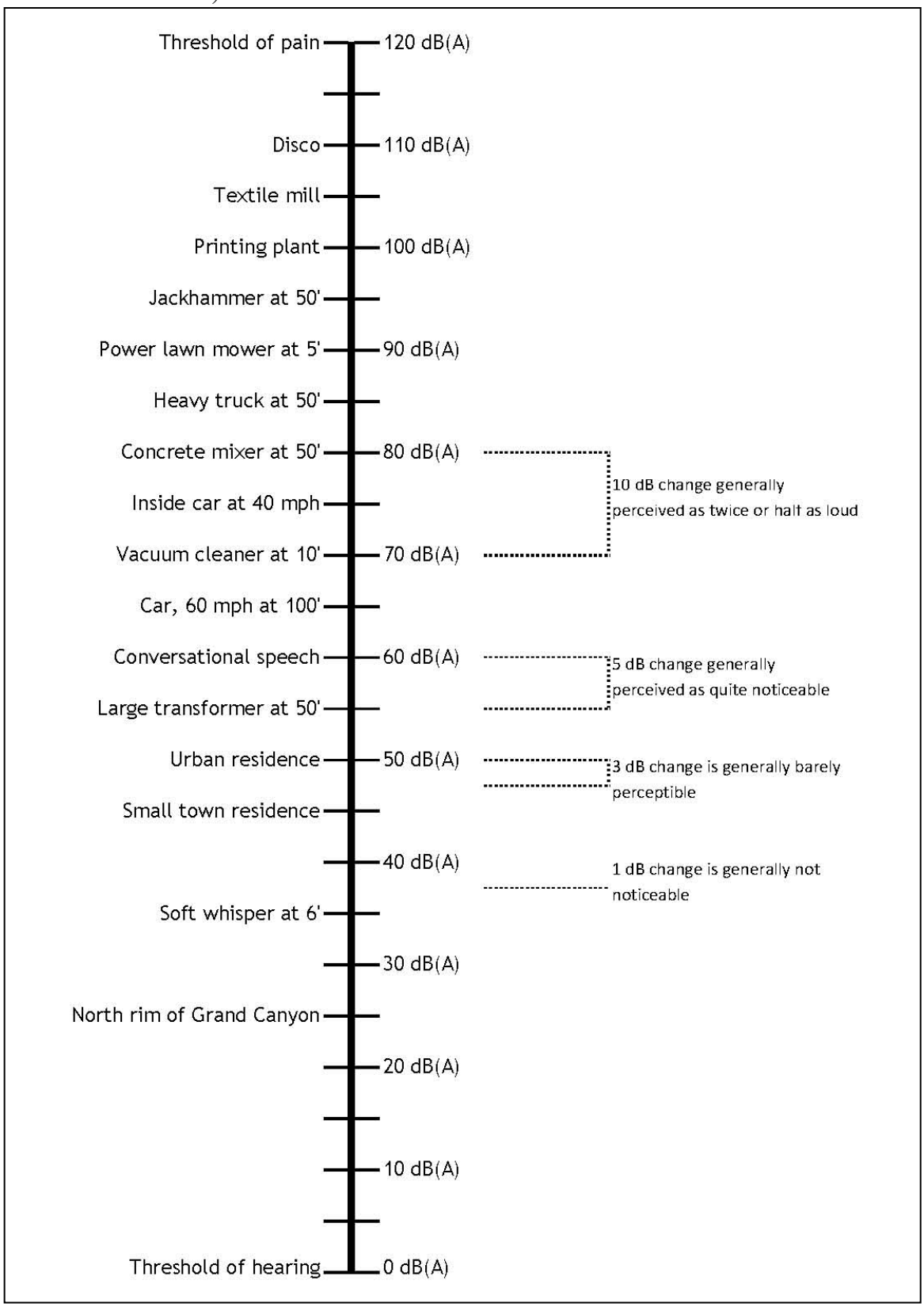
EQUIVALENT SOUND LEVEL (L_{EQ})

Many noise sources produce levels that fluctuate over time; examples include mechanical equipment that cycle on and off, or construction work which can vary sporadically. The equivalent sound level (L_{eq}) describes the average acoustic energy content of noise for an identified period of time, commonly 1 hour. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustical energy over the duration of the exposure. For many noise sources, the L_{eq} will vary depending on the time of day-a prime example is traffic noise which rises and falls depending on the amount of traffic on a given street or freeway.

DAY-NIGHT SOUND LEVEL (L_{DN})

It is recognized that a given level of noise may be more or less tolerable depending on the duration of the exposure experienced by an individual, as well as the time of day during which the noise occurs. The day-night sound level (L_{dn}) is a measure of the cumulative 24-hour noise exposure that considers not only the variation of the A-weighted noise level but also the duration and the time of day of the disturbance. The L_{dn} is derived from the twenty-four A-weighted 1-hour L_{eq}'s that occur in a day, with "penalties" applied to the L_{eq}'s occurring during the nighttime hours (10 PM to 7 AM) to account for increased noise sensitivity during these hours. Specifically, the L_{dn} is calculated by adding 10 dBA to each of the nighttime L_{eq}'s and then taking the average value for all 24 hours. It is noted that various federal, state, and local agencies have adopted L_{dn} as the measure of community noise, including the United States Environmental Protection Agency (US EPA). Figure 3.6.1 indicates the typical outdoor L_{dn} at various locations for typical noise sources.

Figure 3.6.1 Common Noise Sources and A-Weighted Noise Levels
(Source: Wieland Acoustics)



3.6.2 REGULATORY FRAMEWORK

This SEIR utilizes established noise criteria from the federal and state standards, as well as from the General Plan and Chapter 4.4 of the Municipal Code, to evaluate the potential noise impacts of the proposed project.

The U.S. Environmental Protection Agency (US EPA) offers guidelines for community noise exposure in the publication "Information on the Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." Based on this information, US EPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB Ldn (day-night average sound level) are acceptable. (Day-night average sound level is a measure of noise exposure that is essentially the same as community noise equivalent level (CNEL).) US EPA notes, however, that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community.

California has established noise standards in Title 24 of the California Code of Regulations - the State of California Noise Insulation Standards. These standards state that the "interior community noise equivalent level (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room," and that multifamily residential buildings or structures to be located near an existing or adopted major thoroughfare, railroad, rapid transit line, or industrial noise source within exterior CNEL contours of 60 dB or greater shall require an acoustical analysis showing that the building has been designed to limit intruding noise to a CNEL of 45 dB.

GENERAL PLAN NOISE STANDARDS

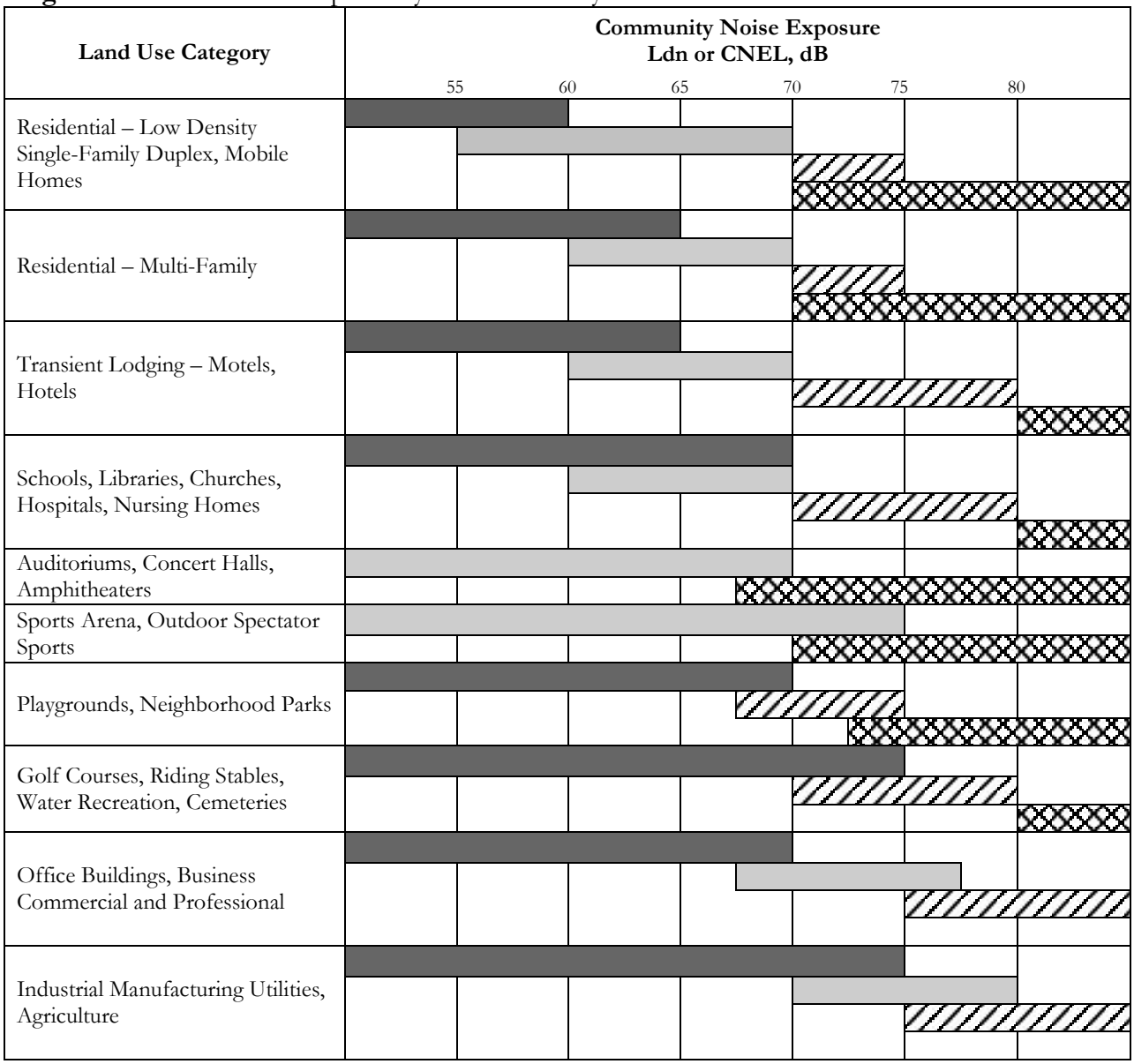
The state noise/land use compatibility standards, which are adopted in the General Plan, are shown in Figure 3.6.2. A noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. A noise exposure of 65 dB CNEL is typically the maximum exterior noise environment compatible with new residential dwellings in California.

In addition to the foregoing, Chapter IV (Hazards), Section C of the General Plan provides the City's Noise Element, which includes a number of noise standards that are relevant to the project. The exterior noise standards would apply to project operations are provided in Table 3.6.1:

Table 3.6.1
General Plan Exterior Noise Standards

Land Use of Receptor Property	Time Interval	Exterior Noise Level That May Not Be Exceeded
Designated Noise-Sensitive Area	Anytime	45 dBA
Residential	10 PM to 7 AM 7 AM to 10 PM	45 dBA 50 dBA
Commercial	10 PM to 7 AM 7 AM to 10 PM	55 dBA 60 dBA
Industrial	Anytime	70 dBA

Figure 3.6.2 Land Use Compatibility for Community Noise Environments



Interpretation

Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally 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 be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: California, State of. Governor's Office of Planning and Research. *State of California General Plan Guidelines*. 2003.

The primary off-site noise source that will affect the project site in the future will be traffic on the adjacent streets. Figure 37 of the General Plan – Land Use Compatibility for Community Noise Environments – provides a matrix that describes the compatibility of various land uses with different levels of community noise exposure. The figure indicates that playgrounds and neighborhood parks are normally acceptable in locations where the noise exposure is up to at least 67.5 dB Ldn, where normally acceptable is defined to mean that the "specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements".

Regarding construction noise, the Noise Element prohibits the operation of "any tools or equipment used in construction, drilling, repair, alteration or demolition work between the weekday hours of 7:00 p.m. and 7:00 a.m., or anytime on Sundays or holidays". In addition, the noise element specifies maximum noise level limits for construction equipment, as summarized in Table 3.6.2 below:

Table 3.6.2
General Plan Construction Noise Standards

Type of Construction	Time Interval	Land Use of Receptor Property/Maximum Permissible Noise Level			
		Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial	Commercial
"Mobile Equipment"[a]	Daily, except Sundays and legal holidays, 7 AM to 7 PM	75 dBA	80 dBA	85 dBA	85dBA
	Daily, 7 PM to 7 AM, and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA	85dBA
"Stationary Equipment"[b]	Daily, except Sundays and legal holidays, 7 AM to 7 PM	60 dBA	65 dBA	70 dBA	70 dBA
	Daily, 7 PM to 7 AM, and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA	60 dBA

Notes:
a. "Mobile Equipment" = intermittent operation for less than ten (10) days.
b. "Stationary Equipment" = repetitively scheduled operation for ten (10) days or more.

The proposed project construction will take longer than ten days. Therefore, the "stationary equipment" standards of Table 3.6.2 would apply.

Policy 3.1 of the Noise Element also provides quantitative requirements related to overall (ambient) noise, such as traffic noise, that could be relevant in assessing the project's noise impacts:

> **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 L_{dn} of 60 dBA exterior, to incorporate effective mitigation measures to reduce interior noise to no more than 45 dBA (L_{dn})."

MUNICIPAL CODE NOISE STANDARDS

Chapter 4.4 of the Municipal Code sets forth the City's Noise Control Ordinance. Regarding noise impacts on residential properties, Section 4.4.035(A) states that:

> "…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."

For all other (i.e., non-residential) properties, Section 4.4.035(B) states that:

> "…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."

Regarding noise generated by construction noise, Section 4.4.040(G) of the Municipal Code states that all such construction activities are prohibited 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, unless express written permission has been granted by the City Manager to perform such work during these hours.

CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

Section 5.507 of the 2010 CALGreen identifies mandatory interior noise standards for non-residential construction, which apply to buildings that are exposed to a 1-hour Leq of 65 dBA or more during any hour of operation.

Two alternative methods for demonstrating compliance with the standards are provided in the CALGreen Code. These are: (1) the prescriptive method, and (2) the performance method. The prescriptive method requires that exterior wall and roof-ceiling assemblies making up the building envelope exposed to the noise source shall have a composite STC[2] rating of at least 45 (or OITC[3] 35), with exterior windows having a minimum STC of 40 (or OITC 30). The performance method requires that an acoustical analysis be prepared demonstrating that the walls and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed a 1-hour Leq of 50 dBA in occupied areas during any hour of operation.

[2] Sound Transmission Class (STC) is a single number rating used to compare the sound insulation properties of walls, floors, ceilings, windows, or doors. This rating is designed to correlate with subjective impressions of the ability of building elements to reduce the overall loudness of speech, radio, television, and similar noise sources in offices and buildings.

[3] Outdoor-Indoor Transmission Class (OITC) is a single number rating used to compare the sound insulation properties of walls, floors, ceilings, windows, or doors. This rating is designed to compare the relative performance of building elements with respect to their ability to reduce noise from transportation noise sources such as aircraft, freeway traffic, and trains.

3.6.3 ENVIRONMENTAL SETTING

NOISE SOURCES

Westlake Village contains transportation related noise sources including freeways and arterial roadways. Within the proposed project area, the major transportation noise sources include the Ventura (101) Freeway and Thousand Oaks Boulevard. Other noise sources within the project area consist of typical urban noise sources, with the primary noise source being vehicles on nearby surface streets. The area also includes various noise sources from commercial and office activities located south of the project site. Temporary sources are also common, such as construction activities, and can affect adjacent uses for extended periods of time.

A local government has little direct control of transportation noise at the source. Since mobile sources are Westlake Village's primary noise contributors, the City's ability to regulate its noise environment is constrained. State and federal agencies have the responsibility to control noise from the source, such as vehicle noise emission levels. The City has established in the General Plan acceptable CNEL levels for land uses. However, where a municipality cannot prevent development of incompatible land uses in noise impacted areas, the most effective method available to mitigate transportation noise and reduce the impact of the noise onto the community is through the construction of noise barriers and by site design review.

As seen in Table 3.6.1, the City has established acceptable limits of exterior noise for various land uses. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts, and these criteria are the basis for the development of specific noise standards. These standards present the City's policies related to land uses and acceptable noise levels.

NOISE-SENSITIVE LAND USES

Land uses such as residential, schools, hospitals, houses of worship, parks, outdoor restaurants, and lodging are most affected by noise and are referred to as noise sensitive land uses. Figure 3.6.2 shows the City's noise exposure standards for various land use types. These standards are intended to ensure that new development limits the noise exposure of noise-sensitive land uses.

The grading of the project site has important implications for potential noise impacts resulting from the operations of the proposed YMCA facility, namely, the topography of the site with its proposed pad elevation, manufactured hillsides, and cut and fill slopes acts to buffer adjoining properties from noise sources emanating from the project site.

3.6.3 THRESHOLDS OF SIGNIFICANCE

The project would have a significant impact if it would result in:

1. 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. This impact would occur if:

    a. Project construction occurs without City Manager authorization before 7:00 a.m. or after 7:00 p.m., Monday through Friday, before 8:00 a.m. or after 5:00 p.m. Saturday, or at any time on Sundays or federal holidays; or,

    b. Project construction noise (1-hour L_{eq}) exceeds the applicable "stationary equipment" noise standards of the Noise Element of the General Plan (refer to Table 4-2) at any of the surrounding properties; or,

    c. Project operational noise increases the total noise level (1-hour L_{eq}) by more than 5 dBA at any residential property, or by more than 8 dBA at any other property; or,

    d. Project operational noise (1-hour L_{eq}) exceeds the applicable exterior noise standards of the Noise Element of the General Plan (refer to Table 4-1) at any of the surrounding properties; or

    e. Project-generated traffic causes the interior noise exposure within any residence, hospital, school, or similar noise-sensitive land use to increase from a level of 45 dB L_{dn} or less to a level greater than 45 dB L_{dn}; or,

    f. The noise exposure at exterior areas of the project intended for human use exceeds 67.5 dB L_{dn}: or,

    g. The exterior of the YMCA building is exposed to a 1-hour Leq of 65 dBA or more and the interior 1-hour Leq exceeds 50 dBA during any hour of operation.

2. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels;

3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

5. Exposure of people residing or working in the project area to excessive noise levels due to the project being 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; or

6. Exposure of people residing or working in the project area to excessive noise levels due to the project being located within the vicinity of a private airstrip.

3.2.4 IMPACTS

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

GROUND-BORNE VIBRATION (THRESHOLD 2)

A quantified analysis of ground-borne vibration resulting from construction activities was not prepared for the project. This is because standard construction techniques would be employed and none of these techniques include substantial sources of vibration. For example, the use of pile driving (a noted source of construction-related ground-borne vibration) would not be conducted or be necessary for the construction of the project. Additionally, project operation does not include any significant sours of ground-borne vibration and, as such, no ground-borne vibration impacts are anticipated during project operation.

AIRPORT/AIRSTRIP RELATED NOISE (THRESHOLDS 5 AND 6)

There are no public or private airports or airstrips in the project vicinity and the project site is not within an airport land use plan. Furthermore, there are no public or private airports or airfields within at least ten (10) miles of the project site. Therefore, the proposed project would not expose people to excessive airport or aircraft related noise levels.

POTENTIAL PROJECT IMPACTS

PERMANENT INCREASE IN AMBIENT NOISE LEVELS AND EXPOSURE OF PERSONS TO NOISE LEVELS IN EXCESS OF ESTABLISHED STANDARDS (THRESHOLDS 1 AND 2)

Impact NOI-1: The proposed project would generate additional vehicle trips, which could marginally affect ambient noise levels along surrounding roadways. This impact is less than significant.

Using average daily traffic volume (ADT) data, Wieland conducted an analysis of existing traffic noise using a model based on the lookup tables developed by the Federal Highway Administration for its Traffic Noise Model (TNM). The results of this modeling effort are included Appendix F and are summarized in Table 3.6.3. Referring to this table, the results are presented in terms of unmitigated L_{dn} at a distance of 50 feet from the centerline of the street. Where properties are more than 50 feet from the centerline of the street and/or they are shielded by noise barriers such as property line walls, the actual noise levels will be lower.

In a similar fashion, Wieland conducted an analysis of future traffic noise using the same methodology and traffic model as described above. For this exercise, three difference scenarios or cases were considered:

1. Near-term-with-project (based on existing + project traffic data).
2. Future-without-project (based on existing + other projects data).
3. Future-with-project (based on existing + other projects + project traffic data).

In order to assess potential noise impacts resulting from increased traffic, the near-term-with-project case is compared to the existing case and the future-with-project case is compared to the future-without-project case. The comparisons are summarized in Table 3.6.3 and Table 3.6.4.

Table 3.6.3
Traffic Noise Impact Analysis
Near-Term With Project vs. Existing Traffic Noise Levels

Street/Segment	Existing Conditions	Near-Term With Project	Estimated Traffic Noise Increase, dB L_{dn}
Lindero Canyon Road			
N of Thousand Oaks	72.0	72.2	0.2
Thousand Oaks to Russell Ranch Road	70.8	71.0	0.2
Russell Ranch Road to Via Colinas	71.7	71.8	0.2
Via Colinas to US-101 NB Ramps	73.2	73.4	0.2
US 101 NB Ramps to US 101 SB Ramps	72.5	72.6	0.1
US 101 SB Ramps to Agoura Road	72.0	72.1	0.1
S of Agoura	68.0	68.1	0.1
Thousand Oaks Boulevard			
Westlake Blvd. to Via Colinas	69.5	69.7	0.1
Via Colinas to Project Exit Driveway	68.5	69.5	1.0
Project Exit Driveway to Project Entry Driveway	68.5	68.9	0.5
Project Entry Driveway to Lindero Canyon Road	68.5	69.3	0.8
East of Lindero Canyon Road	68.5	69.0	0.2
Via Colinas			
Thousand Oaks Boulevard to Via Rocas	63.8	64.1	0.3
Via Rocas to Lindero Canyon Road	66.2	66.4	0.2
Agoura Road			
W of Lindero Canyon Road	67.9	67.9	0.1
E of Lindero Canyon Road	66.6	66.7	0.0
US 101 Freeway			
N of Lindero Canyon Road	84.5	84.5	0.0
S of Lindero Canyon Road	84.4	84.5	0.0

Source: Wieland Acoustics, Inc.

Table 3.6.4
Traffic Noise Impact Analysis
Future With Project vs. Future Without Project Traffic Noise Levels

Street/Segment	Future Without Project	Future With Project	Estimated Traffic Noise Increase, dB L_{dn}
Lindero Canyon Road			
N of Thousand Oaks	72.3	72.4	0.2
Thousand Oaks to Russell Ranch Road	71.3	71.5	0.2
Russell Ranch Road to Via Colinas	71.7	71.8	0.2
Via Colinas to US-101 NB Ramps	74.1	74.2	0.1
US 101 NB Ramps to US 101 SB Ramps	73.2	73.3	0.1
US 101 SB Ramps to Agoura Road	72.4	72.5	0.1
S of Agoura	68.5	68.6	0.1
Thousand Oaks Boulevard			
Westlake Blvd. to Via Colinas	69.7	69.8	0.1
Via Colinas to Project Exit Driveway	68.6	69.6	1.0
Project Exit Driveway to Project Entry Driveway	68.6	69.1	0.4

Table 3.6.4
Traffic Noise Impact Analysis
Future With Project vs. Future Without Project Traffic Noise Levels

Street/Segment	Future Without Project	Future With Project	Estimated Traffic Noise Increase, dB L_{dn}
Project Entry Driveway to Lindero Canyon Road	68.6	69.5	0.8
East of Lindero Canyon Road	69.3	69.4	0.2
Via Colinas			
Thousand Oaks Boulevard to Via Rocas	64.2	64.4	0.3
Via Rocas to Lindero Canyon Road	66.4	66.6	0.2
Agoura Road			
W of Lindero Canyon Road	68.3	68.4	0.1
E of Lindero Canyon Road	67.1	67.1	0.0
US 101 Freeway			
N of Lindero Canyon Road	84.6	84.6	0.0
S of Lindero Canyon Road	84.5	84.5	0.0

Source: Wieland Acoustics, Inc.

According to the analysis prepared by Wieland, typical residential construction, with windows closed, provides about 20 dB of exterior to interior noise reduction. Therefore, the interior traffic noise threshold of 45 dB Ldn corresponds to an exterior level of 65 dB Ldn. Referring to Tables 3.6.3 and 3.6.4, there are no locations at which project traffic increases the exterior noise level from below 65 dB Ldn to above 65 dB Ldn; therefore, there are no significant impacts with respect to this threshold. The maximum estimated traffic noise increase due to the project is 1 dB Ldn; this is less than the threshold of 5 dB Ldn established for the project and therefore, this impact is less than significant.

Impact NOI-2: The proposed project would expose patrons of the proposed park and YMCA to existing and future noise sources in the area, with the primary noise source being vehicles on Thousand Oaks Boulevard. This impact is less than significant.

The proposed project would expose patrons of the proposed park and YMCA to existing and future noise sources in the area. Section 3.6.3, above, describes the existing noise environment in the project vicinity. As noted, the primary noise sources in the area are roadways. In the project vicinity, the traffic noise on Thousand Oaks Boulevard is the dominant noise factor. See Tables 3.6.3 and 3.6.4 for existing and anticipated future noise volumes along Thousand Oaks Boulevard.

The closest exterior areas of the project intended for human use (the park and circumferential trail) would be approximately 250 feet from the nearest street (Thousand Oaks Boulevard). Referring to Appendix F, the estimated noise exposure at this distance would be approximately 65 dB Ldn, which is less than the applicable threshold of 67.5 dB Ldn. Therefore, there is no significant impact with respect to this threshold.

The YMCA building itself will be approximately 400 feet from Thousand Oaks Boulevard. Referring to Appendix F, the estimated noise exposure at this location will be less than 65 dB Ldn. The average daytime 1-hour Leq due to traffic is calculated to be 0.7 dBA lower than the corresponding Ldn; therefore, the estimated 1-hour Leq at the YMCA building will be less than 65 dBA. This is

below the threshold at which CALGreen's prescriptive or performance standards apply; therefore, there is no significant impact with respect to this threshold.

TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS AND EXPOSURE OF PERSONS TO NOISE LEVELS IN EXCESS OF ESTABLISHED STANDARDS (THRESHOLDS 1 AND 4)

Impact NOI-3: Operation of the proposed park and YMCA facility would periodically generate noise from onsite activities that could affect surrounding land uses. This is a less than significant impact with mitigation.

The proposed park and YMCA facility would periodically generate noise from vehicle movements, landscaping operations, parking lot sweeping, refuse collection, outdoor recreational activities, crowd noise, social gatherings, and other human interactions. Such noises would be similar to most mixed-use, commercial business, or institutional uses. Outdoor facilities at the proposed park and YMCA complex include baseball, soccer, skateboard park, multi-sport court, picnic area with tot lot, and circumferential path with par course. In addition to recreational activities, the Dole portion of the facility, which includes an interactive Wi-Fi learning center, a café, offices, exhibit space, and a product sales/display area, could create noises from truck deliveries, machine uses, and other activities.

As noted in the Environmental Noise Study prepared for the project, the activities occurring at the site (once it is operational) would vary depending on many factors, such as time of day, day of the week, time of the year, weather conditions, etc. The noise levels would also fluctuate along with these variables. The study prepared for the project assumed a "worst-case" scenario that combined the major noise generating activities that would likely occur at the site any given time. It should be noted that the scenario analyzed in the study included activities that might rarely occur simultaneously during actual operations of the facility.

The scenario was analyzed by Wieland, using SoundPLAN noise modeling software. This software takes a number of significant variables into account; including source sound power levels, the distances from sources to receivers, the heights of sources and receivers, ground effects, barrier effects provided by topography, walls or buildings, and reflections of noise off hard surfaces. The results of the noise modeling are provided are summarized in Table 3.6.5.

The closest noise receptors to the proposed facility are the commercial offices along Thousand Oaks Boulevard to the south, single-family homes to the east, and condominiums to the west (open space exists to the north). The residential uses to both the east and west are separated from the proposed park and YMCA by topographic features. A natural ridge rising approximately 80 feet separates the condominiums to the west from the proposed park; and a manufactured ridge rising 30 feet separates the homes to the east from the proposed park.

Table 3.6.5 Summary of Estimated Operational Noise Levels				
Location	**Noise Level Due to** Project Operations	**Ambient Noise** Level	**Total Combined Noise** Level (Project+ Ambient)	**Noise Increase Due to Project**
Condominiums west of Project Site	42 dBA	41.0 dBA[a]	44.5 dBA	3.5 dBA
Single-family homes East of Project Site	38 dBA	37.4 dBA[a]	40.7 dBA	3.3 dBA
Businesses south of Project Site	50 dBA	60 dBA[b]	60.4 dBA	0.4 dBA

Notes:

All noise levels are estimated 1-hour L_{eq}'s

a. To provide a conservative analysis, the lowest ambient noise levels measured during the proposed hours of par operation are used.

b. To provide a conservative analysis, the estimated nighttime traffic noise level is used (this coincides with late evening use of the park). The average nighttime traffic noise level is estimated to be 8.6 dBA lower than the corresponding existing traffic L_{dn} in Table 3.6.3.

As indicated in Table 3.6.5, project operational noise levels would be less than the City's applicable daytime and nighttime noise standards of 50 dBA and 45 dBA, respectively, at the neighboring residential properties (single-family homes to the east and condominiums to the west). Likewise, the project operational noise levels would be less than the City's applicable daytime and nighttime noise standards of 60 dBA and 55 dBA, respectively, at the commercial properties to the south. Finally, the project operations would increase noise levels by less than 5 dBA at the residential properties and by less than 8 dBA at the commercial properties.

The project's operational noise levels are predicted to be less than the significance thresholds. Mitigation Measures NOI-1 through NOI-3 are recommended to ensure that unanticipated noise-impacting activities do not occur onsite. With the incorporation of these measures, the project's operational noise impacts are less than significant.

Impact NOI-4: Construction of the proposed project would generate noise that could temporarily increase noise levels and affect surrounding land uses. This is a less than significant impact with mitigation.

The proposed project has the potential to temporarily alter ambient noise levels during construction activities. Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by earth-moving sources, then by foundation and parking area construction, and finally for finish construction. Table 3.6.6 shows the typical range of construction activity noise generation as a function of equipment used in various building phases.

Table 3.6.6 Noise Levels Generated by Typical Construction Equipment		
Type of Equipment	**Range of Sound Levels (dBA at 50 feet)**	**Suggested Sound Levels for Analysis (dBA at 50 feet)**
Pile driver (12,000-18,000 ft-lb/blow)	81 – 96	93
Rock drill	83 – 99	96
Jack hammer	75 – 85	82
Pneumatic tools	78 – 88	85

Table 3.6.6
Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Range of Sound Levels (dBA at 50 feet)	Suggested Sound Levels for Analysis (dBA at 50 feet)
Pumps	68 – 80	77
Dozer	85 – 90	88
Tractor	77 – 82	80
Concrete mixer	75 – 88	85
Front-end loader	86 – 90	88
Hydraulic backhoe	81 – 90	86
Hydraulic excavator	81 – 90	86
Grader	79 – 89	86
Air compressor	76 – 86	86
Truck	81 – 87	86

Source: EPA 1971

Measurements have shown, however, that the noise emission levels in Table 3.6.6 tend to be more associated with periodic events under full load rather than chronic (hourly or longer) noise exposure. Short term noise generation thus tends to be on the higher end of the ranges shown in Table 3.6.6, while long-term exposure is at the quieter end of the noise spectrum.

The measured hourly reference noise level from mobile construction equipment is approximately 85 dB Leq at 50 feet from the source due to variable duty cycles and equipment mobility. The noise impact envelope for an 85 dB reference source is as follows:

Table 3.6.7
Noise Impact Envelope for an 85 dB Noise Source

	Single-family Residential (dBA)	Multi-family Residential (dBA)	Semi-residential/ Commercial (dBA)
7 a.m. – 7 p.m. Mon. – Sat.	160’	90’	50’
7 p.m. – 7 a.m., and Sun. and Holidays	890’	500’	280’

The Noise Control Ordinance restricts and regulates hours of construction operation and levels of construction noise. In Chapter 4.4 of the Municipal Code, unless an exemption is granted by the City Manager, construction noise is restricted to the hours of 7:00 p.m. to 7:00 a.m. on weekdays, between 8 a.m. and 5 p.m. on Saturdays and prohibited at any time on Sundays or holidays.

The General Plan restricts the levels of construction noise. Section IV, Table 39 provides the following noise limits:

a. Mobile Equipment. Maximum noise levels from non-scheduled, intermittent, and short-term operation (less than 10 days) of mobile equipment:

	Single-family Residential (dBA)	Multi-family Residential (dBA)	Semi-residential/ Commercial (dBA)	Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	75	80	85	85
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays.	60	64	70	85

b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (period of 10 days or more) of stationary equipment:

	Single-family Residential (dBA)	Multi-family Residential (dBA)	Semi-residential/ Commercial (dBA)
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	60	65	70
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays.	50	55	60

In order to document the existing noise environment, measurements were obtained at nine locations throughout the study area. At four locations (Measurements #1 through #4) neighboring the project site, the noise measurements were obtained continuously over an approximately 3-day period between Friday, September 11 and Monday, September 14, 2009. At the remaining five locations (Measurements #5 through #9) the ambient noise measurements were obtained for a period of at least 20 minutes and extraneous noise sources (such as sirens) were excluded from the measurements by placing the sound level meter on "standby" until the noise event was concluded. Each measurement was obtained with the measurement microphone at a height of five feet above the ground. The results of the noise measurements, provided in Appendix F, are summarized in Table 3.6.8. The locations are identified as follows:

1. At the patio/yard of 134 Via Colinas. This location was a condominium west of the project site.

2. At the west fence line of 5867 Cardoza Drive. This location was a single-family home east of the project site. The property slopes up from the house toward the project site to the west and the sound level meter was located adjacent to the west fence line where the elevation was highest.

3. In the rear yard of 5823 Cardoza Drive. This location was a single-family home east of the project site. This property slopes up toward the project site to the west. The sound level meter was located at the bottom of the slope at the same elevation as the house itself.

4. On the elevated slope of 5823 Cardoza Drive. This location was at the same single-family home as Measurement #3. The sound level meter was located up the slope toward the west fence line of the property, closer to the project site than Measurement #3.

5. In the front yard of 5893 Logwood Road. This location was a single-family home adjacent to the east side of Lindero Canyon Road, north of Thousand Oaks Boulevard.

6. Adjacent to homes on Vercelly Court. This location was adjacent to the south side of Thousand Oaks Boulevard, east of Lindero Canyon Road. Access could not be gained to the residential properties because they were located in a gated community. Therefore, the measurement was obtained on the adjacent sidewalk of Portola Court.

7. In the back yard of 4201 Abbington Court. This location was a single-family home adjacent to the north side of Lindero Canyon Road, south of Agoura Road.

8. In the back yard of 4531 Sevenoaks Court. This location was a single-family home adjacent to the south side of Agoura Road, west of Lindero Canyon Road.

9. Adjacent to 49 Via Colinas. This location was a condominium adjacent to the north side of Thousand Oaks Boulevard, west of the project site.

Table 3.6.8
Summary of Noise Measurements

Measurement #	Location Description	Measurement Period	Measured 1-Hour Leq, dBA
1	134 Via Colinas	Approx. 72 hours	Daytime: 44.1-54.3 Nighttime: 47.0 – 50.1
2	5867 Cardoza Drive	Approx. 72 hours	Daytime: 44.7-54.0 Nighttime: 41.2 – 54.0
3	5823 Cardoza Drive - at house elevation	Approx. 72 hours	Daytime: 37.4-50.8 Nighttime: 37.9 – 45.8
4	5823 Cardoza Drive - Up slope	Approx. 72 hours	Daytime: 44.4 -55.7 Nighttime: 39.3 – 49.2
5	5893 Logwood Road	12:17 PM to 12:37 PM	56.8
6	Adjacent to Homes on Vercelly Ct.	12:50 PM to 1:10 PM	64.1
7	4201 Abbington Ct.	2:45 PM to 3:05 PM	59.0
8	4531 Sevenoaks Ct.	2:05 PM to 2:30 PM	57.7
9	49 Via Colinas	1:15 PM to 1:35 PM	59.5

Source: Wieland Acoustics, Inc.
Notes:
a. Nighttime noise levels shown exclude the nighttime hours that the YMCA would be closed.

In conducting its analysis of potential construction noise impacts, Wieland assumed that all project construction activities would take place within the City-approved hours of 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday. Based on information provided by

Sespe Consulting[4], the proposed construction will be divided into five main phases (excluding rough grading which has already been completed), as described below:

Phase I. Excess dirt removal. This phase will remove excess dirt that is left over from rough grading. The work will utilize two scrapers, an excavator, a water truck, and ten dump trucks (no more than four onsite at any one time) and is expected to take three weeks. Based on comments received from the City, it is assumed that all excess dirt removal will occur on the rough-graded pad where the YMCA building and park will be constructed.

Phase II. Precise Grading. This phase will entail setting final grade and elevations for the YMCA building, play fields and parking lot which will also provide for site drainage. The work will utilize a scraper, a grader, three tractors/backhoes, and one water truck.

Phase III. Building Construction. This phase will construct the YMCA building structure; it is assumed that smaller auxiliary building (restroom, concessions, etc.) will also be constructed at time. The work will utilize a crane, an excavator, a forklift, a grader, a trencher, a welder, and miscellaneous other industrial equipment.

Phase IV. Architectural Coating. This phase will finish the exterior of the YMCA building and will utilize three compressors.

Phase V. Asphalt Paving. This phase will pave the exterior asphalt areas, primarily consisting of the parking lots. The work will utilize an asphalt truck, a paver, and two rollers.

Because rough grading has already been completed at the project site, all the remaining work to be completed for Phases I through V would take place within the area of the pad on which the YMCA building and park would be located. In order to estimate which construction phase(s) would generate the highest noise levels, an analysis was conducted to estimate the total noise levels generated by all the construction equipment operating during each phase. Table 3.6.9 provides a summary of this analysis.

Table 3.6.9
Estimated Equipment Sound Power Levels by Construction Phase

Construction Phase/ Equipment Item	Maximum Equipment Noise Level @ 50', per unit[a]	Usage Factor [a,b]	Number of Units	Estimated Average Noise Level at 50', 1-Hour L_{eq}
Phase I – Excess Dirt Removal				
Dozer	85 dBA	0.4	2	84 dBA
Loader	85 dBA	0.4	1	81 dBA
Skiploader	85 dBA	0.4	1	81 dBA
Water Truck	88 dBA	0.4	1	84 dBA
Dump Truck	84 dBA	0.4	4	86 dBA
Combined				**91 dBA**
Phase II – Precise Grading				
Scraper	89 dBA	0.4	1	85 dBA

[4] Source: Sespe Consulting Inc., *Air Quality and Climate Change Impact Assessment, Westlake Village Community Park/Trifuno YMCA*, Westlake Village, California, September 11, 2012.

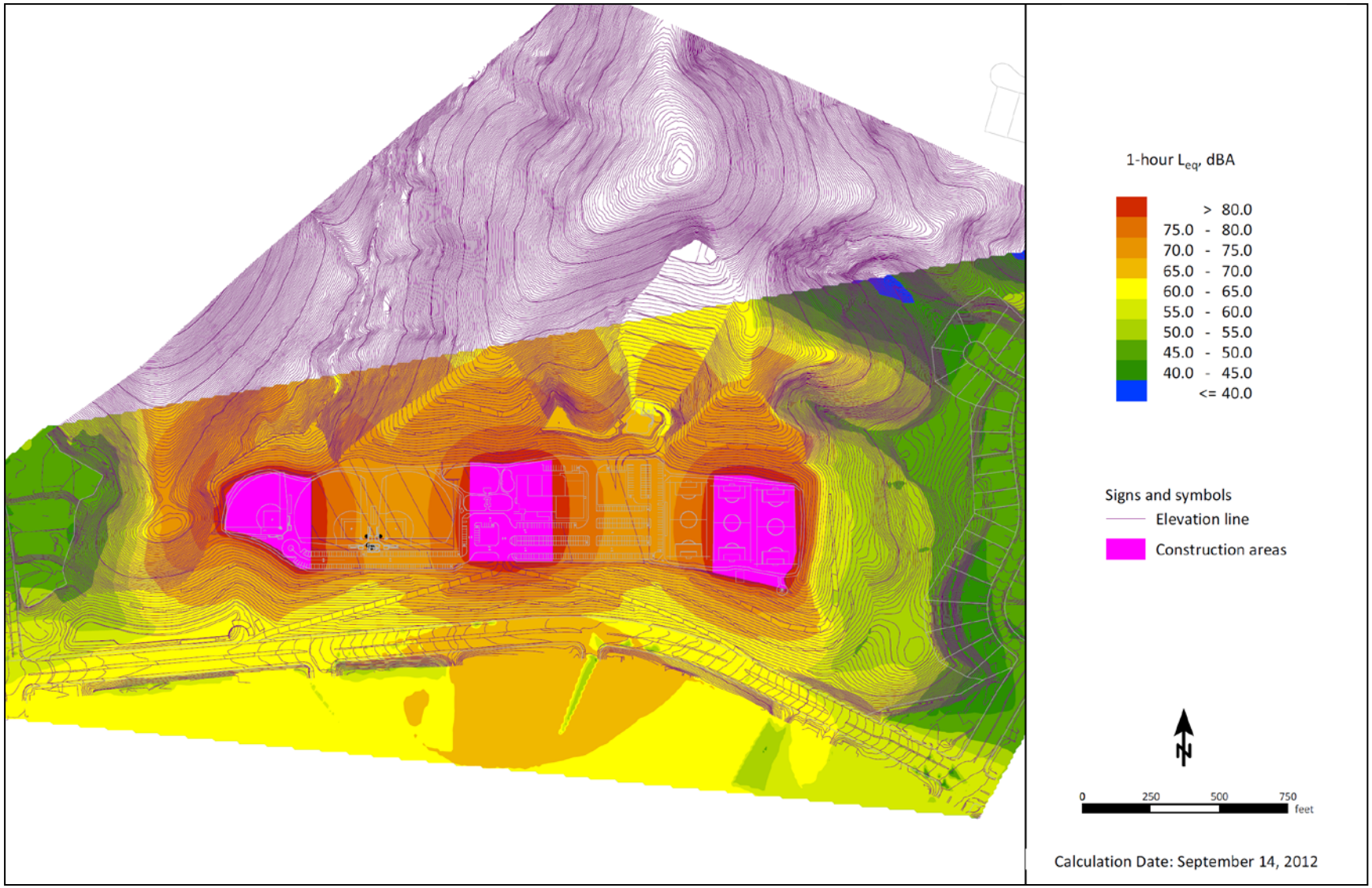
Table 3.6.9
Estimated Equipment Sound Power Levels by Construction Phase

Construction Phase/ Equipment Item	Maximum Equipment Noise Level @ 50', per unit[a]	Usage Factor [a,b]	Number of Units	Estimated Average Noise Level at 50', 1-Hour L_{eq}
Grader	85 dBA	0.4	1	81 dBA
Water Truck	88 dBA	0.4	1	84 dBA
Tractor/Backhoe	84 dBA	0.4	3	85 dBA
Combined				**90 dBA**
Phase III – Building Construction				
Crane	88 dBA	0.16	1	80 dBA
Excavator	85 dBA	0.4	1	81 dBA
Fork Lift	75 dBA	0.4	1	71 dBA
Grader	85 dBA	0.4	1	81 dBA
Trencher	82 dBA	0.5	1	79 dBA
Welder	74 dBA	0.4	1	70 dBA
Pneumatic Tool	85 dBA	0.5	1	82 dBA
Combined				**86 dBA**
Phase IV – Architectural Coating				
Compressor	81 dBA	0.4	3	82 dBA
Combined				**82 dBA**
Water Truck				
Phase V – Asphalt Paving				
Paver	89 dBA	0.5	1	86 dBA
Roller	74 dBA	0.2	2	70 dBA
Asphalt Truck	84 dBA	0.4	1	80 dBA
Combined				**87 dBA**

Source: Wieland Acoustics, Inc.
Notes:
a. Maximum noise levels and usage factor obtained or estimated from References 5,6 and 7.
b. Usage Factor is the percentage of time equipment is operating in noisiest mode while in use.
c. *Average noise level = Maximum Equipment Noise level + 10xlog (number of units).*

Construction noise levels at any given receiver would generally be highest when the construction activity is occurring closest to that receiver. Noise modeling software (SoundPLAN) was used to calculate the noise levels with construction activity occurring at three different locations: at the west end of the park (in the vicinity of the baseball fields), in the center of the park (in the vicinity of the YMCA building), and at the east end of the park (in the vicinity of the soccer fields). A noise contour map was then generated to identify the worst case noise levels that would occur at the surrounding land uses during the construction process. See Figure 3.6.3.

Figure 3.6.3 Estimated Worst-Case Construction Noise Levels
(Source: Wieland Acoustics, Inc.)



Referring to Figure 3.6.3, the estimated worst-case construction noise level at the condominiums to the west of the project site is up to 55 dBA. This is less than the applicable "stationary equipment" noise standard of 65 dBA for multi-family residences; therefore, the impact is less than significant at this location with regard to this standard. Referring to Appendix F, the measured ambient 1-hour Leq within the condominium community was as low as 44.1 dBA during the hours in which construction might occur. Therefore the estimated construction noise level of 55 dBA would increase the overall noise level by marginally more than 10 dBA; however, because the resulting noise level is below the applicable standard of 65 dBA, the impact is less than significant.

The estimated worst-case construction noise level at the homes to the east of the project site is up to 52 dBA. This is less than the applicable "stationary equipment" noise standard of 60 dBA for single-family residences; therefore, the impact is less than significant at this location with regard to this standard. Referring to Appendix F, the measured ambient 1-hour Leq within the single-family community was as low as 43.5 dBA during the hours in which construction might occur. Therefore, the estimated construction noise level of 52 dBA would increase the overall noise level by less than 10 dBA. This impact is less than significant.

The estimated worst-case construction noise level at the businesses to the south of the project site is up to 69 dBA. This is less than the applicable "stationary equipment" noise standard of 70 dBA for commercial properties; therefore, the impact is less than significant at this location with regard to this standard. Based on the existing traffic noise levels summarized in Table 3.6.3, the average daytime traffic noise level is estimated to be approximately 68 dBA at the businesses (the average daytime 1-hour Leq is calculated to be 0.7 dBA lower than the corresponding Ldn). Therefore, the estimated construction noise level of 69 dBA would increase the overall noise level by less than 10 dBA and the impact is less than significant. Because the analysis is based on noise levels from Phase I construction, it is noted that noise levels would be lower during other phases of construction. Referring to Table 3.6.9 the noise levels would be approximately 1 dBA lower during Phase II, 5 dBA lower during Phase III, 9 dBA lower during Phase IV, and 4 dBA lower during Phase V.

The project's construction phase noise levels are predicted to be less than the significance thresholds. Mitigation Measures NOI-4 through NOI-6 are recommended to ensure compliance with the Noise Ordinance and to minimize the construction noise annoyance. With the incorporation of these measures, the project's construction noise impacts are less than significant.

3.6.5 CUMULATIVE IMPACTS

The only cumulative noise condition that the proposed project could contribute to is the cumulative generation of noise in the project area. This includes a cumulative increase in traffic volumes along local roadways and a cumulative increase in noise generated by operations of the YMCA facility in combination with the operation of other uses in the project vicinity. As discussed in Impact NOI-1, the traffic noise generated by the proposed project would not cause a significant increase in ambient noise levels. Therefore, the project's contribution to the cumulative impact of roadway noise is not considerable. Similarly, as discussed in Impact NOI-3, the operational noise generated by the proposed project would not cause noise levels to exceed the City's noise standards. Therefore, the project's operational noise would not be a considerable contribution to cumulative noise levels.

3.6.6 MITIGATION MEASURES

MM NOI-1: No bullhorns shall be used at the park.

MM NOI-2: Any public address (PA) system or other loudspeaker system to be used at the park shall be designed and set up to ensure that it does not exceed the applicable City noise standards at the surrounding properties. Appropriate measures may include, but are not limited to: proper placement and direction of loudspeakers, placing limits on the gain (volume) of the system, restricting system use to specific times of the day or week, etc. If the system cannot be designed or set up to achieve compliance with City standards, it shall not be used.

MM NOI-3: No park activities shall take place on the berms or hills east of the soccer fields or west of the baseball fields. All park activities shall take place below the elevation of the berms/hills so that they are shielded from the neighboring residential properties. Crowds for sporting events shall not be permitted to utilize the berms/hills.

MM NOI-4: Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturday; no construction activities shall occur at any time on Sunday or Federal holidays. Personnel shall not be permitted on the job site, and material or equipment deliveries and collections shall not be permitted outside of these hours.

MM NOI-5: All construction equipment shall be equipped with properly operating and maintained muffling devices.

MM NOI-6: Construction equipment shall be operated only when necessary, and shall be switched off when not in use.

3.6.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of mitigation measures, the proposed project would not result in significant noise impacts. The following table presents a summary of the thresholds of significance, mitigation measures, and the project's corresponding level of impact.

Table 3.6.10
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Noise Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
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.	MM NOI-1 through MM NOI-6	Less than Significant After Mitigation

Table 3.6.10
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Noise Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.	None Required	Less than Significant
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	None Required	Less than Significant
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	MM NOI-1 through MM NOI-6	Less than Significant After Mitigation
Exposure of people residing or working in the project area to excessive noise levels due to the project being 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.	None Required	No Impact
Exposure of people residing or working in the project area to excessive noise levels due to the project being located within the vicinity of a private airstrip.	None Required	No Impact

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3.7 TRANSPORTATION AND CIRCULATION

3.7.1 INTRODUCTION

This section of the SEIR analyzes the potential traffic and circulation impacts of the proposed Westlake Village Community Park/Triunfo YMCA Project in Westlake Village, California. The analysis addresses existing conditions, existing plus project conditions, pre-project conditions, post project conditions, site access, project parking, and related issues and is based on a Traffic Impact Study (Appendix G) prepared by Willdan in 2012.

3.7.2 ENVIRONMENTAL SETTING

The project is located on the north side of Thousand Oaks Boulevard west of Lindero Canyon Road.

EXISTING STREET SYSTEM

The primary access route to the site is expected to be via Lindero Canyon Road and Thousand Oaks Boulevard. Other roadways within the study area that would be utilized by project traffic include Westlake Boulevard, the U.S. 101 Freeway and Agoura Road. A brief description of each of these roadways within the study area follows:

LINDERO CANYON ROAD - This north/south arterial has three lanes of travel in each direction with a raised curb median (south of Thousand Oaks Boulevard) and provides direct access to the U.S. 101 Freeway. Lindero Canyon Road is 84-feet wide and parking is prohibited on both sides of the street. Thousand Oaks, Agoura Hills, and other nearby communities utilize Lindero Canyon Road as a major traffic corridor for access into Westlake Village. Lindero Canyon Road has signalized intersections at Hedgewall Drive, Thousand Oaks Boulevard, Russell Ranch Road, Via Colinas, the U.S. 101 northbound off-ramp, the U.S. 101 southbound off-ramp, and Agoura Road. Within the study area, the speed limit on Lindero Canyon Road is primarily 45 mph (50 mph in the vicinity of Hedgewall Drive).

THOUSAND OAKS BOULEVARD - Thousand Oaks Boulevard is a major east/west arterial that parallels the U.S. 101 Freeway on the north side. In the vicinity of the project site, it is 84-feet wide with a raised curb median, and is striped for two travel lanes and a bicycle lane in each direction. Parking is prohibited on both sides of the street. Thousand Oaks Boulevard has signalized intersections at Westlake Boulevard, Via Colinas and at Lindero Canyon Road. The speed limit on Thousand Oaks Boulevard is 45 mph.

WESTLAKE BOULEVARD - Westlake Boulevard is a major north-south arterial in the City of Thousand Oaks. In the vicinity of the project site, it is striped for three travel lanes in each direction. Parking is prohibited on both sides of the street. Westlake Boulevard has a signalized

intersection at Thousand Oaks Boulevard and a full interchange at the U.S. 101 Freeway. The posted speed limit is 50 mph.

U.S. 101 FREEWAY - In the Westlake Village area, the U.S. 101 Freeway is an 8-lane facility that is primarily oriented in an east/west direction. This freeway is a major regional facility that serves communities along the California Coast to the north and the San Fernando Valley and Los Angeles to the south. U.S. 101 has an interchange at Lindero Canyon Road.

AGOURA ROAD - Agoura Road is a major east/west arterial that parallels the U.S. 101 Freeway on the south side. Within Westlake Village, Agoura Road is a four-lane divided roadway with bike lanes in each direction. Parking is prohibited on both sides of the street. Agoura Road is signalized at Lindero Canyon Road, and has a 45 mph speed limit.

EXISTING TRAFFIC CONDITIONS

The following nine intersections were analyzed during the a.m. and p.m. peak traffic hours. These intersections were selected because they were considered most likely to be impacted by the project:

- Lindero Canyon Road/Hedgewall Drive
- Lindero Canyon Road/Thousand Oaks Boulevard
- Lindero Canyon Road/Russell Ranch Road
- Lindero Canyon Road/Via Colinas
- Lindero Canyon Road/U.S. 101 Northbound Off-ramp
- Lindero Canyon Road/U.S. 101 Southbound Off-ramp
- Lindero Canyon Road/Agoura Road
- Thousand Oaks Boulevard/Via Colinas
- Thousand Oaks Boulevard/Westlake Boulevard

All study intersections are signalized.

Turning movement counts were taken during the 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. periods at the nine intersections in the study area in September 2010. The counts show that a.m. peak hour generally begins at 7:45 and the p.m. peak hour generally begins at 5:00. (The volumes during these peak hours are shown on Figure 2 in Appendix G.)

The existing lane configurations and signal phasing at the study intersections were obtained from signal plans with supplemental field reviews. The existing lane configurations are identified in the TRAFFIX data sheets in the appendix.

EXISTING INTERSECTION LEVELS OF SERVICE

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City considers LOS C to be the minimum acceptable level of service at intersections, except that LOS D can occur along Lindero Canyon Road at Via Colinas, at both of the U.S. 101 Freeway off-ramps, and at Agoura Road.

The Los Angeles County Congestion Management Program (CMP) Intersection Capacity Utilization (ICU) method was used to analyze the operational efficiency of the study intersections. Since the intersection operation analyses were conducted for weekday peak hour conditions, the results constitute a "worst case" condition. The ICU values (i.e., volume to capacity ratios) and corresponding levels of service for existing conditions at the nine intersections analyzed are shown in Table 3.7.1. Table 3.7.1 shows that the study intersections are currently operating at acceptable LOS during the a.m. and p.m. peak hours.

Table 3.7.1
Existing Weekday Intersection Levels of Service

Location	Peak Hour	Existing	
		ICU	LOS
Lindero Canyon Road / Hedgewall Drive	AM	0.56	A
	PM	0.55	A
Lindero Canyon Road / Thousand Oaks Boulevard	AM	0.69	B
	PM	0.64	B
Lindero Canyon Road / Russell Ranch Road	AM	0.41	A
	PM	0.63	B
Lindero Canyon Road / Via Colinas	AM	0.71	C
	PM	0.76	C
Lindero Canyon Road / U.S. 101 Northbound Ramps	AM	0.89	D
	PM	0.76	C
Lindero Canyon Road / U.S. 101 Southbound Ramps	AM	0.74	C
	PM	0.67	B
Lindero Canyon Road / Agoura Road	AM	0.63	B
	PM	0.68	B

Table 3.7.1
Existing Weekday Intersection Levels of Service

Location	Peak Hour	Existing	
		ICU	LOS
Thousand Oaks Boulevard/ Via Colinas	AM	0.30	A
	PM	0.45	A
Thousand Oaks Boulevard/ Westlake Boulevard	AM	0.59	A
	PM	0.76	C

3.7.3 THRESHOLDS OF SIGNIFICANCE

The project would have a significant impact if it will:

1. 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.

2. Conflict with an applicable congestion management program, including, but not limited to level of service stands and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

3. 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.

4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5. Result in inadequate emergency access.

6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The following points are provided to further clarify the thresholds of significance:

- For purposes of assessing impacts to the performance of the circulation system, the City considers LOS C to be the minimum acceptable level of service at all intersections within the City, except that LOS D is acceptable at intersections along Lindero Canyon Road between Via Colinas and Agoura Road. A project impact to an intersection's level of service in Westlake Village is considered to be significant if:

1. An intersection is projected to operate at an acceptable level of service in the future and the project traffic would cause an unacceptable level of service; or

2. An intersection is projected to operate at an unacceptable level of service in the future and the project traffic is expected to contribute a significant impact to the intersection. A significant project impact is defined as an ICU degradation of 0.01 or greater.

- In the City of Thousand Oaks a significant impact to the circulation system would occur when a proposed project increases traffic demand by 2 percent or greater at an intersection that would operate at LOS D or worse with project added traffic volumes.

- Parking impacts are considered significant if projected parking demand is likely to exceed supply by more than 5% on more than a few days per year.

- For purposes of the CMP, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing 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 ($V/C \geq 0.02$).

- Access/internal circulation impacts are defined as significant if, in the judgment of the traffic engineer, the design would result in a greater than normal accident potential.

- Safety impacts are defined as significant if, in the judgment of the traffic engineer, the addition of project traffic would cause significant operational safety impacts.

3.7.4 IMPACTS

TOPICS FOR WHICH THE PROJECT WOULD HAVE NO IMPACT

CONGESTION MANAGEMENT PROGRAM (THRESHOLD 2)

The CMP requires that the traffic analysis consider intersections where the project will add 50 or more trips during the a.m. or p.m. peak hour and mainline freeway locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

All of the intersections in Westlake Village with more than 50 peak hour trips were included in the analysis and the project is not expected to add 150 or more freeway mainline trips in either direction. Figure 4 in Appendix G shows the distribution of project trips at the Lindero Canyon Road – U.S. 101 Ramps and shows that the project adds at most 52 trips in any one direction to the mainline. In addition, the Park & Ride component of the project serves to reduce freeway trips compared to without-project conditions. CMP impacts are therefore less than significant impact.

AIR TRAFFIC (THRESHOLD 3)

The proposed project is not within an airport land use plan or within two miles of a private or public use airport. Consequently, the proposed project would not affect any airport facilities and would

not cause a change in the directional patterns of aircraft. Therefore the proposed project would have no impact on air traffic patterns.

EMERGENCY ACCESS (THRESHOLD 5)

The project must comply with all Building, Fire and Safety Codes and plans are subject to review and approval by the Public Works and the Transportation Departments, and the Building Division and Fire Department. Preliminary review of the site plan by these departments indicates that the proposed circulation system provides adequate emergency access. In addition, the proposed project would not cause any permanent or temporary closures to any roadway. Therefore, there would be no impacts related to inadequate emergency access.

PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES (THRESHOLD 6)

The project will not conflict with any adopted policies, plans, or programs regarding pedestrian and bicycle facilities. Project construction and operation would not impact the bike route on Agoura Road. The project's parking lot includes a Park & Ride component that is designed to encourage carpooling, which would reduce the level of vehicle trips and specifically the use of auto trips for single car drivers. The nearest transit routes in the project vicinity are Metro Line 161, and Commuter Express Lines 422 and 423, which travel along Thousand Oaks Boulevard and Lindero Canyon Boulevard, south of Thousand Oaks Boulevard. Given the location of the proposed project in relationship to the existing bus stops for these routes, and the nature of the project, it is not anticipated that the proposed project would result in a significant increase in ridership on these routes. Project impacts to public transit, bicycle and pedestrian facilities would be less than significant.

POTENTIAL PROJECT IMPACTS

PERFORMANCE OF THE CIRCULATION SYSTEM (THRESHOLD 1)

Impact TRAF-1: Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to

continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.

Willdan prepared a traffic study for the project in 2012. It is contained in Appendix G of this SEIR. The traffic study analyzed potential project-generated traffic impacts on the roadway system in the vicinity of the site. The following scenarios were analyzed:

- Existing Conditions: Analysis of existing peak hour conditions based on traffic counts conducted in September 2010 under the supervision of City staff. This analysis provides the baseline for determining significance.

- Existing Plus Project Conditions: Analysis of traffic conditions with the proposed project traffic added to the existing volumes with planned improvements to the study intersections. This scenario when compared to existing conditions is used to determine project impacts under CEQA.

- Existing Plus Other (Pre-Project) Conditions: Analysis of traffic conditions expected just prior to the opening of the project – the construction/occupancy of approved/under construction developments in Westlake Village, Thousand Oaks, and Agoura Hills that are expected to contribute a significant amount of new traffic to the study area with planned improvements to the study intersections. A comparison of this scenario to existing conditions determines the impact of cumulative development without the project on the circulation system.

- Existing Plus Other Plus Project (Post-Project) Conditions: Analysis of traffic conditions with the proposed project traffic added to the pre-project conditions. A comparison of this scenario with the Pre-Project scenario allows for a determination of whether the project's contribution to cumulative impacts is cumulatively considerable, and a significant cumulative impact.

Project Trip Generation

In order to determine the project's potential impact, it is first necessary to estimate the amount of traffic generated by the proposed project, which includes the following components: YMCA, City recreational facilities, and the Park & Ride facility. The trip generation for each of these components was separately calculated.

YMCA

The traffic expected to be generated by the proposed YMCA building was estimated from traffic counts taken at two existing YMCAs (in Thousand Oaks and in the West San Fernando Valley). Projected memberships and facilities/programs that would be provided at the YMCA were compared with those at the existing YMCAs. Overall, the proposed YMCA compared most closely with the West Valley YMCA (based on conversations with YMCA Staff). Therefore, the existing trip generation rates per family unit (FU) at that facility were used to estimate the proposed project

peak hour traffic volumes. The number of trips generated by the existing 1,850 family unit YMCA were factored up to reflect the estimated trips from the planned 2,450 family unit facility in Westlake Village.

ITE trip generation estimates for YMCAs (i.e. recreational community center), were also considered, but were not used because they were significantly less than the West San Fernando Valley YMCA's trip generation rates.

City Recreation Facilities

The p.m. peak hour trip generation from activities at the City's planned recreation facilities was estimated using the following rationale:

- The East Fields would accommodate a maximum of six U-12 soccer team practices during any one session. There would be one complete session (i.e., arrivals and departures) during the p.m. peak hour. The arrivals for the second six team practice session would also occur during the p.m. peak hour.

- The West Fields would accommodate a maximum of two U-10 and two U-12 soccer team practices and one baseball practice during any one session. There would be one complete session (arrivals and departures) during the p.m. peak hour. The arrivals for the second session would also occur during the p.m. peak hour.

The detailed calculation of players, coaches, vehicles arrivals and departures and vehicle occupancy rates are presented in Appendix G and summarized in Table 3.7.2. The City recreation facilities are expected to generate 307 inbound and 249 outbound trips during the p.m. peak hour.

Park & Ride

The trip generation from activities at the planned Park & Ride facility was estimated using the following rationale:

- Eighty percent of the planned 70 spaces would be used on a typical day.

- All of the morning and afternoon arrivals and departures would take place during the respective peak hours.

- The average carpool vehicle occupancy would be two.

Table 3.7.2 lists the estimated peak hour trip generation from the proposed land uses and shows that the project is expected to generate a total of 178 vehicles during the a.m. peak hour and 815 vehicles during the p.m. peak hour.

Table 3.7.2
Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
YMCA (2,450 FU)	60	34	94	108	67	175
City Recreation Facilities	*	*	*	307	249	556
Park & Ride	56	28	84	28	56	84
Totals	116	62	178	443	372	815
* Negligible						

Project Traffic Distribution

In order to determine how project traffic was likely to be distributed on the circulation system, traffic distribution patterns for the project's YMCA and City Recreation Facilities were developed based on discussions with YMCA staff, a review of the area-wide traffic circulation system, existing traffic count information, aerial photographs, and recent traffic studies. The traffic distribution is shown in Figure 3 in Appendix G and summarized below:

- 25% from/to the north via Lindero Canyon Road
- 17% from/to the east via Thousand Oaks Boulevard
- 14% from/to the west via Thousand Oaks Boulevard
- 15% from/to the east via the U.S. 101 Freeway
- 13% from/to the west via the U.S. 101 Freeway
- 2% from/to the east via Agoura Road
- 6% from/to the west via Agoura Road
- 8% from/to the south via Lindero Canyon Road

For the Park & Ride facility it was assumed that inbound traffic would be 60% from the north on Lindero Canyon Road, 10% from the south on Lindero Canyon road, 20% from the west on Thousand Oaks Boulevard and 10% from the east on Thousand Oaks Boulevard. Outbound traffic would all be destined for the U.S. 101 freeway – 80% to the east and 20% to the west.

Weekday Project Traffic Volumes

Based on the traffic distribution assumptions and inbound/outbound trip characteristics, project-generated traffic was assigned to the study network. The estimated a.m. and p.m. weekday peak

hour intersection traffic volumes associated with the proposed project are shown in Figure 4 in Appendix G.

Project Impacts: Existing + Project Intersection Levels of Service

Existing plus project traffic volumes were determined by adding the project generated traffic to the existing traffic volumes. The ICU values and corresponding LOS for existing plus project volumes at the nine study intersections (with existing geometrics and signal operations) are shown on Table 3.7.3 with the calculations provided in Appendix G.

When compared to existing conditions, the addition of traffic from the proposed project would not have a significant impact at any of the study intersections. The project is anticipated to result in a less than significant project impact on intersection operations.

Cumulative Without Project Impacts: Pre-Project Conditions

In order to estimate pre-project conditions, the Traffic Analysis assumed that the approved/under construction developments and other proposed/entitled land uses located in the vicinity of the site which would contribute a significant amount of new traffic to the study intersections would be built and occupied and that Phase 3A of the City's Arterial Street System Financing Program (ASFP) and other planned improvements would be constructed. This is considered a conservative assumption, in that although the improvements are anticipated to be in place prior to project completion, it is unlikely that all of the other developments would be built and occupied.

ASFP Improvements

The ASFP has funded improvements along the Lindero Canyon Boulevard corridor. The only major remaining phase (3A) to be constructed will include the following improvements at two of the study intersections:

- An additional through lane in each direction on Lindero Canyon Road at the U.S. 101 northbound off ramp.
- An additional through lane in the southbound direction on Lindero Canyon Road at the U.S. 101 southbound off ramp.

In addition, the City plans to install a westbound right turn overlap on Thousand Oaks Boulevard at Lindero Canyon Road.

Table 3.7.3
Project Impacts
Comparison of Existing Levels of Service and
Existing + Plus Project Intersection Levels of Service

Location	Peak Hour	Existing		Existing+ Project		Significant?
		ICU	LOS	ICU	LOS	
Lindero Canyon Road /	AM	0.56	A	0.57	A	No
Hedgewall Drive	PM	0.55	A	0.59	A	No
Lindero Canyon Road /	AM	0.69	B	0.69	B	No
Thousand Oaks Boulevard	PM	0.64	B	0.78	C	No
Lindero Canyon Road /	AM	0.41	A	0.40	A	No
Russell Ranch Road	PM	0.63	B	0.67	B	No
Lindero Canyon Road /	AM	0.71	C	0.70	C	No
Via Colinas	PM	0.76	C	0.80	D	No
Lindero Canyon Road /	AM	0.89	D	0.90	D	No
U.S. 101 Northbound Ramps	PM	0.76	C	0.80	D	No
Lindero Canyon Road /	AM	0.74	C	0.74	C	No
U.S. 101 Southbound Ramps	PM	0.67	B	0.72	C	No
Lindero Canyon Road /	AM	0.63	B	0.63	B	No
Agoura Road	PM	0.68	B	0.70	C	No
Thousand Oaks Boulevard /	AM	0.30	A	0.32	A	No
Via Colinas	PM	0.45	A	0.67	B	No
Thousand Oaks Boulevard /	AM	0.59	A	0.60	B	No
Westlake Boulevard	PM	0.76	C	0.76	C	No

Cumulative Projects

The details of approved/under construction developments and proposed/entitled land uses in the project vicinity were obtained from the Cities of Westlake Village, Agoura Hills, and Thousand Oaks and are listed on Table 3.7.4. The locations of these cumulative developments are shown on Figure 3.7.1.

Estimated peak hour and daily trips for these developments are based on project-specific traffic studies or data in the ITE publication *Trip Generation, Eighth Edition.* A summary of the net trip generation for these developments is provided in Appendix G. The traffic distribution assumptions and inbound/outbound travel characteristics that were used to assign the traffic for each development to specific routes within the study area are also included in the Appendix.

Table 3.7.4
Other Developments

Development	Land Use	Quantity
Shoppes at Westlake-1	Retail	243,561 s.f.
Centerpointe-2	Office	61,040 s.f.
Agoura Landmark-3	Office	100,634 s.f.
Richland T.O.-4	Office	137,000 s.f.
Hilton Foundation-5	Office	93,300 s.f.
Hyatt Hotel Expansion-6	Rooms Ballroom	68 10,687 s.f.
Corporate Point-7	Office	71,844 s.f.
Institutional Use-8	Residential	120 Units

The peak hour volumes from these other developments were added to existing volumes to produce the pre-project traffic volumes. These volumes are summarized in Figure 7 in Appendix G. A level of service analyses was performed and the results are listed in Table 3.7.5. The level of service calculation sheets are provided in the Appendix.

Cumulative Without Project Impact

Table 3.7.5 also compares pre-project levels of service with existing levels of service and shows that after completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development.

Figure 3.7.1 Location of Other Cumulative Developments

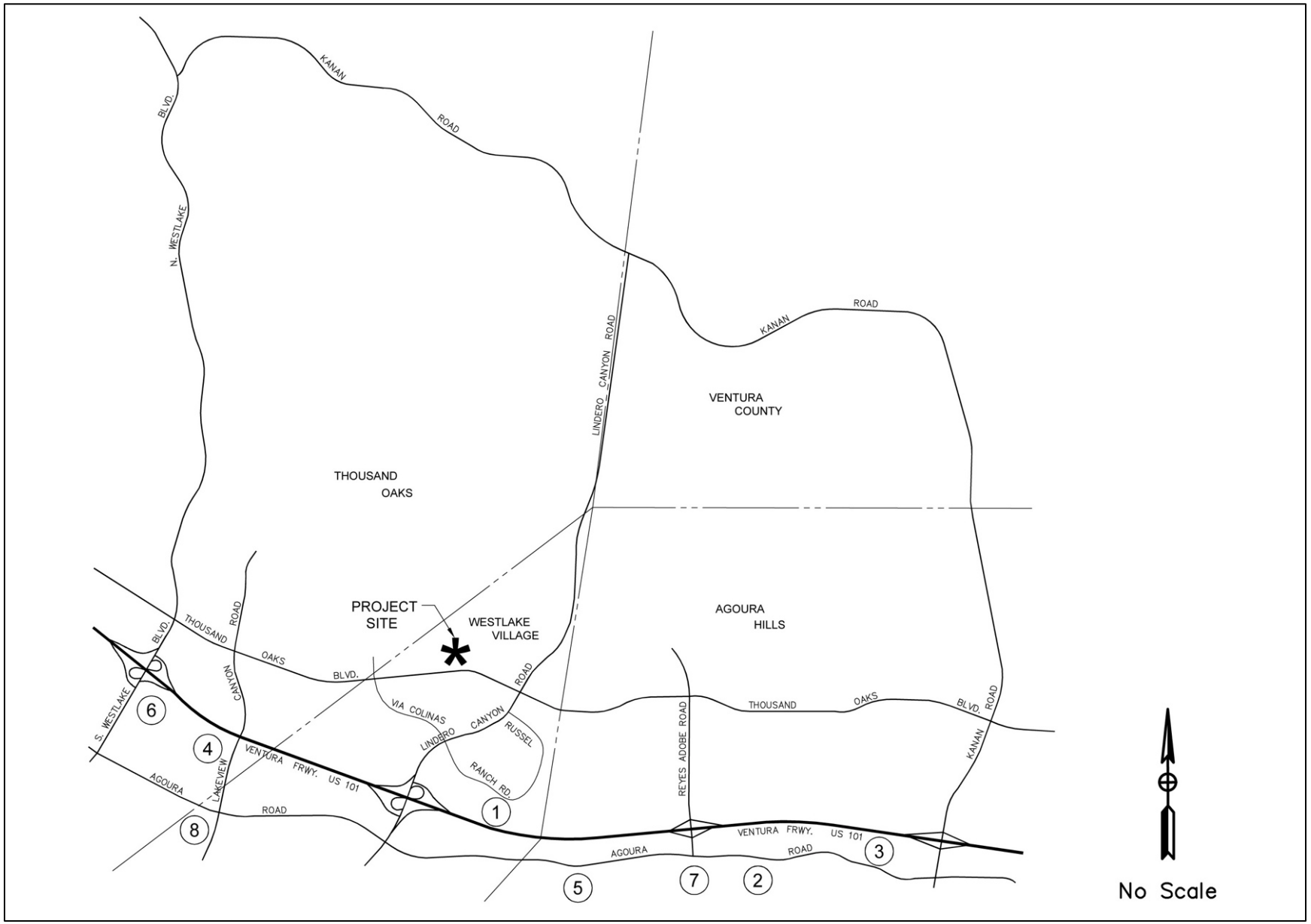

Table 3.7.5
Cumulative Without Project Impacts
Comparison of Existing and Pre-Project Intersection Levels of Service

Location	Peak Hour	Existing		Pre-Project		Significant?
		ICU	LOS	ICU	LOS	
Lindero Canyon Road / Hedgewall Drive	AM	0.56	A	0.58	A	NO
	PM	0.55	A	0.57	A	NO
Lindero Canyon Road / Thousand Oaks Boulevard	AM	0.69	B	0.72**	C	NO
	PM	0.64	B	0.65**	B	NO
Lindero Canyon Road / Russell Ranch Road	AM	0.41	A	0.42	A	NO
	PM	0.63	B	0.74	C	NO
Lindero Canyon Road / Via Colinas	AM	0.71	C	0.78	C	NO
	PM	0.76	C	0.91	E	YES
Lindero Canyon Road / U.S. 101 Northbound Ramps	AM	0.89	D	0.81*	D	NO
	PM	0.76	C	0.75*	C	NO
Lindero Canyon Road / U.S. 101 Southbound Ramps	AM	0.74	C	0.71*	C	NO
	PM	0.67	B	0.78*	C	NO
Lindero Canyon Road / Agoura Road	AM	0.63	B	0.68	B	NO
	PM	0.68	B	0.74	C	NO
Thousand Oaks Boulevard / Via Colinas	AM	0.30	A	0.33	A	NO
	PM	0.45	A	0.49	A	NO
Thousand Oaks Boulevard / Westlake Boulevard	AM	0.59	A	0.60	B	NO
	PM	0.76	C	0.77	C	NO

* With ASFP Phase 3A Intersection Improvements
** With City Planned Intersection Improvements

Cumulative Project Impact: Post Project Conditions

The project generated a.m. and p.m. peak hour volumes were added to pre-project volumes in order to assess the impact of the project traffic. The peak hour volumes are shown on Figure 8 in Appendix G and Table 3.7.6 compares post-project, pre-project, and existing levels of service.

Table 3.7.6
Cumulative Project Impacts
Comparison of Existing, Pre-Project and Post-Project Intersection Levels of Service

Location	Peak Hour	Existing		Pre-Project		Post Project		Significant?
		ICU	LOS	ICU	LOS	ICU	LOS	
Lindero Canyon Road / Hedgewall Drive	AM	0.56	A	0.58	A	0.59	A	NO
	PM	0.55	A	0.57	A	0.62	B	NO
Lindero Canyon Road / Thousand Oaks Boulevard	AM	0.69	B	0.72*	C*	0.73*	C*	NO
	PM	0.64	B	0.65*	B*	0.78*	C*	NO
Lindero Canyon Road / Russell Ranch Road	AM	0.41	A	0.42	A	0.42	A	NO
	PM	0.63	B	0.74	C	0.77	C	NO
Lindero Canyon Road / Via Colinas	AM	0.71	C	0.78	C	0.78	C	NO
	PM	0.76	C	0.91	E	0.95	E	YES
Lindero Canyon Road / U.S. 101 Northbound Ramps	AM	0.89	D	0.81*	D*	0.82*	D*	NO
	PM	0.76	C	0.75*	C*	0.78*	C*	NO
Lindero Canyon Road / U.S. 101 Southbound Ramps	AM	0.74	C	0.71*	C*	0.71*	C*	NO
	PM	0.67	B	0.78*	C*	0.82*	D*	NO
Lindero Canyon Road / Agoura Road	AM	0.63	B	0.68	B	0.68	B	NO
	PM	0.68	B	0.74	C	0.76	C	NO
Thousand Oaks Boulevard / Via Colinas	AM	0.30	A	0.33	A	0.34	A	NO
	PM	0.45	A	0.49	A	0.70	B	NO
Thousand Oaks Boulevard / Westlake Boulevard	AM	0.59	A	0.60	B	0.61	B	NO
	PM	0.76	C	0.77	C	0.77	C	NO

* with ASFP 3A Intersection Improvements and City Planned Improvements

Table 3.7.6 shows that with the addition of project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to continue to operate at LOS E during the p.m. peak hour. Because the intersection is projected to operate an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable.

Due to the proximity of adjacent land uses, physical improvements (i.e., additional lanes) are not practical. However, there are several partial mitigations that are suggested in the project's Traffic Impact Study:

1. The YMCA and sport field activities shall be managed to minimize off site peak period impacts.

2. The YMCA shall fully participate in Traffic Council if one is eventually established, to further coordinate with other trip generators in the area in an effort to minimize peak period traffic impacts.

Mitigation Measures TRAF-1 and TRAF-2 incorporate these measures. However, these mitigations may not completely offset the cumulative impact during the p.m. peak hour at Lindero Canyon Road/Via Colinas.

Impact TRAF-2: The addition of project traffic increases the westbound left turn movement on Thousand Oaks Boulevard at Via Colinas from 39 to 357 during the p.m. peak hour. This results in a significant impact to turn lane storage at this location that can be mitigated by lengthening the existing left turn lane to provide dual westbound left turn lanes.

The addition of project traffic increases the westbound left turn movement on Thousand Oaks Boulevard at Via Colinas from 39 to 357 during the p.m. peak hour. This results in a significant impact to turn lane storage at this location. Although this addition of project traffic does not result in intersection operation that is unacceptable, this volume of vehicles requires additional left turn lane storage. To provide additional storage the existing left turn lane could be lengthened or the intersection could be modified to provide dual westbound left turn lanes.

PARKING CAPACITY

Impact TRAF-3: Parking Capacity: The proposed project includes 478 parking spaces. Demand is estimated to be 395 on weekdays and 490 on a Saturdays. Estimated demand for Saturday parking spaces is therefore 2.5% greater than anticipated supply. Parking impacts would therefore be less than significant, but mitigation is provided to ensure that parking demand will not exceed supply by more than 5% on more than a few days per year.

Based on the Municipal Code, health clubs and spas are required to provide one parking stall for every 150 square feet of gross floor area, including any pool area. For the 48,066 square foot YMCA building, this corresponds to 321 stalls that must be provided.

The conceptual site plan shows that 478 parking spaces are planned. The maximum number of parked vehicles at any one time was estimated using the following scenario:

- An adaptation of the YMCA of USA method of calculating parking demand was used for the building and yielded 263 spaces on a weekday and 146 spaces on a Saturday.
- The parking generated by the City's recreation fields was estimated using a similar rationale to the trip generation with additional references to ITE documents. This approach produced 92 spaces on a weekday and 319 spaces on a Saturday.
- Other park uses were assumed to generate a demand for 25 spaces on a Saturday.
- The Park & Ride facility was assumed to generate a demand for 15 spaces on weekdays.

Thus the maximum demand was estimated to be 395 on weekdays and 490 on a Saturday. Details of the analyses are included in Appendix G.

Because parking demand could exceed supply, mitigation is included to ensure that, if for any reason the supply of onsite parking is insufficient to satisfy ongoing demand, the YMCA and City shall work together to modify program/activity schedules and/or limit the availability of facilities to reduce parking demand accordingly.

HAZARDS DUE TO A DESIGN FEATURE (THRESHOLD 4)

Impact TRAF-4: Design Features/Safety: The project includes access via one driveway located on the north side of Thousand Oaks Boulevard west of Lindero Canyon Road. Egress from the site would be via one driveway that would intersect Thousand Oaks Boulevard at a point between Via Colinas and La Baya Drive. Due to the presence of the raised curb median, all exiting traffic would be required to travel west to the signalized intersection at Via Colinas. Site access has the potential to result in significant but mitigable access hazards.

Access

The conceptual site plan indicates that the proposed project would be accessed via one driveway located on the north side of Thousand Oaks Boulevard west of Lindero Canyon Road. The driveway would be located at the existing raised curb median break east of Corsa Avenue. This median break would facilitate access to the site for vehicles travelling eastbound on Thousand Oaks Boulevard.

Egress

Egress from the site would be via one driveway, which would intersect Thousand Oaks Boulevard at a point between Via Colinas and La Baya Drive. Due to the presence of the raised curb median, all exiting traffic would be required to travel west to the signalized intersection at Via Colinas.

A review of the site plan resulted in the following comments:

1. The project site driveways should be constructed to form as near to a 90 degree angle with Thousand Oaks Boulevard as possible.

2. If landscaping is proposed along Thousand Oaks Boulevard in front of the site, it should be restricted to a height of approximately 30 inches above grade at maturity, so that corner sight distance at the site driveway is not compromised.

3. No special curb alignment changes should be made east or west of the site driveways to provide a deceleration lane or acceleration lane, because such a design would entail undesirable safety tradeoffs.

3.7.5 CUMULATIVE IMPACTS

Impacts TRAF-1, TRAF-2, and TRAF-4 consider the project-generated vehicle trips in relation to the cumulative scenario. The discussion of Impact TRAF-1 explains that when the vehicle trips generated by the proposed project and other anticipated developments in the region are added to the roadway network, the intersection of Lindero Canyon Road/Via Colinas would operate at an unacceptable LOS during the p.m. peak period. The project's contribution to this impact is considerable and, thus, Impact TRAF-1 is significant. Impact TRAF-2 explains that the project's contribution to the westbound left turn movement on Thousand Oaks Boulevard at Via Colinas results in a significant but mitigable impact to turn lane storage. TRAF-4 explains that the design of project access and egress onto Thousand Oaks Boulevard results in a significant, but mitigable roadway safety impact.

3.7.6 MITIGATION MEASURES

MM TRAF-1: To the satisfaction of the City Traffic Engineer the YMCA and sport field activities shall be managed to minimize off site peak period impacts.

MM TRAF-2: The YMCA shall be required to fully participate in a Traffic Council when it is established to coordinate with trip generators in the area in to minimize peak period traffic impacts. This measure will be implemented if/when deemed appropriate by the City.

MM TRAF-3: To the satisfaction of the City Traffic Engineer, the applicant shall be responsible for the cost of lengthening the existing left turn lane at Thousand Oaks Boulevard at Via Colinas or modifying it to provide dual westbound left turn lanes.

MM TRAF- 4: During the first year of operation, a parking use study shall be conducted by the City in order verify parking demand associated with project uses and better predict parking demand based on project programming. If the study demonstrates that, based on observed usage and anticipated programming, the supply of onsite parking is insufficient to satisfy ongoing demand, the YMCA and City of Westlake Village shall work together to modify program/activity schedules and/or limit the

availability of facilities to reduce parking demand to the satisfaction of the City Traffic Engineer.

MM TRAF-5: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall ensure that project site driveways shall be constructed to form as near to a 90-degree angle with Thousand Oaks Boulevard as possible.

MM TRAF-6: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. If landscaping is proposed along Thousand Oaks Boulevard in front of the site, the City's Traffic Engineer/City's Planning Director shall ensure that it is restricted to a height of approximately 30 inches above grade at maturity, so that corner sight distance at the site driveway is not compromised.

MM TRAF – 7: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall review the project plans to ensure that no special curb alignment changes are made east or west of the site driveways to provide a deceleration lane or acceleration lane, because such a design would entail undesirable safety tradeoffs.

3.7.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

After the incorporation of Mitigation Measures, all of the project's transportation and circulation impacts are reduced to a less than significant level except the project's contribution to the cumulative impact at the intersection of Lindero Canyon Road/Via Colinas.

The following table presents a summary of the thresholds of significance, mitigation measures, and the project's corresponding level of impact.

Table 3.7.7
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Transportation and Circulation Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
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. A project impact to an intersection's level	MM TRAF-1, MM TRAF-2, and MM TRAF-3	Significant Unmitigated Cumulative Impact to the intersection of Lindero Canyon Road/Via Colinas All other intersection impacts are Less Than Significant.

Table 3.7.7
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Transportation and Circulation Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
of service in the City of Westlake Village is considered to be significant if: 1. An intersection is projected to operate at an acceptable level of service in the future and the project traffic would cause an unacceptable level of service; or 2. An intersection is projected to operate at an unacceptable level of service in the future and the project traffic is expected to contribute a significant impact to the intersection. A significant project impact is defined as an ICU degradation of 0.01 or greater.		
Parking impacts are considered significant if projected parking demand is likely to exceed supply by more than 5% on more than a few days per year.	MM TRAF- 4	Less Than Significant
Conflict with an applicable congestion management program, including, but not limited to level of service stands and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. For purposes of the CMP, a significant impact occurs when a proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing 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 ≥ 0.02).	None required	Less Than Significant Impact
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.	None needed	No impact
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Access/internal circulation impacts are defined as significant if, in the judgment	MM TRAF-5, MM TRAF-6, and MM TRAF – 7	Less than Significant After Mitigation

Table 3.7.7
Summary of Thresholds of Significance, Mitigation Measures, and Level of Significance for Transportation and Circulation Impacts

Threshold of Significance	Applicable Mitigation Measures	Level of Significance
of the traffic engineer, the design would result in a greater than normal accident potential. Safety impacts are defined as significant if, in the judgment of the traffic engineer, the addition of project traffic would cause significant operational safety impacts.		
Result in inadequate emergency access.	None needed	No Impact
Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	None needed	Less than Significant

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4.0 ALTERNATIVES

4.1 INTRODUCTION

This Chapter sets forth and evaluates alternatives to the proposed project in accordance with CEQA. Section 15126.6(a) of the State CEQA Guidelines requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project site, that could feasibly attain the basic objectives of the project. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR should also evaluate the comparative merits of the alternatives.

Key provisions of the State CEQA Guidelines relating to alternatives analysis are summarized below:

- The discussion of alternatives should focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

- One of the alternatives analyzed must be the "no project" alternative. The "no project" alternative analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community service.

- The range of alternatives required in an EIR is governed by a "rule of reason"; meaning an EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.

- An EIR should identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency's determination.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in an EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

4.2 RATIONALE FOR SELECTING ALTERNATIVES

The alternatives analyzed in an EIR "shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant

effects."[1] In addition to the no project alternative, the alternatives considered in an EIR may include a different type of project, modification of the proposed project, or suitable alternative projects sites. However, the range of alternatives discussed in an EIR is governed by a "rule of reason", which the State CEQA Guidelines § 15126.6(f) defines as setting forth:

> "…only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making."

In selecting the alternatives to be discussed in this SEIR, the City began with a wide range of alternatives and narrowed the range by eliminating certain alternatives due to one or more of the following factors:

- Failure to meet most of the basic project objectives;
- Infeasibility; or
- Inability to avoid or substantially lessen one or more of the project's significant environmental impacts.

In addition to these primary factors, the City took into consideration that "an EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative".[2]

4.2.1 ATTAINMENT OF PROJECT OBJECTIVES

As one of the factors in selecting a reasonable range of alternatives, potential project alternatives were evaluated to determine the extent to which they attain the basic project objectives. The objectives for the project, as outlined in Chapter 2 of this SEIR, are as follows:

- To provide a facility for family recreation and fitness conveniently located close to the population to be served.
- To develop an active public recreational facility which will assist in serving the needs of the sports organizations in the community for both practice and game play, along with other recreational components geared for a variety of age groups and recreational/fitness interests.
- To maximize the number of youth athletic fields on the subject property to address the existing shortage of such fields in the region to the greatest extent possible.

[1] State CEQA Guidelines § 15126.6(c).
[2] State CEQA Guidelines § 15126.6(f)(3).

4.2.2 FEASIBILITY OF ALTERNATIVES

An EIR need not consider an infeasible alternative. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, General Plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to an alternative site.[3]

4.2.3 AVOIDANCE OF SIGNIFICANT ENVIRONMENTAL IMPACTS

In accordance with the State CEQA Guidelines § 15126.6(b), "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project". As such, the ability of an alternative to avoid or substantially lessen a significant environmental impact of the project was one of the factors considered by the City in selecting the reasonable range of alternatives. In summary, the significant and unmitigable impacts of the proposed project are:

- **Impact AQ-2:** Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.

- **Impact GHG-1:** The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e$/yr threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.

- **Impact TRAF-1:** Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e.,

[3] State CEQA Guidelines § 15126.6(f)(1).

of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.

4.2.4 ALTERNATIVES SELECTED FOR DISCUSSION

This SEIR analyzes the following alternatives:

- Alternative 1: No Project
- Alternative 2: Reduced Athletic Fields Alternative
- Alternative 3: The Red Plan
- Alternative 4: The Green Plan

The rationale for selecting each of these alternatives is discussed below (Sections 4.4.2, 4.5.2, 4.6.2, and 4.7.2 respectively) within the discussion of each alternative.

4.3 ALTERNATIVES DISMISSED FROM CONSIDERATION

The alternatives dismissed from consideration and the rational for rejecting each alternative is discussed below.

- Alternative locations: Developing the proposed facilities at a different location was dismissed from consideration as an alternative because an alternative location would not reduce or avoid the project's significant impacts. As identified in Section 4.2.3, the project's significant impacts are long-term emissions of air pollutants greenhouse gasses (GHGs), which are a result of the project-induced vehicle miles traveled (VMT) and not dependent on project location. In addition, the previously certified EIR considered and dismissed two alternate locations.

- Residential, commercial, or industrial development of the project site: Developing the project site with residential, commercial, or industrial land uses was dismissed for consideration as an alternative because such an alternative would not meet the basic project objectives and because it is legally infeasible due to deed restrictions on the project site.

4.4 ALTERNATIVE 1: NO PROJECT

4.4.1 DESCRIPTION

In addition to alternative development scenarios, Section 15126.6(e) of the State CEQA Guidelines requires the analysis of a "no project" alternative. This section explains, "The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project."

If neither the proposed project nor an alternative described in this SEIR is approved for the project site, no City-operated park facilities would be developed onsite. The YMCA facility would still be expected to be built, however, as entitled via the approval of a Planned Development Permit modification and Variance in August 2012. Thus, for the purposes of this analysis, the no project alternative would result in a YMCA without any City-operated surrounding outdoor recreational improvements.

4.4.2 RATIONALE FOR SELECTING THE ALTERNATIVE FOR DISCUSSION

As previously discussed, analysis of the no project alternative is required by CEQA.

4.4.3 ENVIRONMENTAL EVALUATION

AESTHETICS

With the No Project Alternative, the finished site would consist of a YMCA facility on a graded and maintained site without any City-operated park facilities. Given the elevated pad location and the limited line-of-sight from surrounding areas, views toward the site would be substantially similar to the proposed project, as would aesthetic character and quality. The No Project Alternative, however, would not include lighting for outdoor athletic events. Thus, the light and glare impacts of the No Project Alternative would be less than those of the proposed project.

AIR QUALITY

The No Project Alternative would not cause any significant air quality impacts and would, thus, have substantially less air quality impacts than the proposed project. With the No Project Alternative, the finished site would consist of a YMCA facility on a graded and maintained site without any City-operated park facilities. Since the No Project Alternative would not introduce any additional uses or construction, no additional air quality impacts would occur.

The proposed project would cause a significant impact from operation-phase emissions of NOx—in the worst day generating 137 pounds per day compared to the SCAQMD's regional threshold of 55. Virtually all of the project's NOx emissions are from vehicles traveling to and from the site, and it would take a reduction of approximately 60% of the project's trip generation to reduce NOx emissions to a less than significant level. Eliminating the City-operated park facilities, the YMCA would generate approximately 22% of the project's peak day emissions. Therefore, eliminating the City-operated park facilities would reduce NOx emissions to a less than significant level.

GREENHOUSE GAS EMISSIONS

The No Project Alternative would not cause a significant GHG emissions impact and would, thus, have substantially less GHG impacts than the proposed project. The proposed project was deemed to have a significant and cumulatively considerable GHG emissions impact because it would generate 6,898 $MTCO_2e/yr$, which is more than the 3,000 $MTCO_2e/yr$ threshold that is being utilized in this SEIR. Ninety percent of the project's GHG emissions (6,214 $MTCO_2e/yr$) are from vehicles traveling to and from the proposed facilities. Thus, in order to reduce emissions to a less than significant level, vehicle miles traveled (VMT) would need to be reduced by more than 50%. The No Project Alternative would reduce trip generation, and consequently VMT, by 68% as a

result of not developing City park facilities onsite. Therefore, the GHG emissions generated by the No Project Alternative would be less than the 3,000 $MTCO_2e$/yr threshold, resulting in a less than significant impact.

BIOLOGICAL RESOURCES

The No Project Alternative's impacts on biological resources would be less than significant and marginally less those of the proposed project. With the No Project Alternative, the finished site would consist of a YMCA facility on a graded and maintained site without any City-operated park facilities. While the No Project Alternative would not build out the entire facility pad, the impacts on biological resources would be similar to, although marginally less than, the proposed project and would include maintenance of vegetation on the facility pad and access areas and passive deterrence of wildlife from the improved areas onsite. The No Project alternative would not include lighted outdoor sporting events and, thus, would have less annoyance/deterrence impacts on wildlife in the surrounding natural land than the proposed project.

HYDROLOGY AND WATER QUALITY

The No Project Alternative's impacts on hydrology and water quality would be less than significant and less than those of the proposed project. With the No Project Alternative, the finished site would consist of a YMCA facility on a graded and maintained site without any City-operated park facilities. While the No Project Alternative would not build out the entire facility pad, the site would be partially developed with the YMCA facility, access roads, parking lots, landscaping, and ancillary improvements. The site's engineered drainage system would continue to operate providing drainage control and storm water quality benefits. With the No Project Alternative, construction activity onsite would be reduced and less impervious surfaces would be installed, thus resulting in less generation of water pollutants and storm water runoff and further reducing the less than significant impacts of the project.

NOISE

The No Project Alternative would not cause any significant noise or vibration impacts and would, thus, have less noise and vibration impacts than the proposed project. With the No Project Alternative, the finished site would consist of a YMCA facility on a graded and maintained site without any City-operated park facilities. Since the No Project Alternative would not introduce any additional uses, construction, or persons to the site, no additional noise impacts would occur. Thus, the No Project Alternative would have less impacts that the proposed project, which would cause less than significant impacts from construction and operation noise generation, construction phase vibrations, increase in vehicular noise on surrounding roadways, and exposure of park patrons to noise from surrounding sources (e.g., vehicle noise on Thousand Oaks Boulevard).

TRANSPORTATION AND CIRCULATION

Under the No Project Alternative traffic impacts would be significant even after mitigation and substantially similar to those of the proposed project. The proposed project was deemed to have a significant impact on the Lindero Canyon Road/Via Colinas intersection. This intersection would operate at an unacceptable LOS (LOS E) with or without the project, however the project would degrade the ICU value of the intersection by 0.04, which exceeds the City's threshold of 0.01. By

eliminating the City-operated park uses from the project, the No Project Alternative would reduce the amount of trips generated by the project (an estimated reduction of 68%). Despite this reduction in trip generation, the Lindero Canyon Road/Via Colinas intersection would operate at LOS E and operation of the YMCA would degrade the ICU value of the intersection by 0.015, which exceeds the City's threshold. Therefore, while the No Project Alternative would generate fewer trips than the proposed project, the traffic impact at the Lindero Canyon Road/Via Colinas intersection remains significant. All of the mitigation measures included in this SEIR to reduce transportation and circulation impacts could be applied to the No Project Alternative. However, even with these measures, the impact remains significant. Therefore, the No Project Alternative would result in a significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

Like the project, after mitigation all transportation and circulation impacts caused by the No Project Alternative would be less than significant, except for the No Project Alternative's significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

4.5 ALTERNATIVE 2: REDUCED ATHLETIC FIELDS ALTERNATIVE

4.5.1 DESCRIPTION

Alternative 2 consists of reducing the number of project's athletic fields. In this alternative, the proposed baseball/softball complex would consist of two fields (rather than three) and the proposed soccer complex would consist of two pitches (rather than three). Like the proposed project, this alternative includes a one-pitch soccer overlay on the baseball/softball complex. All other components of the proposed park and YMCA would be the same in this alternative as the proposed project, including the use of lighting for outdoor evening sporting events.

4.5.2 RATIONALE FOR SELECTING THE ALTERNATIVE FOR DISCUSSION

Alternative 2 was selected for discussion as a means to reduce the project's significant impacts, while still accomplishing the basic project objectives.

4.5.3 ENVIRONMENTAL EVALUATION

AESTHETICS

The aesthetic impacts of Alternative 2 would be less than significant after mitigation and substantially similar to those of the proposed project. Both Alternative 2 and the proposed project would build out the currently graded pad with a community park and YMCA. While Alternative 2 would reduce the number of baseball/softball and soccer fields, the aesthetic character and quality of the site would remain the same as the proposed project. Similarly, like the proposed project, Alternative 2 includes lighting for evening outdoor sporting events (which would be marginally less than the proposed project due to the reduction of fields). All of the mitigation measures included in this SEIR to reduce aesthetic (light and glare) impacts could be incorporated into Alternative 2. Like the proposed project, with the incorporation of these mitigation measures, Alternative 2 would not cause any significant aesthetic impacts.

AIR QUALITY

Alternative 2's air quality impacts would be significant even after mitigation and substantially similar to those of the proposed project. Both Alternative 2 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer complexes. However, Alternative 2 would include one less baseball/softball field and one less soccer pitch. The proposed project would cause a significant impact from operation-phase emissions of NOx—in the worst day generating 137 pounds per day compared to the SCAQMD's regional threshold of 55. Virtually all of the project's NOx emissions are from vehicles traveling to and from the site, and it would take a reduction of approximately 60% of the project's peak day trip generation to reduce NOx emissions to a less than significant level. Alternative 2's reduction in the number of athletic fields is estimated to reduce the project's peak day trip generation by only about 32%. Therefore, while Alternative 2 would generate less operation-phase NOx emissions than the proposed project, the impact remains significant. All of the mitigation measures included in this SEIR to reduce NOx emissions could be applied to Alternative 2. However, even with these measures, the impact remains significant.

Like the proposed project, Alternative 2 would cause less than significant impacts from construction-phase air pollution and from operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$.

GREENHOUSE GAS EMISSIONS

Alternative 2's GHG emissions impact would be significant even after mitigation and substantially similar to those of the proposed project. The proposed project was deemed to have a significant and cumulatively considerable GHG emissions impact because it would generate 6,898 $MTCO_2e/yr$, which is more than the 3,000 $MTCO_2e/yr$ threshold that is being utilized in this SEIR. Ninety percent of the project's GHG emissions (6,214 $MTCO_2e/yr$) are from vehicles traveling to and from the proposed facilities. Thus, in order to reduce emissions to a less than significant level, VMT would need to be reduced by more than 50%. Alternative 2 would reduce trip generation, and consequently VMT, by 28% as a result of reducing the number of athletic fields developed onsite. Therefore, while Alternative 2 would generate less GHG emissions than the proposed project, the impact remains significant. All of the mitigation measures included in this SEIR to reduce GHG emissions could be applied to Alternative 2. However, even with these measures, the impact remains significant.

BIOLOGICAL RESOURCES

Alternative 2's impacts on biological resources would be less than significant and substantially similar those of the proposed project. Both Alternative 2 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer fields. While Alternative 2 would include one less baseball/softball field and one less soccer pitch, the impacts on biological resources would be substantially similar to the proposed project and would include: maintenance of vegetation on the facility pad and access areas, passive deterrence of wildlife from the improved areas onsite, and annoyance/deterrence impacts on wildlife in the surrounding natural land from athletic field lights and noise.

HYDROLOGY AND WATER QUALITY

Alternative 2's impacts on hydrology and water quality would be less than significant and equal to those of the proposed project. Both Alternative 2 and the proposed project would build out the facility pad with recreational facilities. While Alternative 2 would include one less baseball/softball field and one less soccer pitch, the impacts on hydrology and water quality would be the same as those of the proposed project and would include: generation of water pollutants during construction, increase in storm water runoff from impervious surfaces, operation-phase water pollutants, reduction in percolation rates from the facility pad, and potential exposure to debris flows from surrounding hillsides. With the drainage and water quality improvements already in place on the project site, these impacts are less than significant.

NOISE

Alternative 2's noise and vibration impacts would be less than significant after mitigation and largely equal to those of the proposed project. Both Alternative 2 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer complexes. While Alternative 2 would include one less baseball/softball field and one less soccer pitch, the noise and vibration impacts would be substantially the same as those of the proposed project and would include: construction noise generation, construction phase vibrations, operation noise generation (which would be marginally less than the proposed project due to the reduction of fields), increase in vehicular noise on surrounding roadways, and exposure of park patrons to noise from surrounding sources (e.g., vehicle noise on Thousand Oaks Boulevard). All of the mitigation measures included in this SEIR to reduce noise impacts could be incorporated into Alternative 2. With the incorporation of these mitigation measures, the Alternative 2 would not cause significant noise impacts.

TRANSPORTATION AND CIRCULATION

The transportation and circulation impacts of Alternative 2 would be significant even after mitigation and substantially similar to those of the proposed project. The proposed project was deemed to have a significant impact on the Lindero Canyon Road/Via Colinas intersection. This intersection would operate at an unacceptable LOS (LOS E) with or without the project, however the project would degrade the ICU value of the intersection by 0.04, which exceeds the City's threshold of 0.01. By reducing the number of athletic fields developed onsite, Alternative 2 would reduce the amount of trips generated by the project (an estimated reduction of 28%). Despite this reduction in trip generation, the Lindero Canyon Road/Via Colinas intersection would operate at LOS E and Alternative 2 would degrade the ICU value of the intersection by 0.03, which exceeds the City's threshold. Therefore, while Alternative 2 would generate fewer trips than the proposed project, the traffic impact at the Lindero Canyon Road/Via Colinas intersection remains significant. All of the mitigation measures included in this SEIR to reduce transportation and circulation impacts could be applied to Alternative 2. However, even with these measures, the impact remains significant. Therefore, Alternative 2 would cause a significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

Like the project, after mitigation all transportation and circulation impacts caused by Alternative 2 would be less than significant, except for the Alternative 2's significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

4.6 ALTERNATIVE 3: THE RED PLAN

4.6.1 DESCRIPTION

Alternative 3 (the "Red Plan") consists of developing the site's 19-acre facility pad with the same mix of recreational and YMCA facilities as the proposed project, but configuring those facilities differently onsite. Figure 4.1 depicts an alternate layout for the project known as the "Red Plan". The primary difference between the Red Plan and the proposed layout is that in the Red Plan the YMCA building would be located toward the east end of the facility plan and lighted soccer fields would be located near the center of the pad. With the Red Plan the skate park would be located along the eastern edge of the facility pad, adjacent to the YMCA and differing from the proposed layout. Parking lots would also be reconfigured accommodate the relocated facilities.

4.6.2 RATIONALE FOR SELECTING THE ALTERNATIVE FOR DISCUSSION

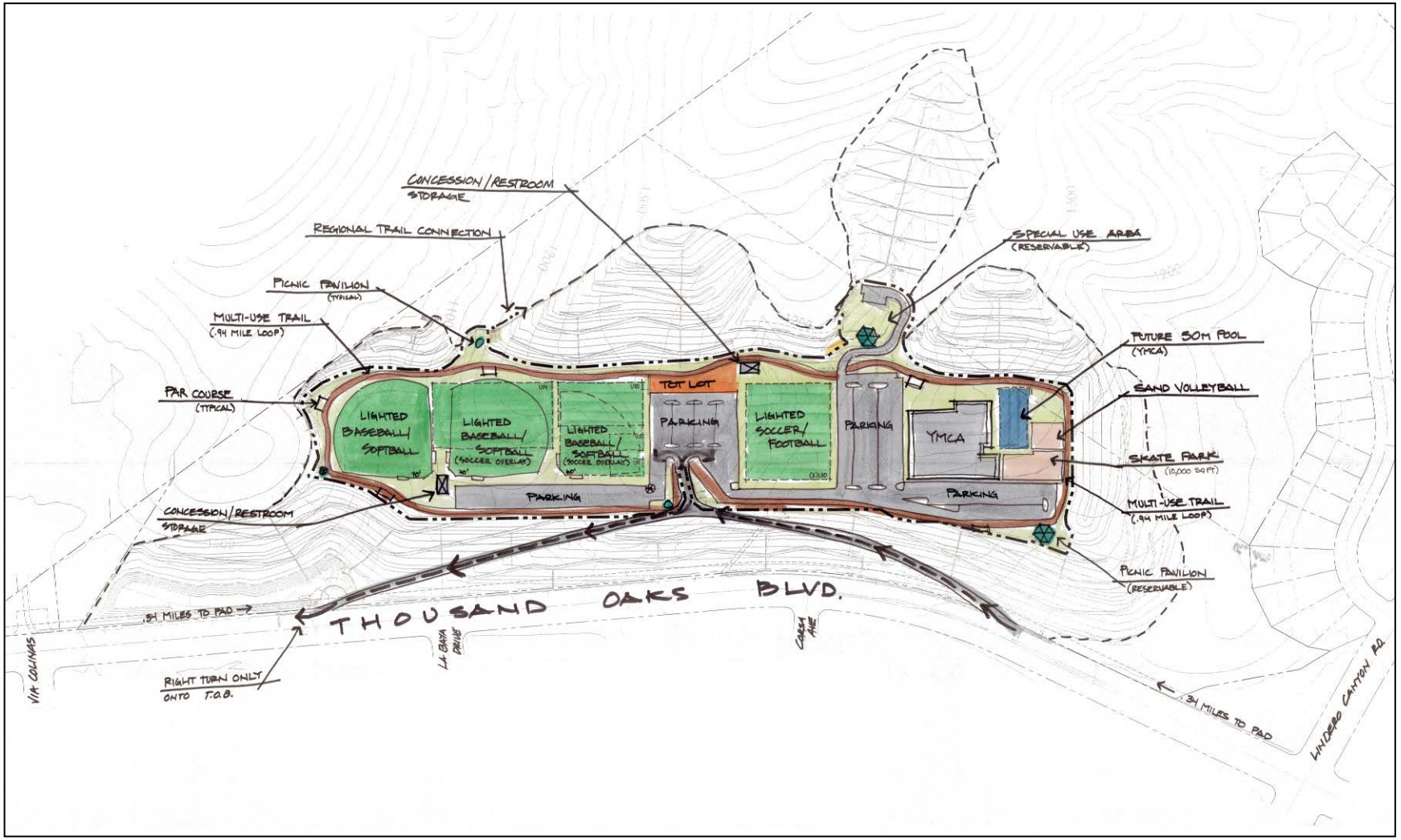
Alternative 3 was selected for discussion to determine if this alternate site plan would reduce or avoid any of the project's significant environmental effects.

4.6.3 ENVIRONMENTAL EVALUATION

AESTHETICS

The aesthetic impacts of Alternative 3 would be less than significant after mitigation and equal to those of the proposed project. Both Alternative 3 and the proposed project would build out the currently graded pad with a community park and YMCA. With Alternative 3, the YMCA structure would be located further east on the facility pad. Despite this difference, the aesthetic character and quality of the site would be the same as the proposed project. Similarly, like the proposed project, Alternative 3 includes lighting for evening outdoor sporting events. All of the mitigation measures included in this SEIR to reduce aesthetic (light and glare) impacts could be incorporated into Alternative 3. Like the proposed project, with the incorporation of these mitigation measures, Alternative 3 would not cause any significant aesthetic impacts.

Figure 4.1 Alternative 3: The Red Plan



AIR QUALITY

Alternative 3's air quality impacts would be significant even after mitigation and equal to those of the proposed project. Both Alternative 3 and the proposed project would build out the facility pad with recreational facilities of equal capacity, including lighted baseball/softball and soccer complexes. However, the layout of those recreational facilities would be different under Alternative 3. The proposed project would cause a significant impact from operation-phase emissions of NOx—in the worst day generating 137 pounds per day compared to the SCAQMD's regional threshold of 55. Virtually all of the project's NOx emissions are from vehicles traveling to and from the site, and it would take a reduction of approximately 60% of the project's peak day trip generation to reduce NOx emissions to a less than significant level. Alternative 3 would not reduce the project's peak day trip generation, because Alternative 3 would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 3 would generate an equal amount of operation-phase NOx emissions as the proposed project, and the impact is significant. All of the mitigation measures included in this SEIR to reduce NOx emissions could be applied to Alternative 3. However, even with these measures, the impact remains significant.

Like the proposed project, Alternative 3 would cause less than significant impacts from construction-phase air pollution and from operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$.

GREENHOUSE GAS EMISSIONS

Alternative 3's GHG emissions impacts would be significant even after mitigation and equal to those of the proposed project. The proposed project was deemed to have a significant and cumulatively considerable GHG emissions impact because it would generate 6,898 $MTCO_2e/yr$, which is more than the 3,000 $MTCO_2e/yr$ threshold that is being utilized in this SEIR. Ninety percent of the project's GHG emissions (6,214 $MTCO_2e/yr$) are from vehicles traveling to and from the proposed facilities. Thus, in order to reduce emissions to a less than significant level, vehicle miles traveled (VMT) would need to be reduced by more than 50%. Alternative 3 would not reduce the project's VMT, because this alternative would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 3 would generate an equal amount of GHG emissions as the proposed project, and the impact is significant. All of the mitigation measures included in this SEIR to reduce GHG emissions could be applied to Alternative 3. However, even with these measures, the impact remains significant.

BIOLOGICAL RESOURCES

Alternative 3's impacts on biological resources would be less than significant and equal to those of the proposed project. Both Alternative 3 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer fields. With Alternative 3, the impacts on biological resources would be equal to the proposed project and would include: maintenance of vegetation on the facility pad and access areas, passive deterrence of wildlife from the improved areas onsite, and annoyance/deterrence impacts on wildlife in the surrounding natural land from athletic field lights and noise.

HYDROLOGY AND WATER QUALITY

Alternative 3's impacts on hydrology and water quality would be less than significant and equal to those of the proposed project. Both Alternative 3 and the proposed project would build out the facility pad with recreational facilities. While the layout of Alternative 3 would be different than the layout of the proposed project, the impacts on hydrology and water quality would be the same and would include: generation of water pollutants during construction, increase in storm water runoff from impervious surfaces, operation-phase water pollutants, reduction in percolation rates from the facility pad, and potential exposure to debris flows from surrounding hillsides. With the drainage and water quality improvements already in place on the project site, these impacts are less than significant.

NOISE

Alternative 3's noise and vibration impacts would be less than significant after mitigation and equal to those of the proposed project. Both Alternative 3 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer complexes. While the layout of Alternative 3 would be different than the layout of the proposed project, the noise and vibration impacts would be substantially the same as those of the proposed project and would include: construction noise generation, construction phase vibrations, operation noise generation, increase in vehicular noise on surrounding roadways, and exposure of park patrons to noise from surrounding sources (e.g., vehicle noise on Thousand Oaks Boulevard). All of the mitigation measures included in this SEIR to reduce noise impacts could be incorporated into Alternative 3. With the incorporation of these mitigation measures, Alternative 3 would not cause significant noise impacts.

TRAFFIC AND CIRCULATION

The transportation and circulation impacts of Alternative 3 would be significant even after mitigation and equal to those of the proposed project. The proposed project was deemed to have a significant impact on the Lindero Canyon Road/Via Colinas intersection. This intersection would operate at an unacceptable LOS (LOS E) with or without the project, however the project would degrade the ICU value of the intersection by 0.04, which exceeds the City's threshold of 0.01. Alternative 3 not would reduce the amount of trips generated by the project, because Alternative 3 would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 3 would have the same significant traffic impact at the Lindero Canyon Road/Via Colinas intersection as the proposed project. All of the mitigation measures included in this SEIR to reduce transportation and circulation impacts could be applied to Alternative 3. However, even with these measures, the impact remains significant. Therefore, Alternative 3 would cause a significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

Like the project, after mitigation all transportation and circulation impacts caused by Alternative 3 would be less than significant, except for Alternative 3's significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

4.7 ALTERNATIVE 4: THE GREEN PLAN

4.7.1 DESCRIPTION

Alternative 4 (the "Green Plan") consists of developing the site's 19-acre facility pad with the same mix of recreational and YMCA facilities as the proposed project, but configuring those facilities differently onsite. Figure 4.2 depicts an alternate layout for the project known as the "Green Plan". The primary difference between the Green Plan and the proposed layout is that in the Green Plan the YMCA building would be located at the west end of the facility plan and lighted baseball/softball fields would be located near the center of the pad. Parking lots would also be reconfigured accommodate the relocated facilities.

4.7.2 RATIONALE FOR SELECTING THE ALTERNATIVE FOR DISCUSSION

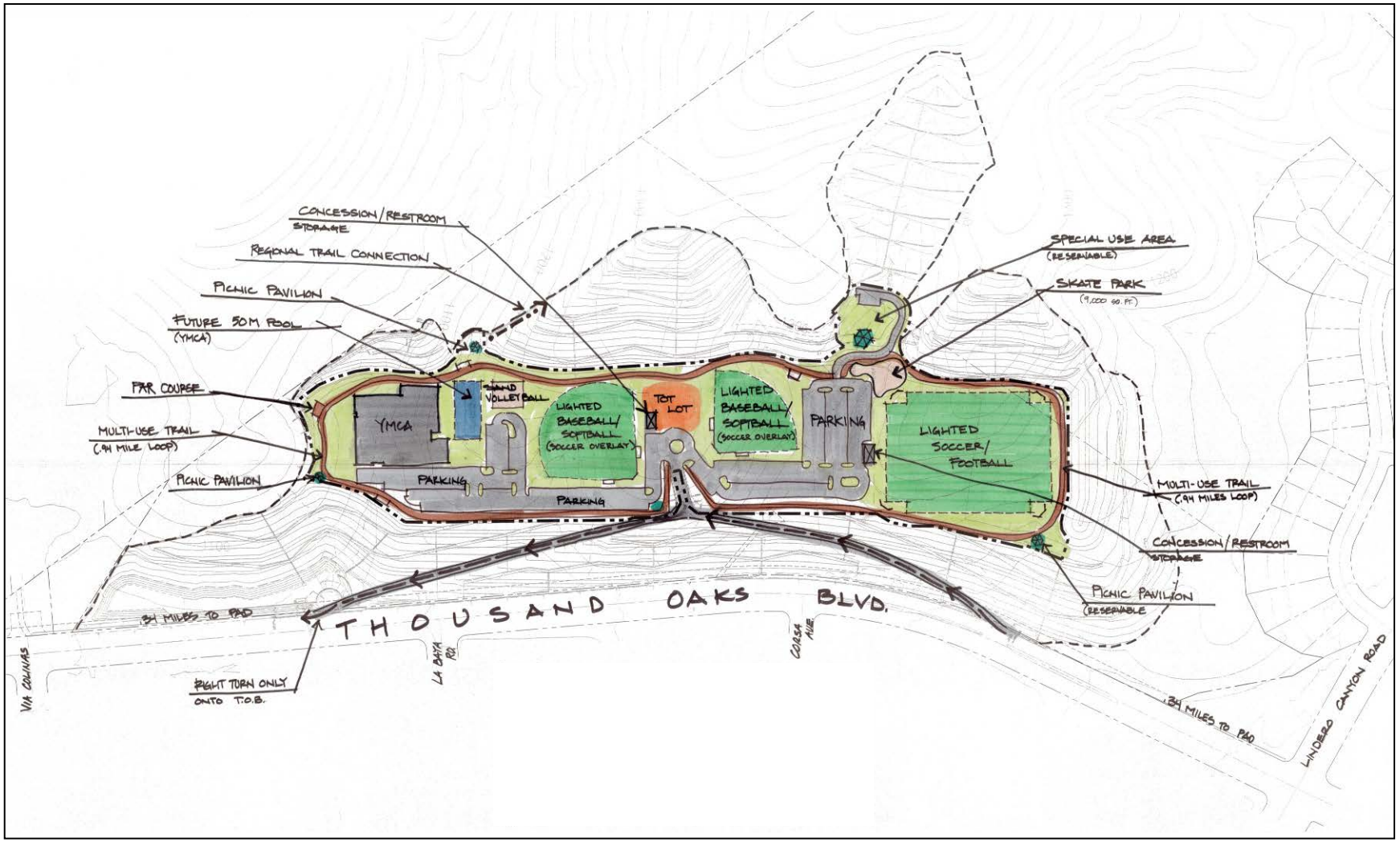
Alternative 4 was selected for discussion to determine if this alternate site plan would reduce or avoid any of the project's significant environmental effects.

4.7.3 ENVIRONMENTAL EVALUATION

AESTHETICS

The aesthetic impacts of Alternative 4 would be less than significant after mitigation and equal to those of the proposed project. Both Alternative 4 and the proposed project would build out the currently graded pad with a community park and YMCA. With Alternative 4, the YMCA structure would be located further west on the facility pad. Despite this difference, the aesthetic character and quality of the site would be the same as the proposed project. Similarly, like the proposed project, Alternative 4 includes lighting for evening outdoor sporting events. All of the mitigation measures included in this SEIR to reduce aesthetic (light and glare) impacts could be incorporated into Alternative 4. Like the proposed project, with the incorporation of these mitigation measures, Alternative 4 would not cause any significant aesthetic impacts.

Figure 4.2 Alternative 4: The Green Plan



AIR QUALITY

Alternative 4's air quality impacts would be significant even after mitigation and equal to those of the proposed project. Both Alternative 4 and the proposed project would build out the facility pad with recreational facilities of equal capacity, including lighted baseball/softball and soccer complexes. However, the layout of those recreational facilities would be different under Alternative 4. The proposed project would cause a significant impact from operation-phase emissions of NOx—in the worst day generating 137 pounds per day compared to the SCAQMD's regional threshold of 55. Virtually all of the project's NOx emissions are from vehicles traveling to and from the site, and it would take a reduction of approximately 60% of the project's peak day trip generation to reduce NOx emissions to a less than significant level. Alternative 4 would not reduce the project's peak day trip generation, because Alternative 4 would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 4 would generate an equal amount of operation-phase NOx emissions as the proposed project, and the impact is significant. All of the mitigation measures included in this SEIR to reduce NOx emissions could be applied to Alternative 4. However, even with these measures, the impact remains significant.

Like the proposed project, Alternative 4 would cause less than significant impacts from construction-phase air pollution and from operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$.

GREENHOUSE GAS EMISSIONS

Alternative 4's GHG emissions impacts would be significant even after mitigation and equal to those of the proposed project. The proposed project was deemed to have a significant and cumulatively considerable GHG emissions impact because it would generate 6,898 $MTCO_2e/yr$, which is more than the 3,000 $MTCO_2e/yr$ threshold that is being utilized in this SEIR. Ninety percent of the project's GHG emissions (6,214 $MTCO_2e/yr$) are from vehicles traveling to and from the proposed facilities. Thus, in order to reduce emissions to a less than significant level, vehicle miles traveled (VMT) would need to be reduced by more than 50%. Alternative 4 would not reduce the project's VMT, because this alternative would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 4 would generate an equal amount of GHG emissions as the proposed project, and the impact is significant. All of the mitigation measures included in this SEIR to reduce GHG emissions could be applied to Alternative 4. However, even with these measures, the impact remains significant.

BIOLOGICAL RESOURCES

Alternative 4's impacts on biological resources would be less than significant and equal to those of the proposed project. Both Alternative 4 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer fields. With Alternative 4, the impacts on biological resources would be equal to the proposed project and would include: maintenance of vegetation on the facility pad and access areas, passive deterrence of wildlife from the improved areas onsite, and annoyance/deterrence impacts on wildlife in the surrounding natural land from athletic field lights and noise.

HYDROLOGY AND WATER QUALITY

Alternative 4's impacts on hydrology and water quality would be less than significant and equal to those of the proposed project. Both Alternative 4 and the proposed project would build out the facility pad with recreational facilities. While the layout of Alternative 4 would be different than the layout of the proposed project, the impacts on hydrology and water quality would be the same and would include: generation of water pollutants during construction, increase in storm water runoff from impervious surfaces, operation-phase water pollutants, reduction in percolation rates from the facility pad, and potential exposure to debris flows from surrounding hillsides. With the drainage and water quality improvements already in place on the project site, these impacts are less than significant.

NOISE

Alternative 4's noise and vibration impacts would be less than significant after mitigation and equal to those of the proposed project. Both Alternative 4 and the proposed project would build out the facility pad with recreational facilities, including lighted baseball/softball and soccer complexes. While the layout of Alternative 4 would be different than the layout of the proposed project, the noise and vibration impacts would be substantially the same as those of the proposed project and would include: construction noise generation, construction phase vibrations, operation noise generation, increase in vehicular noise on surrounding roadways, and exposure of park patrons to noise from surrounding sources (e.g., vehicle noise on Thousand Oaks Boulevard). All of the mitigation measures included in this SEIR to reduce noise impacts could be incorporated into Alternative 4. With the incorporation of these mitigation measures, Alternative 4 would not cause significant noise impacts.

TRAFFIC AND CIRCULATION

The transportation and circulation impacts of Alternative 4 would be significant even after mitigation and equal to those of the proposed project. The proposed project was deemed to have a significant impact on the Lindero Canyon Road/Via Colinas intersection. This intersection would operate at an unacceptable LOS (LOS E) with or without the project, however the project would degrade the ICU value of the intersection by 0.04, which exceeds the City's threshold of 0.01. Alternative 4 not would reduce the amount of trips generated by the project, because Alternative 4 would not reduce the usage/capacity of the park/YMCA. Therefore, Alternative 4 would have the same significant traffic impact at the Lindero Canyon Road/Via Colinas intersection as the proposed project. All of the mitigation measures included in this SEIR to reduce transportation and circulation impacts could be applied to Alternative 4. However, even with these measures, the impact remains significant. Therefore, Alternative 4 would cause a significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

Like the project, after mitigation all transportation and circulation impacts caused by Alternative 4 would be less than significant, except for the Alternative 4's significant and unmitigable impact at the Lindero Canyon Road/Via Colinas intersection.

4.7 SUMMARY OF PROJECT ALTERNAVIES

A summary of the level of impact of each project alternative and a comparison of environmental impacts relative to the proposed project is presented in Table 4.1.

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact AES-1: Less than Significant Impact – The proposed project would change the visual character of the site by developing an approximately 19-acre park and YMCA complex in a hillside setting. This is a less than significant impact.	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact AES-2: Less than Significant After Mitigation – The proposed project would introduce additional lighting on the project site in the form of sports field lighting, parking lot security lighting, sign lighting, decorative landscape lighting, and headlight glare from vehicles entering and exiting the site. This is a potentially significant but mitigable impact.	**Less than Significant Impact –** Less than the project	**Less than Significant Impact After Mitigation –** Equal to the mitigated project	**Less than Significant Impact After Mitigation –** Equal to the mitigated project	**Less than Significant Impact After Mitigation –** Equal to the mitigated project
Impact AQ-1: Less than Significant Impact – Construction of the proposed project would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. However, such emissions would not exceed the South Coast Air Quality Management District's Mass Daily Thresholds. Thus, this is a less than significant impact.	**No Impact –** Less than the project	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact AQ-2: Significant Impact – Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.	**Less than Significant Impact –** Substantially less than the project	**Significant Impact –** Substantially similar to the project	**Significant Impact –** Equal to the project	**Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact AQ-3: Less than Significant Impact – Construction of the proposed project would generate criteria air pollutants, which would affect localized air quality. However, such emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. Thus, this is a less than significant impact.	**No Impact –** Less than the project	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact AQ-4: Less than Significant Impact – Operation of the proposed project would generate criteria air pollutants, which could affect localized air quality. However, the project's operational emissions would not exceed the South Coast Air Quality Management District's Localized Significance Thresholds. This is a less than significant impact.	**Less than Significant Impact –** Marginally less than the project	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact AQ-5: Less than Significant Impact – Construction of the proposed project and operation and maintenance of the proposed facility may produce mild odors. However, the project would not expose a large number of people to odors. The project's odor-related impacts are considered less than significant.	**Less than Significant Impact –** Marginally less than the project	**Less than Significant Impact –** Substantially similar to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact GHG-1: Significant Impact – The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e/yr$ threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.	**Less than Significant Impact –** Substantially less than the project	**Significant Impact –** Substantially similar to the project	**Significant Impact –** Equal to the project	**Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact BIO-1: Less than Significant Impact – Special-status species are not expected to occur onsite. The southern California rufous-crowed sparrow, a California Species of Special Concern, was observed onsite prior to site grading. Site grading was conducted in accordance with Mitigation Measure Nos. BR-1 and BR-6 of the Final EIR and the site no longer contains suitable habitat (coastal sage scrub and/or sparse mixed chaparral) for the species. No significant impacts are anticipated.	**Less than Significant Impact –** Equal to the mitigated project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact BIO-2: Less than Significant Impact – Four natural communities existed onsite prior to grading: coastal sage scrub/mixed sage series, ruderal/California annual (non-native) grassland series, foothill woodland/mixed oak series, and native bunchgrass grassland/purple needlegrass series. These communities no longer exist onsite, as a result of the grading activity that occurred in 2009-2010. Graded slopes were revegetated in 2012 in accordance with Mitigation Measure Nos. BR-2, BR-3, and BR-5 of the Final EIR. The pad remains a disturbed area and proposed improvements would occur within such area and would impact the volunteer vegetation that has propagated there, which mostly consists of non-native grasses and forbs. This is a less than significant impact.	**Less than Significant Impact –** Equal to the mitigated project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact BIO-3: Less than Significant Impact – One jurisdictional non-wetland water of the U.S. and water of the state existed onsite prior to the grading activities that occurred in 2009-2010. Site grading resulted in the filling of this watercourse, as permitted by the U.S. Army Corps of Engineers, CDFG, and the Regional Water Quality Control Board. No further modification of jurisdictional waters is proposed.	**Less than Significant Impact –** Equal to the mitigated project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact BIO-4: Less than Significant Impact – The proposed project would deter wildlife from traversing the approximately 19-acre pad. However, the proposed project would not restrict the movement of wildlife from one tract of habitat to another and would not impede any species from accessing or utilizing wildlife nursery sites. This is a less than significant impact.	**Less than Significant Impact –** Marginally less than the mitigated project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact HYD-1: Less than Significant Impact – The proposed project includes finish grading and the introduction of impervious surfaces, which have the potential to change the site's drainage pattern and increase runoff. However, the site's engineered drainage system can accommodate post-project storm water flows. This is a less than significant impact.	**Less than Significant Impact –** Marginally less than the mitigated project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact HYD-2: Less than Significant Impact – Construction of the proposed project could affect surface water quality by exposing runoff to sediment, metals, vehicle/equipment fluids, trash, nutrients, and other pollutants. Such water pollutants would be controlled though the required implementation of a Storm Water Pollution Prevention Plan (SWPPP) and corresponding best management practices (BMPs). This is a less than significant impact.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact HYD-3: Less than Significant Impact – Operation of the proposed project could affect surface water quality by exposing runoff to typical urban pollutants, including trash, sediment, metals, vehicle fluids, and nutrients. Such water pollutants would be controlled though the required compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) and site's corresponding best management practices (BMPs), including the Debris and Detention Basin in the southwest corner of the site. This is a less than significant impact.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact HYD-4: Less than Significant Impact – The proposed project would add impervious surfaces, which have the potential to affect the percolation of storm water into the underlying substrate. However, storm water flows from all impervious surfaces onsite would be directed to the Debris and Detention Basin onsite, which would allow for percolation. Impacts on groundwater levels are, therefore, less than significant.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact HYD-5: Less than Significant Impact – The project site lies at the base of the Simi Hills and thus could be exposed to mud or debris flows after storm events. With the hillside stabilization and debris basin improvements made in 2009-2010, the project would not result in any significant impacts related to mudflows.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact NOI-1: Less than Significant Impact – The proposed project would generate additional vehicle trips, which could marginally affect ambient noise levels along surrounding roadways. This impact is less than significant.	**No Impact** – Less than the project	**Less than Significant Impact –** Marginally less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact NOI-2: Less than Significant Impact – The proposed project would expose patrons of the proposed park and YMCA to existing and future noise sources in the area, with the primary noise source being vehicles on Thousand Oaks Boulevard. This impact is less than significant.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project
Impact NOI-3: Less than Significant After Mitigation – Operation of the proposed park and YMCA facility would periodically generate noise from onsite activities that could affect surrounding land uses. This is a less than significant impact with mitigation.	**No Impact** – Less than the project	**Less than Significant Impact After Mitigation –** Marginally less than the project	**Less than Significant Impact After Mitigation –** Equal to the project	**Less than Significant Impact After Mitigation –** Equal to the project
Impact NOI-4: Less than Significant After Mitigation – Construction of the proposed project would generate noise that could temporarily increase noise levels and affect surrounding land uses. This is a less than significant impact with mitigation.	**No Impact** – Less than the project	**Less than Significant Impact After Mitigation –** Equal to the project	**Less than Significant Impact After Mitigation –** Equal to the project	**Less than Significant Impact After Mitigation –** Equal to the project
Impact NOI-5: Less than Significant Impact: The proposed project has the potential to temporarily generate vibration and ground borne noise during construction. This is a less than significant impact.	**No Impact** – Less than the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project	**Less than Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact TRAF-1: Significant Impact – Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is expected to continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.	**Significant Impact –** Marginally less than the project	**Significant Impact –** Marginally less than the project	**Significant Impact –** Equal to the project	**Significant Impact –** Equal to the project

Table 4.1
Alternative Comparison Matrix

Project Impacts	**Alternative 1** No Project	**Alternative 2** Reduced Athletic Fields Alternative	**Alternative 3** The Red Plan	**Alternative 4** The Green Plan
Impact TRAF-2: Less than Significant After Mitigation – The addition of project traffic increases the westbound left turn movement on Thousand Oaks Boulevard at Via Colinas from 39 to 357 during the p.m. peak hour. This results in a significant impact to turn lane storage at this location that can be mitigated by lengthening the existing left turn lane to provide dual westbound left turn lanes.	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation
Impact TRAF-3: Less than Significant After Mitigation – Parking Capacity: The proposed project includes 478 parking spaces. Demand is estimated to be 395 on weekdays and 490 on a Saturdays. Estimated demand for Saturday parking spaces is therefore 2.5% greater than anticipated supply. Parking impacts would therefore be less than significant, but mitigation is provided to ensure that parking demand will not exceed supply by more than 5% on more than a few days per year.	**Less than Significant Impact –** Less than the project	**Less than Significant Impact –** Less than the project	**Less than Significant After Mitigation –** Equal to the project	**Less than Significant After Mitigation –** Equal to the project
Impact TRAF-4: Less than Significant After Mitigation – Design Features/Safety: The project includes access via one driveway located on the north side of Thousand Oaks Boulevard west of Lindero Canyon Road. Egress from the site would be via one driveway that would intersect Thousand Oaks Boulevard at a point between Via Colinas and La Baya Drive. Due to the presence of the raised curb median, all exiting traffic would be required to travel west to the signalized intersection at Via Colinas. Site access has the potential to result in significant but mitigable access hazards.	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation	**Less than Significant After Mitigation –** Equal to the project after mitigation

4.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The proposed project would result in three significant and unmitigable impacts – emission of NOx during project operation (Impact AQ-2); emission of GHGs (Impact GHG-1); and degradation of traffic conditions at the Lindero Canyon Road/Via Colinas intersection (Impact TRAF-1). None of the project alternatives would avoid all three of these significant impacts. Alternatives 3 and 4 would not avoid or reduce any of the three significant project impacts. Alternative 2 would marginally reduce each of these three impacts, but all three impacts remain significant. The No Project Alternative avoids the significant air quality and GHG impacts, but the traffic impact remains significant.

The No Project Alternative is the environmentally superior alternative because it avoids two of the project's significant impacts, whereas none of the other alternatives avoid any of the project's significant impacts. When the No Project Alternative is the environmentally superior alternative, CEQA requires that an environmentally superior alternative be identified among the other alternatives. After the No Project Alternative, Alternative 2 would be the environmentally superior alternative because it would marginally reduce each of the project's three significant impacts, while Alternatives 3 and 4 would not.

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5.0 IMPACT OVERVIEW

5.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

Section 15126 of the State CEQA Guidelines requires an EIR to disclose the significant environmental effects that cannot be avoided if the proposed project is implemented. Section 15126.2(b) further states:

> "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

Chapter 3 of this SEIR and the Executive Summary describe all the potential impacts of the proposed project, including the significant impacts. The project, as proposed, would cause the following significant impacts:

- **Impact AQ-2:** Operation of the proposed project (e.g., vehicle trips, maintenance activities, etc.) would generate criteria air pollutants, which would contribute to the regional ambient air quality conditions of the South Coast Air Basin. The project's operation-phase emissions of VOC, CO, SOx, PM_{10}, and $PM_{2.5}$ would be below the SCAQMD's Mass Daily Thresholds (MDT). However, NOx emissions would exceed the MDT even after all feasible mitigation measures are incorporated. This is a significant impact that cannot be mitigated to a less than significant level.

- **Impact GHG-1:** The proposed project would generate greenhouse gases (GHG), which contribute to the cumulative impact of global climate change. The project's GHG emissions, 90% of which are from vehicles traveling to and from the proposed facilities, would exceed the 3,000 $MTCO_2e$/yr threshold being utilized in this document. This is a cumulatively considerable and significant impact that cannot be mitigated to a less than significant level.

- **Impact TRAF-1:** Intersections Level of Service: The study intersections are currently operating at acceptable levels of service during the a.m. and p.m. peak hours. The proposed project is expected to generate 178 trips during the a.m. peak hour and 815 trips during the p.m. peak hour. When compared to existing conditions, the addition of traffic from the proposed project alone would not have a significant impact at any of the study intersections. Without the proposed project, the intersection of Lindero Canyon Road/Via Colinas is anticipated to be impacted by cumulative development during the p.m. peak hour. After completion of ASFP Phase 3A and other planned improvements and with traffic from the other developments, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except at Lindero Canyon Road/Via Colinas which is expected to operate at LOS E during the p.m. peak hour. With the addition of both cumulative and project traffic, each of the study area intersections is expected to operate at an acceptable level of service during the a.m. and p.m. peak hours except for Lindero Canyon Road/Via Colinas which is

expected to continue to operate at LOS E during the p.m. peak hour. Because this intersection is projected to operate at an unacceptable level of service in the future as a result of cumulative development, and because project traffic results in additional degradation of 0.01 or greater (i.e., of 0.04), the project's contribution to cumulative impacts is considered cumulatively considerable. The project's contribution to the cumulative impact to this intersection is significant and cannot be mitigated.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126 of the State CEQA Guidelines requires an EIR to disclose the significant irreversible environmental changes which would be involved in the proposed project should it be implemented. Section 15126.2(c) further states:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitment of resources should be evaluated to assure that such current consumption is justified."

Implementing the proposed project would result in the following irreversible environmental changes:

- Utilization of building materials and human resources for construction of the project. Many of the resources utilized for construction are nonrenewable, including manpower, sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources, such as lumber, are slowly renewable.

- Commitment of energy and water resources as a result of the construction, operation, and maintenance of the proposed development. Much of the energy that will be utilized onsite will be generated through combustion of fossil fuels, which are nonrenewable resources.

5.3 GROWTH-INDUCING IMPACTS

Section 15126 of the State CEQA Guidelines requires an EIR to examine the growth-inducing impact of the proposed project. Section 15126.2(d) further states that the intent of this examination is to "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth. These characteristics include adding residential units, expanding infrastructure, and generating employment opportunities. The following discussions address the project's potential for growth-inducing impacts.

5.3.1 ADDITION OF EMPLOYMENT OPPORTUNITIES

The proposed project would develop a community park and YMCA. The proposed project would provide additional employment opportunities in the short-term for project construction and in the long-term for operation and maintenance of the facility.

Project construction would last approximately one year. Given the short-term duration and scale of project construction, construction jobs are expected to be filled by existing contractors within the region that employ the existing local workforce.

Operation and maintenance of the facilities would include park, recreation, and YMCA employees, café employees, fitness instructors, facility maintenance employees, and landscape maintenance employees. Given the scale of the facilities and the size of the regional workforce, any new long-term employment opportunities generated by the project are expected be filled by the existing regional workforce.

Neither the short-term nor long-term jobs created by the proposed project are expected to require new or expanded workforce housing to be built, and no additional or expanded services are expected to be needed to accommodate the workforce needed for the project. Therefore, the potential new employment opportunities generated by the project would not cause any significant environmental impacts.

5.3.3 EXPANSION OF INFRASTRUCTURE

Expanding infrastructure can induce growth by removing development obstacles. For instance, if an area's growth is limited by water supply, development of water supply facilities could allow additional growth in the service area. Similarly, new freeway interchanges, transit stops, wastewater facilities, and infrastructure improvements could allow growth in areas that were previously inaccessible or underserved.

The proposed project includes the following infrastructure improvements:

- Utility connections to provide electricity, telephone, cable, drainage, water, and sewer services to the proposed structures; and
- Onsite parking and circulation improvements.

These proposed improvements are sized to serve the proposed project, and are not oversized in a way that would encourage offsite development. In addition, the project does not include installing new utility lines or roadways into or through any undeveloped land. Therefore, these improvements are not considered growth inducing.

5.4 SUMMARY OF CUMULATIVE IMPACTS

State CEQA Guidelines Section 15130(a) states: "An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in [State

CEQA Guidelines] section 15065(a)(3)." This discussion, as stated by State CEQA Guidelines Section 15130(b), "should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact."

In accordance with State CEQA Guidelines Section 15130(b)(1), the cumulative impact analysis for the proposed project is derived from a list of pending, approved, and reasonably foreseeable projects within the City and other surrounding cities, or from the growth forecasts contained in the General Plan, as appropriate to the issue area. The project's cumulative scenario is detailed in subsection 2.5 of this SEIR.

The project's cumulative impacts are discussed in each of the topical analysis sections in Chapter 3 of this SEIR. Sections 3.1 through 3.7 each include a discussion of cumulative impacts that relate to the respective environmental topic. The proposed project would not cause or contribute to any significant cumulative impacts beyond those discussed in Chapter 3.

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8.0 REVISIONS TO THE DRAFT SEIR

8.1 INTRODUCTION

This section of the Final SEIR identifies the revisions to the Draft SEIR that were made in response to comments received on the document or as initiated by the Lead Agency (City of Westlake Village). The revisions to the Draft SEIR are shown below in excerpts from the Draft SEIR with underlined (underlined) text for additions and strikethrough (~~strikethrough~~) text for deletions and/or as a narrative description of the revision.

The revisions identified below are shown in the order they appear in the Draft SEIR and under their corresponding Chapter heading and page number from the Draft SEIR. These revisions have also been made to the text in the body of the SEIR (Executive Summary and Chapters 1-7). The Executive Summary and Chapters 1-7 of the Draft SEIR, with the revisions shown below, constitute Chapters 1-7 of the Final SEIR.

8.2 REVISIONS TO THE DRAFT SEIR

EXECUTIVE SUMMARY

Page (pg.) ES-13, Table ES.1, second column, was modified to reflect a revision to Mitigation Measure TRAF-1. This measure has been revised as follows:

> **MM TRAF-1:** To the satisfaction of the City Traffic Engineer the YMCA and sport field activities and special events shall be managed to minimize off site peak period impacts.

3.14 TRANSPORTATION AND CIRCULATION

Pg. 3.7-18, Section *3.7.6 Mitigation Measures*, Mitigation Measure TRAF-1 has been revised as follows:

> **MM TRAF-1:** To the satisfaction of the City Traffic Engineer the YMCA and sport field activities and special events shall be managed to minimize off site peak period impacts.

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9.0 RESPONSES TO COMMENTS

9.1 PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT SEIR

The public review period for the Draft SEIR for the Westlake Village Community Park/Triunfo YMCA Project commenced on October 5, 2012 and ended on November 19, 2012. Table 9.1 lists the persons, organizations, and public agencies that provided comments to the City of Westlake Village on the Draft EIR.

Table 9.1
Commenters on the Draft EIR

Agency, Organization, and/or Person	Date Received	Date of Letter
Governor's Office of Planning and Research Morgan, Scott	11/20/2012	11/26/2012
Native American Heritage Commission Singleton, Dave	10/12/2012	10/10/2012
County of Los Angeles Fire Department Vidales, Frank	11/1/2012	11/12/2012
California Department of Transportation, District 7 Watson, Dianna	11/14/2012	11/19/2012

9.2 COMMENTS AND RESPONSES

This section of the Final EIR presents the comments and recommendations received on the Draft EIR, along with the Lead Agency's responses to the environmental points that were raised. All comments on the Draft EIR submitted were in written form and are included in their entirety in this section. Each point raised in these comment letters was assigned a number (e.g. XY-1), as noted on the comment letters included in this section. The Lead Agency's response to each enumerated comment is provided after the respective comment letter. The comment letters and corresponding responses in this section appear in the same order as they are listed in Table 9.1.

LETTER FROM: GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, SCOTT MORGAN

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

November 20, 2012

RECEIVED
NOV 26 2012
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

Scott Wolfe
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Subject: Westlake Village Community Park/Triunfo YMCA
SCH#: 1999111130

Dear Scott Wolfe:

OPR-1

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 19, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 1999111130
Project Title Westlake Village Community Park/Triunfo YMCA
Lead Agency Westlake Village, City of

Type SIR Supplemental EIR

Description The proposed project consists of developing a multi-purpose recreational park and sports complex, with a YMCA facility.

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
Lat / Long
Cross Streets North side of Thousand Oaks Boulevard, between Via Colinas and Lindero Canyon Road
Parcel No. 2056-001-011, -013, -014, -015
Township 1N **Range** 18W **Section** 17-19 **Base** SBB&M

Proximity to:

Highways I-101, SR 23, N9
Airports No
Railways No
Waterways Westlake Lake, Lake Lindero Lindero Canyon Creek, Lobo Canyon Creek, Triunfo Canyon Creek
Schools Various
Land Use The project site is currently undeveloped and in a rough graded condition. The site designated "Commercial Recreation" in the City's General Plan and equivalently zoned "Commercial Recreation".

Project Issues Aesthetic/Visual; Air Quality; Noise; Traffic/Circulation; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 10/05/2012 **Start of Review** 10/05/2012 **End of Review** 11/19/2012

RESPONSES

OPR-1: The comment letter from the Governor's Office of Planning and Research (OPR) confirms the project's compliance with the State Clearinghouse review requirements for draft environmental documents. No response is necessary.

LETTER FROM: NATIVE AMERICAN HERITAGE COMMISSION, DAVE SINGLETON

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
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

RECEIVED
OCT 12 2012
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

October 10, 2012

Mr. Scott Wolfe, Project Planner
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Re: SCH#1999111130; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"Westlake Village Community Park/Triunfo YMCA Project;"** located in the Westlake Village; Los Angeles County, California

Dear Mr. Wolfe:

NAHC-1

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that lead agencies conduct a Sacred Lands File search of the proposed 'area of potential effect' (APE) as part of their due diligence. . .

NAHC-2

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

NAHC-3

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

NAHC-3 (cont.)

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

NAHC-4

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

NAHC-5

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

NAHC-6

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

NAHC-7

2.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a). NAHC-7 (cont.)

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

3

Native American Contacts
Los Angeles County
October 10, 2012

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes@msn.com
805 492-7255
(805) 558-1154 - cell

Chumash
Tataviam
Ferrnandeño

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

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

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 applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#1999111130; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Westlake Village Community Park/ Triunfo YMCA Project; located in Westlake Village; Los Angeles County, California.

RESPONSES

NAHC-1: Introductory remarks are made and background information is provided. The Native American Heritage Commission's (NAHC's) recommendation that lead agencies conduct a Sacred Lands File Search is noted. In this case, a Phase I Archaeological Study was prepared for the site as part of the analysis for the project's previously certified Final EIR. Based on this Phase I, the Final EIR concluded that no prehistoric or historic archaeological resources were located within the project site. As a failsafe, the Final EIR further included halt-work mitigation measures to protect cultural resources if such resources were unexpectedly discovered during construction. In 2009-2010, after the certification of the Final EIR, the site was mass graded. No cultural resources were discovered during this mass grading effort. With the mass grading phase completed, no areas with undisturbed natural earth materials remain within the project boundaries that may contain Native American resources. Therefore, the proposed project would have no impact on Native American resources and no further evaluation is necessary.

NAHC-2: The confidentiality of NAHC Sacred Sites is noted. No response is required.

NAHC-3: The list of Native American contacts and the recommendation to consult with Native American representatives are noted. As noted in response to comment NAHC-1, in this case, the project site has been entirely graded. No areas with undisturbed natural earth materials exist within the project boundaries that may contain Native American resources. Therefore, consultation with Native American contacts is not warranted.

NAHC-4: The project is not a federal action and does not require any federal approvals. Therefore, the project is not subject to the requirements of the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the Department of Transportation Act, 36 CFR Part 800.3, or the guidance of the President's Council on Environmental Quality. Statements regarding the Secretary of the Interior's Standards for the Treatment of Historic Properties are noted.

NAHC-5: The confidentiality of cultural resources is noted. No response is required.

NAHC-6: The provisions of the Public Resources Code, Government Code, and Health and Safety Code regarding the accidental discovery of archaeological resources and human remains are noted. No response is required.

NAHC-7: The NAHC's recommendations, opinions, and closing remarks are noted.

LETTER FROM: COUNTY OF LOS ANGELES FIRE DEPARTMENT, FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION, PREVENTION SERVICES BUREAU

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
NOV 13 2012
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

November 1, 2012

Scott Wolfe, Planning Director
City of Westlake Village
Planning Department
31200 Oak Crest Drive
Westlake Village, CA 91361

Dear Mr. Wolfe:

NOTICE OF COMPLETION/NOTICE OF AVAILABILITY OF DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, WESTLAKE VILLAGE COMMUNITY PARK/TRIUNFO YMCA (SCH # 1999111130), DEVELOPING A MULTI-PURPOSE RECREATIONAL PARK AND SPORTS COMPLEX WITH A YMCA FACILITY, NORTH SIDE OF THOUSAND OAKS BOULEVARD BETWEEN VIA COLINAS AND LINDERO CANYON ROAD, WESTLAKE VILLAGE (FFER #201200144) FD-1

The Draft Supplemental 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: FD-2

1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. FD-3

2. The statutory responsibilities of the County of Los Angeles Fire Department, 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 FD-4

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CARSON	DUARTE	HUNTINGTON PARK	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CERRITOS	EL MONTE	INDUSTRY	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CLAREMONT	GARDENA	INGLEWOOD	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	COMMERCE	GLENDORA	IRWINDALE	LAWNDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COVINA	HAWAIIAN GARDENS	LA CANADA FLINTRIDGE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	CUDAHY	HAWTHORNE	LA HABRA	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
BRADBURY							WHITTIER

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, 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. FD-4 (cont.)

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met. FD-5

4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. FD-6

5. Access roads shall be maintained with a minimum of 10 feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet 6 inches. FD-7

6. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet. FD-8

7. When involved with subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage. FD-9

8. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage if no Land Development permits are being processed. FD-10

9. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use. FD-11

10. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, its relationship to other structures, property lines and types of construction used. FD-12

11. Fire hydrant spacing shall be 300 feet and shall meet the following requirements: FD-13

a) No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. FD-13 (cont.)

b) No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

c) Additional hydrants will be required if hydrant spacing exceeds specified distances.

d) When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.

e) A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.

12. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in-length and at the end of all cul-de-sacs. FD-14

13. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. Additional access requirements may be required upon formal submittal to the County of Los Angeles Fire Department, Fire Prevention Engineering Unit, during the life safety review of the proposed development. FD-15

14. Driveway width for non-residential developments shall be increased when any of the following conditions will exist: FD-16

a) Provide 34 feet in-width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

b) Provide 42 feet in-width, when parallel parking is allowed on each side of the access roadway/driveway.

c) Any access way less than 34 feet in-width shall be labeled "Fire Lane" on the final recording map and final building plans.

d) For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

15. All access devices and gates shall meet the following requirements: FD-17

a) Any single gated opening used for ingress and egress shall be a minimum of 26 feet in-width, clear-to-sky.

b) Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky. FD-17

c) Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.

d) All limited access devices shall be of a type approved by the Fire Department.

e) Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.

16. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions. FD-18

17. Submit three sets of water plans to the County of Los Angeles Fire Department, Land Development Unit. The plans must show all proposed changes to the fire protection water system, such as fire hydrant locations and main sizes. The plans shall be submitted through the local water company. FD-19

18. The County of Los Angeles Fire Department, Land Development Unit comments are only general requirements. Specific fire and life safety requirements and conditions set during the environmental review process will be addressed and conditions set at the building and fire plan check phase. Once the official plans are submitted for review there may be additional requirements. FD-20

19. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Nancy Rodeheffer, at (323) 890-4243 or nrodeheffer@fire.lacounty.gov. FD-21

20. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. FD-22

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, 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. FD-23

2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed. FD-24

Scott Wolfe, Planning Director
November 1, 2012
Page 5

HEALTH HAZARDOUS MATERIALS DIVISION:

1. Based on the submitted information the Heath Hazardous Materials Division has no objection to the proposed project. FD-25

If you have any additional questions, please contact this office at (323) 890-4330. FD-26

Very truly yours,

Frank Vidales

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

RESPONSES

FD-1: The commenter provides opening remarks. No response is required.

FD-2: The Planning Division of the Fire Department states they "have no additional comments at this time". No response required.

FD-3: Comment and requirements are duly noted.

FD-4: The responsibilities and review considerations of the Land Development Unit are noted. No response is required.

FD-5: The presence of the site within a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ) is noted, as are the applicability of corresponding fire code and ordinance requirements.

FD-6: Accessibility requirements are duly noted. The proposed access drives meet the requirement to provide an unobstructed route(s) around the exterior of the building to within 150 feet of all portions of exterior walls.

FD-7: Horizontal and vertical brush and vegetation maintenance/clearance requirements are duly noted.

FD-8: Accessibility requirements are duly noted. The proposed access drives comply with the stated grade requirements.

FD-9: The Fire Department's process for addressing access, fire flows, and hydrants for subdivisions during the tentative map stage is noted, although not applicable in this case.

FD-10: The Fire Department's process for addressing access, fire flows, and hydrants during the building stage if no Land Development permits are being processed is noted.

FD-11: Requirements and suggestions for fire sprinkler systems are duly noted. No response required.

FD-12: Potential fire flow requirements are noted. No response required.

FD-13: Fire hydrant spacing requirements are noted. No response required.

FD-14: Access and turning radii requirements are noted. The proposed access drives comply with such requirements.

FD-15: Access requirements are noted. The proposed access drives comply with such requirements.

FD-16: Access drive width and posting/labeling requirements are noted. The proposed access drives comply with such requirements.

FD-17: Gate requirements are noted, and will be complied with onsite.

FD-18: The request to coordinate with the County of Los Angeles Fire Department for disruptions to water service is noted. No disruptions are anticipated.

FD-19: The requested plan submittal process is noted.

FD-20: The application of specific fire and life safety requirements and conditions during the building and fire plan check phase is noted.

FD-21: The provided contact information is noted.

FD-22: The Land Development Unit provides closing remarks. No response is required.

FD-23: The responsibilities of the Forestry Division are noted. No response is required.

FD-24: The Forestry Division notes that the areas germane to their statutory responsibilities have been addressed. No response is required.

FD-25: The Health Hazardous Materials Division states they have "no objection to the proposed project". No response required.

FD-26: Closing remarks are made. No response is required.

LETTER FROM: CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), DIANNA WATSON, IGR/CEQA BRANCH CHIEF

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY — EDMUND G. BROWN, JR, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF TRANSPORTATION PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

November 14, 2012

RECEIVED
NOV 19 2012
CITY OF WESTLAKE VILLAGE
WESTLAKE VILLAGE, CA

Mr. Scott Wolfe
City of Westlake Village
31200 Oak Crest Drive
Westlake Village, CA 91361

Re: **Westlake Village Community Park/ Triunfo YMCA/ Park and Ride**
Supplemental Environmental Impact Report
SCH#1999111130, IGR No. 121009/EA
Vic: LA / 101 / PM 37.3

Dear Mr. Wolfe:

DOT-1

The California Department of Transportation (Caltrans) has reviewed the Transportation and Circulation section of the Draft Supplemental Environmental Impact prepared for the proposed Community Recycling and Resource Recovery Facility. The proposed development consists of a multi-purpose recreational park and sports complex, an approximately 48,000 square feet YMCA facility, and a 70-space Park and Ride lot.

DOT-2

We note the intersection at US-101 northbound ramps and Lindero Canyon Road currently operates at level of service D and it is projected to remain unchanged in the pre-project and post-project scenarios, per Table 3.7.6. The level of service is not expected to change because the post-project scenario assumes completion of the City's Arterial Street Financing Program (ASFP) phase 3A improvements. Those improvements include adding a through lane on Lindero Canyon Road at the US-101 north and southbound off-ramps. Traffic congestion at off-ramp intersections could lead to lengthy vehicle queues at the off-ramp. Therefore, it is requested the City implement necessary improvements timely so as to avoid lengthy vehicle queues at US-101 off ramps to Lindero Canyon Road. Caltrans is currently assisting the City and its engineers in the completion of roadway design plans for proposed improvements.

DOT-3

Regarding potential transportation impacts to US-101 freeway lanes, we note the proposed project might add up to approximately 52 vehicle trips in either direction during the PM peak hour. According to Los Angeles County's Congestion Management Program (CMP) requirements, the project would not add enough trips to warrant consideration. We caution the City on relying solely on CMP requirements when evaluating traffic impacts onto US-101. A CMP type of analysis does not provide adequate information as to the cumulative effect of the added traffic to freeways. Caltrans' traffic volumes in the area indicate that US-101 operates at or over capacity during PM peak hours through the City of Westlake Village. Therefore, cumulative traffic demand from overall future development within Westlake Village and nearby Cities has the potential to worsen freeway operations. It is recommended the City develop a plan to address cumulative transportation impacts to US-101. A program similar to

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the City's ASFP may be appropriate. In the future, please instruct traffic engineers to consult with Caltrans as to the appropriate methods of analysis of its facilities. DOT-3 (cont.)

Given the addition of the Park and Ride component, and the City's commitment to the timely completion of ASFP phase 3A improvements at US-101 ramps and Lindero Canyon Road, Caltrans considers that the proposed project has satisfactorily addressed any cumulative traffic impacts to its facilities (US-101). Caltrans concurs that the Park and Ride facility could encourage long distance commuters to carpool and therefore reduce vehicle demand onto US-101. As an additional traffic mitigation measure, it is recommended that special events expected to attract an unusual large number of attendees at the same time are scheduled in such a way that incoming or outgoing traffic is not concentrated at the same time.

If you have any questions regarding our comments, you may contact Elmer Alvarez, project coordinator, at (213) 897 – 6696 or electronically at Elmer_Alvarez@dot.ca.gov. Please refer to internal record number 121009/EA. DOT-4

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief
Caltrans, District 7

"Caltrans improves mobility across California"

RESPONSES

DOT-1: The commenter provides opening remarks. No response is required.

DOT-2: The commenter notes that the intersection of Lindero Canyon Road at US-101 Northbound Ramps currently operates at level of service (LOS) D and is expected to continue to operate at LOS D in the pre-project and post-project scenarios with the implementation of the City's Arterial Street Financing Program (ASFP) phase 3A improvements. To clarify, the LOS D condition at the Lindero Canyon Road/US-101 Northbound Ramps intersection is only expected to occur during the AM peak hour. During the PM peak hour, the Lindero Canyon Road/US-101 Northbound Ramps intersection is expected to operate at LOS C in the existing, pre-project, and post-project scenarios, with the implementation of ASFP phase 3A improvements.

The City duly notes the commenter's request that "the City implement necessary improvements timely so as to avoid lengthy vehicle queues at US-101 off ramps to Lindero Canyon Road".

DOT-3: The commenter expresses concerns for cumulative impacts on the US-101 freeway lanes and recommends that "the City develop a plan to address cumulative transportation impacts to US-101". In the following paragraph the commenter states, "Given the addition of the Park and Ride component, and the City's commitment to the timely completion of ASFP phase 3A improvements at US-101 ramps and Lindero Canyon Road, Caltrans considers that the proposed project has satisfactorily addressed any cumulative traffic impacts to is facilities (US-101)." With this statement, the City interprets Caltrans' request that the City develop a plan to address cumulative impacts on US-101 as a general request and not a project-related request. Such a request is duly noted.

The commenter recommends that the City include a mitigation measure that requires special events to be scheduled "in such a way that incoming or outgoing traffic is not concentrated at the same time". In response to this recommendation, Mitigation Measure TRAF-1 has been revised as follows:

> **MM TRAF-1:** To the satisfaction of the City Traffic Engineer the YMCA and sport field activities and special events shall be managed to minimize off site peak period impacts.

DOT-4: The commenter provides closing remarks. No response is required.

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10.0 MITIGATION MONITORING PROGRAM

The Executive Summary section of this SEIR identifies the Mitigation Measures that will be implemented to offset the impacts resulting from the proposed project. Section 21081.6(a) of CEQA requires the public agency to adopt a reporting or monitoring program to ensure compliance with the mitigations identified in the CEQA document. This section of CEQA also identifies guidelines for implementation of a monitoring program.

The following Mitigation Monitoring Program (MMP) identifies all the mitigations identified in the SEIR along with the party responsible for monitoring the mitigations and the timeframe for implementation. This MMP satisfies the requirements of Section 21081.6 of CEQA.

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			**Reporting**		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
Aesthetics						
MM AES-1: Sports field lighting shall be turned off by 9:00 p.m., except in emergency situations.	During operation of the sports fields	City of Westlake Village Planning Staff	Planning Staff shall review operating and use agreements to ensure no lighted sport events are programmed after 9:00 p.m. and shall conduct periodic site visits to ensure compliance with this measure.			
MM AES-2: Sports field and parking lot lighting shall be shielded so that no direct light spills upwards to the night sky, that reflected glow from illuminated surfaces is minimized, and that no fixture's direct light spills onto adjacent properties.	For parking lot lighting, prior to the issuance of a Certificate of Occupancy for the YMCA; for sport field lighting, prior commencing evening sport activities onsite	City of Westlake Village Planning Staff	Planning Staff shall review lighting plans and shall conduct site inspections after light fixtures are installed to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			Reporting		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
Air Quality						
MM AQ-1: Install bicycle racks.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			
MM AQ-2: Encourage having a school bus stop at the project in the afternoons.	Prior to and/or during operation of the facility	City of Westlake Village Planning Staff	Planning Staff shall consult with the School District to encourage having a school bus stop onsite.			
MM AQ-3: City staff involved in developing shared field agreements with local schools shall ensure that such agreements include provisions for transport of students to the facility with high occupant vehicles (e.g., school busses, vans, etc.).	During development of shared field agreements with local schools	City of Westlake Village Planning Staff	Planning Staff shall consult with the School District to ensure compliance with this measure.			
MM AQ-4: Create a ride share board on-site and promote/facilitate ride sharing via the City's website.	Prior to and during operation of the facility	City of Westlake Village Planning Staff	Planning Staff shall ensure the physical and electronic ride share boards are established.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			Reporting		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM AQ-5: Install an electric vehicle charging station.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			
Greenhouse Gas Emissions						
MM GHG-1: Green building design shall be employed in the project. At a minimum, the project shall utilize: dual-pane low-E windows, energy efficient light bulbs (e.g., LED, CFL, etc.), high-efficiency HVAC unit(s), insulation rated as R-19 or higher, and a high-albedo roof surface with a Solar Reflectance Index (SRI) rating of 78 or higher.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review building plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			
MM GHG-2: Water pumps shall be equipped with variable speed controllers.	Prior to commencing irrigation of the sports fields	City of Westlake Village Public Works Staff	Public Works Staff shall inspect water pump controllers to ensure compliance with this measure.			
MM GHG-3: Window glazing and other architectural features that afford solar heat benefits in the natatorium shall not be obstructed during daylight hours.	During operation of the YMCA	City of Westlake Village Planning Staff	Planning Staff shall consult with YMCA Staff and shall conduct periodic site visits to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			Reporting		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM GHG-4: Provide education to patrons on: 1) energy efficiency; 2) water conservation and available programs and incentives; 3) reducing waste and available recycling services; 4) alternative transportation options; and 5) options for reducing motor vehicle-related greenhouse gas emissions (e.g., trip reduction, trip linking, vehicle performance and efficiency, and low or zero-emission vehicles).	During operation of the park and YMCA	City of Westlake Village Planning Staff	Planning Staff shall consult with YMCA Staff and park operations staff and shall conduct periodic site visits to ensure compliance with this measure.			
MM GHG-5: If solar panels cannot feasibly be incorporated into the project at the outset, then build "solar ready" structures.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review building plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			
MM GHG-6: At a minimum, install synthetic turf on the baseball complex. Consider using turf that contains recycled materials.	Prior to issuance of use of the sports fields	City of Westlake Village Planning Staff	Planning Staff shall review landscape plans and shall conduct a site inspection prior to use of the sports field to ensure compliance with this measure.			
MM GHG-7: Plant native, draught tolerant landscaping.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review landscape plans to ensure compliance with this requirement.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			Reporting		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM GHG-8: Outdoor irrigation shall be controlled by an electronic system that is programmed to minimize water use (e.g., RainMaster Oasis DX-2 controller located at City Hall).	Prior to commencing and during irrigation of the sports fields	City of Westlake Village Public Works Staff	Public Works Staff shall inspect controllers to ensure compliance with this measure.			
MM GHG-9: Irrigate with reclaimed water.	Prior to commencing and during irrigation of the sports fields and landscaping onsite	City of Westlake Village Public Works Staff	Public Works Staff shall review site plans and conduct site inspections as needed to ensure compliance with this measure.			
MM GHG-10: Fixtures in the restrooms and concession stands shall have a water efficient design.	Prior to issuance of Certificates of Occupancy for the YMCA and the concession stands	City of Westlake Village Building & Safety Staff	Building and Safety Staff shall review building plans and shall conduct site inspections prior to the issuance of Certificates of Occupancy for the YMCA and the concession stands to ensure compliance with this measure.			
MM GHG-11: Install bicycle racks.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village Planning Staff	Planning Staff shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			Reporting		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
Noise						
MM NOI-1: No bullhorns shall be used at the park.	During operation of the park and YMCA	City of Westlake Village Community Services Staff	Community Services staff shall review operation and use agreements to ensure they include this requirement and shall periodically consult with park operations staff to ensure compliance with this measure.			
MM NOI-2: Any public address (PA) system or other loudspeaker system to be used at the park shall be designed and set up to ensure that it does not exceed the applicable City noise standards at the surrounding properties. Appropriate measures may include, but are not limited to: proper placement and direction of loudspeakers, placing limits on the gain (volume) of the system, restricting system use to specific times of the day or week, etc. If the system cannot be designed or set up to achieve compliance with City standards, it shall not be used.	During operation of the park	City of Westlake Village Community Services Staff	Community Services staff shall review operation and use agreements to ensure they include this requirement and shall periodically consult with park operations staff to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			**Reporting**		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM NOI-3: No park activities shall take place on the berms or hills east of the soccer fields or west of the baseball fields. All park activities shall take place below the elevation of the berms/hills so that they are shielded from the neighboring residential properties. Crowds for sporting events shall not be permitted to utilize the berms/hills.	During operation of the park	City of Westlake Village Community Services Staff	Community Services staff shall review operation and use agreements to ensure they include this requirement and shall periodically consult with park operations staff to ensure compliance with this measure.			
MM NOI-4: Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on Saturday; no construction activities shall occur at any time on Sunday or Federal holidays. Personnel shall not be permitted on the job site, and material or equipment deliveries and collections shall not be permitted outside of these hours.	During construction	City of Westlake Village Planning Staff	Planning Staff shall conduct periodic site inspections during construction to ensure compliance with this measure.			
MM NOI-5: All construction equipment shall be equipped with properly operating and maintained muffling devices.	During construction	City of Westlake Village Public Works Staff	Public Works Staff shall conduct periodic site inspections during construction to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			**Reporting**		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM NOI-6: Construction equipment shall be operated only when necessary, and shall be switched off when not in use.	During construction	City of Westlake Village Public Works Staff	Public Works Staff shall conduct periodic site inspections during construction to ensure compliance with this measure.			
Transportation and Circulation						
MM TRAF-1: To the satisfaction of the City Traffic Engineer the YMCA and sport field activities and special events shall be managed to minimize off site peak period impacts.	During operation of the sports fields and YMCA	City of Westlake Village Traffic Engineer	The City Traffic Engineer shall review park/YMCA use management plans to ensure compliance with this requirement.			
MM TRAF-2: The YMCA shall be required to fully participate in a Traffic Council when it is established to coordinate with trip generators in the area in to minimize peak period traffic impacts. This measure will be implemented if/when deemed appropriate by the City.	During operation of the YMCA	City of Westlake Village Traffic Engineer	The City Traffic Engineer shall periodically consult with YMCA Staff to ensure compliance with this measure.			
MM TRAF-3: To the satisfaction of the City Traffic Engineer, the applicant shall be responsible for the cost of lengthening the existing left turn lane at Thousand Oaks Boulevard at Via Colinas or modifying it to provide dual westbound left turn lanes.	Prior to issuance of a Certificate of Occupancy for the YMCA	City of Westlake Village City Traffic Engineer	The City Traffic Engineer shall ensure funds are in place to install the required improvement.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			**Reporting**		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM TRAF- 4: During the first year of operation, a parking use study shall be conducted by the City in order verify parking demand associated with project uses and better predict parking demand based on project programming. If the study demonstrates that, based on observed usage and anticipated programming, the supply of onsite parking is insufficient to satisfy ongoing demand, the YMCA and City of Westlake Village shall work together to modify program/activity schedules and/or limit the availability of facilities to reduce parking demand to the satisfaction of the City Traffic Engineer.	During the first year of operation	City of Westlake Village City Traffic Engineer	The City Traffic Engineer shall review and approve the parking use study and shall ensure any needed parking strategies are employed.			
MM TRAF-5: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall ensure that project site driveways shall be constructed to form as near to a 90-degree angle with Thousand Oaks Boulevard as possible.	Prior to issuance of a Certificate of Occupancy	City of Westlake Village City Traffic Engineer	The City Traffic Engineer shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			

City of Westlake Village Westlake Village Community Park/Triunfo YMCA Project Mitigation Monitoring Program						
	Mitigation Monitoring			**Reporting**		
Mitigation Measures	**Period of Implementation**	**Monitoring Responsibility**	**Monitoring Procedure**	**Comments**	**Date**	**Initials**
MM TRAF-6: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. If landscaping is proposed along Thousand Oaks Boulevard in front of the site, the City's Traffic Engineer/City's Planning Director shall ensure that it is restricted to a height of approximately 30 inches above grade at maturity, so that corner sight distance at the site driveway is not compromised.	Prior to issuance of a Certificate of Occupancy	City of Westlake Village City Traffic Engineer	The City Traffic Engineer shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			
MM TRAF – 7: Onsite circulation, drive aisles, and site access shall be subject to the review and approval of the City's Traffic Engineer. The City Traffic Engineer shall review the project plans to ensure that no special curb alignment changes are made east or west of the site driveways to provide a deceleration lane or acceleration lane, because such a design would entail undesirable safety tradeoffs.	Prior to issuance of a Certificate of Occupancy	City of Westlake Village City Traffic Engineer	The City Traffic Engineer shall review site plans and shall conduct a site inspection prior to the issuance of a Certificate of Occupancy for the YMCA to ensure compliance with this measure.			

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