



Lindero Pump Station Rehabilitation (Project No. 592)

Initial Study – Mitigated Negative Declaration

prepared by

Calleguas Municipal Water District

2100 Olsen Road

Thousand Oaks, California 91360

Contact: Jennifer Lancaster, Principal Resource Specialist

prepared with the assistance of

Rincon Consultants, Inc.

180 North Ashwood Avenue

Ventura, California 93003

May 2022



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Initial Study

1. Project Title

Lindero Pump Station Rehabilitation

2. Lead Agency Name and Address

Calleguas Municipal Water District
2100 East Olsen Road
Thousand Oaks, California 91360

3. Contact Person and Phone Number

Jennifer Lancaster
Principal Resource Specialist
805-579-7194

4. Project Location

The project site is identified by Assessor's Parcel Number (APN) 569-0-320-035, located on Erbes Road at East Avenida De Las Flores in Thousand Oaks, California. Please see Figure 1.

5. Project Sponsor's Name and Address

Calleguas Municipal Water District
2100 East Olsen Road
Thousand Oaks, California 91360

6. General Plan Designation

The City of Thousand Oaks General Plan land use designation for the project site is "Existing Park, Golf, Open Space" (City of Thousand Oaks 2015).

7. Zoning

The project site is zoned P-L (Public, Quasi-Public, Institutional). Permitted uses include Public Utility Facilities with the issuance of a Development Permit by the Planning Commission or the Community Development Director per City of Thousand Oaks Municipal Code Section 9-4.2804(a)(1). The proposed project is consistent with site zoning. Per California Government Code 53091, building and zoning ordinances of a county or city do not apply to the location or construction of facilities for the production, storage, or transmission of water, wastewater, or electrical energy by a local agency. The project site is an existing facility for the transmission of water and the project is also consistent with that use, and therefore exempt from City of Thousand Oaks building and zoning codes.

Figure 1 Project Location



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 Project Location

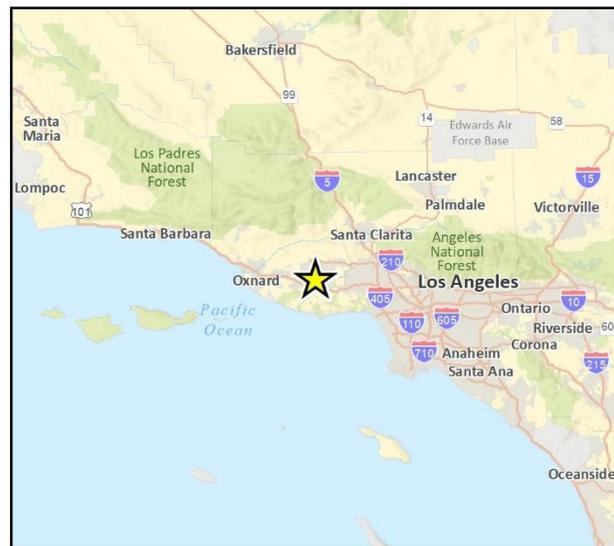
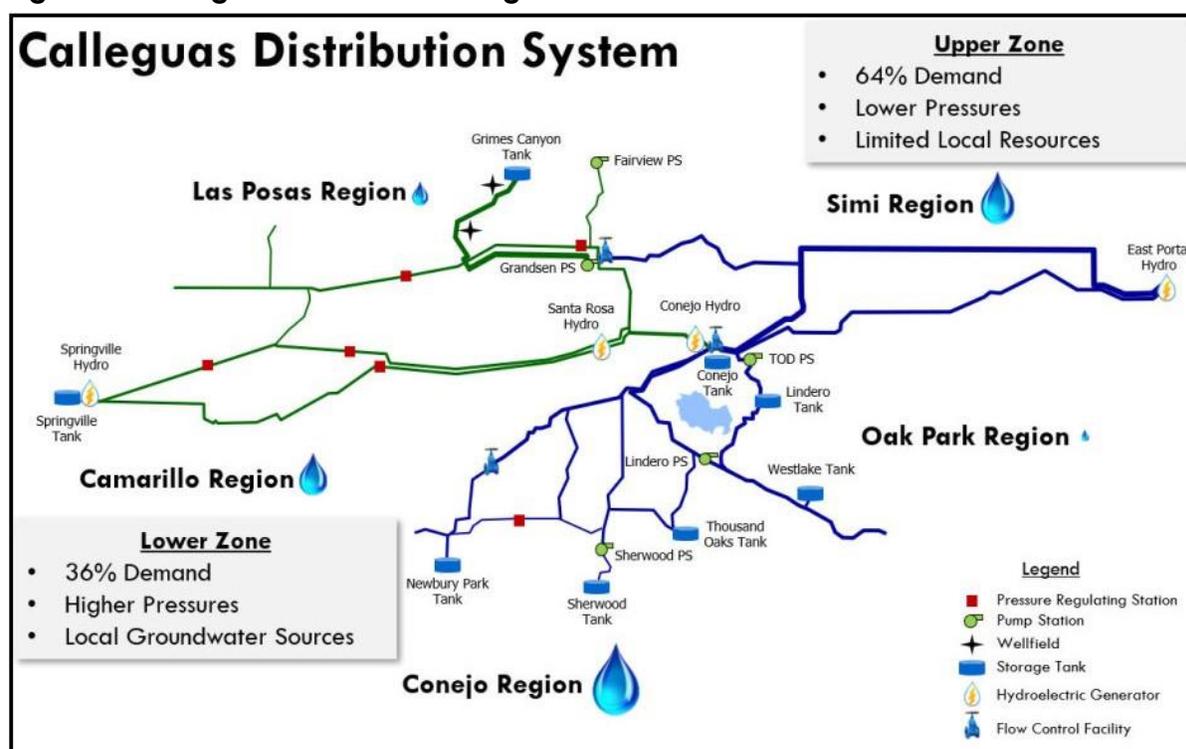


Fig. 3 Project Location

8. Project Description

The Lindero Pump Station Rehabilitation (“proposed project”) is proposed by Calleguas Municipal Water District (“Calleguas”) to provide necessary repairs and improvements to the existing Lindero Pump Station in Thousand Oaks. Lindero Pump Station is a critical component of Calleguas’ water infrastructure system and Calleguas’ reliable conveyance of potable water supply to the Oak Park Region, which includes the unincorporated community of Oak Park as well as the North Ranch area of Thousand Oaks. Lindero Pump Station works in conjunction with Lindero Pump Station No. 2 (better known as “Toe of Dam” or “TOD Pump Station”) to convey water from the Conejo Region, which is served by Conejo Reservoir and Thousand Oaks Reservoir, to the Oak Park Region, which is served by Westlake Reservoir. Please see Figure 2 for a portrayal of Calleguas’ service regions and major facilities, including Lindero Pump Station and TOD Pump Station.

Figure 2 Calleguas MWD Service Regions and Infrastructure



Source: Calleguas MWD 2021

TOD Pump Station has higher efficiency than the existing Lindero Pump Station and access to backup power; therefore, TOD Pump Station serves as the primary pump station for the Oak Park Region, which relies entirely upon imported water. If Lindero Pump Station and TOD Pump Station were both to fail, the Oak Park Region would not have access to potable water supply. The proposed improvements to Lindero Pump Station are critical to Calleguas’ ability to continue providing a reliable water supply to the Oak Park Region.

Background

Lindero Pump Station was originally constructed in 1969 and has not been significantly modified since its original construction. As a result, various components of the pump station infrastructure

and facilities are beyond their useful life and need to be replaced. In addition, some of the parts required for existing pump station components are no longer produced by the manufacturers, such that there is limited availability for replacement parts, and replacement parts already are or will eventually become unavailable. Key components of the Southern California Edison (SCE) electrical service equipment are also outdated. As a result, the pump station runs on a non-standard voltage, which requires custom motor control centers and transformers. Further, Lindero Pump Station does not currently have backup power, which has resulted in an inability to operate during numerous public safety power shutoffs over the past several years. The current lack of backup power at Lindero Pump Station could also result in the inability of the pump station to operate after an earthquake or during a wildfire if utility power were lost.

Proposed Project Features

Under the proposed project, a series of improvements and repairs would be implemented at Lindero Pump Station; see the site plan provided below in Figure 3. The improvements assessed herein have been identified as necessary to facilitate the dependable operation of Lindero Pump Station and continued reliability of water supply to the Oak Park Region, which includes the unincorporated community of Oak Park, as well as the North Ranch area of Thousand Oaks.

Pump Station Facilities

Lindero Pump Station has horizontal split case pumps which are situated aboveground and are original to the pump station's construction in 1969. Under the proposed project, the horizontal split case pumps would be replaced with vertical turbine pumps. The replacement pumps would primarily be situated belowground, which would require excavation during construction, discussed below. In addition, modifications to the existing piping system would be performed, and the existing control valves would be replaced. The existing surge tank air compressors would also be replaced. Finally, a removable protective canopy would be installed over the pumps to protect the motors from over-heating. The interior and exterior of most surfaces would be painted, including the building, surge tanks, and perimeter wall.

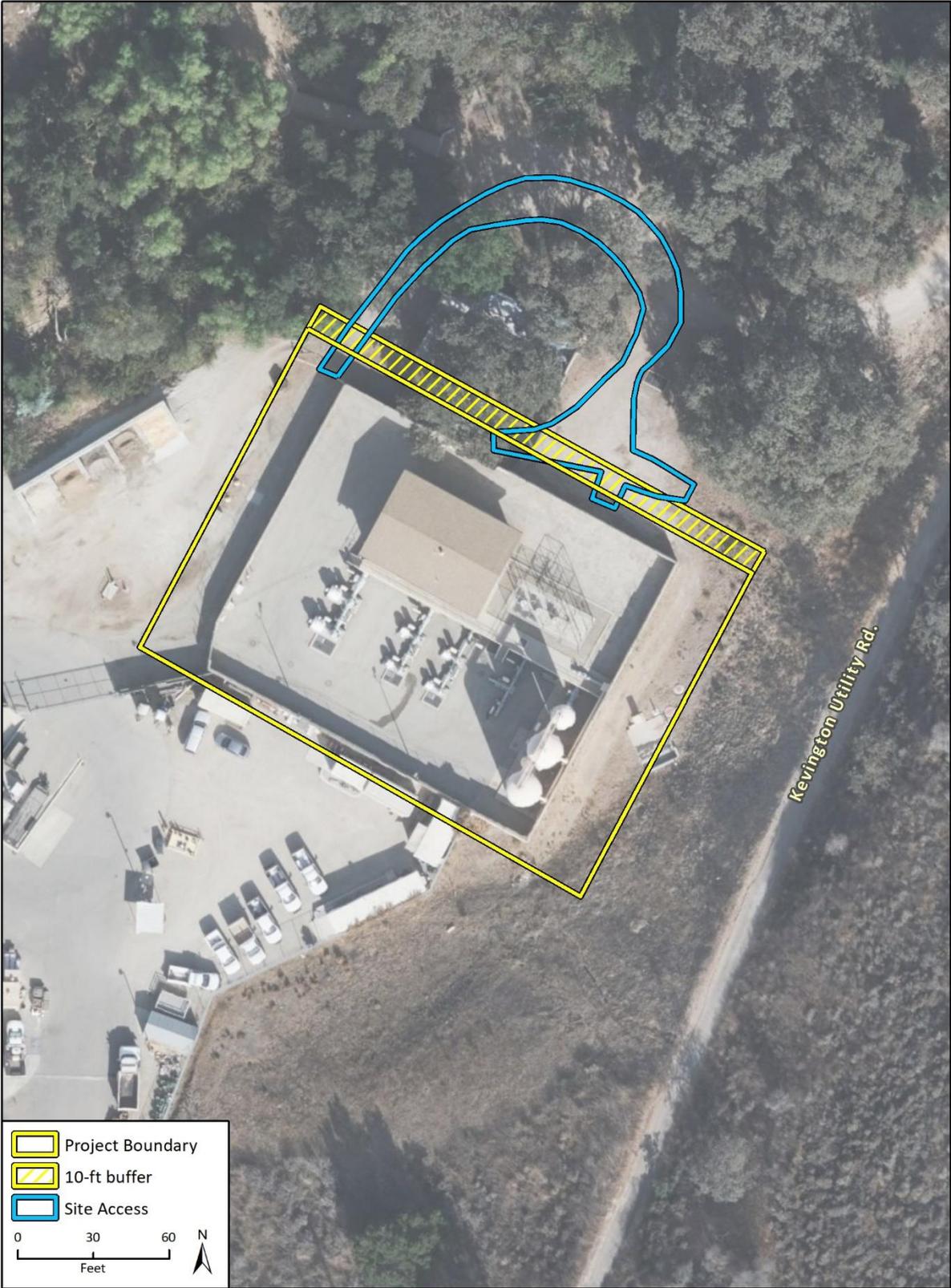
Electrical System

The existing SCE electrical system would be replaced under the proposed project. Electrical and controls equipment would be replaced with new equipment that runs on a standard voltage. This includes the main transformer, motor control center, and uninterruptible power supply. The existing electrical and control conduits would also be replaced.

Backup Power Generator

A stationary diesel backup generator would be installed at the pump station and would be subject to Ventura County Air Pollution Control District (APCD) permitting. The generator would provide reliable power even when utility power is lost. The backup generator would be run for approximately 20 minutes every other week, to ensure the equipment remains in good condition to be reliable when scheduled or unscheduled backup power is needed.

Figure 3 Proposed Project Site Plan and Access within Lindero Pump Station



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Fig. 2 Site Plan and Access

Building Structure Improvements

Due to the age of the existing pump station building, improvements are necessary to improve the building's resilience to seismic events. These improvements would include replacement of the building roof and replacement of the main entrance door and adjacent glass sidelights with a double door. Interior and exterior lighting and ventilation fans would also be replaced.

Construction

Construction of the proposed project would require sequencing and phased shutdowns to facilitate certain activities, and construction is anticipated to occur over approximately a one-year period. The pump station would be temporarily shut down at times during the construction period. Construction activities would include demolition and removal of the existing above-ground horizontal split case pumps, followed by site preparation for installation of the new vertical turbine pumps. Site preparation would include excavation to accommodate placement of the new pumps below the ground surface. Due to the limited size of the pump station property, there is insufficient space to reuse excavated soils on site. Therefore, excess soils resulting from excavation would be removed from the site via truck and either transported to a landfill with sufficient capacity for off-site disposal, or transported to a secondary site for reuse, at the discretion of the construction contractor. Similarly, the electrical system components, horizontal split case pumps, control valves, surge tank air compressors, building roof, main door and glass sidelights, and interior and exterior lighting and fans would also be removed from the site via truck and transported to either a landfill or a recycling facility with sufficient capacity for off-site disposal, at the discretion of the construction contractor.

Excavation would be required during implementation of modifications to the piping system, control valves, and surge tank air compressors, due to the existing suction and discharge piping being situated underground. The existing discharge piping is under the walkway between the pumps and the pump station building; if the existing discharge piping must be removed to accommodate the proposed project improvements, it might be necessary to demolish part of the walkway to excavate and remove portions of the existing discharge pipe. However, this would be determined during final engineering design of the project and may not be necessary. Some limited ground disturbance would also be necessary to conduct the electrical system improvements and installation of the backup power generator. Preparation of the generator foundation would include over-excavation and re-compaction of the ground surface prior to placement of the concrete pad. In addition, implementation of the proposed electrical system improvements would include new conduits and duct banks, which are groups of conduits that are bundled together and protected by concrete or slurry. Installation of some of the new electrical infrastructure would also require over-excavation and re-compaction similar to preparation of the generator foundation.

No modifications to the alignment of the pump station's existing paved driveway are required to accommodate construction access. Access into the project site within Lindero Pump Station is outlined in blue on Figure 3; there are mature oak trees along this road that would be trimmed in preparation for project construction, to provide clearance for construction vehicles, equipment, and materials, without causing damage to the mature oaks. In addition, oak tree trimming may also occur within the 10-foot buffer area outside the site's northern perimeter wall, shown in Figure 3 with yellow hatching. The portion of the blue-outlined area in Figure 3 that stretches out horizontally along the site's northern wall indicates the approximate location of a new 18-foot-wide entry ramp and gate that would be installed as part of the project. The exact alignment of this improved entry and gate may shift slightly, but would remain in the eastern side of the northern

perimeter wall. The final opening in the perimeter wall is anticipated to be slightly wider than 18 feet, to accommodate the gate post footings. These entryway improvements are necessary to provide access to the new electrical equipment. Following the completion of project construction, the project site and the driveway providing access to Erbes Road would be repaved to repair any damage sustained during the construction period.

During construction of the project, vehicles and equipment would access the pump station from Erbes Road, using the existing paved entry and driveway. Calleguas would coordinate with the City of Thousand Oaks prior to the start of construction regarding the preferred haul routes that construction vehicles and equipment should use; this is not a regulatory requirement, but rather an effort to minimize or avoid traffic disruptions from the project. It is anticipated construction vehicles approaching the pump station would exit State Route (SR) 23 at Janss Road and turn left on Erbes Road, then turn right into Lindero Pump Station. Upon leaving the pump station, it is anticipated that construction vehicles would turn right onto Erbes Road then turn left on Avenida De Los Arboles and continue to SR 23 where vehicles may enter either the north- or south-bound lanes. No vehicles leaving the pump station would turn left onto Erbes Road, consistent with current traffic signage. These are the assumed routes and final construction haul routes would be confirmed in coordination between Calleguas and the City of Thousand Oaks.

Staging of vehicles, equipment, soil spoils, and parts and materials would occur on site throughout the construction period, including on the previously disturbed 12- to 15-foot-wide area located adjacent to the west of the pump station's perimeter wall but within the Lindero Pump Station property, and on the previously disturbed area at the entrance to Lindero Pump Station. Both of these areas, while previously disturbed, are currently undeveloped and therefore available for construction staging. In addition, the construction contractor may seek and obtain permission to use off-site locations for construction staging; such sites may include paved parking lots or equipment yards that are commonly used for such purposes.

Best Management Practices

During construction of the proposed project, Calleguas' construction contractor would implement best management practices (BMPs) in accordance with the project's specifications. BMPs for the proposed project are anticipated to include measures to prevent erosion, sediment transport, and runoff, and proper waste management. These types of measures are similar to the BMPs contained in a Stormwater Pollution Prevention Plan (SWPPP), when required for compliance with the National Pollutant Discharge Elimination System (NPDES) program. Construction of the proposed project would require less than 0.5 acre of ground disturbance, such that NPDES program compliance is not necessary. The project's BMPs for preventing erosion, sediment transport, and runoff, and proper waste management would include, but not be limited to, those listed below.

- **Erosion Controls** – minimize area of disturbance; provide temporary stabilization of disturbed surfaces; provide dust control; install final stabilization upon completion of active work
- **Sediment Controls** – use perimeter controls to prevent disturbed sediment from leaving the active work area; install stabilizing site entrance and conduct sweeping to prevent sediment from leaving the active work area
- **Runoff Controls** – divert runoff away from disturbed areas; prevent runoff from flowing over unprotected areas
- **Material and Waste Management Controls** – provide controls to prevent mobilization of construction materials; promptly clean up spills

In addition, BMPs for the proposed project are anticipated to include measures for the protection of land resources, protection of air quality, and noise control, which would also be specified by Calleguas in Calleguas' contractor specifications, for implementation as part of the project. These BMPs would include, but not be limited to, those listed below.

- **Protection of Land Resources** – temporarily disturbed areas would be restored to pre-project conditions; trees and shrubs would not be removed or cut without prior approval, and the trimming of specific oak trees required around the T.O. pump station would be coordinated with the City of Thousand Oaks' planning department; trees would be protected-in-place during construction activities, including those that would be trimmed to provide construction access
- **Protection of Air Quality** – dust control would be conducted during ground-disturbing activities using an approved method such as water application; no substantial ground-disturbing activities would be conducted during periods of high winds; on-site construction vehicles would not travel at speeds greater than 15 miles per hour; trucks transporting earth material to or from the project site would be covered and would maintain a minimum two-foot freeboard
- **Noise control** – implement noise abatement measures including the use of acoustical mufflers and engine shielding on construction equipment, limit the number and duration of equipment idling, direct noise away from residences, and maintain equipment in good condition without rattling or banging of parts; conduct immediate corrective action in the event that noise level limits are exceeded

The BMPs discussed above would be implemented as part of the proposed project.

Operation and Maintenance

Following implementation of the proposed improvements, operation and maintenance activities at Lindero Pump Station would continue, consistent with current operation and maintenance activities. As such, Lindero Pump Station would continue to be unstaffed and operated remotely via Calleguas' existing Supervisory Control and Data Acquisition (SCADA) system. The pump station would be visited periodically (typically at least weekly) by operations and maintenance personnel as needed to perform inspection and maintenance activities. Additionally, following construction of the project, Lindero Pump Station would operate at its design capacity, which is not currently possible due to hydraulic issues that would be addressed by the improvements included as part of the project. Operations would also have improved reliability due to the backup power generator that would allow for pump station operations to continue during utility power outages.

In addition, Calleguas has identified the following noise control goals for the project, to minimize or avoid potential impacts of noise on nearby sensitive land uses:

- Noise levels produced by the replacement pumps shall not exceed noise levels produced by the existing pumps.
- Noise produced by the new generator shall be limited to 60 dBA or less at the nearest residential use.

9. Surrounding Land Uses and Setting

Land uses surrounding the project site include open space to the east and south, and existing development to the west and north. The open space area is owned by the Conejo Recreation and Park District (CRPD) and managed by the Conejo Open Space Conservation Agency (COSCA), a joint

powers authority formed between the City of Thousand Oaks and the CRPD. The COSCA land is primarily characterized as undeveloped open space, although limited development has occurred to support recreational activities such as disc golf, bicycle motocross (BMX) on a designated track, a model airplane runway, and walking/hiking trails. To the north of the pump station are mixed uses, including a community park with a skateboarding area located at the southeast corner of East Avenida De Las Flores and Erbes Road, and a developed residential area immediately to the north of the park, within approximately 500 feet of the pump station. To the west of the pump station is Erbes Road, which is the primary access route to the pump station driveway.

Other land uses near Lindero Pump Station include Los Cerritos Middle School, which is located immediately to the west of the pump station, on the opposite (west) side of Erbes Road, as shown on Figure 1. A developed residential area is located immediately south of the middle school, approximately 800 feet (about 0.15 mile) to the southwest of the pump station. The pump station is set back from Erbes Road by approximately 550 feet, and this area contains existing trees and vegetation to the north and west of the pump station. This vegetation provides some visual screening between the pump station and visitors to the public park to the north, as well as motorists along Erbes Road, residents in areas to the north and west, and the school.

10. Other Public Agencies Whose Approval is Required

Calleguas Municipal Water District is the lead agency under CEQA with responsibility for approving the proposed project. No other public agencies have responsibility for discretionary approval of the project. The Ventura County Air Pollution Control District (APCD) is responsible for providing a Permit to Construct and a Permit to Operate for the proposed project's new diesel generator; this is a ministerial action.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

Calleguas has not received any formal requests for consultation from any Native American tribes traditionally and culturally affiliated with the project area pursuant to Assembly Bill (AB) 52; however, Calleguas is providing courtesy notifications to such tribes. This includes distributing letters to tribes with known traditional and cultural affiliations with the project area to request review and input from the tribes on the proposed project.

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Environmental Factors Potentially Affected

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

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

Determination

Based on this initial evaluation:

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

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is previously disturbed and developed with the existing Lindero Pump Station. It is located within an urbanized visual setting on Erbes Road, adjacent to open space and hillside terrain within the Sapwi Trails Community Park. Erbes Road is a locally designated scenic highway/corridor, as identified in the City of Thousand Oaks General Plan, Scenic Highways Element (City of Thousand Oaks 1974). In addition, the Conservation Element of the City's General Plan designates scenic vistas, which it defines as major ridgelines, hillside terrain greater than 25 percent slope, and prominent knolls, hills, and landforms (City of Thousand Oaks 2013). The Conservation Element indicates that features comprising scenic vistas are present in the vicinity of the project site, specifically in the hilltop portions of the adjacent Sapwi Trails Community Park (City of Thousand Oaks 2013). However, the project site is not characterized by scenic vistas and does not contain scenic vistas. Public views of the project site from Erbes Road are generally obstructed by vegetative screening. Neither the existing pump station nor the proposed improvements would obstruct views

of the hillsides surrounding the project site. The proposed project does not include activities that would result in adverse effects on scenic vistas. No impact would occur.

NO IMPACT

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

As discussed above, Erbes Road is a locally designated scenic highway/corridor, as described in the City of Thousand Oaks General Plan Scenic Highways and Conservation Elements (City of Thousand Oaks 1974, 2013). However, Erbes Road is not a state scenic highway. There are no state scenic highways in the project area (California Department of Transportation [Caltrans] 2018). U.S. Highway 101, located approximately 2.5 miles south of the project site, is identified as eligible for the state scenic highway designation, but is not currently designated as such, and the site is not visible from that roadway (Caltrans 2018). Therefore, the proposed project would not damage scenic resources within a state scenic highway. No impact would occur.

NO IMPACT

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is bounded to the east and south primarily by open space, and to the west and north primarily by urban development. For the purposes of this analysis, the project is considered to be located in a non-urbanized area. Public views of the project site are available from the trail system within Sapwi Trails Community Park, adjacent to the project site. Specifically, trails along the western border of Sapwi Trails Community Park are at a higher elevation than the project site, and there is little vegetative screening between the trails and the project site. Views of the project site from Erbes Road are generally obscured by vegetative screening.

The proposed project would implement necessary improvements and repairs of existing water supply infrastructure comprising the existing Lindero Pump Station and would not result in permanent adverse impacts to aesthetics. As discussed in Section 8, *Project Description*, the replacement pumps would be primarily underground; this represents the greatest change to the visual character of the site, as the existing pumps are currently situated above-ground. Visibility of this change is limited to portions of the higher-elevation trails within Sapwi Trails Community Park. Because the project would not change use of the site and would not introduce features that are inconsistent with the existing site development, the proposed project would not degrade the existing visual character of the site or the quality of public views surrounding the site.

During construction activities, the existing visual character of the project site would be temporarily affected by the staging and operation of construction equipment, which would be visible from the trails along the western border of Sapwi Trails Community Park, which sit at a higher elevation and overlook the project site. Construction activities would be partially obscured by vegetative screening along Erbes Road and between the project site and Sapwi Trails Community Park north of the project site. Construction-related impacts to the visual character or quality of public views of the sites and their surroundings would be temporary and limited to the project construction period. Upon completion of construction, construction equipment and materials would be removed from

the site and operation and maintenance of Lindero Pump Station would continue as under pre-project conditions. The project would not substantially alter the visual character or quality of the project site; however, due to potential visibility of the site from higher-elevation trails, and the temporary aesthetic impacts associated with the presence of construction vehicles, equipment, and activities, potential impacts would be less than significant and limited to the project's temporary construction period.

LESS THAN SIGNIFICANT IMPACT

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

Construction would generally occur during the daytime hours and would generally not require the use of lighting. However, construction lighting may be required during the early morning hours in the late fall and early winter months. In this case, lights may be visible from surrounding roadways and residential and other land uses. The lighting would not face toward adjacent uses and would be directed down towards construction activities. Furthermore, if necessary, the use of nighttime construction lighting would be short-term and limited to the duration of temporary construction activities. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the vicinity of the project site. No impact would occur.

NO IMPACT

This page intentionally left blank.

2 Agriculture and Forestry Resources

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

Would the project:

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

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

The project site is not zoned for agricultural use and is not located on or near land mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance under the California Department of Conservation’s (CDOC) Farmland Mapping and Monitoring Program (CDOC 2016). Approximately 120 feet east of the project site is land designated as grazing land and approximately 150 feet east of the project site (30 feet east of grazing land) is land designated as farmland of local importance. As discussed in Initial Study Section 8, *Project Description*, project activities would occur within the

existing Lindero Pump Station site. The proposed project would not change the land uses on or near the project site and would not convert important farmland to non-agricultural use or conflict with existing zoning. No impact to agricultural resources would occur.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

The project site and surrounding vicinity are not designated or zoned for forest land, timberland, or timberland zoned Timberland Production. The proposed project involves improvements and repairs to existing water infrastructure and would not change the land uses on the project site or facilitate off-site loss of forest land or conversion of forest land to non-forest use. Therefore, implementation of the proposed project would not convert any forest land to non-forest use, nor would it conflict with existing zoning for such lands. As such, no impact to forests or timberland would occur.

NO IMPACT

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

As previously discussed under thresholds (a) through (d) above, the proposed project would not result in the conversion of farmland or forest land to non-agricultural or non-forest uses and no impact to agricultural or forestry resources would occur. The proposed project activities would be limited to the existing Lindero Pump Station site and would not result in other changes to the existing environment that could result in conversion of Farmland to non-agricultural use or forest land to non-forest use. No impact would occur.

NO IMPACT

3 Air Quality

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

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic compounds (ROC),¹ nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created primarily by reactions between ROC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.
- Area sources are widely distributed and include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

¹ CARB defines VOC and ROC similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this IS-MND.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as high winds that suspend fine dust particles. The air quality in the South Central Coast Air Basin (SCCAB) is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather. In addition, San Joaquin Valley Fever (Valley Fever), an infectious disease caused by the fungus *Coccidioides immitis*, is a disease of concern in the SCCAB. This disease is related to air pollution because infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities (VCAPCD 2003). In 2020, the total number of cases of Valley Fever reported in California was 7,867 with 197 cases reported in Ventura County (CDPH [California Department of Public Health] 2021).

Air Quality Standards and Attainment

The project is located in the SCCAB, which is under the jurisdiction of San Luis Obispo Air Pollution Control District, Santa Barbara County Air Pollution Control District, and Ventura County Air Pollution Control District (VCAPCD). The project site is located specifically in Ventura County, which is under the VCAPCD’s jurisdiction. As the local air quality management agency, the VCAPCD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Ventura County portion of the SCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants and the human health impacts associated with these criteria pollutants, presented in Table 1, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in nonattainment. Ventura County is designated a nonattainment area for the ozone NAAQS and CAAQS and the PM₁₀ CAAQS (CARB 2021a).

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).

Source: USEPA 2021

Air Quality Management

Under State law, the VCAPCD is required to prepare a plan for air quality improvement for pollutants for which Ventura County is in nonattainment. The VCAPCD's 2016 Air Quality Management Plan (AQMP) is an update of the previous 2007 AQMP. The 2016 AQMP, adopted on February 14, 2017, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2007 AQMP, including the approval of the new federal eight-hour ozone standard of 0.070 parts per million (ppm) that was finalized in 2015. The 2016 AQMP builds upon the approaches taken in the 2007 AQMP and includes attainment and reasonable further progress demonstrations of the new federal eight-hour ozone standard (VCAPCD 2017). Currently, the VCAPCD is developing a new 2022 AQMP to attain the 2015 federal 8-hour ozone standard and will submit the AQMP to the USEPA for approval in August 2022 (VCAPCD 2022).

Air Pollutant Emission Thresholds

The analysis presented in this section is based upon guidance found in the *Ventura County Air Quality Assessment Guidelines* (Guidelines), adopted by the VCAPCD in 2003. The VCAPCD's Guidelines recommend specific air emission criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within Ventura County. The project would have a significant impact if operational emissions exceed 25 pounds per day (lbs/day) of ROC or 25 lbs/day of NO_x. The 25 lbs/day thresholds for ROC and NO_x are not intended to be applied to construction emissions because such emissions are temporary. Nevertheless, the VCAPCD's Guidelines state that construction-related emissions should be mitigated if estimates of ROC or NO_x emissions from heavy-duty construction equipment exceed 25 lbs/day for either ROC or NO_x.

The VCAPCD has not established quantitative thresholds for particulate matter for either construction or operation. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold applies to the generation of fugitive dust during construction grading and excavation activities. The VCAPCD Guidelines recommend application of fugitive dust mitigation measures for all dust-generating activities. Such measures include minimizing the project disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less.

The VCAPCD has not established quantitative thresholds for CO for either construction or operation. However, the VCAPCD states a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable ozone project significance thresholds (i.e., 25 lbs/day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, Level of Service (LOS) E or F. A CO hotspot screening analysis should also be conducted for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD 2003). If project emissions do not meet these criteria, then the project would have a less than significant impact related to CO hotspots. However, if project emissions exceed these criteria and the screening analysis demonstrates there may be a CO hotspot, the VCAPCD recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing CO hotspot.

The VCAPCD recommends the use of the following significance threshold for toxic air containments (TAC) (VCAPCD 2003):

- Lifetime probability of contracting cancer is greater than 10 in one million
- Ground-level concentrations of non-carcinogenic toxic air pollutants would result in a Hazard Index of greater than 1

The VCAPCD has not established a significance threshold for impacts related to Valley Fever. However, the VCAPCD recommends consideration of the following factors that may indicate a project's potential to result in impacts related to Valley Fever:

- Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (e.g., Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, All-Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

Applicable VCAPCD Rules and Regulations

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during project activities in Ventura County. Relevant rules and regulations to the project include:

- **Rule 50 (Opacity).** This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the project.
- **Rule 51 (Nuisance).** This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public.
- **Rule 55 (Fugitive Dust).** This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities.²
- **Rule 55.1 (Paved Roads and Public Unpaved Roads).** This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road.
- **Rule 55.2 (Street Sweeping Equipment).** This rule requires the use of PM₁₀ efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.

² The emission estimates of particulate matter PM₁₀ and PM_{2.5} reflect application of water to exposed soils twice daily to reduce dust emissions during grading activities, which would be required for compliance with Rule 55.

Methodology

Air pollutant emissions from the project were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including acreage and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction

Emissions modeled for project activities include emissions generated by heavy-duty equipment used on-site and emissions generated by vehicle trips associated with project activities, such as worker and vendor trips. CalEEMod estimates emissions by multiplying the amount of time equipment is in operation by emission factors. Project activities were analyzed based on the schedule and equipment list provided by Calleguas. Project activities would include demolition, site preparation, grading, building construction/infrastructure installation, paving, and architectural coating. During construction, approximately 1,000 cubic yards of soil would be exported from the site and 1,000 cubic yards of soil material would be imported to the site. In addition, during demolition, approximately 4,340 square feet of building and pump infrastructure would be removed based on size calculations using Google Earth. It is assumed all heavy-duty equipment used would be diesel-powered. This analysis assumes the project would comply with all applicable regulatory standards. In particular, the project would comply with VCAPCD Rules 50, 51, 55, 55.1, and 55.2.

Operation

As discussed in Section 8, *Project Description*, no expansion of existing operation and maintenance activities would occur under the proposed project and daily operations would remain the same as existing conditions. However, the project would include a new backup generator for emergency purposes. The generator would be a 3,230-kilowatt diesel generator powered by a 4,332-horsepower engine. For testing and maintenance purposes, the generator would be operated for a maximum of 20 hours per year pursuant with the assumption used in the Health Risk Assessment (HRA) prepared by Kennedy Jenks Consultants on June 11, 2021. Based on this testing and maintenance schedule, the daily hourly usage was derived by dividing the maximum 20 hours by 365 days to get a rate of 0.054 hour per day. This is a conservative approach because the emergency generator would never be tested on a daily basis but instead be tested periodically every other week. The HRA computed the cancer and non-cancer (chronic and acute risk) health risk impacts upon nearby sensitive receptors from testing of the diesel backup generator. Refer to Appendix A for the detailed methodology used in the HRA prepared by Kennedy Jenks Consultants.

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

According to the VCAPCD's Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing population to exceed forecasts contained in the most recently adopted AQMP. The VCAPCD adopted the *2016 Ventura County AQMP* to demonstrate a strategy for, and reasonable progress toward, attainment of the eight-hour ozone NAAQS (VCAPCD 2017). The project does not include the construction of residences and it would not increase the number of Calleguas employees needed for operation and maintenance of the facility. Therefore, the project would neither increase the existing population nor exceed the regional population growth forecasted in the *2016 Ventura County AQMP*, which underlies the AQMP's air pollutant emissions forecasts. As a result, the project would not conflict with or obstruct implementation of the AQMP and no impact would occur.

NO IMPACT

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Ventura County is designated nonattainment for the NAAQS for ozone and the CAAQS for ozone and PM₁₀. Construction would periodically generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy-duty equipment and construction vehicles. Table 2 summarizes the estimated maximum daily emissions of pollutants during project activities. Air pollutant emissions generated by construction would only occur for a short period of time (11 months); therefore, project construction emissions are compared to VCPACD thresholds for construction emissions. As noted earlier under *Air Pollutant Emission Thresholds*, the VCAPCD’s 25 lbs/day thresholds for ROC and NO_x do not apply to construction emissions because such emissions are temporary. Therefore, the project’s air quality impacts would be less than significant. However, the VCAPCD recommends mitigation if ROC or NO_x emissions exceed 25 lbs/day during construction activities. As shown in Table 2, ROC and NO_x emissions generated during project construction would not exceed 25 lbs/day. Impacts from construction activities would be less than significant.

Table 2 Estimated Maximum Daily Construction Emissions

Construction Year	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Construction Emissions (lbs/day)	6	21	24	<1	1	1

lbs/day = pounds per day; ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns or less in diameter, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed using CalEEMod; see Appendix B. Emission data reflects the CalEEMod “mitigated” results, which account for compliance with regulations (including VCAPCD Rule 55). Emissions presented are the highest modeled.

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment) and stationary sources (e.g., backup generator). Operation of the project would not generate new daily trips. The proposed project would allow Lindero Pump Station to operate at its design capacity, and with the improved-efficiency pumps, energy consumption would not increase compared to existing conditions. Table 3 summarizes the operational emissions from the project; as shown, ROC and NO_x emissions do not exceed 25 lbs/day. Impacts from operation of the project would be less than significant.

Table 3 Estimated Maximum Daily Operational Emissions

Emission Sources	Maximum Daily Emissions (lbs/day)					
	ROC*	NO _x *	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	<1	0	<1	0	0	0
Stationary	<1	2	1	<1	<1	<1
Total	<1	2	1	<1	<1	<1
VCAPCD Threshold	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded	No	No	N/A	N/A	N/A	N/A

lbs/day = pounds per day; ROC = reactive organic compounds, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns or less in diameter, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix B for modeling results. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

* Ozone is a secondary criteria pollutant that is the result of a photochemical reaction with ROC and NO_x. The latter two pollutants are precursor pollutants that lead to the creation of ozone. This is why VCAPCD is concerned with both these pollutants.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences (VCAPCD 2003). The closest sensitive receptor is Los Cerritos Middle School located approximately 340 feet west of the site.

Fugitive Dust

The VCAPCD requires implementation of the fugitive dust control measures described in Rules 55, 55.1, and 55.2 as part of all project-related dust-generating operations and activities (VCAPCD 2003). These measures address both PM₁₀ and PM_{2.5} emissions from construction activities. The project would be required to implement these fugitive dust control measures; therefore, project construction would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above the NAAQS and CAAQS for carbon monoxide. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. No carbon monoxide hotspots would occur as a result of the project because, as with existing conditions, Lindero Pump Station would be primarily operated remotely. Periodic visits would occur for maintenance purposes consistent with existing conditions, but the project would not generate new daily trips. Therefore, the proposed project would not expose sensitive receptors to substantial CO concentrations. No impact would occur.

Toxic Air Contaminants

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as

a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2021b) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 11 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year or 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (11 months) is approximately three percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Bay Area Air Quality Management District 2017).

The maximum exhaust PM_{10} and $PM_{2.5}$ emissions, which are used as surrogates for DPM, would occur during site preparation and the installation of replacement infrastructure including pumps. These activities would last for approximately 150 days. PM emissions would decrease for the remaining construction period as construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than two percent of the total 30-year exposure period for health risk calculation. Given the aforementioned discussion, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations and impacts would be less than significant.

Operation

An HRA for the proposed backup diesel generator was prepared by Kennedy Jenks Consultants on June 11, 2021. The HRA analyzed the DPM emissions that could be released during testing and maintenance activities for the backup generator. The USEPA AERMOD dispersion model was used to compute the concentration (micrograms per cubic meter) of DPM and the CARB Hotspots Analysis Report Program Version 2 (HARP2) Risk Assessment Standalone Tool (RAST) was used to calculate the cancer and non-cancer (i.e., acute and chronic hazards) risk values. It was assumed that the generator would not operate more than 20 hours per year for testing and maintenance purposes. Refer to Appendix A for the full methodology details.

Based on the results of the HRA, the maximum cancer risk would be 1.7 in one million at the point of maximum impact and 0.4 in one million at the Los Cerritos Middle School property. The hazard

index level at both locations would be less than 0.1. These cancer risk and hazard index values do not exceed the VCAPCD thresholds of 10 in one million for cancer risk and greater than 1 for the hazard index. Therefore, the backup generator would not expose sensitive receptors to substantial TAC concentrations during operation, and impacts would be less than significant.

San Joaquin Valley Fever

Project ground-disturbing activities would have the potential to release *Coccidioides immitis* spores. However, the population of Ventura County has been and would continue to be exposed to Valley Fever from agricultural and ground-disturbing activities, such as construction, occurring throughout the region. In addition, substantial increases in the number of reported cases of Valley Fever tend to occur only after major ground-disturbing events such as the 1994 Northridge earthquake (VCAPCD 2003). Construction of the project would not result in comparable major ground disturbance during the earthwork phase and compliance with VCAPCD Rule 55 (Fugitive Dust) and implementation of construction BMPs outlined in Section 2, *Project Description*, would limit the number of spores released during ground disturbance. The project would not involve grading of previously undisturbed soils. In addition, the project does not include special events (such as fairs or concerts) or motorized activities that would result in substantial ground disturbance during operation. Therefore, per VCAPCD guidance, project activities would not result in a substantial increase in entrained fungal spores that cause Valley Fever above existing background levels and impacts related to Valley Fever would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Based on the VCAPCD Guidelines (2003), a project may have a significant impact if it would generate an objectionable odor to a degree that would cause injury, detriment, nuisance, or annoyance to a considerable number of persons or to the public, or which would endanger the comfort, repose, health, or safety of any such persons or the public, or which would cause, or have a natural tendency to cause, injury or damage to business or property. During project construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion. In addition, the backup generator would emit diesel odors during maintenance and testing, but these odors would also be temporary, and the backup generator would not emit continuous diesel exhaust emissions unless operating when utility power is lost. Overall, project activities would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Impacts related to emission leading to odors would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Lindero Pump Station is located along Erbes Road in the eastern portion of Thousand Oaks, north of the Santa Monica Mountain Range. The project site is bordered by protected open space to the east

and south and residential development to the north. Los Cerritos Middle School is located west of the project site along Erbes Road. The project site is developed and elevation on site ranges from approximately 906 to 1,000 feet above mean sea level. Based on the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), soils within the project site include a Gilroy-Topdeck-Cropley-Hambright complex consisting of shallow to very deep moderately well to well-drained soils formed in material weathered from basic igneous and metamorphic rocks; colluvium and residuum from basalt; breccia and andesite and alluvium from mixed rock sources (NRCS 2021). The nearest water source is Lang Creek within the Arroyo Conejo watershed, located near the western and northern boundary of the project site.

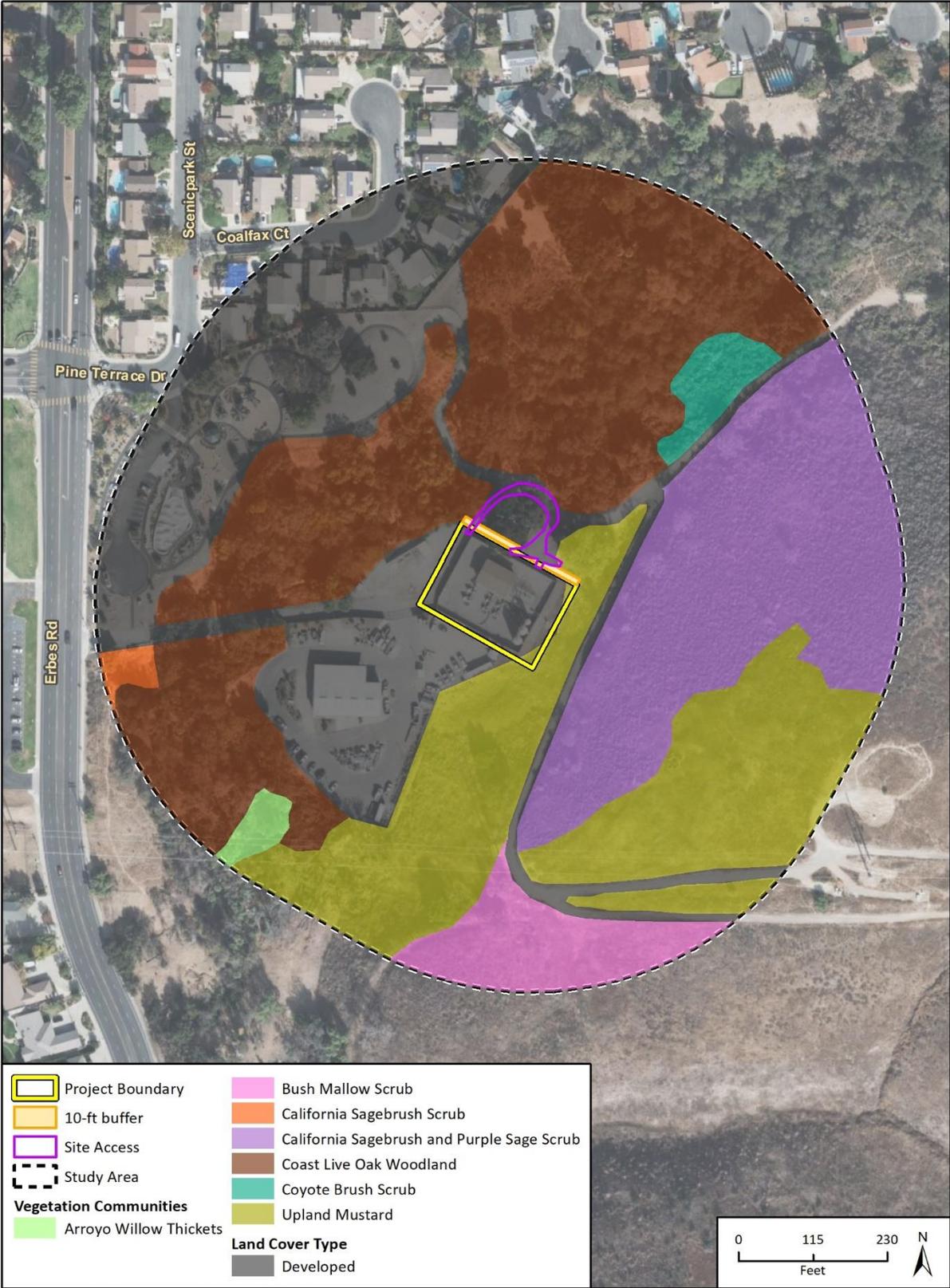
The project site is developed as the existing Lindero Pump Station and contains no vegetation. A dirt access road surrounds the perimeter of the pump station on the west, north, and east sides, and a CRPD maintenance yard is adjacent to the south. A compacted dirt area west of the pump station would be used for staging materials during construction. Vegetation on adjacent properties consists of ornamental species and manicured grass at Los Cerritos Middle School and Sapwi Trails Community Park. Vegetation east of the project site consists of ruderal (weedy) habitat. Mature trees are present to the north and west of the project site and include coast live oak (*Quercus agrifolia*), California sycamore (*Platanus racemosa*), valley oak (*Quercus lobata*), western redbud (*Cercis occidentalis*), Fremont cottonwood (*Populus fremontii*), coast redwood (*Sequoia sempervirens*), white alder (*Alnus rhombifolia*), and arroyo willow (*Salix lasiolepis*). A single coast live oak tree is adjacent to the northern wall of the project site. The remaining trees are associated with Lang Creek, which is outside of the project site. Figure 4 and Figure 5 provide an overview of vegetation communities, land cover types and probable jurisdictional waters within the study area.

Methodology

Rincon Consultants, Inc. conducted a field reconnaissance survey at Lindero Pump Station on June 24, 2021, to evaluate the existing conditions for biological resources. The study area encompassed the project site, defined hereafter as the proposed construction footprint, staging, and parking areas within the developed/disturbed portion of the pump station facility, and a 500-foot survey buffer beyond the limits of the project site. In addition to the reconnaissance survey, the evaluation of biological resources that informs this analysis included a literature review and documentation of existing site conditions, including the potential presence of special-status plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, and habitat for nesting birds. Plant communities are shown on Figure 4 and the approximate alignment of Lang Creek with respect to the project site is shown on Figure 5.

Queries of the United States Fish and Wildlife Service (USFWS) *Information for Planning and Consultation System* (USFWS 2021a), USFWS Critical Habitat Portal (USFWS 2021b), and California Department of Fish and Wildlife (CDFW) *California Natural Diversity Database* (CNDDDB) (CDFW 2021) were conducted within a five-mile radius of the study area. The queries provided comprehensive information regarding state and federally listed species, as well as other special status species, considered to have potential to occur within the study area. In addition, other resources that were reviewed for information about the study area included aerial photographs of the study area and vicinity, the Natural Resources Conservation Service (NRCS) *Web Soil Survey* (NRCS 2021), and the USFWS *National Wetlands Inventory* (USFWS 2021c). The findings of the assessment are considered in the impact analysis below.

Figure 4 Vegetation Types at Lindero Pump Station



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Figure 5 Proximity of Lang Creek to Lindero Pump Station



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- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special-Status Plants

Special-status plants either have unique biological significance, limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, or a combination of these factors. For the purpose of this analysis, special-status plants include: plants listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the federal Endangered Species Act (FESA); plants listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); and plants on the California Native Plant Society (CNPS) *Inventory of Rare and Endangered Vascular Plants* with a California Rare Plant Rank (CRPR) of 1A (plants presumed extirpated in California and either rare or extinct elsewhere), 1B (plants considered to be rare, threatened, or endangered species in California and elsewhere), 2A (plants presumed extirpated in California, but more common elsewhere), and 2B (plants considered rare, threatened, or endangered in California, but more common elsewhere).

Plants with a CRPR of 4 are not rare, but rather are included on a “watch list” of species with limited distribution. While plants in this category cannot be called “rare” from a statewide perspective, and very few, if any, are eligible for state listing, many of them are significant locally. For this reason, CNPS strongly recommends that CRPR 4 plants be evaluated during preparation of environmental documents, and that factors to consider when evaluating CRPR 4 plants include: the characteristics of the location where the CRPR 4 plant is found; populations located at the periphery of a species’ range; areas where the taxon is especially uncommon; areas where the taxon has sustained heavy losses; and populations that exhibit unusual morphology or occur on unusual substrates.

Based upon a review of the resources and databases listed above, 61 special-status plants have been documented within a five-mile radius of the study area. The analysis of the potential for occurrence of special-status plants is presented in Appendix C, including growth form, blooming period, protection status, primary habitat associations, and an evaluation of their potential for occurrence in the study area. The evaluation considers the potential for occurrence within the study area, i.e., within the development footprint and 500-foot buffer.

In total, 32 special-status plants have the potential to occur within the study area (of the aforementioned 61 species documented within a five-mile radius of the study area). However, most are precluded from occurring on the project site and adjacent areas due to lack of suitable habitat, and/or because the site is outside of the known range of the species. Other conspicuous special-status plants, including shrubs and perennial herbs, were not found during the survey. Based on the field reconnaissance and the built-up nature of the project site, no special-status plants are anticipated to occur within the project site. Southern California black walnut (*Juglans californica*) [CRPR 4.2] was documented within the study area; however, this species is not considered special status under CEQA. Further, no federally designated Critical Habitat occurs within or adjacent to the study area.

Due to the limited habitat within the project site and low potential for special status plants to occur, the number of individuals affected by the project would be low, if any, and would not result in population-level effects on these species. Indirect impacts to special-status plants potentially occurring outside of the project site could occur as a result of temporary construction-related dust or runoff; however, the potential for such effects to impact plants would be minimal. In addition,

Mitigation Measures BIO-1 through BIO-3, as presented under “Mitigation Measures” and discussed further below, are recommended to minimize or avoid potential impacts to special-status plants.

Special-Status Wildlife

For the purposes of this analysis, special-status wildlife are those species that are listed, proposed for listing, or that meet the criteria for listing as endangered or threatened under the FESA or CESA; and those that are listed on the CDFW Special Animals list with a designation of California Species of Special Concern (SSC), Watch List (WL), or California Fully Protected (CFP). As described below, vegetation surrounding the pump station site and associated workspaces, staging, and parking areas has the potential to support special-status wildlife species; however, no special-status wildlife are anticipated to occur within the project site.

Based upon a review of the resources and databases listed above, 15 special-status wildlife species were determined to have potential to occur within the study area based upon known ranges, habitat preferences for the species, and species occurrence records from CNDDDB. As described in Appendix C, five special-status reptiles, three special-status birds, and two special-status mammals have a moderate or high potential to occur in the study area. Reptiles include California legless lizard (*Anniella* spp.) [SSC], southern California legless lizard (*Anniella stebbinsi*) [SSC], coastal whiptail (*Aspidoscelis tigris stejnegeri*) [SSC], western pond turtle (*Emys marmorata*) [SSC], and two-striped gartersnake (*Thamnophis hammondi*) [SSC]. Birds that may forage or nest in the study area include southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) [WL], coastal California gnatcatcher (*Polioptila californica californica*) [FT] and least Bell's vireo (*Vireo bellii pusillus*) [FE/SE]. The reptiles and birds are associated with Lang Creek and coastal sage scrub, arroyo willow thickets, and coast live oak woodland communities that surround the project site. Pallid bat (*Antrozous pallidus*) and western small-footed myotis (*Myotis ciliolabrum*) have a moderate potential to forage within the study area but marginally suitable roosting habitat for these species (rocky or vegetated drainages with limited or no riparian vegetation) is only present within the 500-foot study area outside of the project site. These species have potential to occur as transients in the area but are not expected to be impacted by the project.

In addition, the study area contains habitat capable of supporting non-listed nesting birds, including raptors, protected under the California Fish and Game Code (CFGC) and the federal Migratory Bird Treaty Act (MBTA). The native, non-native, and ornamental vegetation throughout the study area provides suitable nesting habitat for avian species. Specifically, the mature coast live oak and valley oak trees throughout the study area provide suitable habitat for raptor species and passerines while the coastal sage scrub community provides suitable habitat for many passerine species. As discussed in the Project Description above, in preparation for project construction, oak tree trimming would occur along the site access shown in Figure 4 and Figure 5, to provide adequate clearance for construction vehicles and equipment while avoiding damage to the existing trees. Potentially significant direct impacts to raptors and other nesting birds may result if construction occurs while they are present within or adjacent to the project footprint, through direct mortality or abandonment of nests. Though impacts to common avian species do not rise to the level of significance under CEQA, the destruction of nests during construction activities would be a violation of the MBTA and CFGC Section 3503 and therefore must be avoided. Implementation of Mitigation Measure BIO-3 would maintain compliance with these federal and state laws.

Excavation and grading for the project would occur in previously disturbed areas that have been compacted by existing development and covered by impermeable surfacing. Bare soil and sparse vegetation cover associated with the developed project site do not provide suitable habitat for

special-status wildlife. However, some woodland and scrub habitat adjacent to the developed/disturbed project site is potentially suitable for these species. Direct impacts including injury or mortality could occur during temporary staging and parking activities, if such activities occur in areas where leaf litter and loose soils could accommodate special-status wildlife such as legless lizards or coastal whiptail.

Additionally, impacts from construction-related activities (e.g., equipment generated noise and dust and the presence of construction personnel) could indirectly impact special-status birds potentially present within woodland and scrub habitat adjacent to the project. However, given the proximity of the project site to surrounding development and existing disturbances from the current pump station facility, CRPD maintenance yard, Erbes Road, private residences, and Sapwi Trails Park, and the fact that the project would be implemented within existing developed areas, the level of disturbance from the project is not likely to be substantially greater than that which is currently present. Therefore, indirect impacts to special-status birds have a low potential to occur. To minimize or avoid the potential for impacts to special-status wildlife, Mitigation Measures BIO-1 through BIO-4 are recommended, as presented in full under “Mitigation Measures” below.

Mitigation Measures

BIO-1 Biological and Environmental Awareness Training (BEAT) Program

Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend a BEAT Program sensitivity training conducted by a qualified biologist, to assist workers in recognizing special-status biological resources which may occur in the study area. The specifics of the BEAT Program shall include information about nesting birds and identification of special-status species and habitats at the project site, a description of the regulatory status and general ecological characteristics of special-status resources, and review of the limits of construction and measures required to avoid and minimize impacts to biological resources within the work area. The BEAT Program shall provide specific training on construction BMPs required under Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, presented below. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employees, and other personnel involved with construction of the project.

All employees shall sign a form provided by the trainer documenting they have attended the BEAT Program sensitivity training and understand the information presented to them. If new construction personnel are added to the project, the contractor shall confirm the new personnel receive the BEAT Program sensitivity training before starting work. The subsequent training of personnel can include a video recording of the initial training and/or the use of written materials rather than in-person training by a biologist.

The BEAT Program sensitivity training may be provided jointly with the Cultural and Archeological Resources Education (CARE) Program required under Mitigation Measure CUL-1. If provided as a joint BEAT/CARE sensitivity training session, all requirements of both programs, as defined under Mitigation Measures BIO-1 and CUL-2, will be explicitly addressed.

BIO-2 Construction BMPs for Biological Resources

To avoid and/or minimize potential direct and indirect impacts to special-status species, sensitive vegetation, and potentially jurisdictional waters and water quality outside of the project site, the following BMPs shall be implemented:

Lindero Pump Station Rehabilitation (Project No. 592)

- a. Prior to project mobilization, all limits of construction work shall be clearly delineated with orange construction fencing or similar highly visible material and maintained throughout the duration of construction.
- b. No native vegetation with a diameter at breast height (DBH) of more than four (4) inches shall be removed or damaged without approval by Calleguas.
- c. Staging and parking areas shall be limited to sites which are unvegetated and/or previously disturbed areas comprising ruderal vegetation or non-native annual grasslands, ornamental landscaping, and paved/graded areas, to the extent practicable.
- d. Materials and equipment (when not in use) shall be stored on impervious surfaces or plastic ground covers to prevent spills or leakage.
- e. Adequate spill prevention and response equipment shall be maintained on site and readily available to implement to minimize impacts to the aquatic environment.
- f. Construction materials and spoils shall be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.
- g. Off-site tracking of loose construction materials and soil shall be prevented by implementing street sweeping, vacuuming, and rumble plates, as appropriate.
- h. All vehicles and equipment shall be in good working condition and free of leaks. When vehicles or equipment are stationary, mats or drip pans shall be placed below vehicles to contain fluid leaks. The contractor shall prevent oil, petroleum products, or any other pollutants from contaminating the soil or entering a watercourse (dry or otherwise).
- i. Fugitive dust from ground disturbance activities shall be minimized using water trucks and covering of soil stockpiles.
- j. A speed limit of 15 mph for construction vehicles shall be implemented on unpaved roads.
- k. All food related trash shall be disposed of in closed containers and removed from the project site each day during the construction period. Construction personnel shall not feed or otherwise attract wildlife to the construction area. At project completion, all project-generated debris, vehicles, building materials, and rubbish shall be removed from the project site.

BIO-3 Pre-Construction Nesting Bird Surveys

To avoid disturbance of nesting and special-status birds protected by the MBTA and CFGC, including raptors, project construction activities such as vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31) to the extent feasible. If project construction activities commence during the breeding season for migratory birds (February 1 through August 31), a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project footprint, including a 100-foot buffer (300 feet for raptors). The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and directed to avoid entering the buffer zone while the nest remains active. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed

breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist, and any encroachment will be monitored by the biologist for the duration of the activities within the buffer.

If active nests of federally or state-listed species (e.g., least Bell's vireo, coastal California gnatcatcher) are detected during the survey, a 500-foot avoidance buffer from the nest shall be established and demarcated by the biologist with flagging, construction lathe, or other means to mark the boundary. If the 500-foot avoidance buffer is infeasible, then Calleguas' contractor(s) shall implement noise reduction measures, such as mufflers and temporary sound walls, that reduce construction noise levels to at or below 60 dBA L_{eq} at the nest site. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed breeding/nesting is completed and the young have fledged the nest, or noise levels remain at or below 60 dBA L_{eq} at the nest site. Encroachment into the buffer shall occur only at the discretion of the qualified biologist, and any encroachment shall be monitored by the biologist for the duration of the activities within the buffer.

BIO-4 Pre-Construction Presence/Absence Survey for Special-Status Species

Within seven days prior to the commencement of ground disturbing activities, a qualified biologist shall be retained to perform a survey for California legless lizard, southern California legless lizard, coastal whiptail, western pond turtle, and two-striped gartersnake in natural habitat areas within the project footprint and a 50-foot buffer to determine the presence/absence of these species. Raking shall be conducted in areas of sandy, loose, and moist soils under sparse vegetation/leaf litter to determine the presence/absence of special-status reptiles. The qualified biologist shall relocate any identified special-status species to suitable habitat outside of the construction area. Construction shall not proceed until the work area is determined to be free of special-status species. Survey results shall be documented in a technical memorandum submitted to Calleguas.

Significance after Mitigation

Mitigation Measures BIO-1, *Worker Environmental Awareness Program*, and BIO-2, *Construction BMPs for Biological Resources*, require that all construction personnel are informed of environmentally sensitive areas around the project site, and are appropriately trained on when and how to implement BMPs during construction, as specified in Mitigation Measure BIO-2. In addition, Mitigation Measures BIO-3, *Pre-Construction Nesting Bird Surveys*, and BIO-4, *Pre-Construction Presence/Absence Survey for Special Status Species*, require appropriate surveys for nesting birds and special-status species prior to project-related activities that could result in impacts to such species. With implementation of Mitigation Measures BIO-1 through BIO-4, potential impacts to special-status plants and wildlife would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The study area contains sensitive oak riparian woodland as depicted in Figure 5; however, the project site is disturbed and fully developed with the existing pump station facilities. Woodland and riparian habitat within the study area would not be directly impacted by the project. Nevertheless, project activities could indirectly affect sensitive habitat through generation of dust and inadvertent encroachment by construction personnel and/or vehicles during the construction period. Table 4 summarizes the Vegetation Communities and Land Cover Types within the study area.

Table 4 Vegetation Communities and Land Cover Types within Study Area

Vegetation Community/Land Cover	Sensitivity Rank ¹	CDFW Sensitive Natural Community	Acres within Study Area	Acres within Project Site
Coyote Brush Scrub	G5/S5	No	0.38	–
Upland Mustard	GNA/SNA	No	5.28	0.03
Bush Mallow Scrub	G4/S4	No	1.11	–
Coast Live Oak Woodland	G5/S4	Yes	8.08	<0.01
California Sagebrush Scrub	G4/S4	No	0.12	–
California Sagebrush and Purple Sage Scrub	G4/S4	No	4.76	–
Arroyo Willow Thickets	G4/S4	Yes	0.17	–
Developed	G4/S4	No	8.26	0.76
Total			28.16	0.80

¹ Vegetation communities identified as “Sensitive” are those considered as such according to the Sensitive Natural Communities list (CDFW 2020). G4, G5, S4, S5 = Apparently secure, common, and abundant. NA = Not Applicable

As shown in Table 4, sensitive natural communities in the study area include Coast Live Oak Woodland and Arroyo Willow Thickets. Arroyo Willow Thickets occur within the adjacent Lang Creek riparian corridor and would not be directly impacted by proposed construction activities. Coast Live Oak Woodland occurs within the study area. Oak trees are located within the disturbed area adjacent to the northern perimeter wall of the project site; potential impacts to oak trees are addressed below under threshold (e). The extent of habitat impacts caused by the project (e.g., indirect impacts from dust and inadvertent encroachment by construction personnel) is expected to be minor, because the affected areas are small and at the interface where oak woodland habitat abuts the developed pump station facility. However, because oaks have high biological value and take a long time to reach maturity, mitigation is required to minimize or avoid potential indirect impacts to Coast Live Oak woodland. Implementation of Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, would employ BMPs to avoid and protect Coast Live Oak woodland.

Mitigation Measures

Mitigation Measure BIO-2 is presented in full above, under the discussion for threshold (a).

Significance after Mitigation

Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, requires appropriate BMPs to be implemented during construction that would help assure avoidance or minimization of potential impacts to sensitive natural communities. Construction limits shall be clearly delineated to ensure construction personnel do not enter sensitive habitat areas. In addition, staging and parking areas shall be limited to unvegetated or previously disturbed sites, to the extent practicable, to avoid impact to sensitive natural communities. With implementation of Mitigation Measure BIO-2, potential impacts of the proposed project to riparian habitat and other sensitive natural communities would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is not within or abutting a wetland, streambed, or waterway. The nearest waterway to the project site is Lang Creek, which is a jurisdictional stream within the Calleguas Creek and Arroyo Conejo watershed. Figure 5 shows the alignment of Lang Creek in relation to Lindero Pump Station. The access road used to access the pump station currently, which also would be used during implementation of the proposed project, is outside the jurisdictional boundaries of Lang Creek, as is the pump station itself. Proposed project construction activities would be limited to the existing Lindero Pump Station site and facilities and would avoid direct impacts to streambeds. Indirect impacts could occur during construction, if disturbed soils are not properly secured, such that sediments could be mobilized in stormwater runoff and adversely affect water quality (e.g., increased turbidity, addition of pollutants), particularly during storm events. However, Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, would include implementation of BMPs to minimize or avoid the potential for such impacts.

Mitigation Measures

Mitigation Measure BIO-2 is presented in full under the discussion for threshold (a).

Significance after Mitigation

Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, requires appropriate BMPs to be implemented during construction to avoid potential impacts to jurisdictional waters and wetlands. Construction limits are required to be clearly delineated to ensure construction personnel do not enter waters or wetlands. Adequate material storage and spill prevention is required to be implemented to minimize impacts to nearby aquatic environments. With implementation of Mitigation Measure BIO-2, potential impacts of the proposed project on protected wetlands would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project is located adjacent to open space, a large expanse of California sagebrush and purple sage scrub, and a forested/shrub riparian woodland where wildlife movement is unrestricted. The riparian woodland associated with Lang Creek, south and southwest of the project site, provides extensive cover for feeding, sheltering, and breeding, and is also passable during longer movements such as migration or dispersal. The project site is neither within a documented wildlife corridor nor located within an Essential Connectivity Area as mapped in the *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California* (CDFW 2010).

Although the areas surrounding the project site are permeable to wildlife, the project site itself is developed and offers little value to migrating wildlife. Furthermore, the Lindero Pump Station is entirely fenced with security chain-link fencing or walls and inaccessible to larger wildlife. In all cases, the station is constructed to prevent access by wildlife and therefore does not provide access to water sources that would attract wildlife or increase migration through the site. Construction activities would be limited to improvements and repairs in previously disturbed areas on the project site. During construction, it is possible that temporary noise and human presence may deter wildlife from transiting near the project site; however, animals would be expected to easily find alternate travel routes due to the open and permeable nature of the area (i.e., access to resources would not be cut off by the project). The project would not result in any substantial permanent changes to the project site, and long-term suitability for wildlife movement would be the same as the current condition. As such, the project's effects on wildlife movement would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project is not subject to City zoning and building codes, pursuant to Section 53091 of the California Government Code, because it involves the repair and replacement of water storage facilities. Nevertheless, the project's consistency with local policies and ordinances protecting biological resources is considered, for informational purposes. The proposed project would require trimming of at least one coast live oak tree, which is addressed in the Thousand Oaks General Plan in the Conservation Element (City of Thousand Oaks 2013), under the following policies:

- Policy CO-29 protects oak and landmark trees in preservation of their historic and aesthetic environmental value.
- Policy CO-21 encourages proper management, conservation, and protection of native plant communities throughout the planning area.

An oak tree permit would typically be required from the City of Thousand Oaks for the removal, cutting, or encroachment into the protected zone of one or more oak trees (Thousand Oaks Municipal Code Section 9-4.4204). However, as a water supply infrastructure project being conducted by Calleguas Municipal Water District, the project is exempt from City permitting requirements. Implementation of the project would require trimming of coast live oak tree(s) adjacent to the north perimeter wall of the project site, along the "Site Access" shown in Figure 3 through Figure 5. Therefore, Mitigation Measure BIO-5, *Certified Arborist Guidance for Oak Tree*

Trimming, would be implemented to provide consistency of project-related tree trimming with local policies and ordinances regarding tree protection.

Mitigation Measures

BIO-5 Certified Arborist Guidance for Oak Tree Trimming

Any trimming of coast live oak trees necessary to provide sufficient clearance for site access during construction of the project shall be conducted under the guidance and direction of a certified arborist. The certified arborist shall be present during all oak tree trimming activities conducted for the project and shall provide direction as to how tree trimming shall be conducted in a manner which avoids damage to the tree(s).

Significance After Mitigation

With implementation of Mitigation Measure BIO-5, the project would be consistent with local policies and ordinances by providing a certified arborist to oversee trimming of oak trees in a manner which avoids damage to the affected tree(s).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project does not occur within the coverage area of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, and would not cause any impact related to inconsistencies with such a plan. No impact would occur.

NO IMPACT

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5 Cultural Resources

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

A Cultural Resources Assessment was conducted for the proposed project, and a memorandum documenting the assessment is included as Appendix E to this IS-MND. The memorandum provides detailed background information regarding eligibility of the existing facilities for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), including the criteria used to consider eligibility. The memorandum also documents the results of a pedestrian field survey of the project site that was conducted on August 17, 2021, and used to inform the analysis provided herein.

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

Historical aerial photographs and available original plans suggest that the site of Lindero Pump Station was largely undeveloped until the pump station was constructed in 1969. A reconnaissance field survey of the project site was conducted on August 17, 2021. The field survey and archival research conducted for this study identified one property over 45 years of age within the project site, the Lindero Pump Station at 2106 Erbes Road (APNs 569-032-003, 569-032-004, 569-032-005). The potential resource was recorded and evaluated on California Department Parks and Recreation (DPR) 523 series forms, which are included in the Cultural Resources Assessment Memorandum provided as Appendix E.

Lindero Pump Station is recommended ineligible for listing in the NRHP, CRHR, or as a City of Thousand Oaks Landmark or Point of Historic Interest under any applicable criteria. Generally, water conveyance-related properties are only eligible under NRHP Criterion A/CRHR Criterion 1 if they are associated with specific important events (e.g., first long-distance transmission of hydroelectric power) or important patterns of events (e.g., development of irrigated farming) (JRP Historical Consulting Services and Caltrans 2000:93). Archival research indicates the Lindero Pump Station was part of a series of water infrastructure projects to support the development of Thousand Oaks and the expanding Calleguas Municipal Water District, which was founded in 1953; in 1960, Calleguas joined the Metropolitan Water District of Southern California, a cooperative of cities and municipal

water districts that supplies imported water throughout Southern California (Calleguas 2017). The development of Lindero Pump Station was part of the gradual expansion of the Calleguas' system and was due to what could be considered an expected response to the growth of the surrounding community and the increasing need for a reliable water system. Lindero Pump Station therefore does not appear to be significant within the context of water conveyance systems or any other event or pattern of events in the history of the county, region, state, or nation (NRHP Criterion A/CRHR Criterion 1/City of Thousand Oaks Criterion 2).

Archival research failed to identify any individuals associated with Lindero Pump Station who can be considered important within the history of the county, region, state, or nation. Lindero Pump Station therefore does not appear significant for its association with a notable person (NRHP Criterion B/CRHR Criterion 2/City of Thousand Oaks Criterion 3).

The results of the cultural resources records search or research conducted as part of this evaluation did not reveal anything suggesting the Lindero Pump has the potential to yield important information. It is therefore recommended ineligible for information potential (NRHP Criterion D/CRHR Criterion 4/City of Thousand Oaks Criterion 4).

Finally, Lindero Pump Station is not eligible for listing as a City of Thousand Oaks Point of Historic Interest. It does not have significance to the City of Thousand Oaks. As outlined above, it is not significant for its developmental history or the site of a historic event, it is not associated with a person important to history, nor does it embody a distinctive architectural style.

No impact to historical resources would occur as a result of the project.

NO IMPACT

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

A search of the California Historical Resources Information System (CHRIS) was completed by in-house staff at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. The CHRIS records search did not identify any archaeological resources in or adjacent to the project area, and the project site is highly disturbed from previous construction of buildings and adjacent paving and landscaping. Rincon also contacted the Native American Heritage Commission (NAHC) on June 23, 2021 and requested a Sacred Lands File (SLF) search and a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project site. On July 27, 2021, Rincon received a response from the NAHC stating the SLF search results were negative for any known resources located within or near the project site. A review of historical maps revealed the nearest Chumash Village site to the project site is the Sap'wi ("house of the deer") Chumash village location, approximately 1.5 miles to the east/northeast of the project site. The present-day, Chumash Indian Museum in Oakbrook Regional Park is built on this village site.

During the cultural resources survey conducted at the project site, overall ground visibility ranged from approximately 15 to 100 percent due to vegetation including leaves and weeds. Where present, exposed native soil was a medium brown, medium grained sandy silt. The terrain in the property was relatively flat. Results of the field survey identified no evidence of archaeological remains or prehistoric cultural resources within the project site. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1995) should be contacted immediately to evaluate the find.

Due to previous disturbance and the existing development of the project site, as well as the lack of previous or present archaeological resources at the project site, it is considered highly unlikely that archaeological resources or human remains would be encountered during project construction. However, to minimize the potential for the project to result in adverse impacts to cultural resources in the unlikely event of an inadvertent discovery during construction activities, Mitigation Measures CR-1 and CR-2 have been developed to provide staff training and appropriate response actions. These mitigation measures are presented below, followed by discussion.

Mitigation Measures

CR-1 Cultural and Archaeological Resources Education (CARE) Program

Prior to any ground-disturbing activity, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall provide an initial sensitivity training session to the assigned Calleguas inspectors, contractors, subcontractors, and other workers prior to their involvement in any ground-disturbing activities, with subsequent training sessions to accommodate new personnel becoming involved in the project. The CARE Program shall address the cultural sensitivity of the affected site and how to identify these types of resources; specific procedures to be followed in the event of an inadvertent discovery; safety procedures when working with monitors; and consequences in the event of non-compliance.

The CARE Program sensitivity training may be provided jointly with the BEAT Program sensitivity training required under Mitigation Measure BIO-1, *Biological and Environmental Awareness Training (BEAT) Program*. If provided as a joint CARE/BEAT sensitivity training session, all requirements of both programs, as defined under Mitigation Measures BIO-1 and CR-1, will be explicitly addressed.

CR-2 Unanticipated Find of Archaeological Resources

An archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall conduct periodic spot checks during excavation. In the event that unanticipated cultural resources are encountered during ground-disturbing activities associated with the project, work in the immediate area must halt and appropriate evaluation and treatment procedures implemented. In addition, upon inadvertent discovery of a potential resource, the qualified archaeologist must be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing in the NRHP or the CRHR, additional work may be warranted, such as data recovery excavation and coordination with interested Tribes on the identification, treatment, and disposition of the resource(s).

Significance after Mitigation

With implementation of Mitigation Measure CR-1 to provide cultural resources sensitivity training through the CARE Program, as well as Mitigation Measure CR-2 to address unanticipated find(s) of archaeological resources with appropriate reporting and response actions, the potential for the project to adversely affect cultural or archaeological resources related to an inadvertent discovery would be avoided or reduced to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction of the proposed project would include substantial excavation to remove the existing pumps and replace them with below-ground pumps. However, the site has previously been substantially disturbed for construction of the existing pump station. Due to this previous disturbance, and a lack of known cultural resources on the project site, it is considered highly unlikely for human remains to be found during construction. However, the discovery of human remains is always a possibility during ground-disturbing activities.

If human remains are encountered during project construction, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner determines the origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains were determined to be prehistoric, the Coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. These procedures are regulatory requirements and do not constitute mitigation for the proposed project. As mentioned, it is considered highly unlikely that the project would disturb human remains; however, if such remains are encountered, the project would be conducted in compliance with existing regulatory requirements and potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

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

As a state, California is one of the lowest per capita energy users in the United States, ranked 50th in the nation, due to its energy efficiency programs and mild climate (USEIA [United States Energy Information Administration] 2021). Project operation would not require the consumption of electricity or natural gas beyond that currently used for operations; therefore, this analysis focuses primarily on the consumption of transportation fuels consumed during construction and by the proposed backup generator. Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC [California Energy Commission] 2021). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 (CEC 2021). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.9 billion gallons sold in 2020 (CEC 2021). Table 5 summarizes the petroleum fuel consumption for Ventura County, where the project site is located, as compared to statewide consumption.

Table 5 2020 Annual Gasoline and Diesel Consumption

Fuel Type	Ventura County (millions of gallons)	California (millions of gallons)	Proportion of Statewide Consumption ¹
Gasoline	262	12,572	2.1%
Diesel	32	1,744	1.8%

¹ For reference, the population of Ventura County (835,223 persons) is approximately 2.1 percent of the population of California (39,466,855 persons) (CDF [California Department of Finance] 2021).

Source: CEC 2021

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with

the project’s energy consumption are discussed in detail in Environmental Checklist Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

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

Project construction would use nonrenewable energy resources during the demolition, site preparation, grading, building construction/infrastructure installation, paving, and architectural coating construction phases. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road heavy-duty vehicles and equipment on the project site, worker travel to and from the project site, and vehicles used to deliver materials to the site. Information provided by Calleguas and the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix B) were used to estimate energy consumption associated with the proposed project. As shown in Table 6, construction activities would require approximately 1,201 gallons of gasoline and approximately 38,163 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 6 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	38,163
Construction Worker Vehicle Trips	1,201	N/A

N/A = not applicable
 See Appendix F for energy calculation sheets.

Energy use during construction would be temporary in nature and heavy-duty equipment used would be typical of similar-sized construction projects in the region. In addition, project contractors and Calleguas staff would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Heavy-duty equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to perform construction of the project. In the interest of cost-efficiency, project contractors and Calleguas staff also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, construction would not involve the inefficient, wasteful, and unnecessary use of energy and impacts related to energy consumption would be less than significant.

Operation

New energy consumption during project operation would consist solely of diesel fuels for backup generator testing and, if needed due to loss of utility power, operation. Following construction of the project, the Lindero Pump Station would operate at its design capacity with improved-efficiency pumps; energy consumption would not increase overall as a result of the project. In addition, there would be an emergency generator on site that would be activated for testing and maintenance purposes throughout the year. In the event of a power outage, the project would rely on these

backup generators to provide electricity. Testing of the generators would occur no more than 20 hours annually, consistent with the VCAPCD’s permitting limits. Based on the general specifications for the proposed emergency generator, approximately 191 gallons of diesel fuel are required per hour to test generators at full load (see Appendix A for generator specifications). As shown in Table 7, project operation would require 3,820 gallons of diesel fuel annually for generator testing assuming testing is occurring at 100 percent prime power. This is a conservative assumption representing the probable upper limit of fuel consumption during testing. The periodic emergency generator testing would not likely occur at 100 percent load capacity for each hour; therefore, the fuel consumption would likely be lower than the calculated amount shown in Table 7. Since generator testing would be intermittent and not continuously consume diesel, project operation would not involve the inefficient, wasteful, and unnecessary use of energy, and impacts related to energy consumption would be less than significant.

Table 7 Estimated Annual Fuel Consumption during Operation

Source	Energy Consumption	
Generator Diesel Fuel ¹	3,820 gallons	487 MMBtu

¹ Assumes maximum permitted operations of 20 hours per year for each generator and that diesel fuel consumption rate for generator testing at 100 percent load is approximately 191 gallons per hour for the 3,000-kW generator (see Appendix A for generator specifications).

kBtu = thousand British thermal units, MMBtu = million British thermal units

See Appendix F for energy calculation sheets.

LESS THAN SIGNIFICANT IMPACT

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

Calleguas has not adopted specific renewable energy or energy efficiency plans. Energy-related plans and policies adopted by the City of Thousand Oaks are not applicable to the proposed project because Calleguas is the lead agency and not subject to City-adopted policies. Therefore, the project would result in no impact.

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The project site is not located in an Alquist-Priolo Fault Zone, and there are no known active or potentially active faults located on or adjacent to the project site (CDOC 2016). The closest active or potentially active fault to the project site is the Simi-Santa Rosa fault, which is located approximately four miles to the north. Therefore, the proposed project would not result in substantial adverse effects associated with the rupture of a known earthquake fault. No impact would occur.

NO IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project site is located in a seismically active region of southern California, and therefore, as with all projects in the greater southern California region, the site is susceptible to strong seismic ground shaking associated with earthquakes. The proposed project would be constructed in compliance with applicable seismic requirements established by current California Building Standards Code. Seismic design standards established by the State address structural integrity during a seismic event. Compliance with applicable state requirements for seismic integrity and safety reduce the potential for adverse impacts to occur in response to seismic ground shaking. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction occurs when the strength and stiffness of a soil is reduced by intense ground shaking typically associated with an earthquake in areas with a high groundwater table, i.e. where groundwater is present at shallow depths from the ground surface. Lindero Pump Station is located in a seismically active area of southern California and shallow groundwater is known to be present at the site; therefore, there is some existing risk of liquefaction at Lindero Pump Station in its current, pre-project condition. The proposed project would replace pump station components within the existing site and would not introduce new uses or activities to the site that would have potential to affect existing seismic- or soils-related hazards present at the site. No impact associated with liquefaction would occur as a result of the proposed project.

NO IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is adjacent to hillside areas within the Sapwi Trails Community Park. Previous landslide events have been known to occur in the vicinity of the project site, including on hillsides within the adjacent Sapwi Trails Community Park. This park has been characterized as being underlain by an ancient landslide, referred to as the Erbes Road Landslide (ERL), which was used by the California Division of Mines and Geology to inform the hazards map for the Thousand Oaks quadrangle (CRPD 2014). The ERL originally occurred over 12,000 years ago and has been determined to be stable in its current configuration and with consideration to subsurface conditions as they are presently understood (CRPD 2014).

In general, a landslide event may be triggered by removing material down-slope of potentially unstable materials that would otherwise support such materials; placing fill or heavy structures upslope of potentially unstable materials; or applying substantial amounts of water to the surface or subsurface such that it decreases the strength of potentially unstable geologic areas. The project site is previously disturbed and developed and is characterized by a gentle slope to the west. Although the project site is adjacent to hillside areas, the project would not involve activities that would disturb or burden potentially unstable geologic areas. As discussed above, all project improvements would be constructed in compliance with applicable standards for seismic integrity and safety, which includes the potential for landslides. The proposed project would not have potential to cause substantial adverse effects involving landslides; no impact related to landslide would occur.

NO IMPACT

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

Soil erosion or the loss of topsoil may occur when soils are disturbed but not secured or restored, such that wind or rain events may mobilize disturbed soils, resulting in their transport off the project site. No loss of topsoil is anticipated, because the project site is previously disturbed and mostly paved with asphalt. During construction of the proposed project, ground-disturbing activities would include excavation to facilitate the subsurface installation of replacement pumps. Limited additional grading and excavation would also be conducted to construct the proposed improvements.

The NPDES Construction General Permit, which is authorized by the federal Clean Water Act, requires development and implementation of a project-specific SWPPP for projects disturbing more than one acre. When required, a SWPPP must contain BMPs to control erosion and sedimentation. Such BMPs typically include the use of temporary de-silting basins, construction vehicle maintenance in staging areas to avoid leaks, and installation of silt fences and erosion control blankets. The proposed project disturbance area is smaller than one acre and construction activities are not anticipated to be subject to the Construction General Permit requirements. However, Calleguas has identified BMPs that would be required for implementation by the construction contractor and include comparable measures to those typically contained in a SWPPP.

As discussed in the Initial Study Section 8, *Project Description*, under “Best Management Practices,” the proposed project design includes the following BMPs for preventing erosion, sediment transport, and runoff, and proper waste management, which are comparable to those that would be contained in a SWPPP:

- **Erosion Controls** – minimize area of disturbance; provide temporary stabilization of disturbed surfaces; provide dust control; install final stabilization upon completion of active work

- **Sediment Controls** – use perimeter controls to prevent disturbed sediment from leaving the active work area; install stabilizing site entrance and conduct sweeping to prevent sediment from leaving the active work area
- **Runoff Controls** – divert runoff away from disturbed areas; prevent runoff from flowing over unprotected areas
- **Material and Waste Management Controls** – provide controls to prevent mobilization of construction materials; promptly clean up spills

The BMPs above are included in the design of the project and do not constitute mitigation measures; therefore, this impact is less than significant with no mitigation required.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

The proposed project would rehabilitate the existing Lindero Pump Station and would not introduce new infrastructure to previously undeveloped portions of the site. As discussed above with respect to the threshold (a) criteria, the proposed project would be implemented in accordance with standards for seismic integrity and safety as defined in the California Building Code. The project improvements would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and the project would not be located on expansive soils or create substantial direct or indirect risks to life or property. Due to its design, as well as the nature of the project to rehabilitate the existing pump station, no impact would occur.

NO IMPACT

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

The proposed project does not include the installation of a new septic system or alternative wastewater disposal system. There is an existing septic system at Lindero Pump Station, which would continue to be used for wastewater disposal under post-project conditions. The proposed project would not modify or otherwise affect the existing septic system. The proposed project would not increase the number of operational staff required to support Lindero Pump Station and would not introduce a need to replace or expand the existing septic system. No impact associated with soils' capability to support the use of such systems would occur as a result of the project.

NO IMPACT

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

The paleontological sensitivities of the geologic units underlying the project site were evaluated to determine if the proposed project could result in significant impacts to paleontological resources. This analysis was based on the results of an online paleontological locality search and review of existing information in the scientific literature concerning known fossils within geologic units mapped within the project site. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Ventura County (UCMP 2021). The project site is underlain by Quaternary Alluvium (Qal), which covers much of the floor of the Conejo Valley and the bottoms of stream channels (City of Thousand Oaks 2014). The alluvium is comprised of slightly to poorly consolidated and poorly sorted stream and floodplain deposits up to 100 feet thick. A search of the paleontological locality records on the UCMP online database resulted in no previously recorded vertebrate fossil localities within Holocene sedimentary deposits within the project vicinity. The potential for a project to impact paleontological resources is based on the potential for project-related ground disturbance to directly impact paleontologically-sensitive geologic units.

Although construction of the proposed project would include substantial excavation to install the replacement pumps below the ground surface, as discussed above, the soils underlying the project site are not likely to contain paleontological resources. In addition, the site is previously disturbed and it is highly unlikely that excavation activities would disturb previously undisturbed (native) sediments that could potentially contain fossiliferous deposits or result in impacts to paleontological resources. Therefore, the proposed project is unlikely to result in the destruction, damage, or loss of scientifically important paleontological resources and associated stratigraphic and paleontological data. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

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

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of GHG emissions contributing to the “greenhouse effect,” a natural occurrence which takes place in Earth’s atmosphere and helps regulate the temperature of the planet. The majority of radiation from the sun hits Earth’s surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and from human activities such as fossil fuel burning, decomposition of landfill wastes, raising livestock, and deforestation. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule-per-molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).³

In its *Sixth Assessment Report* (2021), the United Nations IPCC expressed that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities. Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, a total of 2,390 gigatons of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius

³ The Intergovernmental Panel on Climate Change’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

between the years 2010 through 2019 (IPCC 2021). Furthermore, since the late 1700s, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent, respectively, primarily due to human activity (USEPA 2021). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (accelerates the State's Renewables Portfolio Standard Program). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO₂e by 2030 and two MT of CO₂e by 2050 (CARB 2017).

Methodology

GHG emissions associated with project activities were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Section 3, *Air Quality*.

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

According to CEQA Guidelines Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. However, neither Calleguas nor VCAPCD has formally adopted a Climate Action Plan or other GHG reduction plan to date. Thus, this approach is not currently feasible for this analysis.

Local air districts have developed significance thresholds, which are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. If project emissions are equal to or below the significance threshold, with or without mitigation, the project's GHG emissions would be less than significant. VCAPCD has not established quantitative

significance thresholds for evaluating GHG emissions in CEQA analyses, but it recommends using the California Air Pollution Control Officers Association (CAPCOA)'s 2008 *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act* white paper and other resources when developing GHG evaluations (VCAPCD 2003). CAPCOA's paper provides a common platform of information and tools to support local governments and was prepared as a resource, not as a guidance document. CEQA Guidelines Section 15064.4 expressly provides a "lead agency shall have discretion to determine, in the context of a particular project," whether to "quantify GHG emissions resulting from a project" and/or "rely on a qualitative analysis or performance-based standards." Updates to CEQA Guidelines Section 15064.4 that took effect in December 2018 further state that a lead agency should "focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change" and that the analysis should "reasonably reflect evolving scientific knowledge and state regulatory schemes."

Considering that no specific GHG threshold or qualified GHG reduction plan has been recommended or adopted by Calleguas or VCAPCD, it is appropriate to refer to guidance from other agencies when discussing GHG emissions. The VCAPCD generally refers to South Coast Air Quality Management District (SCAQMD) methodology for evaluating GHG emissions. In guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in meeting minutes dated September 29, 2010 (SCAQMD 2010):

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines Section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if the project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 10,000 MT of CO₂e per year for industrial projects and 3,000 MT of CO₂e per year for non-industrial projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO₂e per year for land use projects.

The project would not be statutory or categorically exempt and therefore Tier 1 does not apply. As previously stated, Calleguas does not have a local, qualified GHG reduction plan from which the project may tier; thus, Tier 2 would not apply. For Tier 4, service population is defined as employees plus residents; however, the project would not generate any residents or require new employees because it is related to the operation and maintenance of existing water infrastructure. Therefore, a service population threshold such as that recommended under Tier 4 would not provide an accurate depiction of the project's GHG emission impacts. Thus, for the purposes of this analysis, the bright-line threshold of 3,000 MT of CO₂e per year for non-industrial projects recommended by the SCAQMD under Tier 3 is used in this analysis to determine the significance of the project's GHG emissions.

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

Construction of the project would generate GHG emissions as a result of operation of heavy-duty equipment on-site as well as from vehicles transporting workers to and from the project site and heavy trucks to export soil material. Table 8 below indicates unmitigated construction-related GHG emissions from the project.

Table 8 Estimated Unmitigated Construction GHG Emissions

Year	Emissions (MT of CO ₂ e)
2022	301
2023	56
Total	357
Amortized over 30 Years	12

MT = metric tons; CO₂e = carbon dioxide equivalents
 Notes: Emissions modeling was completed using CalEEMod. See Appendix B for modeling results.

As shown in Table 8, construction of the project would generate an estimated total of 357 MT of CO₂e over the course of its one-year construction period. Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance [2008]), construction of the project would generate about 12 MT of CO₂e per year.

Operation of the proposed project would also generate GHG emissions; during operation, GHG emissions would be associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment) and stationary sources (e.g., backup generator). Table 9 summarizes the project’s operational GHG emissions combined with amortized construction emissions.

Table 9 Estimated Unmitigated Operational GHG Emissions

Emission Source	Annual Emissions (CO ₂ e in metric tons)
Construction (unmitigated)	12
Operational	
Area	<1
Stationary	33
Total	45
SCAQMD Threshold ¹	3,000
Threshold Exceeded?	No

CO₂e = carbon dioxide equivalent
¹The threshold of 3,000 MT of CO₂e per year is the threshold recommended for non-industrial projects by the SCAQMD under Tier 3 (SCAQMD 2010).
 Notes: See Appendix B for modeling results.

As shown above, the project would generate approximately 45 MT of CO₂e per year, which is below the 3,000-MT/year threshold of CO₂e. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State's 2017 Scoping Plan. Calleguas has not adopted a GHG reduction plan to date; therefore, this discussion focuses on the project's consistency with State plans and policies. The principal State plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030; the State's 2017 Scoping Plan was then created to outline goals and measures to achieve that reduction, and addressed activities related but not limited to increasing water conservation and facilitating the sustainable management of water supply. As discussed in Initial Study Section 8, *Project Description*, under Figure 2 *Calleguas MWD Service Regions and Infrastructure*, the proposed project improvements are critical to Calleguas' ability to continue providing a reliable water supply to the Oak Park Region. Following construction of the project, the Lindero Pump Station would operate at its design capacity with improved-efficiency pumps, and energy consumption would not increase overall as a result of the project. The project would not conflict with plans, policies, or regulations related to greenhouse gas emissions. No impact would occur.

NO IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Potentially hazardous materials include diesel fuel, oil, solvents, and other petroleum-based products that are routinely used to operate vehicles, equipment, and machinery. Construction of the proposed project would temporarily require the transport and use of potentially hazardous materials to operate the equipment and machinery required to conduct the project. Hazardous or potentially hazardous materials would be handled, transported, used, and disposed of in limited quantities. Such activities would be temporary in duration and limited to short-term construction activities on the project site. If needed, any storage of hazardous materials during construction would occur in secure, designated staging areas within the project site and would be limited to the quantities required to support construction activities. In addition, project activities requiring the transport, use, or disposal of hazardous materials would comply with all applicable federal, state, and local agencies and regulations, including as specified by the USEPA, the Resource Conservation and Recovery Act, Caltrans, and the Ventura County Certified Unified Program Agency/Hazardous Materials Program.

Following completion of the proposed project improvements to Lindero Pump Station, operation and maintenance activities and procedures at the pump station would remain largely the same as under existing conditions, with one exception being the introduction a new diesel-fueled backup power generator. Potentially hazardous materials include diesel fuel, and the backup generator would be powered by diesel fuel; therefore, during operation and maintenance of the project, an incrementally increased amount of potentially hazardous materials would be present at Lindero Pump Station, in the form of diesel fuel contained within the new backup generator. Fuel for the generator would only be handled when re-fueling is necessary.

As discussed in Initial Study Section 8, *Project Description*, as well as in Environmental Checklist Section 7, *Geology and Soils*, the proposed project design includes BMPs similar to those that would be included in a SWPPP, such as erosion controls, sediment controls, runoff controls, and materials and waste management controls. In addition to the project design BMPs, Environmental Checklist Section 4, *Biological Resources*, includes Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*, which details specific BMPs related to hazardous materials, including requirements regarding how to conduct re-fueling in a manner to reduce or avoid the potential for an accidental spill to occur and to ensure appropriate response actions are implemented should such a condition occur. In addition, regular visual inspections of the Lindero Pump Station facilities occur as part of normal operation and maintenance activities and would include the inspection of the new diesel backup generator for any potential leaks or needed repairs, which would be addressed promptly to avoid potential for related impacts to occur.

Therefore, implementation of the project design BMPs as well as the hazardous materials BMPs required under Mitigation Measure BIO-2, *Construction BMPs for Biological Resources* would minimize or avoid potentially adverse impacts associated with hazardous materials, including accidental upset or accident conditions. Potential impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Mitigation Measure BIO-2 is presented in full under the discussion for threshold (a) in Environmental Checklist Section 4, *Biological Resources*.

Significance after Mitigation

With implementation of Mitigation Measure BIO-2, potential impacts of the proposed project related to accidental upset conditions would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The nearest school to the project site is Los Cerritos Middle School, which is located approximately 0.13 mile to the west, on the opposite side of Erbes Road. As discussed above for threshold (a), potential impacts of project construction associated with the routine transport, handling, and use of hazardous materials would be less than significant. In addition, BMPs included as part of the project as well as Mitigation Measure BIO-2 would minimize the potential for an accidental spill or release of hazardous or potentially hazardous materials to result in adverse impacts. Emissions from project construction would be limited to those associated with the operation of construction vehicles and equipment, which are addressed under Environmental Checklist Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, and would be less than significant.

In addition, as discussed under thresholds (a) and (b) above, following completion of the proposed project, operation and maintenance activities and procedures at Lindero Pump Station would remain largely the same as under existing conditions, with one exception being the introduction of a new diesel-fueled backup power generator. Although the backup generator would introduce a new use of diesel fuel at the project site, the fuel would only be present in quantities required to operate the backup generator and would only be handled when it is necessary to refuel the generator. This activity does not have potential to result in adverse impacts at the nearest school, due to the limited handling of diesel fuel and the use of BMPs to minimize or avoid potential for spill. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Hazardous Waste and Substances Sites List, also known as the Cortese List. The California Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List; other state and local government agencies are also required to provide additional hazardous material release information for the Cortese List. Based upon review of the SWRCB GeoTracker database (SWRCB 2021) and the California DTSC EnviroStor database (California DTSC 2021), the project site is not included on existing lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

NO IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The project site is not located within an airport land use plan or within two miles of a public or private airport. The nearest airport is the Camarillo Airport, approximately 14.2 miles to the west.

NO IMPACT

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

Construction of the proposed project would introduce construction-related vehicles on local roadways, with access provided via Erbes Road. As discussed in the impact analysis provided under Environmental Checklist Section 17, *Transportation*, construction traffic associated with the project would not result in significant impacts and the project would not affect the level of service (LOS) at existing study area intersections to the extent that roadway operations would be adversely affected and interfere with flow of traffic on local roadways. Project activities would not impede access by emergency responders or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. Following the completion of project construction, operational procedures would be consistent with existing conditions and would not adversely affect emergency responders or emergency response or evacuation plans.

In addition, as discussed in Initial Study Section 8, *Project Description*, the proposed project would repave the existing driveway, install a new 18-foot-wide entry with a driveway ramp to provide access to the proposed electrical equipment, and repair any damage that may occur during construction activities. Following the completion of construction, site ingress and egress would be improved from existing conditions. No adverse impacts would occur.

NO IMPACT

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

The project site is located in a Local Responsibility Area (LRA) designated as a very high fire hazard severity zone (CAL FIRE [California Department of Forestry and Fire Protection] 2021). Project construction would involve the use of heavy equipment and machinery within the project site, which is near vegetated hillside areas; however, activities would be limited to the existing Lindero Pump Station site, which does not support vegetated hillsides. The project would comply with regulations related to fire hazards and wildfire safety, including mandatory use of spark arrestors (Public Resources Code [PRC] Section 4442), maintenance of fire suppression equipment during the highest fire danger period (PRC Section 4428), and adherence to standards for conducting construction activities on days when a burning permit is required (PRC Sections 4427 and 4431). Therefore, although the project site is located within an area susceptible to wildfire, the proposed project would not increase fire risks on the project site or surrounding area and potential impacts associated with wildland fire would be less than significant.

Following the completion of project construction, operational procedures would remain consistent with existing conditions and the project would not pose a substantial risk of wildfire ignition. The project would not include housing or other structures which could accommodate occupants who could potentially be exposed to risk of loss, injury, or death involving wildland fires.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Project construction would include earthwork activities and soil disturbance that could potentially impact downstream water quality, if disturbed soils are left unsecured such that they may be conveyed via wind or stormwater flows off of the project site. However, as discussed in the impact analyses for Environmental Checklist Section 7, *Geology and Soils*, and Environmental Checklist Section 9, *Hazards and Hazardous Materials*, the proposed project includes implementation of BMPs to minimize or avoid potentially adverse impacts, including those associated with earthwork activities that could lead to water quality degradation. The project's proposed disturbance area is not anticipated to necessitate preparation of a SWPPP for NPDES Program compliance; however, BMPs included in the project design are comparable to those that would be required by a SWPPP and would effectively minimize or avoid potentially adverse impacts to water quality resulting from project activities. Therefore, potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

A limited water supply would be required during project construction, primarily for dust suppression during ground-disturbing activities; this demand would be short-term and limited to specific activities during the construction period. The temporary construction water supply would be provided by Calleguas from existing supply sources, which are limited to imported surface water procured from the Metropolitan Water District of Southern California. Calleguas supplies do not include groundwater resources and the project's water requirements would have no effect on groundwater availability. The project site is previously disturbed and developed, such that implementation of the proposed improvements would not increase impervious surfaces and groundwater recharge rates would not be affected.

The project site overlies the Conejo Valley Groundwater Basin, where the average depth to groundwater is approximately 50 feet (VCWPD 2016). Perched groundwater is known to occur in the vicinity of Lindero Pump Station and could be encountered during project-related excavation activities. Perched groundwater is surface water that has infiltrated the soil and encountered an impermeable (or low-permeability) layer that prevents it from joining the underlying groundwater basin. Perched groundwater is not hydrologically connected to the underlying groundwater basin, so its removal from the active excavation area (if needed) would not have the potential to adversely impact the groundwater basin.

Following the completion of construction activities, operation and maintenance procedures at Lindero Pump Station would be consistent with existing conditions. Therefore, no impact to groundwater supply or recharge would occur.

NO IMPACT

- c.(i) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

The project would not alter the course of a stream or river and would not introduce new impervious surfaces that could result in substantial erosion, siltation, or flooding on- or off-site. BMPs included in the project design, as discussed under “Best Management Practices” in the Project Description, include measures to secure disturbed soils and prevent runoff from exiting the work area in a manner that could have adverse impacts. Site-specific drainage pattern alterations would occur as a result of replacing the existing above-ground pumps with below-ground pumps; however, these alterations would be conducted with implementation of the aforementioned BMPs, such that drainage patterns would be maintained in a manner which does not increase erosion, siltation, or flooding on- or off-site. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c.(iii) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

As discussed above, the project would not alter the course of a stream or river and would not introduce new additional impervious surfaces that could result in erosion, siltation, or flooding on- or off-site. The project would replace existing facilities at Lindero Pump Station and would not increase surface runoff or result in flooding on- or off-site; discharges following project implementation would be the same as existing conditions at Lindero Pump Station. In addition, as discussed for threshold (a) above, the project would not result in water quality degradation; therefore, the project would not introduce a source of polluted runoff. The proposed project would not exceed the capacity of existing or planned stormwater drainage system and would not provide substantial additional sources of polluted runoff. No impact would occur.

NO IMPACT

- c.(iv) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

As discussed above for thresholds (c.ii) and (c.iii), potential impacts related to drainage pattern alterations from the proposed project would be less than significant. The project would result in minor site-specific drainage pattern alterations, particularly associated with replacing existing above-ground pumps with new below-ground pumps; however, these alterations would occur within the existing footprint of Lindero Pump Station and would not impede or redirect flood flows on the project site or in the surrounding area. No impact would occur.

NO IMPACT

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

The project site is not located within a Special Flood Hazard Area identified by the Federal Emergency Management Agency (FEMA), as designated on FEMA Flood Insurance Rate Maps and shown on the City of Thousand Oaks online mapping tool (City of Thousand Oaks 2021). The project site is also not located in a coastal area that is subject to tsunami hazards or near an enclosed body of water that could inundate the site in the event of a seiche. No impact would occur.

NO IMPACT

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

As discussed under thresholds (a) and (b), respectively, the proposed project would not result in significant impacts to water quality or to groundwater resources. Following the completion of project construction, operations at the project site would continue as under present conditions. Additionally, the Conejo Valley Groundwater Basin has been designed as a very low priority basin and no Groundwater Sustainability Plan is required under the Sustainable Groundwater Management Act. The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

NO IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project physically divide an established community?*

The proposed project would implement necessary improvements at the existing Lindero Pump Station and would not expand the site or alter operation and maintenance of the pump station. The project would not physically divide an established community. No impact would occur.

NO IMPACT

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

Per California Government Code 53091, building and zoning ordinances of a county or city do not apply to the location or construction of facilities for the production, storage, or transmission of water, wastewater, or electrical energy by a local agency. The proposed project would implement improvements to the existing Lindero Pump Station, which consists of water storage and transmission facilities, and is exempt from local building and zoning ordinances. Additionally, the proposed project would not change land uses on the project site. The proposed project would improve the reliability of water supply storage and conveyance, particularly for the Oak Park Region. The proposed project would not conflict with land use plans, policies, or regulations. No impact would occur.

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

There are no known mineral resources or mineral resources extraction operations on or adjacent to the project site (City of Thousand Oaks 2013). The proposed project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Steve Rogers Acoustics (SRA) prepared an analysis of operational noise associated with the proposed project. The reported findings are provided in Appendix G to this IS-MND. The operational noise analysis included collection of noise measurements on and around the project site to establish existing ambient conditions at nearby noise sensitive receivers, as well as noise measurements of existing pump station operational noise, and SoundPLAN modeling of proposed new pumps and generator noise. The operational analysis below is based on this noise report.

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that

quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path of sound travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight provides at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), and the community noise equivalent level (CNEL). L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the same period. Conversation is

typically in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FTA [Federal Transit Administration] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).⁴ The relationship between the peak-hour L_{eq} value and the CNEL depends on the distribution of noise during the day, evening, and night; however, noise levels described by L_{DN} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Ground-borne Vibration

Ground-borne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as ground-borne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although ground-borne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity, which are typically described in inches per second (in/sec). PPV is the maximum instantaneous positive or negative peak of a vibration signal as it corresponds to the stresses experienced by buildings (Caltrans 2020). High levels of ground-borne vibration may cause damage to buildings or structures, while lower levels may cause minor cosmetic (i.e., non-structural) damage such as cracks. These effects are exclusive to high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, and excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage buildings and structures, as shown in Table 10.

Table 10 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended by Caltrans are based on the general human response to different levels of ground-borne vibration velocity levels, as described in Table 11.

⁴ L_{eq} and CNEL are typically used to assess human exposure to noise; the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of L_{eq} or CNEL, the dBA unit is not included.

Table 11 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources ¹
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020

¹ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, and vibratory equipment.

Project Noise Setting

SENSITIVE RECEIVERS

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City of Thousand Oaks' Noise Element of the General Plan defines noise sensitive land uses as residential uses, schools, hospitals, churches, outdoor spectator sports facilities, performing arts facilities, hotels, and motels (City of Thousand Oaks 2000). The nearest noise-sensitive receivers are the Sapwi Trails Community Park located approximately 390 feet northwest, single-family homes along Coalfax Court approximately 490 feet to the northwest, and the Los Cerritos Middle School approximately 680 feet to the west of the project site. Additional sensitive receivers include residences along Erbes Road to the northwest and southwest of the project site, the closest of which is approximately 800 feet southwest and 870 feet northwest of the project site across Erbes Road.

NOISE MEASUREMENTS

The most prevalent source of noise in the project site vicinity is vehicular traffic on Erbes Road to the west and Avenida de las Flores to the west. To characterize ambient sound levels at and near the project site, two long term 24-hour noise measurements were conducted between April 22 and 23, 2021 (SRA 2021). Noise measurement locations are shown in Appendix G, and Table 12 summarizes the results of the noise measurements.

Table 12 Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} 1-hour dBA	
			L _{eq} 1-Daytime Maximum	L _{eq} Nighttime Maximum
NM-A 100 ft. east of Erbes Rd and 135 ft south of Sapwi Park	April 22-23, 2021	100 feet to Erbes Road	57.6	39.0
NM-B Adjacent to and south of Sapwi Park, north of project site	April 22-23, 2021	475 feet to Erbes Road	54.6	38.3

L_{eq} = average noise level equivalent; dBA = A-weighted decibel

Source: SRA (Steve Rogers Acoustics) 2021; see Appendix G.

Regulatory Setting

General Plan Noise Element

Chapter 4.6 of the City of Thousand Oaks General Plan Noise Element develops more specific thresholds of significance where the ambient noise is at or above certain levels. Table 13 identifies noise impacts associated with project related noise level increases.

Table 13 City of Thousand Oaks Stationary Noise Standards

If the annual average noise level with the proposed project, cumulative projects, and General Plan buildout in an area currently used for or designated in the General Plan for a noise-sensitive land use¹ is expected to be:	A significant project or cumulative impact may result if the change in annual average noise levels from existing conditions due to all sources in an area currently used for or designated in the General Plan for a noise-sensitive land use¹ is:	The project alone may be considered to make a substantial contribution to significant cumulative impact if the change in annual average noise level due to the project is:
Less than 55 dBA CNEL	Not significant for any change in noise level	Not significant for any change in noise level
55 – 60 dBA CNEL	Equal to or greater than 3.0 dBA	Equal to or greater than 1.0 dBA
60 – 70 dBA CNEL	Equal to or greater than 1.5 dBA	Equal to or greater than 0.5 dBA
Greater than 70 dBA CNEL	Equal to or greater than 1.0 dBA	Equal to or greater than 0.5 dBA

¹ A noise-sensitive land use is a use for which the lower limit of the noise level considered “normally unacceptable” for development because of noise impact is 70 dBA CNEL or lower. In identifying land use areas, areas which are undevelopable for noise-sensitive uses because of slope, development restriction, easement, etc., or which are used for non-noise-sensitive components of a multiple-use or mixed-use project, should not be considered noise sensitive.

Source: City of Thousand Oaks 2000

Chapter 4.9 of the City of Thousand Oaks General Plan Noise Element limits construction activities to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday, with no construction permitted on Sunday. As mentioned throughout this document and introduced in Initial Study Section 7, *Zoning*, pursuant to California Government Code 53091, building and zoning ordinances of a county or city do not apply to the location or construction of facilities for the production, storage, or transmission of water, wastewater, or electrical energy by a local agency. As a water supply infrastructure project being conducted by Calleguas Municipal Water District, the project is exempt from City planning and zoning requirements. However, Calleguas would conduct the proposed project with sensitivity to potential noise impacts on nearby land uses and for consistency with the City’s Noise Element. Construction activities would not be conducted during nighttime hours, unless necessary due to shutdown restrictions that require around-the-clock work in order for Calleguas’ customers to continue receiving necessary water supplies.

Vibration

The City of Thousand Oaks does not have defined thresholds for vibration. Therefore, vibration impacts are analyzed using the thresholds from Caltrans’ Transportation and Construction Vibration Guidance Manual and the FTA’s Transit Noise and Vibration Impact Assessment Manual (Caltrans 2020; FTA 2018).

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction Noise

Construction activity would generate temporary noise in the project area, potentially affecting sensitive receivers. Maximum hourly and instantaneous noise for the nearest noise sensitive receivers that would occur during project construction were calculated in the Roadway Construction Noise Model (RCNM), based upon assumptions about the equipment types and quantities required during construction. In order to characterize the maximum potential impacts associated with the project activities, conservative assumptions about equipment usage were input into the RCNM. Specifically, although the project site is likely not large enough to accommodate more than one large piece of equipment at a time (refer to Figure 3 Proposed Project Site Plan and Access within Lindero Pump Station), it was assumed that the construction equipment associated with each phase of project construction would be operated on every day of construction activities for the respective phase.

The footnotes to Table 14, below, indicate that for each of the five construction phases, four pieces of large equipment would be operated on the project site. As mentioned, this is unlikely to occur because the project site is likely only large enough to accommodate one large piece of equipment at a time. The over-estimation of construction noise levels facilitates the capture of all potential impacts of the project, which is considered a conservative approach for CEQA purposes. This approach of over-stating the intensity of equipment usage was also employed for other issue area analyses that are informed by equipment types and quantities (refer to the discussions provided in Environmental Checklist Section 3, *Air Quality*, Section 6, *Energy*, and Section 8, *Greenhouse Gas Emissions*). Construction noise levels at the nearest sensitive receptors are provided below in Table 14, and the RCNM calculations used to inform this table are provided in Appendix H.

Table 14 Construction Noise Levels at Nearest Receivers

Construction Equipment	Land Use	Distance to Receiver (feet)	Noise Level, dBA	
			L _{eq}	L _{max}
Demolition ¹	Residential	490	65	70
	Park	390	67	72
Site Preparation ²	Residential	490	62	61
	Park	390	64	63
Grading ³	Residential	490	62	63
	Park	390	64	65
Building Construction ⁴	Residential	490	60	61
	Park	390	62	63
Paving ⁵	Residential	490	62	63
	Park	390	64	65

¹ Demolition: excavator, concrete saw, backhoe, generator

² Site Preparation: backhoe, excavator, drill rig, generator

³ Grading: backhoe, compactor, roller, generator

⁴ Building Construction: aerial lift, backhoe, drill rig, excavator

⁵ Paving: compactor, generator, loader, paver

Leq: one-hour equivalent noise level; L_{eq}: instantaneous maximum noise level; dBA: A-weighted decibel

Notes: See Appendix H for RCNM results.

As discussed above and shown in the footnotes to Table 14, this analysis assumed that during each of the five construction phases of the proposed project, four different pieces of equipment would be operated at the same time. However, due to the small size of the project site, it is unlikely that more than one piece of equipment would be operated within the project site at any one given time. The over-stating of equipment usage intensity provides that all potential noise impacts are captured in the impact analysis provided herein; this conservative approach was also used for the characterization of impacts associated with air quality, greenhouse gas emissions, and energy.

The closest sensitive receivers to project construction would be Sapwi Park users approximately 390 feet to the north and residences 490 feet to the northwest of the project site. As shown in Table 14, construction noise levels would range from 60 dBA to 67 dBA L_{eq} at the residences to the northwest and from 61 dBA to 72 dBA L_{max} at Sapwi Park users; these levels do not exceed the FTA's daytime construction noise threshold of 80 dBA L_{eq}. Construction noise levels at other nearby sensitive receivers would be less than the noise levels at the nearest sensitive receiver due to distance attenuation. Therefore, construction noise impacts during any phase of construction would be less than significant.

Operational Noise

Lindero Pump Station currently has horizontal split case pumps which are situated aboveground. Under the proposed project, the horizontal split case pumps would be replaced with three 1,000 horsepower vertical turbine pumps. The replacement pumps would primarily be situated belowground. A removable protective canopy would be installed over the pumps to protect the motors from over-heating. A new stationary 3-megawatt diesel backup generator would also be

installed at the pump station. The new generator design features a critical class silencer and a sound-attenuating enclosure, which includes wall and roof assemblies capable of achieving noise attenuation, specially treated ventilation openings, and sealed acoustical doors.

A site-specific operational noise report was prepared by Steve Rogers Acoustics for the project (SRA 2021; included as Appendix G). Noise impacts from the new pumps and generator were analyzed through SoundPLAN software to create a scale 3D computer model of the project site and its surroundings, including the topography of the area and presence of existing buildings. The model allows for the evaluation of various scenarios considering various noise sources, including the existing pumps, new generator (with and without attenuation), and replacement pumps. Noise spectrum data provided by U.S. Motors was input into the model for the new pumps and Kohler and Caterpillar provided noise spectrum data for the new generator (SRA 2021).

Assuming all three pumps operating simultaneously, the model results showed that homes on Coalfax Court would be exposed to pump noise level of 46 dBA L_{eq} , homes at the corner of Avenida de las Flores and Erbes Road would be exposed to pump noise level of 44 dBA L_{eq} , and homes on Erbes Road would be exposed to pump noise level of 43 dBA L_{eq} (SRA 2021). Appendix G shows the noise maps created from SoundPLAN modeling for a visual representation. These noise levels would be lower than the existing noise levels attributable to existing pump noise levels that range from 44 dBA to 50 dBA L_{eq} at nearby noise sensitive receivers, or a reduction of 4 dBA for homes on Coalfax Court, 3 dBA for homes at the corner of Avenida de las Flores and Erbes Road, and 2 dBA at homes on Erbes Road (SRA 2021).

The new generator was also modeled in SoundPLAN with all three new pumps operating simultaneously. As mentioned above, the new generator would be outfitted with a critical class silencer (for the exhaust) and it would be situated within a sound-attenuating enclosure (for the engine); these features are part of the project design to effectively minimize noise generation associated with the intermittent operation of the diesel backup power generator. Noise levels under this scenario (operation of the new generator) resulted in homes on Coalfax Court exposed to a combined noise level of 59 dBA L_{eq} , homes at the corner of Avenida de las Flores and Erbes Road would be exposed a combined noise level of 54 dBA L_{eq} , and homes on Erbes Road would be exposed to a combined level of 52 dBA L_{eq} (SRA 2021). The combined operational noise from the three new pumps and the new generator operating simultaneously would not exceed Calleguas' noise standard of 60 dBA at residential receivers (to the northwest, west, and southwest of the project site). Therefore, potential impacts of the project related to temporary or permanent noise generation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?*

Project construction would not involve activities typically associated with excessive ground-borne vibration such as pile driving or blasting. As discussed under noise threshold (a), above, the approach employed for this analysis assumed that four pieces of equipment would be operated on the project site during each of the project's five construction phases, which is a highly conservative approach because the project site is likely only large enough to accommodate one large piece of equipment at a time. This approach of over-stating the intensity of equipment usage, which was also employed for other issue area analyses informed by equipment types and quantities (refer to the discussions provided in Environmental Checklist Section 3, *Air Quality*, Section 6, *Energy*, and

Section 8, *Greenhouse Gas Emissions*), fully characterizes the potential noise and vibration impacts of the project, as the actual equipment usage intensity would likely be less than assumed herein.

The City of Thousand Oaks has not adopted standards to assess vibration impacts; therefore, Caltrans’ thresholds for the assessment of vibration from transportation projects were used to inform this analysis and are summarized in Table 10 and Table 11. The Caltrans thresholds are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources and are therefore appropriate for use in this analysis. Table 15, below, provides the calculated vibration levels associated with project construction equipment, in comparison to the aforementioned thresholds.

Table 15 Vibration Levels at Sensitive Receivers

Equipment	Estimated in/sec PPV at Nearest Building (490 feet)
Roller	0.008
Threshold – Damage to structures	0.2
Threshold – Distinctly perceptible	0.25
Threshold Exceeded?	No
Source: FTA 2020	

As shown above, project construction activities would not result in the exceedence of vibration thresholds. Therefore, construction vibration impacts, including with consideration to the conservative inventory of equipment types and quantities used to inform this analysis, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The airport nearest to the project site, Camarillo Airport, is located approximately 14.2 miles to the east. The project would not be located within the noise contours of the airport, as shown in Exhibit 2J of the Ventura County Airport Comprehensive Land Use Plan (Ventura County Land Use Commission 2000). Therefore, no substantial noise exposure from airport noise would occur to construction workers or users of the project and no impacts would occur.

NO IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would not directly or indirectly induce unplanned population growth or cause increased development. The proposed project would rehabilitate the existing Lindero Pump Station, which has not been substantially modified since its original construction in 1969, and is necessary to support current customers in the Oak Park Region of Calleguas' service area. No impact associated with unplanned population growth would occur as a result of the project.

NO IMPACT

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

The proposed project would enhance water supply reliability for residents and businesses that rely on conveyance from Lindero Pump Station to meet water demands. The proposed project would not necessitate the construction of replacement housing. No impact would occur.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

a.1. Fire protection?

a.2. Police protection?

a.3. Schools?

a.4. Parks?

a.5. Other public facilities?

As listed above, for the purposes of this analysis, public services include fire and police protection, as well as schools, parks, and other public facilities such as libraries and community-based resources. As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not directly or indirectly induce population growth. Because the project would not increase population, it also would not increase existing demands for public facilities, including parks and schools. In addition, as discussed throughout this document, operation and maintenance activities following the completion of project construction would be consistent with

existing operation and maintenance activities at the pump station, with the exception that the proposed project would improve the reliability of pump station operations and decrease the need for replacement parts and repairs. The proposed project would not introduce any features or facilities requiring additional or unusual fire or police protection or response.

In the event that fire services are required at the project site, service would be provided from Ventura County Fire Station 37, located 3 miles from the pump station at 2010 Upper Ranch Road and/or from Ventura County Fire Station 31, located 3.2 miles from the pump station at 151 Duesenberg Drive, both in Thousand Oaks. Should police service be required at the project site, the nearest police station is the Ventura County Sheriff's Department office located at 2101 East Olsen Road, approximately three miles north of Lindero Pump Station. The proposed project would not change existing demand for fire or police protection services because it would not cause or contribute to population growth. No impact would occur.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project site is located adjacent to the Sapwi Trails Community Park open space area, which bounds the project site to the north, east, and south. The northern portion of the park includes a skate park, children’s playground, and disc golf course. The eastern and southern portion of the park involve mostly trail uses, as well as a bike park and additional disc golf course. Construction activities would result in short-term, temporary impacts to recreational users through the introduction of construction noise and dust. These impacts would be limited to the construction period and no adverse long-term impacts to recreationists would occur. Due to the temporary nature associated with impacts related to construction activities, the construction of replacement parks or additional park or public facilities would not be necessary. The proposed project would not increase the use of the adjacent parks or other local recreational resources, facilities, or opportunities; the project would not result in deterioration of parks. The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. No impact would occur.

NO IMPACT

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17 Transportation

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

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

Construction of the proposed project would temporarily increase traffic associated with the project site due to construction workers traveling to and from the site, the transport of construction equipment and machinery to the site, and the export of solid waste materials for off-site disposal. Construction vehicles and equipment would access the pump station from Erbes Road, using the existing paved driveway. No modifications to the alignment of the pump station’s existing paved driveway are required to accommodate construction access. Calleguas would coordinate with the City of Thousand Oaks prior to the start of construction regarding the preferred haul routes that construction vehicles and equipment should use; this is not a regulatory requirement, but rather an effort to minimize or avoid traffic disruptions from the project. It is anticipated that construction vehicles approaching the pump station would exit SR 23 at Janss Road and turn left on Erbes Road, then turn right into Lindero Pump Station. Upon exiting the pump station, it is anticipated that construction vehicles would turn right onto Erbes Road then turn left on Avenida De Los Arboles and continue to SR 23 where vehicles may enter either the north- or south-bound lanes. These are the assumed routes and final construction haul routes would be confirmed in coordination between Calleguas and the City of Thousand Oaks.

No vehicles leaving the pump station would turn left onto Erbes Road, consistent with current traffic signage. In addition, heavy-duty equipment would be staged at the project site, reducing the need for daily vehicle trips to and from the site. Following the completion of project construction, traffic associated with operation and maintenance activities would be comparable to present conditions. It is likely that fewer trips by maintenance personnel would be required to and from the project site during operations, as implementation of the proposed project would improve reliability of the pump

station and reduce the need for replacement parts or repairs. Therefore, because construction-related traffic would be short-term and would cease upon completion of construction activities, in addition to the project likely reducing maintenance-related trips during project operations, potential impacts associated with management of the circulation system would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts and states that vehicle miles traveled (VMT) exceeding a specific threshold may indicate a significant impact. A VMT calculation is typically conducted on a daily or annual basis to determine operational usage of a project. In accordance with Section 15064.3(b)(3) of the State CEQA Guidelines, a lead agency may include a qualitative analysis of operational and construction traffic.

Construction of the proposed project would increase vehicle trips to and from the project site due to construction worker trips, as well as material and equipment deliveries. VMT associated with these activities would cease once construction is completed and VMT levels would return to pre-project conditions. Following the completion of construction activities, operation and maintenance of the pump station would be consistent with existing conditions, with the exception that fewer repairs are anticipated due to the improved performance and reliability to be provided by the project. Therefore, because VMT from construction would be temporary and short-term and limited to the active construction period and operation and maintenance activities would likely be less frequent than under existing conditions, no impact associated with VMT would occur and the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

NO IMPACT

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

As discussed under Initial Study Section 8, *Project Description*, the proposed project would repave the existing driveway and install a new 18-foot-wide entry with a driveway ramp in the eastern portion of the northern perimeter wall, as shown on Figure 3. This new entry and ramp would provide access to the project's electrical equipment. The project would not change the alignment of existing roadways or introduce any roadway hazards. Construction vehicles would turn right from Erbes Road into the project site and vehicles leaving the pump station would turn right onto Erbes Road, consistent with current signage. No impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

No changes to the existing street system would occur as a result of the project and emergency access to the project site would be maintained throughout construction and operation. Project operation and maintenance would not introduce new activities or traffic with the potential to result in inadequate emergency access. As discussed in Environmental Checklist Section 15, *Public Services*, the proposed project would not increase demand for emergency services at the project site. No impact associated with inadequate emergency access would occur as a result of the project.

NO IMPACT

18 Tribal Cultural Resources

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

California Assembly Bill 52 of 2014 (AB 52) was enacted on July 1, 2015, and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 states, “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A)-(B) defines tribal cultural resources as being “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and also meets one or both of the following criteria:

- 1) Listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC section 5020.1(k), or

- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.”

Native American tribes to be included in the process are those having requested notice of projects proposed in the jurisdiction of the lead agency. No tribes have officially requested notification of Calleguas’ activities under AB 52, such that formal consultation is not required for the project. However, Calleguas has elected to conduct this consultation as a courtesy to Native American tribes associated with the area.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

On July 15, 2021, the NAHC provided records search results for the project site from the SLF. This information was requested by Rincon Consultants, Inc., on behalf of Calleguas, to identify the potential for cultural resources within the pump station site and to obtain contact information for Native American groups or individuals who may have knowledge of cultural resources in the vicinity of Lindero Pump Station. The response provided by the NAHC confirmed that the SLF search was negative for cultural resources, indicating the NAHC has no knowledge of sacred sites in the vicinity of the project area. In addition, no evidence of cultural materials was identified during the pedestrian field survey on August 17, 2021, as discussed in Environmental Checklist Section 5, *Cultural Resources*, and in Appendix E to this IS-MND.

On August 25, 2021, Calleguas distributed AB 52 consultation letters to individuals representing six Native American Tribes, as follows:

- Julie Tumamait-Stenslie, Chairperson, Barbareño/Ventureño Band of Mission Indians
- Julie Quair, Chairperson, Chumash Council of Bakersfield
- Martinez Sullivan, Chairperson, Coastal Band of the Chumash Nation
- Fred Collins, Spokesperson, Northern Chumash Tribal Council
- Mark Vigil, Chief, San Luis Obispo County Chumash Council
- Kenneth Kahn, Chairperson, Santa Ynez Band of Chumash Indians

The AB 52 letters, which included a description of the proposed project, relevant maps, and contact information for Calleguas, were distributed via Certified Mail to contacts with a physical address provided, and via email to contacts with only a P.O. Box provided. Under AB 52, Native American

tribes have 30 days to respond to a consultation letter and request further project information and formal consultation.

Chairperson Tumamait-Stenslie of the Barbareño/Ventureño Band of Mission Indians requested formal consultation on the proposed project, in response to Calleguas' outreach via the AB 52 letters. Calleguas has engaged in consultation with Chairperson Tumamait-Stenslie regarding interests and concerns of the Barbareño/Ventureño Band of Mission Indians. Specific or recorded tribal cultural resources have not been identified at Lindero Pump Station; however, the tribe has expressed concern that buried resources could be present due to the previous recordation of archaeological sites within the adjacent Sapwi Trails Community Park open space area.

Ground-disturbing activities conducted under the proposed project would be limited to previously disturbed areas, where the potential to encounter resources is low. Due to previous disturbance and the existing development of the project site, as well as the lack of previous resources at the project site, it is considered highly unlikely that tribal cultural resources or human remains would be encountered during project construction. However, to minimize the potential for the project to result in adverse impacts to such resources in the unlikely event of an inadvertent discovery during construction activities, all construction personnel would receive sensitivity training for cultural resources through the CARE Program defined under Mitigation Measure CR-1, and appropriate reporting and response actions would be conducted should an unanticipated find occur, in accordance with Mitigation Measure CR-2.

Mitigation Measures

Mitigation Measure CR-1, *Cultural and Archeological Resources Education (CARE) Program*, would provide cultural resources sensitivity training through the CARE Program, and Mitigation Measure CR-2, *Unanticipated Find of Archaeological Resources*, would be implemented to provide staff training and appropriate response actions. These measures are presented in full in Environmental Checklist Section 5, *Cultural Resources*, to minimize or avoid potential impacts of the project to archaeological resources, and would be equally effective at minimizing or avoiding potential impacts to tribal cultural resources, as discussed above.

Significance after Mitigation

It is considered unlikely that an unknown resource would be encountered during project construction, due to the absence of recorded resources and the project's activities occurring in previously disturbed areas. However, should unknown buried resources be present at the project site and encountered during project construction, they would not experience a "substantial adverse change in significance" because construction workers would be trained on how to identify potential resources (Mitigation Measure CR-1) and how to respond to an unanticipated find (Mitigation Measure CR-2). Potential impacts to tribal cultural resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

As discussed throughout this document, the proposed project would provide necessary improvements to existing water infrastructure at Lindero Pump Station. The project would not expand existing facilities, but would improve reliability. The project would not generate wastewater or introduce a new demand for wastewater treatment.

As discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, the project would not introduce new additional impervious surfaces or otherwise substantially alter existing drainage

patterns on the project site, which is currently developed with the existing Lindero Pump Station. Surface runoff and drainage patterns would not be modified as a result of the project, and the project would not increase runoff rates or result in flooding on- or off-site.

Electric power to the project site would not be altered by project construction or operation. The proposed project would install a backup power generator at the site, which would improve water supply reliability to the Oak Park Region in the event of a power outage. The proposed project would also replace the pump station's existing electrical system, which is currently at a non-standard voltage, due to system age and a lack of availability of replacement parts. Under the proposed project, electrical and controls equipment would be replaced with new equipment that runs on a standard voltage, including the main transformer, motor control center, and uninterruptible power supply. The existing electrical and control conduits would also be replaced. Following construction of the project, the Lindero Pump Station would operate at its design capacity with improved-efficiency pumps; energy consumption would not increase overall as a result of the project. The project would not involve any components requiring natural gas service and would not involve the relocation of existing natural gas facilities.

A SCADA system is currently used to remotely monitor and control the existing pump station and would continue to be used for pump station operations following implementation of the proposed project. No substantial changes are proposed to the existing SCADA system. The project would not require the construction or relocation of telecommunication facilities. No cell towers or wireless equipment are located within the project site and no such facilities would be constructed or relocated as a result of the project. No impact would occur.

NO IMPACT

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Construction of the proposed project would require a temporary water supply for dust suppression during ground disturbing activities, in accordance with standard construction BMPs, including, but not limited to, those specified in Mitigation Measure BIO-2, *Construction BMPs for Biological Resources*. Water for dust suppression would be provided from existing sources and would not affect water supply availability. Following completion of construction, project operation would increase reliability of water supply conveyance through Lindero Pump Station to existing customers. Operation of the project would not require a water supply, but rather, the project is required to reliably manage the existing water supply. The project would have no impact on water supply availability.

NO IMPACT

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

The proposed project would not introduce a new source of wastewater or need for wastewater treatment at Lindero Pump Station. The pump station has an existing bathroom and septic system for wastewater disposal. These facilities would not be modified by the proposed project. No impact would occur.

NO IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

During construction of the proposed project, solid waste would be generated in the form of demolition debris, consisting of the existing pump station facilities and components that would be replaced as part of the project. The electrical system components, horizontal split case pumps, control valves, surge tank air compressors, building roof, main door and glass sidelights, and interior and exterior lighting and fans would be dismantled during project construction and would be removed from the site via truck and transported to either a solid waste facility for disposal or recycling. It is anticipated the majority of solid waste would be serviced by the Simi Valley Landfill and Recycling Center (SVLRC) located approximately 6.3 miles northeast of the project site. The SVLRC is permitted to accept up to 64,750 tons per week of refuse, can accept 6,250 tons of recyclable materials, and, as of January 2019, has a total remaining capacity of 82,954,873 tons (Waste Management 2021; CalRecycle 2021).

Following the completion of project construction, operation and maintenance activities would be consistent with current operation of the pump station, likely with fewer repairs necessary, as the proposed project would rehabilitate the facility. The need for replacement parts in future operations is expected to decrease with the project such that solid waste generated during operation would also decrease. The project would not generate solid waste in excess of State or local standards. The project would be implemented in compliance with all federal, State, and local statutes and regulations for solid waste. Potential impacts associated with solid waste would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The California Department of Forestry and Fire Protection (CAL FIRE) evaluates fire hazards based on fuel, slope, and weather, and identifies hazard areas as Moderate, High, or Very High, which are mapped on Fire Hazard Severity Zone (FHSZ) maps. These maps reflect “hazard” not “risk”, where hazards are based on the physical conditions that create a likelihood and expected fire behavior over a 30- to 50-year period without consideration to modifications such as fuel reduction efforts (CAL FIRE 2021). In comparison, “risk” is the potential damage a fire could do to an area under existing conditions, including with consideration to fuel reduction efforts and other modifications such as the maintenance of defensible space and ignition resistant building construction (CAL FIRE 2021). FHSZ designations are used for planning purposes, including to designate areas where California’s defensible space standards and wildland urban interface building codes are required.

Lindero Pump Station is located within a Very High FHSZ (CAL FIRE 2020). As discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, and Section 17, *Transportation*, neither construction nor operation and maintenance of the proposed project would impair or conflict with an adopted emergency response or evacuation plan and the project would not result in inadequate access for emergency response vehicles. Potential impacts of the project associated with implementation of an emergency response or evacuation plan in a Very High FHSZ would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

As discussed under threshold (a), above, Lindero Pump Station is located within a Very High FHSZ; this indicates that the slope, winds, and fuel availability around the project site indicate a high potential for fire, absent any fuel modification efforts. Construction of the proposed project would include the use of heavy-duty equipment; in accordance with PRC Section 4442, equipment including earth-moving and portable construction equipment with internal combustion engines would be equipped with spark arrestors to prevent the emission of flammable debris from exhaust, when operating on any forest-covered, brush-covered, or grass-covered land. In addition, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land.

The project site consists of Lindero Pump Station, which is paved; however, the open space area adjacent to and surrounding Lindero Pump Station to the north and east is characterized as grass-covered land. Therefore, the fire precautions prescribed by PRC Section 4442, 4427, 4428, and 4431 would be implemented during project construction activities. Through compliance with applicable PRC provisions, project construction would not exacerbate wildfire risk. Following completion of the construction period, operation and maintenance activities would be comparable to existing conditions, with fewer activities required to repair or replace pump station components. The project would not introduce habitable structures or expose individuals to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed project would not exacerbate fire risks and potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

As noted above, the existing Lindero Pump Station is located within a Very High FHSZ (CAL FIRE 2020). However, the project would include replacement of existing equipment at the pump station, installation of a backup power generator, and improvements to the existing site access, as shown on Figure 3, in Initial Study Section 8, *Project Description*; the project does not include new roads or structures outside the project site. Operation and maintenance of the pump station following project implementation would be comparable to existing conditions. The project would not alter or exacerbate fire risk. No impact would occur.

NO IMPACT

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Generally, a project may have a significant impact if it would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. When hillside development or other such development that would disturb slopes is damaged or destroyed by a wildfire, subsequent precipitation events could result in flooding or landslides.

Although the project is located immediately downslope from naturally vegetated hillsides, construction would occur within previously developed land, rather than within the adjacent Sapwi Trails Community Park. Additionally, as discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, the proposed project would not alter existing drainage patterns or stormwater runoff rates or patterns, and would include the use of stormwater BMPs to avoid causing or contributing to increased runoff, post-fire slope instability, or drainage changes. Compliance with applicable regulatory requirements would not expose people or structures to significant downslope or downstream flooding or landslide risks resulting from runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Potential impacts to biological resources are addressed in Environmental Checklist Section 4, *Biological Resources*. As described therein, there is potential for certain special-status plant and wildlife species to occur on or near the project site. Implementation of Mitigation Measures BIO-1, *Biological and Environmental Awareness Training (BEAT) Program*; BIO-2, *Construction BMPs for Biological Resources*; and BIO-3, *Pre-Construction Nesting Bird Surveys*, would mitigate direct and indirect impacts to special-status plant and wildlife species to a less-than-significant level. Therefore, the project would not substantially reduce the habitat of fish and wildlife species, cause a

fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. In addition, as discussed in Environmental Checklist Section 5, *Cultural Resources*, the project would not eliminate important examples of major periods of California history or prehistory because none are known to be present in the project area. Potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Cumulative impacts occur when similar impacts of two or more projects combine in geographic and/or temporal scope to result in new or intensified impacts, which may be “cumulatively considerable” (CEQA Guidelines Section 15065(a)(3)). The cumulative scenario for the proposed project is defined as construction or development projects that would occur within the same geographic and temporal scope as the proposed project. An overview of the cumulative scenario for the proposed project is provided below.

Table 16 Cumulative Scenario Overview

City of Thousand Oaks Projects	Relevance to the Cumulative Scenario
Citywide Street Overlay and Resurfacing Program (City of Thousand Oaks)	If resurfacing of Janss Road, Erbes Road, or Avenida De Los Arboles in the vicinity of Lindero Pump Station were to occur at the same time as proposed project construction, it may be possible for cumulative impacts to occur. Specifically, if project-related construction vehicles and equipment traveling to and/or from Lindero Pump Station were to be present on the aforementioned roadways or associated detour routes at the same time as vehicles and equipment associated with the City’s roadwork, cumulative traffic delays and congestion could occur. However, it is anticipated that project-related construction traffic would be routed and/or timed to avoid conflicting with City roadwork, such that the potential for cumulative impacts to occur would be avoided. If cumulative impacts would occur, they would be less than significant due to the temporary and short duration of construction activities.
Flashing Yellow Arrow Traffic Signals Project (City of Thousand Oaks)	If installation of new traffic signals along Janss Road, Erbes Road, or Avenida De Los Arboles in the vicinity of Lindero Pump Station were to occur at the same time as proposed project construction, it may be possible for cumulative impacts to occur. As described above with respect to the Citywide Street Overlay and Resurfacing Program, it is anticipated that such impacts would be avoided or, if they would occur, would be less than significant.
Janss Road Underground Utilities Project (City of Thousand Oaks)	As part of the Utility Undergrounding Master Plan, the utilities above-ground on Janss Road will be placed underground. This project is currently in the planning and design phase, and the construction schedule is not expected to be developed until 2023, with construction activities occurring after 2023; as such, it is unlikely that this project and the proposed project would occur at the same time.
Lawrence Dr. and Teller Rd. Intersection Improvements (City of Thousand Oaks)	As part of the City’s signal prioritization plan, the City is improving the intersection of Lawrence and Teller to feature a new traffic signal. Construction of this project has initiated, and could overlap with the proposed project construction schedule; however, even if construction overlaps, this intersection is roughly eight miles southwest of Lindero Pump Station, and therefore cumulative impacts are unlikely to occur.

Los Feliz Sidewalk Project (City of Thousand Oaks)	The proposed improvements include installing new sidewalk on both sides of Los Feliz Drive, between Conejo School Road and Thousand Oaks Boulevard. Construction of this project has initiated and could be concurrent with the proposed project. However, this project would not occur on Erbes Road, which would be used for proposed project access, and cumulative impacts are therefore unlikely to occur.
State Route 23 Pavement Rehabilitation Project (Caltrans)	The SR 23 Project is replacing pavement on the outer two lanes of SR 23 from U.S. 101 to SR 118 to provide a service life of 40 years. Construction vehicles and equipment for the proposed project would use SR 23 in transit to and from the project site. The SR 23 Project is currently under construction, and proposed project traffic would comply with traffic control around the SR 23 Project activities, as applicable. Cumulative impacts are not anticipated.

Source: City of Thousand Oaks 2022a; City of Thousand Oaks 2022b; Caltrans 2022

As indicated above, the cumulative scenario for the proposed project is defined by transportation and circulation improvements being conducted by the City of Thousand Oaks and Caltrans. No other construction or development projects are approved or ongoing within the same geographic and temporal scope as the proposed project. Therefore, the cumulative scenario is limited to those projects summarized above.

In order for a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level. A number of the environmental topic areas would experience “No Impact” as a result of the proposed project, and would therefore have no potential to result in cumulative impacts. These environmental topics include the following, which are not addressed further herein:

- Agricultural and Forestry Resources
- Land Use
- Mineral Resources
- Public Services
- Recreation

As described in the analyses presented in Environmental Checklist Sections 1 through 20, which address each of the environmental issue areas identified in the State CEQA Guidelines Appendix G Environmental Checklist, all impacts associated with project construction and operation would either be a “Less than Significant Impact” or “Less than Significant with Mitigation Incorporated”. The following discussions assess the potential cumulative impacts that may occur under these environmental topics, with consideration to the cumulative scenario summarized above.

- **Aesthetics.** Temporary aesthetic impacts associated with the presence and use of equipment and machinery at and around the project site may be visible from public access points. As discussed in Environmental Checklist Section 1, *Aesthetics*, the areas around the site are not identified as scenic vistas or scenic resource areas. The proposed project would not conflict with applicable zoning and other regulations governing scenic quality or create a significant new source of light and glare when considered in conjunction with other cumulative development. Therefore, no contribution to a cumulative impact would occur.
- **Air Quality.** Air pollutant and GHG emissions disperse from their original source and can affect the entire air basin (or, with global warming, potentially the entire Earth). For air quality, the baseline analysis addresses the cumulative condition or the project’s contribution to the larger picture which is assessed in analyses of consistency with regional air quality strategies and

pollutant dispersal. As discussed in Environmental Checklist Section 3, *Air Quality*, the proposed project's construction and operational air quality emissions would be less than significant. Construction emissions would be adequately controlled by existing regulations and the project's air quality impacts would not individually jeopardize attainment of the CAAQS or NAAQS and the project's contribution to cumulative impacts would not be considerable.

- **Biological Resources.** As described in Environmental Checklist Section 4, *Biological Resources*, implementation of Mitigation Measures BIO-1 through BIO-3 would reduce potential impacts of the proposed project to biological resources impacts to less-than-significant levels. Other projects in the region would also be required to comply with federal, State, regional, and local regulations and laws put in place to minimize impacts to biological resources. Therefore, the proposed project would not have a contribution to cumulative impacts. No contribution to cumulative impacts, significant or otherwise, would occur.
- **Cultural Resources.** As described in Environmental Checklist Section 5, *Cultural Resources*, no historical or archaeological resources are known to exist within the pump station site and unanticipated discoveries are unlikely due to previous disturbance and the fact that cultural resources impacts are inherently site-specific. The project would not result in a substantial adverse change to a built environment resource listed or eligible for listing in the NRHP or the CRHR. No contribution to cumulative impacts, significant or otherwise, would occur.
- **Geology and Soils.** Most impacts associated with geology and soils, including paleontological resources, are inherently restricted to the location of the project activities, and would not have potential to combine with impacts of other projects. If ground-disturbing activities during project construction results in erosion that is allowed to be conveyed off-site in stormwater runoff, cumulative impacts could occur; however, the proposed project would include implementation of erosion and stormwater control BMPs to prevent erosion on- or off-site, such that the proposed project would not contribute to cumulative impacts.
- **GHG Emissions.** Refer to the discussion within the *Air Quality* bullet above. The project's GHG emissions would not exceed applicable thresholds and the project's GHG impacts would not be cumulatively considerable.
- **Hazards and Hazardous Materials.** With regard to hazards and hazardous materials, no regional concern is identified (i.e., no significant cumulative impact). The project would also comply with applicable federal, State, and local laws and regulations regarding hazardous materials. Therefore, no contribution to cumulative impacts, significant or otherwise, would occur.
- **Hydrology and Water Quality.** The project site is fully developed with the existing Lindero Pump Station and the project would not create or contribute additional runoff on the project site or alter existing drainage patterns. In addition, implementation of BMPs included as part of the project design would serve the same purpose as a SWPPP required for NPDES Program compliance minimizing or avoiding the potential for drainage- and water quality-related impacts to occur. Therefore, no contribution to cumulative impacts would occur.
- **Noise.** Noise levels at the pump station site are typical of low-density residential areas. The primary sources of existing ambient noise are vehicular traffic along roadways, including local streets, and ambient sounds from local fauna. There are no other construction or development projects in the area, or other substantial noise-producing activities planned in the vicinity of the project site. Project construction would not have the potential to combine with other projects to create a cumulative noise impact. No contribution to a cumulative impact would occur.
- **Transportation.** No substantial long-term transportation impacts would occur as a result of the project. Given the temporary nature of construction-related traffic impacts and the fact the

project would not generate new operational traffic, the contribution to cumulative transportation impacts would not be cumulatively considerable.

- **Tribal Cultural Resources.** Specific or recorded tribal cultural resources have not been identified at Lindero Pump Station and project-related ground disturbance would be limited to previously disturbed areas; the potential to encounter unknown resources is considered low, and the potential for cumulative impacts to tribal cultural resources would be negligible.
- **Utilities and Service Systems.** The project would not induce population growth and therefore would not directly or indirectly contribute to cumulative impacts to utilities and service systems.
- **Wildfire.** As described in Environmental Checklist Section 20, *Wildfire*, potential wildfire impacts associated with the project would be less than significant. Given there would be no long-term operational wildfire impacts and the short-term nature of any construction-related wildfire impacts, the project's contribution to any cumulative impact would not be considerable.

As discussed above, the proposed project would not result in a considerable contribution to any cumulative effects and potential impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding sections, the project would not result, either directly or indirectly, in substantial adverse effects related to air quality, hazards and hazardous materials, or noise. Therefore, impacts to human beings would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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