

# **US-101/SR-23 Interchange Improvement Project**

VENTURA COUNTY, CALIFORNIA  
CALTRANS, DISTRICT 7  
VEN-101, KP 0.3/6.5 (PM 0.2/4.0)  
VEN-23 KP 5.4/5.8 (PM 3.4/3.6)  
EA 195201

SCH #: 2004021003



## **Draft Environmental Assessment / Initial Study**

December 2004

Prepared by the U.S. Department of Transportation  
Federal Highway Administration  
and the  
State of California Department of Transportation

## GENERAL INFORMATION ABOUT THIS DOCUMENT

### What's in this document:

The Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) have prepared this Environmental Assessment/Initial Study, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Ventura County, California. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, the potential impacts from each of the alternatives, and the proposed avoidance, minimization and/or mitigation measures.

### What you should do:

- Please read this Environmental Assessment/Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans, District 7 office, 100 S. Main Street, Los Angeles, CA 90012, and at the Thousand Oaks Civic Arts Plaza, Board Room, 2100 E. Thousand Oaks Blvd., Thousand Oaks, CA 91362.
- Attend public hearing on January 25, 2005 at 6:00pm.
- We welcome your comments. If you have any comments regarding the proposed project, please attend the public information meeting and/or send your written comments to the Caltrans by February 8, 2005.
  - Submit comments via postal mail to:

Ron Kosinski, Deputy District Director  
Attention: Liz Suh  
Dept. of Transportation, Environmental Planning  
100 S. Main Street,  
Los Angeles, CA 90012

- Submit comments via email to [liz\\_suh@dot.ca.gov](mailto:liz_suh@dot.ca.gov)

### What happens next:

After comments are received from the public and reviewing agencies, Caltrans and the Federal Highway Administration may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Liz Suh, Environmental Planning, 100 S. Main Street, Los Angeles, CA 90012; (213) 897-1090 Voice, or use the California Relay Service TTY number, (213) 897-6610.

SCH# 2004021003  
07-VEN-101 KP 0.3/6.5 (PM 0.2/4.0)  
07-VEN-23 KP 5.4/5.8 (PM 3.4/3.6)  
EA 195201

US-101 and SR-23 Interchange Improvement Project is located in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (US-101) and Hillcrest Drive (SR-23). The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.

### **DRAFT ENVIRONMENTAL ASSESSMENT / INITIAL STUDY**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

U.S. DEPARTMENT OF TRANSPORTATION  
Federal Highway Administration, and

THE STATE OF CALIFORNIA  
Department of Transportation

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Ron Kosinski  
Deputy District Director – District 7  
California Department of Transportation

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Gene K. Fong  
Division Administrator  
Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Carlos Montez, Acting Senior Environmental Planner  
Division of Environmental Planning  
California Department of Transportation  
100 S. Main Street  
Los Angeles, CA 90012  
(213) 897-9116

Cindy Vigue  
Project Development Engineer  
Federal Highway Administration  
650 Capitol Mall (Suite 4-100)  
Sacramento, CA 95814  
(916) 498-5065

# **Proposed Negative Declaration**

Pursuant to: Division 13, Public Resources Code

## ***Project Description***

The California Department of Transportation (Caltrans) proposes to widen the US-101 and State Route 23 (SR-23) in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (US-101) and Hillcrest Drive (SR-23). The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.

## ***Determination***

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans intent to adopt an ND for this project. This does not mean that Caltrans decision regarding the project is final. This ND is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no adverse effect on:

- Topography;
- Air quality, noise, energy, solid waste, or use of natural resources;
- Floodplains, wetlands, and water quality;
- Fish and wildlife such as endangered species, habitat or vegetation;
- Agricultural lands, land use and growth;
- Business and industry, economic stability, or employment;
- Neighborhoods, schools, public or recreational facilities, or heritage and scenic resources; and
- Aesthetics, open space or parkland.

Ron Kosinski  
Deputy District Director  
District 7, Environmental Planning  
California Department of Transportation

Date

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## **List of Technical Studies that are Bound Separately**

- Air Quality Conformity – September 18, 2003
- Air Quality – September 22, 2004
- Negative Archaeological Survey Report (ASR) – November 4, 2003
- Negative Historic Property Survey Report (HPSR) – January 19, 2004
- Hydraulics/ Floodplain Analysis – September 16, 2003
- Water Quality Report – October 29, 2003
- Noise Study Report – July 29, 2004
- Visual Impact Analysis – June 10, 2004
- Geotechnical Study Report – September 20, 2002
- Traffic Analysis Report – February 10, 2003
- Traffic Investigations – September 18, 2002
- Natural Environment Study – October 2004
- Hazardous Waste Evaluation – February 28, 2003

All of the technical reports listed above are available for review at the following location:

Caltrans, District 7  
Division of Environmental Planning  
100 S. Main Street  
Los Angeles, CA 90012

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## **1 PURPOSE AND NEED**

The proposed US-101/SR-23 Interchange Improvement Project is subject to review under both the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] 4321, et seq.) and the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000-21178.1. et seq.). The Lead Agency for CEQA compliance is the California Department of Transportation (Caltrans). The Lead Agency for NEPA compliance is the Federal Highway Administration (FHWA).

The Environmental Assessment/Initial Study (EA/IS) describes the purpose and need for the US-101/SR-23 Interchange Improvement Project, addresses alternatives to the project, and characterizes potential environmental effects pursuant to the requirements of NEPA and CEQA.

### **Existing Facility**

US-101, between the Hampshire Road Undercrossing and the US-101/SR-23 interchange, consists of eight mixed-flow plus two auxiliary lanes. North of the interchange to the Moorpark Undercrossing, US-101 consists of three mixed-flow lanes plus one auxiliary lanes in the northbound direction, and four mixed-flow lanes in the southbound direction.

SR-23 is a north-south two-lane urban freeway providing a link from US-101 in Thousand Oaks to State Route-118 in Moorpark. SR-23 consists of four mixed-flow lanes between US-101 and New Los Angeles Avenue. There is an additional mixed-flow lane in the northbound direction from just south of Paige Lane to just north of Paige Lane, and in the southbound direction, between Hillcrest Drive and Paige Lane.

### **1.1 Project Purpose**

This environmental document analyzes the proposal for improvements to the US-101/SR-23 interchange in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (US-101) and Hillcrest Drive (SR-23). The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations. Figure 1 and Figure 2 show project location and vicinity.

**Figure 1 Project Location Map**

Source: Caltrans, District 7

## Figure 2 Project Vicinity Map

Source: Caltrans, District 7

The proposed project is intended to achieve the following goals:

- Ensure continued mobility of the public at the state, regional and local levels;
- Facilitate the efficient flow of goods and services through this area;
- Alleviate the bottleneck at the interchange;
- Improve traffic safety; and
- Conform to state, regional and local plans and policies.

This section describes the existing operational deficiencies, projected travel demands in the project area, and other considerations that have created the need for the proposed project.

### 1.2 Project Need

The congestion experienced on mainline southbound and northbound US-101 in the vicinity of the US-101/SR-23 interchange is attributed to a few factors. First, a bottleneck formed at the US-101/SR-23 interchange is due to the reduction of the mainline from 5 lanes to 3 lanes, plus one transitional lane for the northbound US-101 through traffic before the US-101/SR-23 interchange and 1.5 lanes for the traffic connecting to northbound SR-23. Another factor causing the delay on southbound US-101 is the heavy traffic volume originating from the southbound SR-23 connecting to southbound US-101. With heavy merging and weaving, and a lane drop which occurs north of the Hampshire Road off-ramp, long vehicle queues form at the southbound SR-23/US-101 connector. Lastly, unfavorable weaving on the mainline between vehicles getting onto northbound SR-23 and the through traffic also attributes to this delay.

At the request of the Ventura County Transportation Commission (VCTC) and through the public participation process, Caltrans prepared and approved a Project Study Report (PSR) to identify solutions that would relieve congestion and improve the weaving conditions on US-101 and the US-101/SR-23 interchange. Also in response to the proposed widening project of SR-23 from four to six lanes, the PSR was prepared to specifically address these concerns. The PSR is available for reference at Caltrans, District 7, Division of Environmental Planning, 100 S. Main Street, Los Angeles, CA 90012.

### 1.2.1 Capacity Constraints

Within the US-101 corridor, continued urban development meets with corresponding increases in traffic volume, noise levels and accident rates. The proposed project would relieve congestion and improve the weaving conditions on US-101 and the US-101/SR-23 interchange caused by merging traffic from SR-23.

The number of vehicles that can reasonably pass over a section of road at a given time generally measures roadway capacity. The Highway Capacity Manual, prepared by the Transportation Research Board, identifies travel speed, freedom to maneuver, and proximity to other vehicles as important parameters in determining level of service (LOS) on a roadway. Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a roadway. This traffic flow is indexed to a classification called LOS and ranked A through F (F being the most congested). Beyond LOS E, the theoretical capacity of the roadway has been exceeded. Figure 3 provides a description of each LOS with a graphic display of a four-lane freeway.

The highest Annual Average Daily Traffic (AADT) for base year 2010 and design year 2030 on mainline US-101 (each direction) is estimated at 95,500 and 128,900 respectively. The ADT for SR-23 is estimated at 97,000. (check with Steven about updated numbers for SR-23) The project area is experiencing an average traffic growth rate of 1.25% to 1.30% annually. The existing LOS of "F" on both US-101 and SR-23 is expected to deteriorate over the next twenty years indicating that congestion and delays will continue unless improvements are made. The Goals Policies and Programs of the Ventura County General Plan, establishes the minimum acceptable LOS for the SR-23 and US-101 at LOS "E", the minimum system-wide LOS traffic standard in the Ventura County Congestion Management Plan (CMP). Due to this projected traffic growth rate as well as the importance of providing acceptable freeway operation for commuters by the year 2030, improvements are sought for this segment of US-101 and SR-23 to enhance existing and future operations of these important arteries.

#### **Figure 3 Level of Service (LOS)**

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board

The Office of Freeway Operations completed a Traffic Analysis Report for the proposed project in February 2003. The Traffic Analysis Report indicated that adding a lane or extending an auxiliary lane would have a positive impact on the freeway carrying capacity, and that weaving on the mainline after implementing the proposed improvements would not form a major deficiency. With the proposed improvements, the LOS for the years 2010 and 2030 would improve from LOS "F" to LOS "E" for some segments of both US-101 and SR-23. Similarly, the LOS would improve or remain the same for all interchange connectors.

A comparison of the Peak Hour Volumes (PHV) and Level of Service (LOS) for the base year 2002 and design years 2010 and 2030 are summarized in Table 1. The PHV are measured in passenger cars per hour (pcph).

**Table 1 Peak Hour Volume/Level of Service Summary Chart**

Location		Base Year (2002)	Horizon Year (2010)*		Horizon Year (2030)*	
			No Build	Build	No Build	Build
N/B-101	Hampshire Rd. to N/B-23 Connector	10,700	12,100	12,100	16,900	16,900
		E	F	E	F	E
S/B-23 Connector to Moorpark Rd.		9,300	10,500	10,500	14,700	14,700
		E	F	E	F	F
S/B-101	S/B-23 to S/B-101 Connector	9,700	11,100	11,000	15,300	15,300
		F	F	F	F	F
S/B-23 Connector to Hampshire Rd.		11,200	12,700	12,700	17,700	17,700
		E	F	E	F	F
N/B-23	VEN-101 Connector to Janss Rd.	4,300	4,800	4,800	6,800	6,800
		D	D	C	E	D
S/B-23	Janss Rd. to VEN-101 Connector	4,700	5,300	5,300	7,400	7,400
		D	E	D	E	D
N/B-101 to N/B-23 Connector		2,600	3,000	3,000	4,100	4,100
		C	D	D	E	E
S/B-101 to N/B-23 Connector		1,600	1,800	1,800	2,500	2,500
		B	C	C	D	C
S/B-23 to S/B-101 Connector		3,200	3,600	3,600	5,000	5,000
		D	E	E	F	F
S/B-23 to N/B-101 Connector		1,500	1,700	1,700	2,400	2,400
		D	D	C	F	C

Source: Traffic Analysis Report, February 2003

\*Assumes completion of widening mainline VEN-23 in both directions and widening the S/B VEN-101 to N/B VEN-23 Connector

### 1.2.2 Safety

The Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Selective Retrieval Record was analyzed for the period between July 1, 2000 and June 30, 2003. The fatality (FAT) and fatality plus injury (F+I) accident history for this period shows a total rate of all reported accidents within the project limits. One fatality was recorded over the 36-month period. The accident history results are summarized in Table 2.

**Table 2 TASAS Accident Rates Summary**

Location	Total # of Accidents	Actual			Statewide Average		
		FAT	F+I	TOTAL	FAT	F+I	TOTAL
N/B US-101 Mainline* (PM 0.20/3.99)	426	0.003	0.23	0.97	0.005	0.30	0.96

S/B US-101 Mainline* (PM 0.20/3.99)	171	0.000	0.11	0.39	0.005	0.30	0.96
N/B US-101 to N/B SR-23 Connector	16	0.000	0.29	0.66	0.004	0.15	0.45
S/B US-101 to N/B SR-23 Connector	15	0.000	0.15	0.73	0.006	0.21	0.60
S/B SR-23 to S/B US-101 Connector	3	0.000	0.11	0.11	0.006	0.21	0.60
S/B SR-23 to N/B US-101 Connector	10	0.000	0.13	0.63	0.004	0.15	0.45

Source: Caltrans, District 7 TASAS, June 2003

\*Note: The accident rates on the mainline include ramps and 250 feet beyond the locations of the ramps.

According to the TASAS Selective Record Retrieval data, 597 accidents occurred along the mainline and 44 accidents occurred along the connectors. Of these 597 accidents, 43.4% involved rear-end collisions, 29.1% were hit objects, 15.4% were sideswipes, and the remaining involved broadsides, overturn, and other types not specified. Rear-end and sideswipe accidents are generally considered congestion-related accidents.

### 1.3 Permits and Approvals Needed

As there will be no impacts to drainages and/or wetlands due to the proposed project, no Resource Agency permits are necessary for this project.

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## **2 PROJECT ALTERNATIVES**

### **2.1 Alternative Development Process**

The formulation of alternatives for analysis in this Environmental Assessment/Initial Study (EA/IS) involved the review of prior studies and additional analysis. This analysis identified transportation system deficiencies, developed and screened a broad range of alternatives, and performed a detailed evaluation of those alternatives deemed most responsive to safety, travel and community concerns and demands. Alternatives were evaluated for their ability to attain project goals and objectives and as the alternative analysis process merged with the environmental process, the safety and transportation needs for the US-101 corridor and US-101/SR-23 Interchange Improvement Project were evaluated with consideration of environmental needs.

### **2.2 Project Alternatives**

The Supplemental Project Study Report (PSR) presented three viable alternatives and since the approval of the Supplemental PSR, an additional alternative was evaluated and developed. Of the four alternatives, there are currently three viable alternatives: The “No Build” Alternative, Alternative 2 from the Supplemental PSR, and Alternative 3. Each of the alternatives are described in detail in the following sections. Final selection of an alternative would not be made until after the full evaluation of environmental impacts, full consideration of public hearing comments, and approval of the final environmental document.

#### **2.2.1 Alternative 1: “No Build” Alternative**

The “No Build” Alternative provides a baseline for comparing the impacts associated with the alternatives. The “No Build” Alternative assumes that no improvements would be made to the US-101/SR-23 interchange beyond those already programmed and would not alleviate the current congestion on SR-23 and its associated queuing effect on northbound US-101. This alternative would provide neither capacity nor operational improvements.

#### **2.2.2 Alternative 2**

This alternative consists of improvements on mainline US-101 between the Los Angeles/Ventura County line and the Moorpark Road undercrossing, and the two connectors at the US-101/SR-23 interchange (southbound SR-23 to northbound and southbound US-101 connectors). The total capital cost including the structure component is estimated at \$28.9 million. No new right-of-way is required. Alternative 2 consists of the following improvements (See Figure 4):

### **Southbound US-101 Improvements**

- Reconstruct the median between the Los Angeles/Ventura County line and US-101/SR-23 interchange;
- Convert the auxiliary lanes to mixed-flow lanes between the Hampshire Road on-ramp and the Westlake Boulevard off-ramp;
- Construct various retaining walls between the Los Angeles/Ventura county line and US-101/SR-23 interchange; and
- Restripe the southbound US-101 mainline to five (5) lanes at two locations: Westlake Boulevard undercrossing and Hampshire Road undercrossing;
- Widen the mainline from approximately Hampshire Road undercrossing to Conejo School Road, shift and restripe the auxiliary lane approximately 414 meters;
- Widen Hampshire Road undercrossing;
- Realign and widen Hampshire Road southbound on-ramp and off-ramp; and
- Realign Westlake Boulevard southbound on-ramp.

### **US-101/SR-23 Connector Improvements**

- Restripe the southbound SR-23 to southbound US-101 connector (see layout plans);
- Restripe the southbound SR-23 to northbound US-101 connector to two lanes; and
- Replace the asphalt gore area to concrete at southbound SR-23 to northbound US-101.

### **Northbound US-101 Improvements**

- Restripe the mainline to four (4) lanes and add an auxiliary lane between the southbound SR-23 to northbound US-101 connector and the Moorpark Road undercrossing;
- Widen Moorpark Road northbound off-ramp;
- Convert the auxiliary lanes to mixed-flow lanes between the Westlake Boulevard on-ramp and Hampshire Road off-ramp;
- Widen Hampshire Road undercrossing and Conejo School Road undercrossing;
- Realign and widen Hampshire Road northbound on-ramp and off-ramp;
- Widen the mainline from approximately Hampshire Road undercrossing to Conejo School Road and add an auxiliary lane; and
- Construct various sound walls and retaining walls from the Los Angeles/Ventura county line to the US-101/SR-23 interchange.

### **2.2.3 Alternative 3**

This alternative consists of all the improvements mentioned in Alternative 2, except for retaining walls and widening on southbound US-101.

Alternative 3 would consist of realigning the mainline freeway so the US-101 centerline would shift 1.83m (6ft) toward the northbound side. The realignment would provide an

additional southbound lane without having to widen southbound US-101, Hampshire Road southbound on- and off-ramps, and the Hampshire Road undercrossing (southbound side only). It would also eliminate the need for retaining walls due to widening. As mentioned in Alternative 2, the proposed conversion of an auxiliary lane between the Hampshire Road on-ramp and the Westlake Boulevard off-ramp to a mixed-flow lane on southbound US-101 would be eliminated as well.

The elimination of these features would have an approximate 10% cost saving of the Alternative 2 cost estimate. The total capital cost including the structure component is estimated at \$26 million. No new right-of-way is required. In summary, the key features of Alternative 3 are as follows (See Figure 5):

**Southbound US-101 Improvements**

- Restripe southbound US-101 at Westlake Boulevard and Westlake Boulevard southbound on-ramp; and
- Restripe southbound US-101 lanes adjacent to southbound SR-23 to southbound US-101 connector.

**Northbound US-101 Improvements**

- Reconstruct median from Lakeview Canyon Road overcrossing to US-101/SR-23 interchange;
- Restripe lanes between Lakeview Canyon Road overcrossing and Westlake Boulevard overcrossing;
- Restripe lanes and convert the auxiliary lane between Westlake Boulevard overcrossing and Hampshire Road undercrossing to a mixed flow lane;
- Widen the mainline between Hampshire Road undercrossing and northbound US-101 to northbound SR-23 connector;
- Widen two bridges (northbound side only), Hampshire Road undercrossing and Conejo School Road;
- Widen Moorpark Road northbound off-ramp and Hampshire Road northbound on- and off-ramps; and
- Construct various sound walls and retaining walls.

**US-101/SR-23 Connector Improvements**

- Restripe southbound SR-23 to northbound US-101 connector; replace asphalt gore area to concrete at the southbound SR-23 to northbound US-101 connector;
- Restripe southbound SR-23 lanes to southbound US-101 connector;

**Figure 4 Project Plan – Alternative 2**

**Figure 5 Project Plan – Alternative 3**

## 2.2.4 Other Projects or Proposals in the Area

**Table 3 Other Transportation Projects and Proposals in the Area**

Mode	Improvement	Status
Widening	Widen SR-23 from four to six lanes from SR-118 to US-101	Planned & Funded
Grade Separation	In Oxnard, Railroad Grade Separation at Rice Ave.	Planned
Interchange	In Camarillo, Construct Airport North (Springville) Interchange, intersecting US-101	Planned
Interchange	US-101/Rice Ave. Interchange	Completed
Widening	US-101/Route 34 (Lewis Road) Interchange	Construction
Realignment and other Improvements	In Moorpark/SR-118, Los Angeles Ave from SR-23 to Spring, Construct Parking Lane, Center Median, Sidewalks, Landscaping, and Straighten Lane Alignment	Planned
Widening	In Moorpark/SR-118, Los Angeles Ave at Shasta Ave and Maureen Ln, Install Signals and Associated Pavement Widening	Planned

## 2.2.5 Transportation Systems Management

At this time the project area does not meet the criteria for a Transportation System Management (TSM) program. The project is located in area of Ventura County with a population below the 200,000 level that would make it eligible for TSM.

## 2.3 Alternatives Considered and Withdrawn

Alternative 3B from the Supplemental Project Study Report (a separate Alternative from the Alternative 3 previously discussed in Section 2.2.3) was an alternative that was considered but withdrawn. This alternative consisted of more extensive solutions to the transportation deficiencies along the 64-kilometer (40-mile) segment of the US-101 Freeway between SR-23 in Thousand Oaks and SR-110 in Downtown Los Angeles. The US-101 Corridor Improvement Study was initiated in July 2001 and is expected to be completed in June 2004. The study may identify a long-term preferred strategy for the ultimate footprint of the freeway, the level of improvements needed along the city streets and the extent of needed transit improvements throughout the corridor in response to the anticipated demand in the design year 2030. In summary, the improvements proposed will most probably be smaller-scale projects, consisting, but not limited to the following:

- Improve local city streets for better signal timing and synchronization;
- Eliminate/reconfigure on- and off-ramps for additional capacity and storage;
- Construct missing lanes on the mainline for continuity, as well as other projects, which complement one another and collectively provide the ultimate improvements needed.

In addition to the US-101 Corridor Improvement Study, VCTC has launched a study of the US-101 Freeway, between SR-23 (north leg) in Thousand Oaks and SR-33 in Ventura. The study's goal is to add one lane in each direction for the 43-kilometer (27-mile) segment by developing a "Master Plan" or "Phasing Implementation Plan" for the proposed freeway improvements that eventually lead to this "goal." This plan was identified as Alternative 4.

Alternative 4 was developed to address the future bottleneck of northbound US-101, just south of Moorpark Road, which could be the result of the proposed widening of the mainline to four (4) mixed-flow lanes only for a short distance (~700 meters (~2297 feet)) to the Moorpark Road undercrossing. Continuation of the mainline #4 lane to the Lynn Road off-ramp (which would require widening of the Moorpark Road undercrossing) and treating this lane as an auxiliary lane would solve the anticipated bottleneck. However, at a public meeting held between Caltrans and Ventura County Transportation Commission representatives on October 15, 2002, it was unanimously agreed that this proposal was beyond the scope of the proposed project and this alternative was also withdrawn from consideration.

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### **3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES**

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. This chapter provides a discussion for topics relevant to the project which include the regulatory setting, the area that would be affected, impacts, and proposed mitigation measures.

It is noted that since this document is intended to serve as the environmental document for federal as well as state actions, it must comply with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). In some instances CEQA thresholds are more stringent than federal impact criteria. Based on federal criteria, it has been determined that this project would not result in any significant unavoidable impacts under NEPA. The use of the word “significant” in the following section is for CEQA purposes only and does not apply to NEPA.

#### **3.1 Hydrology, Water Quality and Stormwater Runoff**

##### **3.1.1 Regulatory Setting**

###### **Hydrology**

The primary law regulating water quality is the Clean Water Act. It provides for the restoration and maintenance of the chemical, physical and biological integrity of the waters of the United States.

###### **Water Quality and Storm Water Runoff**

Section 402 of the Act establishes the National Pollutant Discharge Elimination System (NPDES) permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Clean water Act Section 402, the State Water Resources Control Board (SWRCB) has issued a NPDES Statewide Storm Water Permit to regulate storm water discharges from Caltrans facilities. The permit regulates storm water discharges from Caltrans right-of-way both during and after construction, as well as from existing facilities and operations.

The SWRCB has issued a Construction General Permit for all construction activities that are greater than 1 acre, that are part of a Common Plan of Development exceeding 5 acres or that have the potential to significantly impair water quality. All Caltrans projects that are subject to the General Permit require a Storm Water Pollution Prevention Plan (SWPPP), while all other

projects require a Water Pollution Control Program (WPCP). Subject to Caltrans review and approval, the contractor prepares both the SWPPP and WPCP. The SWPPP and WPCP identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Since neither the WPCP nor the SWPPP are prepared at this time, the following discussion focuses on anticipated pollution controls.

### **3.1.2 Affected Environment**

#### **Hydrology**

The Conejo Valley encompasses a drainage area of approximately 97 square kilometers (60 square miles). The major drainage course within Thousand Oaks is the Arroyo Conejo, including its principal tributary, the South Branch, which drains about 72 square kilometers (45 square miles), bounded by the ridgelines of the Santa Monica Mountains to the south, Mountclef Ridge to the north, Conejo Mountain to the west, and the Simi Hills to the east. Several smaller streams, including Wildwood Creek, Lang Creek, and Conejo Mountain Creek, are also tributary to the Arroyo Conejo. The Arroyo Conejo flows to the Santa Rosa Valley northwest of Thousand Oaks. From that point, it continues across the Oxnard Plain via Conejo and Calleguas Creeks, ultimately emptying into Mugu Lagoon at the edge of the Pacific Ocean.

Two other water courses, Lindero and Potrero Creek, drain approximately 24 square kilometers (15 square miles) of watershed in the southeastern quadrant of the Conejo Valley. These creeks are tributary to Triunfo Creek and Malibu Creek, which empty into the Pacific Ocean about 14 kilometers (nine miles) south of Thousand Oaks. There are also two man-made lakes in Thousand Oaks – Westlake Lake and Lake Eleanor.

Groundwater is the single most important source of water in the county. In 1985, it provided about 67% of the water utilized in the County, however, since overall, more groundwater is used than is replaced, the County's groundwater reserves are slowly decreasing. The largest groundwater supplies in the county are contained within major aquifers which underlie most of the Oxnard Plain, and the Las Posas and Santa Clara Valleys. These are, in order of increasing depth, the Oxnard, Mugu, Hueneme, Fox Canyon, and Grimes Canyon aquifer zones.

#### **Water Quality & Storm Water Runoff**

Approximately 47% of the land area within the Thousand Oaks area is developed. Most of the stream drainages that traverse highly urbanized portions of the community have been extensively modified. The water in the creek system consists of highly treated water from wastewater treatment plants, urban and storm runoff and some natural flow.

Stormwater retention and debris basins are often constructed in natural channels to effectively control runoff, reduce erosion and prevent sedimentation further downstream. Streams and

creeks not only accommodate storm water runoff, they also serve to recharge groundwater aquifers. When it rains, water soaks into the ground or travels across land and streets where it can pick up soil and pollutants such as oil, grease, pesticides, and pet waste. These factors cause the degradation of water quality related to urban and agricultural runoff.

Construction runoff would likely be within these same tributary watersheds, including a master stormwater retention facility located in the lower Conejo Canyons area.

### **3.1.3 Impacts**

#### **Hydrology**

The scope of the proposed project is to widen and reconstruct US-101 and the US-101/SR-23 interchange. A total of 9.4 acres of additional paved area is being added to the project site. This change would represent less than a 0.655 and 0.203 percent addition to the total groundwater inflows estimated for this hydrologic area and would not substantially change groundwater storage or groundwater elevations beneath project boundaries, since paved areas are considered to be 95 to 100 percent impervious, there should be minimal change in percolation due to the proposed project.

Minimal amounts of water may be used during construction for activities such as cement mixing, dust control, and vehicle washing and maintenance. During operation, small amounts of water may be used to irrigate the landscape. This minor water consumption would not substantially deplete groundwater supplies. The project would result in a slight increase in surfaces (i.e. concrete) that do not absorb, which would have a negligible effect on groundwater recharge.

#### **Water Quality and Storm Water Runoff**

The water quality study has found that the proposed improvements would not cause any major difference in the watershed since the project area is small compared to the whole watershed.

The proposed project is approximately 6.6 m (4.1mi) in length, and since the freeway drainage systems outfall to numerous different watercourses, it is impossible to calculate a singular value for changes in the cubic feet per second of groundwater contributions.

A Water Quality Review was prepared by the Caltrans Storm Water Unit on October 29, 2003. The project area consists of an existing 48.8 acres paved. Dry-weather flows are usually low-volume flows not resulting from precipitation. Because dry-weather flows cannot be quantified, the analysis of dry-weather flows is limited to the identification of factors that are likely to increase or decrease their occurrence. Sources of pollution potentially resulting in dry weather flows should be evaluated by projecting the activities to occur within the project limits.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods, and is not considered an adverse impact to water quality. Excavated materials and related earthwork activities from additional sections of depressed alignment have the potential to increase erosion. These conditions may exist intermittently until the project is completed, and permanent slope protective measures and landscaping are established.

A Storm Water Data Report was completed in April 2003. The total land area to be disturbed is 20.3 acres. The existing drainage pattern is to the southwest and the receiving water is Lake Eleanor Creek.

Paved areas are considered to be 95 to 100 percent impervious and as a result, there should be a minimal increase in the amount of wet-weather flows (runoff) experienced from this project. Project implementation could result in minor increases in surfaces that do not absorb and surface water runoff.

### **3.1.4 Measures to Minimize Harm**

#### **Hydrology**

Mitigation is not required for hydrology since there will only be a minimal change in impervious surfaces and will not deplete groundwater supplies.

#### **Water Quality and Storm Water Runoff**

Best Management Practices (BMP's) would include but are not limited to:

- Earthen or paved interceptors and diversions must be installed at the top of cut or fill slopes where there is potential for surface runoff.
- Excavated materials would not be deposited or stored alongside watercourses where material can be washed away by high water or storm water runoff.
- Drainage would be designed to perpetuate existing flows to the maximum extent feasible.
- A Water Pollution Control Plan (WPCP) would be developed by the contractor, and approved by Caltrans and the state and federal resource agencies. This plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- The WPCP would incorporate control measures in the following categories: soil, stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management and disposal control practices.

## **3.2 Hazardous Waste/Materials**

### **3.2.1 Regulatory Setting**

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

### **3.2.2 Affected Environment**

The US-101/SR-23 Interchange Improvement Project is located in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (US-101) and Hillcrest Drive (SR-23). The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane,

realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations. All improvements would be completed within Caltrans right-of-way. There are no other known hazardous waste sites in the project area.

Caltrans has received from the California Department of Toxic Substances Control (DTSC) a variance regarding aeriually deposited lead. This project would be subject to the conditions of the variance and supplemental amendments. Materials with total levels of aeriually deposited lead above the Solubility Threshold Limit Concentration (STLC) of 1000 parts per million or soluble levels above the STLC of 5 milligrams per liter (mg/L) shall be considered hazardous pursuant to California Hazardous Waste Regulations, Title 22.

### **3.2.3 Impacts**

A Hazardous Waste Assessment was conducted on August 18, 2004. It has been determined that there is potential for hazardous waste contamination from Aeriually Deposited Lead (ADL) in the unpaved areas at the project location. The yellow thermoplastic and paint traffic stripes and pavement markings that need to be removed may contain lead and chromium. There may also be Asbestos Containing Material (ACM) in the existing bridge structures that will be widened. The project would have no permanent impacts on hazardous waste and would remove any hazardous waste that may be found within the project area. Any hazardous waste removal would lead to permanently enhancing the environment.

### **3.2.4 Measures to Minimize Harm**

Special provisions need to be provided to address:

- Material containing Aeriually Deposited Lead (ADL) (CPB 99-2);
- Removal of yellow thermoplastic paint traffic stripes and pavement markings (CPB 99-2);
- Asbestos Containing Material.

Best Management Practices (BMP's) would include but are not limited to:

- A preliminary Site Investigation (SI) would be conducted prior to construction.
- Should it be determined that Asbestos Containing Materials (ACM) are present, a permit may be required from the Ventura County Air Pollution Control District (VCAPCD) prior to any work on the structure.
- Necessary health and safety precautions shall be taken to avoid/minimize potential exposure.
- Caltrans and its contractors shall use Best Management Practices (BMP's) in dealing with hazardous waste.

### 3.3 Air Quality

#### 3.3.1 Regulatory Setting

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. Under these laws, standards are set for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS) (See Table 4). Standards have been established for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>) and particulate matter that is 10 microns in diameter or smaller (PM<sub>10</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels – first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Conformity at the project level is also required. Again the pollutants of concern are: carbon monoxide (CO), nitrous dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>) and particulate matter that is 10 microns in diameter or smaller (PM<sub>10</sub>). If a region is meeting the standard for a given pollutant, then the region is said to be in “attainment” for that pollutant. If the region is not meeting the standard, then it is designated a “non-attainment” area for that pollutant. Areas that were previously designated as non-attainment areas but have recently met the standard are called “maintenance” areas. If a project is located in a non-attainment area or maintenance area for a given pollutant, then additional air quality analysis and mitigation in regard to that pollutant is required. This is most frequently done for CO and PM<sub>10</sub>.

The Conformity Rule requires a regional emissions analysis to be performed by the Metropolitan Planning Organization (MPO) for projects within its jurisdiction. For the South Central Coast Air Basin (SCCAB) (see Figure 6), the MPO for Ventura County is the Southern California Association of Governments (SCAG). The regional emissions analysis includes all projects listed in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The RTP is a regional planning document spanning a 25-year period, and the RTIP implements the RTP on a 6-year increment. Both the RTP and RTIP must support an affirmative conformity finding to obtain Federal Highway Administration (FHWA) approval. Projects that are included in the regional analysis are listed in the RTIP and referenced in the RTP. Projects in an approved RTP and RTIP are considered to have met the conformity requirement for regional emissions analysis.

**Table 4 Ambient Air Quality Standards**

<b>Ambient Air Quality Standards</b>							
Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>			
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>	
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> ) <sup>8</sup>	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	—		0.08 ppm (157 µg/m <sup>3</sup> ) <sup>8</sup>			
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		50 µg/m <sup>3</sup>			
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	15 µg/m <sup>3</sup>			
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)	
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—			
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	—	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence	
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		—			
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	—	Spectrophotometry (Pararosaniline Method)	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )			
	3 Hour	—		—			0.5 ppm (1300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		—			—
Lead <sup>9</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	—	
	Calendar Quarter	—		1.5 µg/m <sup>3</sup>			Same as Primary Standard
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		<b>No Federal Standards</b>			
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence				
Vinyl Chloride <sup>9</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography				

California Air Resources Board (7/9/03)

## Figure 6 South Central Coast Air Basin

The intent and purpose of the Conformity Rule is to satisfy the Clean Air Act Amendments of 1990. This requires that projects do not cause a new violation relating to NAAQS, increase the severity of such violation, and delay the attainment dates of criteria pollutants. The 2004 RTP and 2004 RTIP satisfy these objectives by incorporating the applicable SIP.

The most recently approved RTP and RTIP is the 2004 RTP and the 2004 RTIP. The 2004 RTP was adopted by SCAG on April 1, 2004 as Resolution #04-451-2. FHWA issued a positive conformity determination for the 2004 RTP on June 7, 2004. The 2004 RTIP was approved by FHWA on October 4, 2004.

US EPA's designation of criteria pollutants forms the basis and strategy to bring a non-attainment area into attainment. This strategy is known as the State Implementation Plan (SIP). This document is the backbone and is an essential guide in the performance of all present and future regional analyses. A SIP must undergo an interagency consultation process before submittal to the Air Resources Board (ARB). It is then endorsed by the ARB and submitted to the US EPA for review. If US EPA issues an adequacy finding, the budget proffered in the SIP becomes the threshold limit for the regional analysis. Until an adequacy finding is issued, the regional analysis is limited to a build/no build and/or less than 1990 analysis. After the SIP is approved, the entire document constitutes the regulatory framework for improving air quality. It becomes a binding commitment by the state in which the federal government reciprocates by funding transportation projects.

### 3.3.2 Affected Environment

An Air Quality Report (AQR) was completed for the proposed project on September 22, 2004. The proposed project is not exempt from emissions analysis since the proposed alternatives add travel lanes to an existing facility. Two types of air quality analyses were performed for this project including the Southern California Association of Government's (SCAG) regional air modeling and a project level analysis. This project is listed in SCAG's 2004 Plan and 2004 Regional Transportation Improvement Program (RTIP), and the results of the regional air modeling indicate that collectively, all projects in Ventura county are below the maximum emissions threshold limit.

The Air Pollution Control Program for the County is directed by the Ventura County Air Pollution Control District (VCAPCD) in coordination with Federal, State and regional air pollution control efforts. The VCAPCD is organizationally within the Resource Management Agency and is

governed by the Air Pollution Control Board (Board of Supervisors). The project site is located in the SCCAB, which includes Ventura, Santa Barbara, and San Luis Obispo counties.

The adopted strategies and methods for enhancing Ventura county's air quality are listed in the Air Quality Management Plan. These measures are implemented through conditions of approval of discretionary entitlements and the goals, policies and programs of the General Plan. In addition, an Air Quality Assessment required for Regional Transportation Plans (RTPs) is prepared by the Southern California Association of Governments (SCAG) in non-attainment and maintenance areas. SCAG has coordinated their RTP development with the Air Resources Board to ensure conformity with the State Implementation Plan (SIP).

The local analysis is commonly referred to as project level or "hot spot" analysis. The primary focus is the operational impact on air quality created by the proposed improvement. Unlike a regional analysis, a local analysis is constrained in scope and is limited to a particular project. The criteria pollutants analyzed do not consist of all pollutants in non-attainment. The analysis is restricted to carbon monoxide and PM<sub>10</sub>. The analysis years consist of the current, opening, and the horizon year referenced in the approved RTP and RTIP. This is different from the regional emissions analysis that consists of a series of milestone years based on rate of progress stipulations and interim years. The approach to the local analysis is tiered and is dependent on the status of the SIP for CO: the CO analysis can be qualitative, quantitative, or computational. The PM<sub>10</sub> analysis is qualitative.

The Conformity Rule requires a regional analysis for an area that has been designated by the US EPA as non-attainment for any of the criteria pollutants. Table 5 lists the designation status of the criteria pollutants per federal (NAAQS) and state (CAAQS) standards for Ventura County.

**Table 5 Designations of Criteria Pollutants for Ventura County**

<b>Pollutant</b>	<b>Federal</b>	<b>State</b>
O <sub>3</sub> (1-hour)	Severe non-attainment	Non-attainment
O <sub>3</sub> (8-hour)	Moderate non-attainment	No state designation
CO	Unclassified attainment	Attainment
PM <sub>10</sub>	Unclassified attainment	Non-attainment
NO <sub>2</sub>	Unclassified attainment	Attainment

Source: Air Quality Report, September 2004

The project level CO analysis was performed in accordance with the Transportation Project-Level Carbon Monoxide Protocol, which was approved by the US EPA in 1997. As shown in Table 5, Ventura county is listed as attainment/unclassified for CO. Air quality monitoring stations are posted throughout the SCCAB. The monitoring station closest to the project

location is in Thousand Oaks on Moorpark Road. Unfortunately, the Moorpark station does not analyze for CO concentration. The next station nearest the project location is in Simi Valley.

The PM<sub>10</sub> analysis adheres to the Caltrans Interim Guidance Project-Level PM<sub>10</sub> Hot Spot Analysis and has demonstrated the absence of past and present violation and the unlikelihood of future violation. Table 4 shows Ventura county as in attainment/unclassified for PM<sub>10</sub> per NAAQS and non-attainment under CAAQS. The nearest air quality monitoring station is located in Thousand Oaks on Moorpark Road. This station analyzes for PM<sub>10</sub> and PM<sub>2.5</sub> pollutants. There is no data to suggest that the monitoring station and project location are subject to unusual circumstances.

It should be noted here that the 8-hour O<sub>3</sub> has a federal non-attainment designation, however regional analysis is not required at this time. This is due to the timing of the 2004 RTP and the 2004 RTIP to the 2004 Conformity Rules. The 2004 RTP was approved by FHWA on June 7, 2004. The 2004 RTIP was approved by FHWA on October 4, 2004. Though the 2004 Conformity Rule was approved on July 1, 2004, it allows MPOs a three year transition from the 1-hour to 8-hour O<sub>3</sub> standard. Lastly, PM<sub>2.5</sub> designations are not available and conformity requirements have not been finalized.

Reactive Organic Gas (ROG) is not considered a criteria pollutant, but is a precursor for ozone. The AQR did not address ROG because it is a regional air quality issue already addressed by SCAG and the analysis in the AQR is limited to carbon monoxide and PM<sub>10</sub>, and ROG is beyond the scope of the AQR's project-level analysis. ROG is a critical issue for the air district because a large part of ROG is being emitted by stationary sources, the air district's jurisdiction.

All other criteria pollutants not listed in Table 4 are due to the lack of information provided by the Air Resources Board and US EPA and are presumed to be in attainment as unclassified. An attainment/unclassified designation is assigned to an area that has no prior violation or has completed the maintenance plan and historical data does not suggest a trend towards future violation. Air quality monitoring may not be as extensive and comprehensive for air basins designated as non-attainment.

Ventura county currently has one SIP – the 2004 Ozone SIP. The O<sub>3</sub> SIP was adopted by the Ventura County Air Pollution Control District on April 21, 2004 to replace the previous 1995 O<sub>3</sub> SIP. US EPA issued an adequacy finding on May 28, 2004. This finding allowed EMFAC 2002 to be used in lieu of EMFAC 7F in the regional emissions analysis for Ventura county. Since all other regions within SCAG's jurisdiction already uses EMFAC 2002, the adequacy finding for the 2004 O<sub>3</sub> SIP for Ventura county was a timely event. The 2004 RTP and 2004 RTIP is based on EMFAC 2002.

The approved 2004 Plan uses the emissions budget test for Ventura county based on the 2004 O<sub>3</sub> SIP, which uses EMFAC 2002. Likewise, the 2004 RTIP uses the same SIP and emission

factor software. The purpose of the emissions budget test is to decrease regional emissions relative to a benchmark. For O<sub>3</sub>, regional emissions are decreasing for all future years. The emissions budget corresponds to the ambient concentration of the criteria pollutant at NAAQS threshold. Data indicates that in 2002 and 2003, Ventura county met the federal 1-hour ozone standard. VCAPCD anticipates attainment for the federal 1-hour ozone to be reached in 2005.

### 3.3.3 Impacts

Ventura county has consistently been designated as attainment/unclassified for CO per federal standards. This implies that an attainment demonstration has never been conducted since there has been no violation. No redesignation has occurred and there has been no violation within the last three years for CO. At this level of analysis, project impact on air quality is unknown. However, there are no other reasons to believe that the proposed project may have adverse air quality impacts.

There have been no violations of PM<sub>10</sub> NAAQS within the past three years. According to a University of California, Davis, study pertaining to PM<sub>10</sub> violations, it summarizes: "If no violations have been recorded in the project vicinity by air district monitors, and the monitored concentrations are not close to the NAAQS (meaning within about 80 to 90 percent of the NAAQS concentration threshold), Caltrans/UCD studies strongly suggest that no PM<sub>10</sub> hot spot can occur as a result of a typical project. For years 2001, 2002, and 2003, the greatest PM<sub>10</sub> value as a percentage of PM<sub>10</sub> NAAQS has been 35.8%, 29.5%, and 44%, respectively. Given the low PM<sub>10</sub> ambient concentration in the project vicinity, the possibility of a PM<sub>10</sub> violation due to the proposed project is minimal.

Permanent air quality impacts due to the implementation of this project are expected to be minimal. The Ventura County Air Pollution Control District (VCAPCD) has adopted an Air Quality Management Plan (AQMP), which sets forth strategies for attaining all national air quality standards by certain deadline dates and for meeting state standards at the earliest feasible date. There would be little or no difference in permanent air quality resulting from this proposed project.

Temporary air quality impacts associated with construction activities would occur on a local scale. Construction impacts would include airborne dust from grading, dirt hauling, and gaseous emissions from heavy equipment, construction emissions, in particular PM<sub>10</sub> levels, delivery and dirt hauling trucks, employee vehicles, paints and coatings. Localized operational impacts, i.e., carbon monoxide levels that exceed state or federal standards, would occur due to the introduction of additional motor vehicular traffic in close proximity to sensitive receptors.

### 3.3.4 Measures to Minimize Harm

The Ventura County Air Pollution Control District recommends fugitive dust controls through qualitative means as part of construction practices rather than quantifying the emission impact. Caltrans standard specifications for construction mitigation will also be incorporated. In addition, the following Best Management Practices (BMP's) would include but are not limited to:

- Project construction shall be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
- Pregrading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code 23114.
- All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary and reclaimed water used whenever possible.
- Equipment idling time shall be minimized.
- Equipment engines shall be maintained in good condition and in proper tune as per manufactures' specifications.
- Construction season shall be lengthened during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.

### 3.4 Noise

#### 3.4.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment.

For highway transportation projects with FHWA involvement, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 decibels (dBA)) is lower than the NAC for commercial areas (72 dBA). Table 6 lists the noise abatement criteria and Figure 7 provides a graphic display of typical noise levels.

**Table 6 Activity Categories and Noise Abatement Criteria (NAC) per FHWA**

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA L <sub>eq</sub> (h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Traffic Noise Analysis Protocol, October 1998

The Traffic Noise Analysis Protocol contains Caltrans noise policies which fulfill the highway noise analysis and abatement/mitigation requirements stemming from the following State and Federal environmental statutes:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title 23 United States Code of Federal Regulations, Part 772 “Procedures for Abatement of Highway Traffic Noise and Construction Noise” (23 CFR 772)
- Section 216 et seq. of the California Streets and Highways Code.

In accordance with the Caltrans *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Type I Project)*, October 1998, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

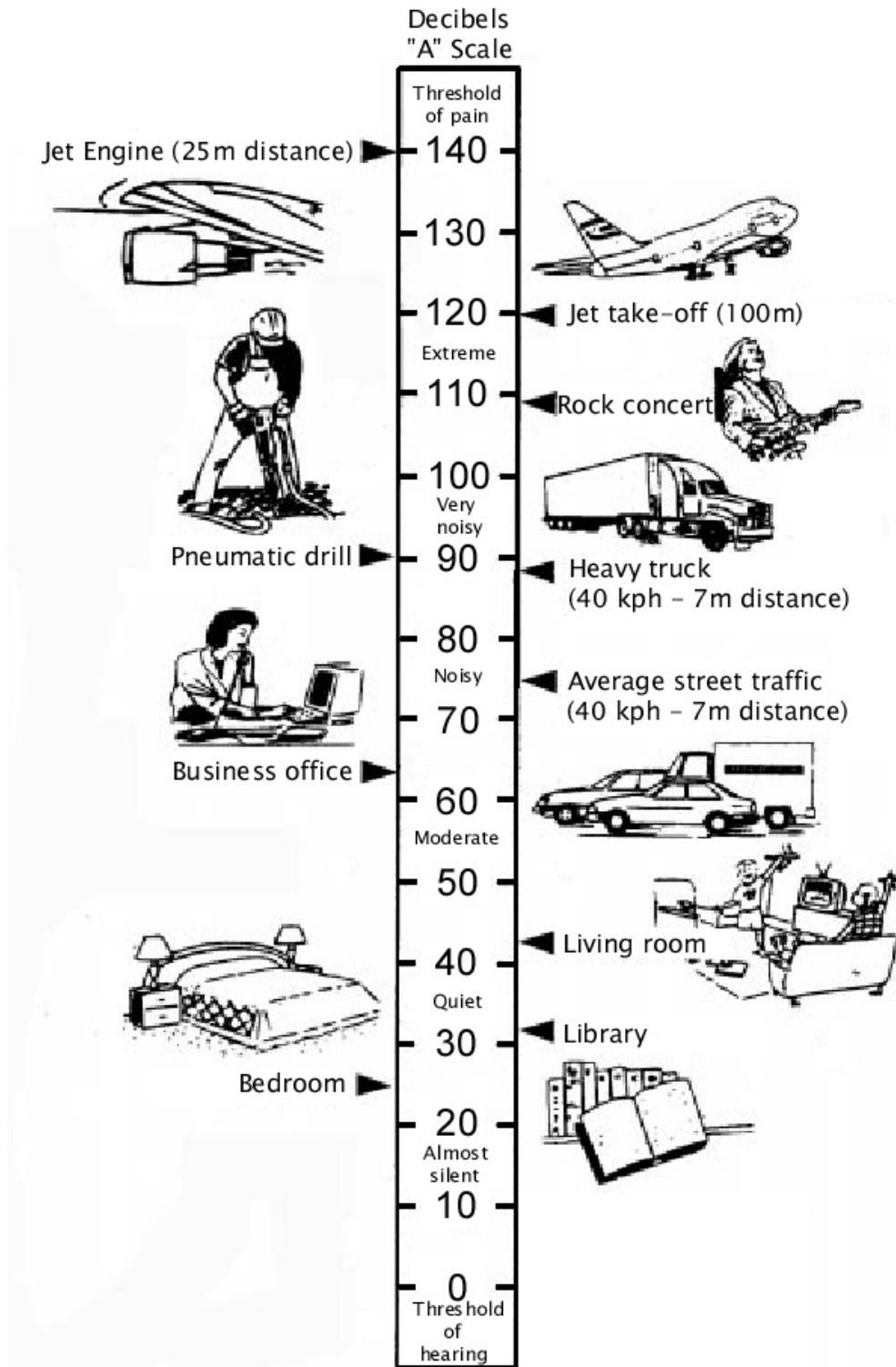
The Caltrans *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence.

### **3.4.2 Affected Environment**

The existing land use within the limits of the proposed project is comprised mainly of single family residential, an open space, a school, a hotel, and commercial and industrial developments. A Hyatt Regency Hotel is located just south of Westlake Boulevard on the southbound side of US-101. There is an Arby's restaurant located between the US-101 and Thousand Oaks Boulevard south of the northbound US-101 to the northbound SR-23 connector. The Westlake Montessori school is located on the southbound side of US-101 between Conejo School Road and Hampshire Road just west of Willow Lane. There is an open space located on the northbound side of US-101 north of Hampshire Road. There are also developed commercial and industrial areas on both the northbound and southbound sides of US-101 and the US-101/SR-23 interchange.

There is an existing soundwall within the project limits. The soundwall is located on Caltrans right-of-way on the northbound side of the US-101 just north of Los Robles to south of Hampshire Road with a height of 4.88m (16ft). There is also a proposed soundwall project within the limits of this project between the US-101/SR-23 interchange and New Los Angeles Avenue.

**Figure 7 Typical Noise Levels**



Source: Road Traffic Noise Force Final Report, Environmental Protection Agency

### 3.4.3 Impacts

A Traffic Noise Study Report was completed on July 29, 2004. The Traffic Noise Study Report identified noise sensitive receivers in the project area that are subjected to freeway traffic noise. Noise sensitive areas typically include residences, schools, libraries, churches and temples, libraries, hospitals, recreation and sport areas, playgrounds, hotels, motels and parks.

Caltrans Noise and Vibration Investigation Branch personnel performed a field survey of the entire area within the limits of the project. The survey included visiting the project sites in order to identify land uses within the project limits and to select noise measurement sites. Existing noise levels were recorded at 23 locations and modeled at 3 locations (See Tables 7, 8 and 9, which are acoustically representative of the entire area within the limits of the project. The existing ambient noise levels recorded were between 53 and 78 decibels (dBA). Five 24-hour noise level monitoring were conducted to determine the noisiest hour. There were two background noise measurements taken at distances of approximately 0.4 to 1.6 kilometer ( $\frac{1}{4}$  to 1 mile) from US-101 with noise levels recorded between 43 and 47 dBA.

The traffic noise analysis indicated that the residential areas within the project area will be impacted (i.e. the noise level will approach or exceed FHWA Noise Abatement Criteria (NAC)) after project completion under the considered build alternatives. Since traffic noise impacts have been identified, noise abatement has been considered for the impacted receivers. As stated in 23CFR772 and the Protocol, noise abatement has only been considered where noise impacts are predicted, and where frequent human use occurs and where a lowered noise level would be beneficial. Noise abatement is not normally considered reasonable for commercial uses or parking areas.

There is an Arby's restaurant within the project limits that was identified as a noise sensitive receptor because of its outside eating area where frequent human activity occurs. Computer modeling predicted that this area has a future worst hour noise level of 68 dBA- $L_{eq}(h)$ , which is below the noise abatement criteria [72-dBA- $L_{eq}(h)$ ], and therefore was not considered for noise abatement.

There is a shopping center within the project limits. This location was identified as a noise sensitive receptor because of the outside eating areas for the various restaurants within it. Computer modeling predicted that this area has a future worst hour noise level of 67 dBA- $L_{eq}(h)$ , which is below the noise abatement criteria [72-dBA- $L_{eq}(h)$ ], and therefore was not considered for noise abatement.

There is a Hyatt Regency Hotel within the project limits and was identified as a noise sensitive receptor because of its outside area of frequent human activity. Computer modeling predicted that the hotel would have a future worst hour noise level of 63 dBA, which is below the noise abatement criteria [67-dBA- $L_{eq}(h)$ ], and therefore was not considered for noise abatement.

**Table 7 Noise Measurement Locations (Northbound US-101)**

Receiver	Location	Development
1N	Townhomes Spa Area	Residence
1NA	Promenade Shopping Center	Outside Eating Area
2N	3300 HollyGrove Ave.	Residence
3N***	-	Residence
4N	Open Space	Open Space
5N	180 Skyline Dr.	Residence
5NA*****	-	Residence
6N	2630-24 Thunderbird	Residence
7N	2360 Arapaho Ave.	Residence
8N	2355-137 Arapaho Ave.	Residence
9N	2300 Arapaho Ave.	Residence
10N	1846 Oakwood Drive	Residence
11N	1708 E. Thousand Oaks	Residence
12N	1408 E. Thousand Oaks	Residence
13N	102 Clay Court	Residence

Source: Traffic Noise Study Report, July 2004

\*\*\* Calibration factor of nearby site # 4N was used

\*\*\*\*\* Calibration factor of nearby site # 5N was used

**Table 8 Noise Measurement Locations (Southbound US-101)**

Receiver	Location	Development
1S	257 Willow Lane	Residence
1SA	880 S. Westlake Blvd.	Hotel
1SB	2965 Winding Lane	Residence
2S	3011 Willow Lane	Residence
2SA***	-	Residence
3S	228 S. Skyline Drive	School
4S	2650 Willow Lane	Residence
5S	167 Rimrock Road	Residence
6S	177 Rimrock Road	Residence
7S	242 Foxridge	Residence
8S	247 Foxhills drive	Residence

Source: Traffic Noise Study Report, July 2004

\*\*\* Calibration of nearby site #2S was used

**Table 9 Noise Measurement Locations (Northbound & Southbound SR-23)**

Receiver	Location	Development
VEN-1N	Arby's	Restaurant
VEN-2N	1112 Alamos Drive	Residence
VEN-2NA*	-	Residence
VEN-1S**	-	Residence
VEN-2S	3011 Willow Lane	Residence
VEN-2SA**	-	Residence
VEN-2SB**	-	Residence

Source: Traffic Noise Study Report, July 2004

\*Calibration factor of nearby site #VEN- 2N was used

\*\* Calibration factor of nearby site #VEN-2S was used

There is one school, Westlake Montessori, within the project limits. This school was identified as a noise sensitive receptor. Based on the investigation, traffic noise impacts have been predicted to occur at this location. Noise abatement in the form of soundwalls was considered. However, computer modeling predicted that placing a soundwall either on the edge-of-traveled way (ETW) of the US-101 freeway, the right-of-way (R/W) or the private property line would not reduce the predicted future noise level by 5 decibels. Therefore, a soundwall was not recommended for this location.

All impacted residential areas have been considered for noise abatement. Sites 1N, and 2N (please refer to Table 6), which are located behind an existing soundwall with a height of 4.88m (16ft) were considered impacted. Since the existing soundwall located on the R/W has the maximum allowable height, no analysis was conducted for those sites.

There is an open space located on the northbound side of the US-101 just north of Hampshire Road that was identified within the project limits. Since the predicted worst hour noise level exceeded the NAC activity category B, noise abatement was considered for this location.

#### **3.4.4 Measures to Minimize Harm**

Based on the studies so far conducted, Caltrans intends to incorporate noise abatement measures to attenuate traffic noise in the impacted areas for Alternative 2 and Alternative 3. Considering the topography, land use, right-of-way, and existing traffic, it has been determined that construction of soundwalls would be the appropriate form of noise abatement measure for this area. According to the Protocol, noise abatement is normally not considered reasonable for commercial developments. If, during final design, conditions have changed substantially, then the recommended noise abatement measures in this report may change. The final decision for noise barrier construction will be made upon completion of the project design and the public involvement process.

For all impacted receptors, noise abatement in the form of soundwalls has been evaluated for preliminary feasibility (noise reduction of 5 dBA or more) and reasonableness (cost-effective). The feasible soundwalls have been recommended and the reasonable cost-allowance has been presented. The reasonable cost-allowance should be used to determine the overall reasonableness of the noise abatement measure.

For any soundwalls to be considered reasonable from a cost perspective, the total estimated cost of the soundwall must be equal to or below the total cost-allowance calculated for that wall. The cost calculations of the soundwall should include all items appropriate and necessary for the construction of the soundwall, such as traffic control, drainage modification, and retaining walls. The total reasonable cost-allowance for the recommended feasible soundwalls for this project is \$1,863,000.

It was determined that a noise barrier was neither feasible nor reasonable for Site 4S (please refer to Table 7). This location will have an after-project noise level of 78 dBA, which meets the criteria for unusual and extraordinary abatement as specified in the Protocol *Section 5.6* and should therefore be considered in accordance with this criteria.

When considering extraordinary abatement measures, it must be demonstrated that the affected activities experience traffic noise impacts to a far greater degree than other similar activities adjacent to highway facilities (i.e., private residential dwelling units will have after-project exterior noise levels of 75 dBA, Leq(h), or more, or the project causes a noise level increase of 30 dBA or more over predicted noise levels if no project was constructed). However, unusual and extraordinary noise abatement strategies such as providing noise insulation of residential units are rarely employed and if proposed in accordance with this criteria, on a Federal-aid project, it is subject to approval from the Federal Highway Administration on a case-by-case basis. When noise abatement is provided for public or private properties in line with this policy, an agreement must be entered into with the owner of the subject property which specifies that Caltrans is not responsible for any future costs of operating and/or maintaining the noise abatement improvements (i.e. air conditioning, caulking, etc.).

Table 10 shows recommended soundwall locations, noise barrier height, and insertion losses. Soundwalls have been recommended along the northbound and southbound sides of US-101 (See Figure 8 - Map of Recommended Soundwall Locations). The proposed soundwalls SB-SW-1 (h=4.27m) and SB-SW-2 (h=4.27m) provide noise attenuation for the area represented by Sites 1S, 2S and 2SA (please refer to Table 8). However, these soundwalls would block freeway visibility of the commercial properties located adjacent to these sites. Therefore, the opinions of the affected property owners (i.e the owners of the impacted residences and the owners of the adjacent commercial properties) must be considered before making a final noise abatement decision.

**Table 10 Recommended Soundwall Locations**

Soundwall	Location	Height (m)	Length (m)	Noise Level Reduction (dBA)	Represented Noise Measurement Sites
NB-SW-1	ETW	4.27	56	5	3N
NB-SW-2	ETW	4.27	330	5	3N
NB-SW-3	ETW	4.27	461	7	4N,5N,5NA
NB-SW-4	ETW	3.66	700	6	6N,8N,9N
SB-SW-1	ETW	4.27	225	5	1S
SB-SW-2	R/W	4.27	498	10	1S,2SA,2S

Source: Traffic Noise Study Report, July 2004

**Figure 8      Map of Recommended Soundwall Locations**

Calculations based on preliminary design data indicate that the barriers will reduce noise levels by 5 to 10 decibels (dBA) for approximately 57 residences for the US-101/SR-23 Interchange Improvement Project. Table 11 shows the predicted noise reduction for recommended soundwalls on northbound and southbound US-101 (See Figure 8 and/or refer to Appendix G for aerial maps with proposed soundwall locations). The overall length of recommended soundwalls is 2341 meters (7976 feet).

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications, Section 7-1.011, Sound Control Requirements (7). These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations and that all equipment shall be fitted with adequate mufflers according to the manufacturers' specifications.

Table 12 summarizes typical noise levels produced by construction equipment commonly used on roadway construction projects. As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 15 meters (50 feet). Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise.

Implementing the following measures would minimize temporary construction noise impacts:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
- As directed by the Engineer, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

Table 11 Predicted Noise Reduction for Soundwalls (Northbound US-101)

Receiver	Soundwall	dBA - Leq[H]	Reference Elevation	Soundwall Location	2.44-m (8 ft)		3.05-m (10 ft)		3.66-m (12 ft)		4.27-m (14 ft)		4.88-m (16 ft)			
					Noise Level Reduction (dBA)		Noise Level Reduction (dBA)		Noise Level Reduction (dBA)		Noise Level Reduction (dBA)		Noise Level Reduction (dBA)		Noise Level Reduction (dBA)	
					ETW & RW	ES & RW										
3N	NB-SW-1*	68	Priv Property	ES & RW	66	2	65	3	64	4	63	5	-	-		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
3N	NB-SW-2*	68	Priv Property	ES & RW	66	2	65	3	64	4	63	5	-	-		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
4N	NB-SW-3	69	Priv Property	ETW	65	5	65	5	65	5	64	6	-	-		
				RW	69	1	69	1	69	1	68	2	68	1		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
5N	NB-SW-3	70	Priv Property	ETW	68	2	67	3	66	4	66	4	-	-		
				RW	66	4	65	5	65	5	65	5	64	6		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
5NA	NB-SW-3	72	Priv Property	ETW	69	3	67	5	66	6	65	7	-	-		
				RW	72	0	72	0	72	0	72	0	72	0		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
6N	NB-SW-4	71	Priv Property	ETW	67	4	66	5	65	6	64	7	-	-		
				RW	71	0	69	2	67	4	66	5	65	6		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
8N	NB-SW-4	67	Priv Property	ETW	63	4	62	5	61	6	60	7	-	-		
				RW	67	0	67	0	66	1	66	1	65	2		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
9N	NB-SW-4	68	Priv Property	ETW	64	4	63	5	63	5	62	6	-	-		
				RW	68	2	68	2	67	3	67	3	67	1		
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	
				Priv Property	-	-	-	-	-	-	-	-	-	-	-	

Minimum requirements : 5 dBA noise reduction  
 Soundwall height recommendation  
 \* Both NB-SW-1 and NB-SW-2 must be built in order to achieve a minimum 5 decible reduction  
 ETW = Edge of Traveled Way  
 ES = Edge of Shoulder  
 RW = Right of Way

NB-SW-1	28+60 to 29+15
NB-SW-2	27+75 to 31+05
NB-SW-3	30+40 to 35+00
NB-SW-4	35+00 to 42+00

Table 11 (cont'd) Predicted Noise Reduction for Soundwalls (Southbound US-101)

Receiver	Soundwall	Worst-Noise-Hour Level dBA - Leq[H]	Reference Elevation	Soundwall Location	2.44-m (8 ft)		3.05-m (10 ft)		3.66-m (12 ft)		4.27-m (14 ft)		4.88-m (16 ft)	
					Noise (dBA)		Noise (dBA)		Noise (dBA)		Noise (dBA)		Noise (dBA)	
					Level	Reduction	Level	Reduction	Level	Reduction	Level	Reduction	Level	Reduction
1S	SB-SW-1	72	ETW	ES	70	2	69	3	68	4	67	5	-	-
			R/W	R/W	71	1	71	1	71	1	71	1	71	1
			Priv Property	Priv Property	-	-	-	-	-	-	-	-	-	-
1S	SB-SW-2	72	ETW	ES	70	2	69	3	68	4	67	5	-	-
			R/W	R/W	68	4	68	4	68	4	67	5	67	5
			Priv Property	Priv Property	-	-	-	-	-	-	-	-	-	-
2S	SB-SW-2	80	ETW	ES	78	2	77	3	76	4	74	6	-	-
			R/W	R/W	75	5	73	7	71	9	70	10	69	11
			Priv Property	Priv Property	-	-	-	-	-	-	-	-	-	-
2SA	SB-SW-2	77	ETW	ES	76	0	76	0	75	2	74	3	-	-
			R/W	R/W	72	5	71	6	69	8	68	9	67	10
			Priv Property	Priv Property	-	-	-	-	-	-	-	-	-	-
3S	-	71	ETW	ES	71	0	71	0	71	0	71	0	-	-
			R/W	R/W	71	0	70	1	69	2	68	3	67	4
			Priv Property	Priv Property	70	1	69	2	69	2	68	3	67	4

Freeway Stations for Soundwalls	
SB-SW-1	29+15 to 31+40
SB-SW-2	29+40 to 34+40

\*Noise level with proposed 14' SB-SW-1 on ETW

ETW = Edge of Traveled Way

R/W = Right of Way

**Table 12 Construction Equipment Noise**

Equipment	Maximum Noise Level, 15 m (50 ft) distance
Scrapers	89 dBA
Bulldozers	85 dBA
Heavy trucks	88 dBA
Backhoes	80 dBA
Pneumatic tools	85 dBA
Concrete pump	82 dBA

Source: Federal Transit Administration, 1995

### 3.5 Vegetation

#### 3.5.1 Regulatory Setting

The U.S. Fish & Wildlife Service (USFWS) and the California Department of Fish & Game (CDFG) share regulatory responsibility for the protection of special-status plant species. “Special-Status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA).

The regulatory requirements for FESA can be found at United States Code 16 (USC), Section 1531, et seq. (see also 50 CFR Part 402). The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Caltrans projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

#### 3.5.2 Affected Environment

Several plant species considered to be either threatened, rare or endangered, by USFWS, CDFG and the California Native Plant Society (CNPS) occur within the Thousand Oaks area.

Most of these species are protected within the open space system, however, several of them also occur on private land where they are susceptible to disturbance. The project area is in a suburban location, adjacent to the city of Thousand Oaks. Land uses in the vicinity are light commercial, residential, and open space.

A tree count was conducted by biologists from the Division of Environmental Planning on October 12, 2004. There are approximately 20 valley oaks and approximately 22 coast live oaks in the project area within state right-of-way. Valley oaks, as well as other oaks, are a declining tree species, and are protected by many local regulations throughout the State.

The interchange and surrounding environment are moderate-to-highly disturbed, with annual grassland being the dominant plant community. There are some remnants of ornamental landscaping as well.

### **3.5.3 Impacts**

A Natural Environment Study (NES) was prepared in October 2004. A review of the Supplemental Project Study Report, aerial photos, previous biological studies, and biological databases was conducted.

Based on the NES, the review confirms that there are no regional species or habitats of concern within the project area (Refer to Appendix I for species list and survey results for Ventura County). However, there are approximately 20 valley oaks and approximately 22 coast live oaks in the project area within state right-of-way. Although there will be some loss of oak trees, as well as other species due to widening and soundwall placement, an exact count cannot be determined at this time.

### **3.5.4 Measures to Minimize Harm**

Oak trees will be avoided whenever possible, however, ratios for replacement of oak trees will be concluded prior to final design through negotiations with the California Department of Fish and Game and City of Thousand Oaks officials in conjunction with Caltrans Office of Landscape Architecture. If areas within state right-of-way cannot be found for plantings, a nearby off-site location will need to be found in coordination with City of Thousand Oaks.

## 3.6 Wildlife

### 3.6.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA Fisheries) and the California Department of Fish and Game (CDFG) are responsible for implementing these laws. This section discusses the potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 3.7. All other special status animal species and discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species. The following Federal and State Laws are an abbreviated list, although these are the most applicable.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

### 3.6.2 Affected Environment

A variety of resident and migratory wildlife species that are representative of the Santa Monica Mountains region can be found within the natural open space areas that have been permanently preserved, as well as remaining undeveloped portions areas. As urbanization within the Conejo Valley and nearby communities continues to cause the isolation and fragmentation of habitat, both on a regional and local scale, the need to plan for, and accommodate, a viable network of movement corridors becomes increasingly important. From a regional standpoint, the most important corridors are those linking the Santa Monica Mountains, Simi Hills and Santa Susana Mountains.

The project area is in a suburban location, adjacent to the city of Thousand Oaks. Land uses in the vicinity are light commercial, residential, and open space. The interchange and surrounding environment are moderate-to-highly disturbed. Due to the traffic volumes, wildlife in the project

area is expected to be minimal. According to a report prepared for the Nature Conservancy, the US-101 and SR-23 freeways are major barriers to regional wildlife movements between the Santa Susana Mountains, Simi Hills and the Santa Monica Mountains.

### **3.6.3 Impacts**

A Natural Environment Study (NES) was prepared in October 2004. A review of the Supplemental Project Study Report, aerial photos, previous biological studies, and biological databases was conducted. It has been determined that there are no special status animal species, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species known to occur within the project area (Refer to Appendix I for species list and survey results for Ventura County).

Some common bird species, such as crows, scrub jays, house sparrows, etc., could be expected to use the oaks or other trees in the area for nesting, foraging and shelter, despite the constant noise from traffic. Some vegetation removal will occur and if removed inside the bird nesting season could result in some bird mortality.

### **3.6.4 Measures to Minimize Harm**

Avoiding impacts to trees is recommended, however, if this is not possible, grubbing outside the bird nesting period (February 15 – September 1) can minimize bird mortality impacts. If impacts cannot be avoided during this period, biological surveys will be required to make sure any tree to be grubbed is absent of nesting birds. If nesting birds are present, grubbing will be delayed until such time that the young have fledged. This protection is provided per the Migratory Bird Treaty Act.

## **3.7 Threatened and Endangered Species**

### **3.7.1 Regulatory Setting**

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): United States Code (USC), Section 1531, et seq. See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic

locations critical to the conservation of threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit.

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate mitigation planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2080 of the Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill.” CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination.

### **3.7.2 Affected Environment**

The project area is in a suburban location, adjacent to the city of Thousand Oaks. Land uses in the vicinity are light commercial, residential, and open space. The interchange and surrounding environment are moderate-to-highly disturbed. Due to the traffic volumes, the presence of wildlife in the project area is expected to be minimal. According to a report prepared for the Nature Conservancy, the US-101 and SR-23 freeways are major barriers to regional wildlife movements between the Santa Susana Mountains, Simi Hills and the Santa Monica Mountains.

### **3.7.3 Impacts**

A Natural Environment Study (NES) was prepared in October 2004. A review of the Supplemental Project Study Report, aerial photos, previous biological studies, and biological databases was conducted. Based on the NES, the review confirms that there are no federal/state endangered/threatened species known to occur within the project area and therefore would not impact any endangered/threatened species (Refer to Appendix I for species list and survey results for Ventura County).

### **3.7.4 Measures to Minimize Harm**

Mitigation measures are not needed for endangered/threatened species since the NES confirms that there are no known endangered/threatened species in the project area.

## **3.8 Wetlands and Other Waters of the United States**

### **3.8.1 Regulatory Setting**

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 U.S.C. 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (ACOE) with oversight by the Environmental Protection Agency (EPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the Department of Fish and Game (CDFG) and the Regional Water Quality Control Boards (RWQCB). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

### **3.8.2 Affected Environment**

The project area is in a suburban location, adjacent to the city of Thousand Oaks. The interchange and surrounding environment are moderate-to-highly disturbed, with annual grassland being the dominant plant community. Along southbound US-101, adjacent to the Hampshire Road interchange, there is a drainage which qualifies as a State wetland. It is predominantly a Willow Riparian plant community. There are also some cattails and sedges mixed in the understory.

### **3.8.3 Impacts**

The Willow Riparian plant community adjacent to the Hampshire Road interchange is considered a sensitive habitat, however, it is outside the project impact area. It qualifies as a State wetland, and may also qualify as a Federal wetland. However, there are no anticipated impacts to this wetland as a result of this project at this time.

### **3.8.4 Measures to Minimize Harm**

The boundaries of the wetland located adjacent to the Hampshire Road interchange will be flagged as a protective measure to ensure that there will be no impacts during construction. However, if there is a change in scope to the proposed project, the following permits may be required and may take up to 6-12 months to obtain:

- 1601 Streambed Alteration Agreement from the California Department of Fish and Game;
- Section 401 Permit from the Regional Water Quality Control Board; and
- Section 404 Permit from the U.S. Army Corps of Engineers.

## **3.9 Floodplains**

### **3.9.1 Regulatory Setting**

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR Subpart A.

In order to comply the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments;
- Risk of the action;
- Impacts on natural and beneficial floodplain values;
- Support of incompatible floodplain development; and
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The 100-year floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the 100-year floodplain.”

### **3.9.2 Affected Environment**

As a result of the encroachment of urban development into the natural floodplains of portions of the South Branch Arroyo Conejo and Lang Creeks, the potential for flooding within the Thousand Oaks area exists to a limited degree. The only entirely natural floodplain remaining within Thousand Oaks is located adjacent to the lower Arroyo Conejo in the Hill Canyons area. This area has been designated as a golf course reserve.

Natural floodplains are generally intolerant to urban land uses. A flood is an overflow of water onto land that is normally dry. The most common type of flood is the rainstorm-river flood. The size and frequency of a rainstorm-river flood occurrence in a particular channel depends on a complex combination of conditions including the amount, intensity, distribution of rainfall, previous moisture conditions, and drainage patterns. A floodplain is divided into two hazard areas: 1) the floodway, which is the portion that carries the deep and fast-moving water (usually defined as the area needed to contain a 100-year storm flow); and 2) the flood fringe area, which is the remainder of the floodplain, subject to shallow and slow-moving water. Land uses that are not affected by flooding and do not impede runoff are appropriate in floodplains such as parks, playfields, golf courses, hiking and riding trails, and natural open space.

A Location Hydraulics Study was prepared on September 16, 2003. It was determined that the proposed project is located within Zone C, which is described by the Federal Emergency Management Agency (FEMA) as an area of minimal flooding.

### **3.9.3 Impacts**

Floodplain impacts due to the implementation of this project are not expected to occur. This project does not involve the construction of facilities within a 100-year flood hazard area and is therefore assigned a “Low Risk Determination”.

The proposed project is not located near any large lakes or water bodies. Due to the proposed project area's inland location, the area would not be exposed to earthquake-induced sea waves called tsunamis, nor would inundation by mudflow be likely due to the relatively dry climate of the area.

### **3.9.4 Measures to Minimize Harm**

Mitigation measures are not needed for floodplain impacts due to the project being assigned a "Low Risk Determination".

## **3.10 Geology and Soils**

### **3.10.1 Regulatory Setting**

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE) from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

Paleontology is the study of life in past geologic time based on fossil plants and animals. Although there is no federal law that specifically protects natural or paleontological resources, there are a number of laws that have been interpreted to do so - the primary law being the Antiquities Act of 1906, which protects historic ruins or monuments and objects of antiquity. Under California law, paleontological resources are protected by the California Environmental Quality Act, the California Administrative Code, Title 14, Section 4306 et seq., and Public Resources Code Section 5097.5.

### **3.10.2 Affected Environment**

Ventura County lies within the seismically active region of southern California and is transected by many faults. An active fault is a fault that shows evidence of movement within the last 11,000 years and can be expected to move within the next 100 years. Currently, there are five active major fault hazard areas in the south half of the County. 1) The San Cayetano Fault

Zone extends from Los Angeles county to Ojai, north of the Santa Clara River Valley; 2) the Oak Ridge Fault generally follows the Santa Clara River bed with a southern deviation near Fillmore; 3) the Red Mountain Fault and its associated faults extend from the Ventura River to the border with Santa Barbara county; 4) the Ventura Faults extend from near the Ventura River easterly to just past Kimball Road in East Ventura; and 5) the Springville Fault trends along the southern margin of the Camarillo Hills (see Figure 9 Fault Location Map).

### **3.10.3 Impacts**

Implementation of the proposed project would require excavation and recompaction, contour grading, installation of utilities, and connection of drainage collection facilities to the adjacent flood control channel. Under CEQA, a project would have an effect on the environment if it would expose people or structures to major geologic hazards. Recent studies along the Simi-Santa Rosa Fault indicate that this fault is active and has just recently been zoned (May 1999) under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act.

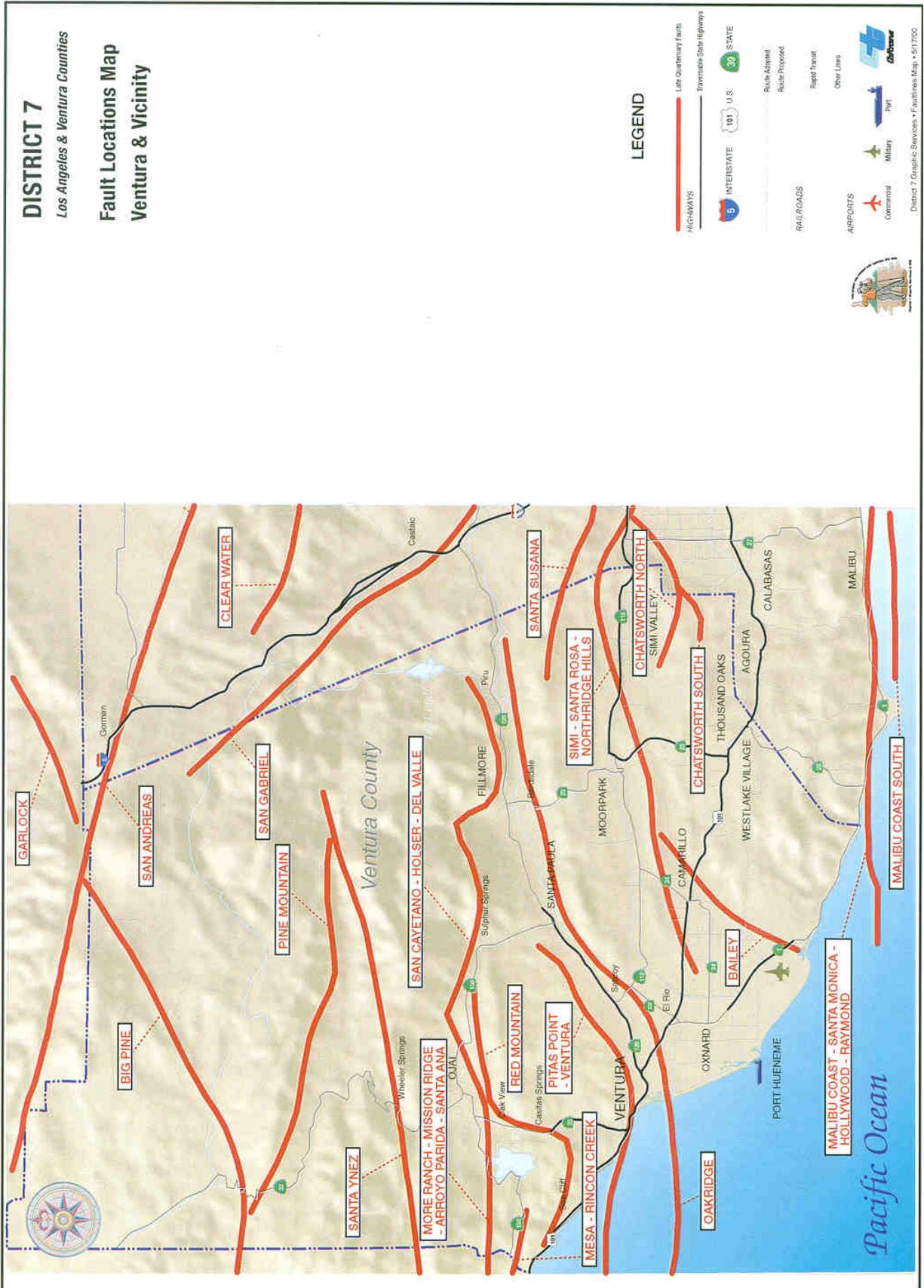
### **3.10.4 Measures to Minimize Harm**

All improvements would be designed to resist the maximum credible earthquake without collapse, structural damage or traffic obstruction.

## **3.11 Land Use, Planning, and Growth**

### **3.11.1 Affected Environment**

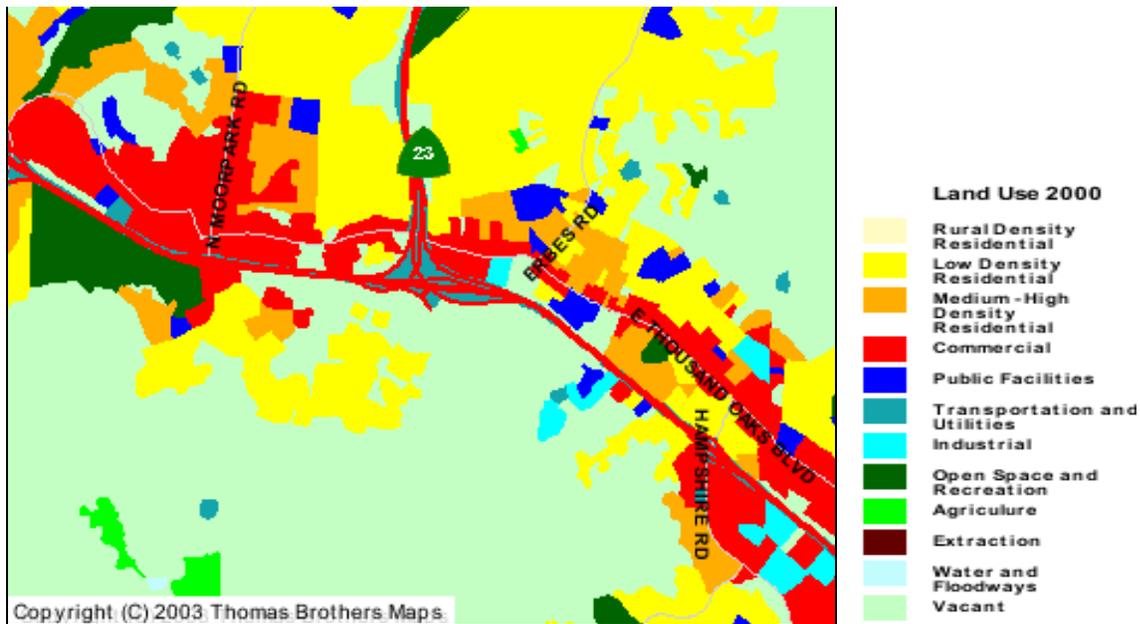
The Conejo Valley, which includes the communities of Newbury Park, Thousand Oaks, Westlake Village, and Moorpark are primarily located in an urban area. US-101 is one of the main routes through the Conejo Valley. These communities rely on US-101 and SR-23 for the transportation of goods and services and for commuting to neighboring areas. The highway provides access to employment, recreation and other daily services. The City of Thousand Oaks is located 19 km (12 mi) inland from the Pacific Ocean, 63 km (39 mi) west of Los Angeles, and 39 km (24 mi) southeast of Port Hueneme, the only deepwater harbor between Los Angeles and San Francisco. Situated near the southeastern edge of Ventura County, adjoining the western edge of Los Angeles County, Thousand Oaks covers an area of 90 square kilometers (56 square miles) and consists of a total population of over 125,000.



In 1964, the City of Thousand Oaks was incorporated and the new city grew according to a general plan that incorporates controlled growth and a balanced mix of residential areas, modern shopping centers, schools, business and industrial centers, parks and open spaces.

The existing land use within the project limits is comprised mainly of single family residential, a park, a school, a hotel, and commercial and industrial developments. Figure 10 shows the existing land use in the project vicinity.

**Figure 10 Existing Land Use**



Source: Southern California Association of Governments, Interactive Atlas

The components of the analysis of the project’s potential for inducing growth consisted of the proposed growth in the area, the potential for additional growth, and traffic forecasted for the Build and No Build alternatives. The traffic-forecast model included such parameters as local and regional socioeconomic data, local growth and land use development policies and planning goals, as well as development constraints, which are discussed later in this section. The growth and land use development policies, planning goals, and planned projects are discussed below.

The Thousand Oaks *Specific Plan* lists the following development-related goals:

- Goal 2. Support the Conejo Open Space Conservation Agency (COSCA) concept of a ring of open space surrounding the Conejo Valley and protect open space between existing neighborhoods.
- Goal 5. Ensure that the area’s growth rate does not exceed the capacity of service agencies to provide quality services without impacting services provided to existing neighborhoods.

- Goal 6. Support the Guidelines for Orderly Development, especially those policies which state that land uses which are allowed by the County without annexation should be equal to or more restrictive than land uses allowed by the City. Development standards and capital improvement requirements imposed by the County for new or expanding developments should not be less than those that would be imposed by the City.

The City's "Residential Development Control System (RDSCS) was approved by the voters of Thousand Oaks in 1980 and is commonly known as "Measure A." The City Council has extended the terms of Measure A until December 31, 2007. The intent of Measure A is to achieve a steady, rather than fluctuating, overly rapid, rate of residential growth each year in order that the services provided by City, school, park, utility and/or service agencies operating in the City would be properly and effectively staged in a manner which will not overextend existing facilities. This will also allow the opportunity to bring deficient services up to required and necessary standards, and minimize costs of facility expansion through long-range planning. Affordable housing for low and moderate-income families and subsidized housing pursuant to a local, state or federal program is exempt from Measure A.

The Ventura County General Plan, *Goals, Policies, and Programs* lists the following goals related to future growth policies.

- General Goals, Policies, and Programs, Goal 1. Ensure that the County can accommodate anticipated future growth and development while maintaining a safe and healthful environment by preserving valuable natural resources, guiding development away from hazardous areas, and planning for adequate public facilities and services. Promote planned, well-ordered and efficient land use and development patterns.
- Population and Housing, Goal 2. (Consistency with Public Facilities and Service Capacity): Ensure that the rate and distribution of growth within the county does not exceed the capacity of public facilities and services to meet the needs of the county's population and to protect public health, safety and welfare.

In 1998, Ventura County citizens passed the Ventura County Open Space District Proposal and the countywide Save Our Agriculture and Open-Space Resources (SOAR) Initiative. Through this as well as the adoption of SOAR ordinances in most of the cities, programs are now in place to further protect greenbelts and contain development within urban growth boundaries, by requiring a vote for rezoning or plan changes.

These principles limit or prohibit unplanned projects or those which would induce growth. The proposed project would be consistent with these principles and is designed to accommodate the traffic projected to be generated by planned growth.

The Ventura County General Plan Goals and Policies, as adopted by the Plan Amendment (GPA 94-3), establish the minimum acceptable LOS for SR-23 and US-101 at LOS "E", the

minimum system-wide LOS traffic standard in the Ventura County Congestion Management Plan.

### **3.11.2 Impacts**

Based on the fact that the proposed transportation improvements accommodate existing and planned development, it is concluded that the proposed project would not substantially induce growth. The City and Caltrans have identified the need for freeway and interchange improvements to meet the expected demand for freeway capacity in the local and regional area, and have initiated the process to obtain the necessary financing and approvals to construct the project to accommodate 2030 traffic projections.

Permanent and temporary land use, planning and growth impacts due to the implementation of this project are not expected to occur. The proposed project is an interchange improvement project that is consistent with state, regional and local transportation plans and would not conflict with any applicable land use plans, policies, or growth regulations.

### **3.11.3 Measures to Minimize Harm**

Mitigation measures are not needed for land use, planning and growth impacts due to the project being consistent with land use, planning and growth policies.

## **3.12 Farmlands/Agricultural Lands**

### **3.12.1 Regulatory Setting**

National Environmental Policy Act and the Farmland Protection Policy Act (FPPA, USC 4201-4209; and its regulations, 7 CFR Ch. VI Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. The land does not currently have to be used for cropland. It can be forestland, pastureland, cropland, or other land, but not water or urban developed land.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

### **3.12.2 Affected Environment**

The proposed project is an interchange improvement within state right of way and would not result in the conversion of prime farmland to non-agricultural use. The proposed project site is not located on parcels of land under any Williamson Act contracts. The proposed project site is not located near existing agricultural land. The proposed project would not involve changes to the existing environment and would not result in the conversion of farmland to non-agricultural use.

### **3.12.3 Impacts**

No impacts to agricultural land would occur as a result of project implementation. Conflicts with existing zoning or any Williamson Act contracts would not occur. The proposed project would not involve changes to the existing environment and would not result in the conversion of farmland to non-agricultural use.

### **3.12.4 Measures to Minimize Harm**

Mitigation measures are not needed for farmlands/agricultural lands impacts.

## **3.13 Community Character and Cohesion and Environmental Justice**

### **3.13.1 Regulatory Setting**

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. The Federal Highway Administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as, destruction or disruption of human-made resources, community cohesion and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant.

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This Executive

Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2004, this was \$18,850 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The Executive Order requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address 'disproportionately high and adverse' effects of federal projects on minority and low-income populations.

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent possible.

### 3.13.2 Affected Environment

#### Environmental Justice

According to Census 2000 data, the total population for the City of Thousand Oaks was 117,005 inhabitants. The number of households in Thousand Oaks was estimated at 41,792 with an average household size of 2.75. The average family size was 3.15.

Table 13 shows the breakdown of ethnic and racial groups for the City of Thousand Oaks. The City of Thousand Oaks has a 14.9% percent minority population. Although Ventura County has a 43% minority population, the white population represents the largest percentage segment.

**Table 13 City of Thousand Oaks Racial Characteristics**

White	Black	American Indian/ Alaska Native	Native Hawaiian/ Pacific Islander	Asian	Hispanic or Latino	Other
85.1%	1.1%	0.5%	0.1%	5.9%	13.1%	4.5%
99,563	1,241	627	124	6,873	15,328	5,274

Source: US Census Bureau, Census 2000

\*Note: The numbers may add to more than the total population (to more than 100 percent) because individuals may report more than one race.

U.S. Census data for 2000 was compiled to focus on the geographic area surrounding the US-101/SR-23 Interchange Improvement Project area. Table 14 shows the ethnic composition for the study area by census tract and Figure 11 shows census tract locations surrounding the project area.

**Table 14 Ethnic Composition of Study Area by Census Tract**

Census Tract #	White %	Black %	American Indian/ Alaska Native %	Native Hawaiian/ Pacific Islander %	Asian %	Hispanic or Latino %	Other %
59.06	88.2	1.0	0.3	0.1	6.5	6.7	1.7
59.07	93.7	0.6	0.2	0.0	3.3	3.3	0.6
59.11	89.9	0.6	0.3	0.1	4.6	7.5	2.1
69.00	81.5	1.0	0.8	0.1	5.2	18.4	8.5
70.00	75.2	1.1	1.8	0.2	7.1	27.2	11.7
71.00	77.7	1.6	0.8	0.1	2.8	36.3	12.7
72.02	91.2	0.7	0.3	0.2	4.5	4.5	0.8
74.02	89.5	0.9	0.1	0.0	6.8	3.9	0.9

Source: US Census Bureau, Census 2000

Note: The numbers may add to more than the total population (to more than 100 percent) because individuals may report more than one race. Refer to Figure 11 for census tract locations.

**Figure 11 Census Tracts of Project Area**

The Office of Management and Budgets prescribes the poverty thresholds used by the Census Bureau. Thresholds are revised annually to account for changes in the cost of living as reflected in the Consumer Price Index. They are not adjusted for regional variations in the cost of living. The poverty threshold varies by household size. In 2000, it ranged from \$8,794 for a single-person household to \$35,060 for a family with 9 or more persons. The poverty level for a family of four in 2000 was \$17,603. According to Census 2000 data, families below the poverty level in the City of Thousand Oaks was 3.2% of the total population.

Table 15 shows the economic characteristics for the cities within the project area. According to Census 2000, the median household income for the entire county of Ventura is \$59,666 annually. The City of Thousand Oaks and Westlake Village are above the median household income line. The proposed project is not anticipated to disproportionately impact any minority or low-income populations as per Executive Order (E.O.) 12898 regarding environmental justice.

**Table 15 Economic Profile**

	Thousand Oaks	Westlake Village	Ventura County
Population	117,005	8,368	753,197

<b>Median Household Income</b>	\$76,815	\$94,571	\$59,666
<b>% Below Poverty</b>	3.2%	2.5%	6.4%

Source: US Census Bureau, Census 2000

### Population & Housing

According to the Ventura County General Plan, population projections for the area of Thousand Oaks show a growth rate of approximately 10% over the next twenty years. Table 16 shows the population growth trends since 1980.

**Table 16 Population Growth**

	<b>1980</b>	<b>1990</b>	<b>2000</b>
<b>Thousand Oaks</b>	77,072	104,352	117,005
<b>Ventura County</b>	529,174	669,016	753,197

Source: US Census Bureau, Census 2000

According to the adopted Southern California Association of Governments (SCAG) estimates, Thousand Oaks has an estimated need of 4,382 new housing units between 1998-2005. From 1997-2000, the housing increased by 1,972 units. A current housing development is the Corte Madera, a 160-unit housing development as well as the Westlake Plaza Center with eight individual buildings with 541,895 square feet of a commercial office complex and an assisted living facility.

The 2000 U.S. Census shows the number of housing units in the City of Thousand Oaks. The majority of the housing units are owner-occupied (75.5%) while the remainder of the housing units are renter-occupied (24.5%) (See Table 17).

**Table 17 City of Thousand Oaks Housing in 2000**

Owner-Occupied Units	31,546	75.5%
Renter-Occupied Units	10,250	24.5%

Source: US Census Bureau, Census 2000

### Education

The communities of Newbury Park, Thousand Oaks and Westlake Village is served by the Conejo Valley Unified School District. The District is comprised of 21 elementary schools, 4 middle schools, 3 comprehensive schools, 2 alternative high schools, and an adult school. The enrollment in 2000/2001 was approximately 21,000 students in grades K-12. There are also numerous private schools that also serve grades K-12. The City of Thousand Oaks has one university, California Lutheran University. Table 18 shows educational attainment levels for Thousand Oaks, Westlake Village and Ventura County as a whole.

**Table 18 City of Thousand Oaks Education Demographics**

	<b>Thousand Oaks</b>	<b>Westlake Village</b>	<b>Ventura County</b>
<b>Population</b>	117,005	8,368	753,197
<b>% High School Grad</b>	<b>91.4%</b> (71,737)	<b>95.3%</b> (6,028)	<b>80.1%</b> (377,884)
<b>% Bachelor's Degree or Higher</b>	<b>42.2%</b> (33,126)	<b>51.4%</b> (3,251)	<b>26.9%</b> (127,136)

Source: US Census Bureau, Census 2000

### Employment

Thousand Oaks is the site of numerous corporate and regional headquarters, as well as other diverse retail, industrial and business entities. Major corporations include Amgen, Inc., and the Bioscience Division of Baxter Healthcare Corporation, the top two international leaders in the biotechnology field; Xiricom/Intel, General Dynamics Corporation, Rockwell Science Center, all leaders in international high technology; Jafra Cosmetics, an international cosmetics company; WellPoint Health Networks, Inc., one of the nation's largest publicly-traded managed care companies; General Motors Regional Office, and Verizon's Regional Office.

Demographic data indicates that the majority of the local labor force lives within twenty miles of the area. Major employment areas in Ventura County include the Point Mugu Naval Station, Camarillo Industrial/Business Park, the Newbury Park Rancho Conejo Business Park and Simi Valley business parks.

### 3.13.3 Impacts

#### Environmental Justice

According to census data, the City of Thousand Oaks has a predominantly White population (85.1%), while the next two larger groups are Hispanic or Latino (13.1%) and Asian (5.9%). The median household income is above the median household income for Ventura County. Therefore, the project would have no adverse impacts to low income and minority populations.

Title VI and Environmental Justice impacts due to the implementation of this project are not expected to occur. Since the proposed project will be completed within Caltrans right-of-way, there will be no right-of-way acquisition; thus, there will be no impacts to the community of Thousand Oaks. The proposed project would not conflict with any applicable Title VI or Environmental Justice regulations.

#### Population & Housing

Permanent population and housing impacts due to the implementation of this project are not expected to occur. The proposed project does not connect any currently undeveloped areas, therefore the project is not expected to induce, directly or indirectly, any increase in populations.

Construction activities would result in temporary, localized, site-specific impacts in the proposed project area. The Traffic, Air Quality, and Noise analyses for the proposed project alternatives provide additional detail on these types of temporary construction effects.

### **Education**

Permanent school impacts due to the implementation of this project are not expected to occur. The project does not include any residential uses; therefore, no increases in student enrollment would occur as a result of this project. There are no schools present near any of the major intersections, however, construction activities would result in temporary, localized, site-specific impacts in the proposed project area. The Traffic, Air Quality, and Noise analyses for the proposed project alternatives provide additional detail on these types of temporary construction effects.

### **Employment**

The proposed project would not negatively affect local or regional employment, industry or commerce, or require the displacement of businesses. The project may have a positive effect for local and regional businesses, which would benefit from improved operations at the US-101/SR-23 interchange. However, the proposed soundwalls SB-SW-1 and SB-SW-2 which would provide noise attenuation for the area represented by Sites 1S, 2S and 2SA (please refer to Section 3.4 for a more details) would block the freeway visibility of the commercial properties located adjacent to these sites.

Construction activities would result in temporary, localized, site-specific impacts in the proposed project area. The Traffic, Air Quality, and Noise analyses for the proposed project alternatives provide additional detail on these types of temporary construction effects.

## **3.13.4 Measures to Minimize Harm**

### **Environmental Justice**

Mitigation measures are not needed for Title VI and Environmental Justice impacts due to the project complying with all Title VI and Environmental Justice policies.

### **Population & Housing**

Mitigation measures are not needed for population and housing impacts. The proposed project does not connect any currently undeveloped areas, therefore the project is not expected to induce, directly or indirectly, any increase in populations or the need for more housing.

### **Education**

Mitigation measures are not needed for school impacts. The proposed project does not include any residential uses; therefore, no increases in student enrollment would occur as a result of

this project. The Traffic, Air Quality, and Noise analyses for the proposed project alternatives provide additional detail on the traffic management plan that will be used during construction.

## **Employment**

Mitigation measures are not needed for employment impacts since the proposed project would not negatively affect local or regional employment, industry or commerce, or require the displacement of businesses. Due to particular recommended soundwall locations, the opinions of the affected property owners (i.e the owners of the impacted residences and the owners of the adjacent commercial properties) must be considered before making a final noise abatement decision.

## **3.14 Utilities/Emergency Services**

### **3.14.1 Affected Environment**

The public utilities in the area include electrical power, natural gas, telephone service, cable television services and communication services. Electricity is served to the county through Southern California Edison. The Southern California Gas Company provides natural gas to Thousand Oaks and the surrounding communities. Verizon Communications is the provider of phone service. The Metropolitan Water District and Calleguas Municipal Water District provide water service in the area. Sewer service to the City of Thousand Oaks is provided by the Triunfo Sanitation District. Solid waste disposal is provided by GI Rubbish/Conejo Valley Disposal. Adelphia and Charter Communications provides cable television service to the area.

Hospital service is provided by Los Robles Hospital and Medical Center, which provides 24-hour emergency service. Police protection is provided by the Thousand Oaks Police Department. The Ventura County Fire Department provides fire protection for the project area.

### **3.14.2 Impacts**

#### **Utilities**

The proposed project is an interchange improvement and does not include new residential, commercial, or industrial development that would generate increased wastewater; therefore, no impacts would occur. The proposed project would not cause expansion of water or wastewater facilities.

Permanent utility impacts due to the implementation of this project are not expected to occur, however, utility relocation may be required. Relocation impacts to utilities would be identified

during final design. The proposed project does not include the construction of new development that would generate a permanent need for new or additional utilities.

### **Emergency Services**

The proposed project is an interchange improvement and does not include new residential, commercial, or industrial development that would increase the need for police protection or additional emergency services.

There may be limited, short-term impacts on emergency services during construction. This is typical since of any road improvement project since there may be temporary increases in traffic congestion during construction.

## **3.14.3 Measures to Minimize Harm**

### **Utilities**

Mitigation measures are not needed for permanent utility impacts due to the project not requiring a need for additional or new utilities. However, if it is determined during final design that relocation of utilities is necessary, early and continuing coordination with the respective service providers would be conducted. Temporary construction-related impacts of the proposed project would result in construction debris requiring disposal. This temporary impact is not expected to negatively affect the capacity of local landfills. The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste.

### **Emergency Services**

Mitigation measures are not needed for permanent emergency services impacts due to the project not requiring a need for additional or new emergency services. Temporary construction-related impacts would be addressed through the Traffic Management Plan (TMP) before construction to minimize localized congestion and travel delays during construction.

## **3.15 Traffic Transportation/Bicycle Facilities**

### **3.15.1 Affected Environment**

#### **Traffic Transportation**

An extensive network of freeways links Ventura County's communities and along with railway and airport facilities, offers strategic access to outside markets. US-101 and Pacific Coast Highway pass through Ventura, linking Santa Barbara and Los Angeles. SR-126 connects

Ventura with I-5 in Los Angeles County, passing through the cities of Santa Paula and Fillmore. SR-118 traverses Simi Valley and also connects with I-5. The County of Ventura has three airports located in Oxnard, Santa Paula and Camarillo. The County also has access to Port Hueneme, the only deep-water port between Los Angeles and San Francisco.

Bus service within the project area is provided by Thousand Oaks Transit. Amtrak operates passenger trains daily through the County and has its major hub at the Oxnard Transportation Center. Connecting stations are located in Ventura, Moorpark and Simi Valley. The trains run between San Francisco, Santa Barbara, Los Angeles, San Diego and other destinations. Metrolink is Southern California's commuter train network, which connects commuters in five counties. Originating in Moorpark, Metrolink provides service to Ventura County residents with the Los Angeles County Metro Rail system.

### **Bicycle Facilities**

In the proposed project area along US-101, there are no designated bicycle lanes. The Conejo Valley has numerous designated bicycle lanes that run along the local streets as well as SR-23. The Conejo Valley is a popular area for bicyclists due to the natural surroundings and mild climate. SR-23 shares the northbound and southbound freeway shoulders with bicycles between Olsen Road and Tierra Rejada Road for approximately 3.2 km (2 mi). This feature was added in response to the requests from the community in 1992. The freeway shoulders were designed to be 1.2 m (4 ft) wide for bike usage and is used as a byway on state right-of-way.

## **3.15.2 Impacts**

### **Traffic Transportation**

The proposed project would alleviate current congestion and would not generate a need for new or additional uses of public transportation. This project would improve circulation of the highway and consequently may have a beneficial effect on emergency vehicle access and response times upon completion of the project. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

There may be temporary limited, short-term impacts on traffic transportation during construction. This is typical since any road improvement project may temporarily increase traffic congestion during construction. Caltrans would develop a Traffic Management Plan (TMP) before construction to minimize localized congestion and travel delays during construction.

The construction for the proposed project would be completed without long-term closures of the freeway or ramps. Traffic control will be accomplished through planned lane closures. All lanes on the freeway would remain in operation throughout the construction stages. However, nightly closures of ramps may be necessary. The construction would include gawk screens. Use of temporary concrete barriers (K-rail) would separate traffic from construction zones.

### **Bicycle Facilities**

Temporary and permanent bicycle facility impacts due to the implementation of this project are not expected to occur. The proposed project does not take away any existing bicycle facilities (i.e. bicycle lanes).

### **3.15.3 Measures to Minimize Harm**

#### **Traffic Transportation**

A Transportation Management Plan (TMP) would be required to alert motorists about different construction stages and scheduled lane closures.

TMP Elements:

- Public notices and posted announcements
- Complete public awareness campaign
- Brochures and mailers
- Press release
- Paid advertising
- Public meetings/speakers bureau
- Internet
- Construction Zone Enhanced Enforcement Program (COZEEP)
- Lane closure chart

The final construction stage plan would be developed during the Project, Specifications & Estimates phase to determine the actual detail of the TMP.

### **Bicycle Facilities**

Mitigation measures are not needed for bicycle facility impacts due to the project not requiring a need for additional or new bicycle facilities.

### **3.16 Visual/Aesthetics**

#### **3.16.1 Regulatory Setting**

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to assure for all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings [42 U.S.C. 4331 (b)(2)]. To further emphasize this point, the Federal Highway Administration in its implementation of NEPA [23 U.S.C. 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of aesthetic, natural, scenic and historic environmental qualities.” [CA Public Resources Code Section 2100(b)]

### **3.16.2 Affected Environment**

The scenic resources of Ventura County are of considerable value both in providing a pleasurable environment to local citizens and in stimulating tourism. Scenic surroundings are a primary determinant in quality-of-life considerations. Ventura County contains a wealth of scenic resources. From the coastline to the forested mountains, the County contains features, which continue to attract visitors and provide pleasure to residents. Preservation of these resources, and visual access to them, is a goal of Ventura County and Caltrans.

US-101 and SR-23 follows gently rolling terrain. Scenic views of the Santa Monica and Santa Susana Mountains to the south and north are prominent from each of the corridor cities. These mountains dominate the visual character of the corridor area and represent the primary scenic resource.

The visual features along the corridor are consistent in terms of the types and densities of surrounding land uses. The predominant land uses are residential, including single-family residences with an interplay of office building, commercial shopping centers and auto dealers. There are three primary viewer groups that would be affected by the proposed corridor improvements: residents and commercial users within the project limits and commuters using the corridor. There are no designated scenic vistas or scenic resources located in the project area or in the immediate project vicinity.

### **3.16.3 Impacts**

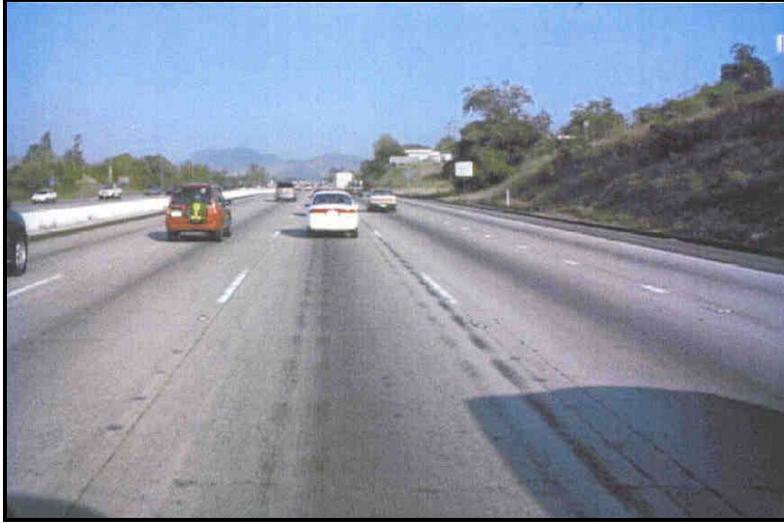
A Visual Impact Assessment for the proposed project site was completed on June 10, 2004. The analysis was performed according to criteria set forth in *The Visual Impact Assessment for Highway Projects* (USDOT, FHWA c. 1979). The visual quality was analyzed for the viewpoint in terms of vividness, intactness and unity (see Figure 12). Then the same viewpoint was

analyzed for the proposed improvements using in part, photo-simulations of the new construction in place (see Figure 13). The viewpoint was selected on southbound US-101 due to the improvements of both the median and shoulder, including a retaining wall. The change to visual quality after the proposed construction will be slightly poorer than the existing viewpoint. Other viewpoints consist of lesser improvements and did not warrant additional analysis.

#### **3.16.4 Measures to Minimize Harm**

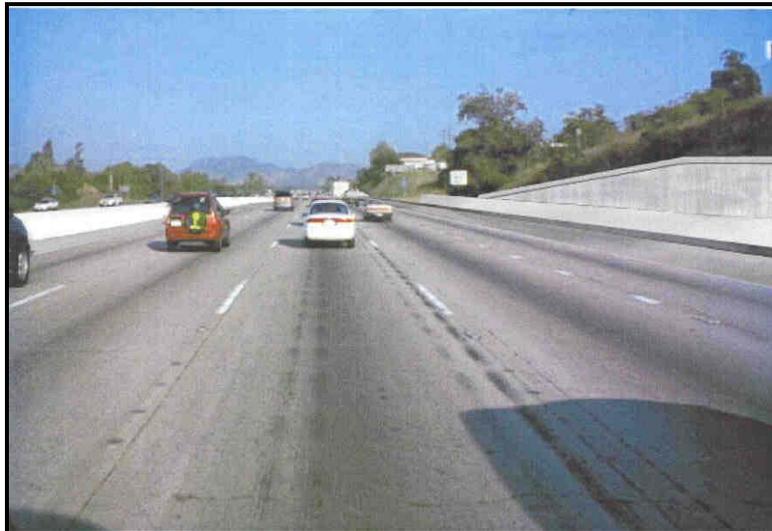
The corridor retaining walls will be context sensitive. To mitigate the dominance of man-made features, enhancements such as texture and form will transform these into attractive visual elements. It is also recommended that the barriers have visual elements. Although visual elements on barriers are not typical, it has been done in some locations. (LA 710 Long Beach and LA 101- downtown). All soundwalls will be consistent with existing soundwalls in the project area.

**Figure 12 Existing Viewpoint** – Southbound US-101 near New Hampshire Road (KP 3.2)



The visual quality of this viewpoint is evaluated average. The terrain is flat and featureless. The vegetation is average with a limited level of man-made impact.

**Figure 13** Proposed Viewpoint – Southbound US-101 near New Hampshire Road (KP 3.2)



The visual quality is reduced; the vegetation is less dominant adjacent to the retaining wall, the median improvement and shoulder widening has no impact. The roadway has a less suburban character with the man-made retaining wall elements becoming more dominant.

## **3.17 Historical and Archaeological Resources**

### **3.17.1 Regulatory Setting**

“Cultural resources” as used in this document refers to historic and archaeological resources. The primary federal laws dealing with historic and archaeological resources include:

The National Historic Preservation Act, as amended, (NHPA) sets forth national policy and procedures regarding "historic properties" – that is, districts, sites, buildings, structures and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to consider the effects of their undertakings on such properties, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800).

The Native American Graves Protection and Repatriation Act (NAGPRA) addresses the rights of lineal descendants, Indian tribes, and Native Hawaiian organizations to Native American human remains and certain cultural items with which they are affiliated, and directs federal agencies and federally assisted museums to identify and repatriate the cultural affiliation of Native American human remains and related cultural items in holdings or collections under their possession or control.

The Archaeological Resources Protection Act (ARPA) protects archaeological resources on land owned by the United States or Indian tribes. ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Under California law, cultural resources are protected by the California Environmental Quality Act (CEQA) as well as Public Resources Code Section 5024.1, which established the California Register of Historic Places. Section 5024.5 requires state agencies to provide notice to, and to confer with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historic resources.

### **3.17.2 Affected Environment**

#### Historical Resources

The first Europeans to visit the Conejo Valley were Gaspar de Portola and his expedition in 1769. The Conejo Valley’s colorful history of ranching and farming began in 1803, when most of the Valley was included in the Spanish land grant “Rancho el Conejo”, after which the Conejo Valley received its name. Ranching included both cattle and sheep, and lasted until well into the 1900’s. Farming began on a large scale in the Valley about 1872, when Rancho el Conejo was sold and smaller parcels were rented out for farming. Principal crops included wheat, hay, and barley, with occasional fruit and nut orchards. By 1875, the Conejo Valley was also an

important stagecoach stop on the route between Los Angeles and Santa Barbara, with travelers stopping for lunch or overnight stays.

### Archaeological Resources

The Conejo Corridor, which includes a large portion of Thousand Oaks, holds a bountiful legacy of archaeological resources. For over 1,000 years prior to European occupation, the Conejo Corridor was an integral part of a much larger Chumash territory that extended well inland from the coast and Channel Islands to include all of Santa Barbara, most of Ventura and parts of San Luis Obispo, Kern and Los Angeles counties. Locally, sites related to the Late Prehistoric period occupation dating from approximately A.D. 500 to historic contact, yield abundant evidence about the ecological equilibrium which characterized the lifeways of these indigenous native people before the arrival of foreign explorers.

The earliest known inhabitants of this general area of Southern California were transient hunters that arrived sometime around 12,000 B.C. Eventually, they would become the cultural ancestors of the modern Chumash who imprinted the Conejo Corridor with signs of continuous habitation for the past 7,000 years. As permanent Chumash villages gradually increased in size within the Conejo Corridor, extensive trade networks were established with areas located much further inland and with major coastal villages, especially Mugu and Malibu. This type of interaction not only augmented existing food supplies but provided access to locally unavailable stone and shell materials necessary for the production of durable tools and other implements. Many of these Conejo sites have been systematically investigated over the years and the well preserved artifacts recovered during these excavations have been analyzed by archaeologists in order to reconstruct many details of daily life, as well as the evolution of long term social patterns. Unusually noteworthy discoveries in recent years include bear bone whistles, flutes made of California condor bones and small stone bowls stained with traces of red pigment.

### **3.17.3 Impacts**

The proposed project was reviewed on January 19, 2004, based on screening criteria contained in the January 1, 2004 Programmatic Agreement (among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation) regarding compliance with Section 106 of the National Historic Preservation Act. Included in this review was a check of information obtained from the South Central Coastal Information Center, California State University Fullerton, and a search through other applicable resources including project plans and aerial photographs.

Based on this effort it has been determined that the undertaking has virtually no potential to impact historic properties, and is exempt from further review and achieves a finding of No Historic Properties Affected in accordance with 36CFR§800.4(d)(1).

A Negative Archaeological Survey Report, completed on November 4, 2003, determined that it is unlikely that archaeological resources will be affected by the project. However, due to the presence of recorded sites near the project area, the project area is considered highly sensitive for archaeological resources.

It was determined that no cultural resources eligible or listed on either the National Register of Historic Places or the California Register of Historical Resources will be affected by the proposed undertaking.

#### **3.17.4 Measures to Minimize Harm**

Mitigation measures are not needed for historical resources since it has been determined based on the Section 106 review of the proposed project that there are no resources in the project area. However, since the project area is considered highly sensitive for archaeological resources, a Native American Monitor shall be present during all ground disturbing activities. Best Management Practices (BMP's) would also be incorporated and would include but are not limited to:

- If buried cultural materials are encountered during construction work in the area would halt until a Caltrans archaeologist can evaluate the nature and significance of the find.
- If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.

## 4 CUMULATIVE IMPACTS

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects taking place over a period of time. Cumulative impacts need to be addressed if the project's impact on a resource, combined with impacts from other projects on that resource, may have an adverse impact. Projects not impacting a resource after mitigation cannot be considered to cumulatively impact that resource.

CEQA Guidelines, Section 15130 describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

The proposed project would cause loss of oak trees, however, impacts to trees would be fully mitigated. Noise impacts were also identified and noise abatement in the form of soundwalls has been considered where noise impacts are predicted.

Review of the 2030 future traffic data revealed that mainline traffic volumes are generally the same for both the No Build and Build Alternatives. The proposed project would provide additional capacity at an existing bottleneck at the US-101 and SR-23 interchange and improve operations along US-101 near the interchange. This area is anticipated to operate at unacceptable levels of service under the No Build Alternative. Essentially, this project is designed to accommodate the traffic projected to be generated by planned growth. The project was not designed with excess capacity, which could induce unplanned growth during the twenty-year period following project completion.

### Findings

Because project impacts defined above would be fully mitigated, this analysis has determined the incremental effects of the proposed project, combined with the effects of the past, current and probable future projects are not cumulatively considerable.

The Ventura County Transportation Commission's Draft Congestion Management Plan for Ventura County, October 2004 was used to create Table 19. The Community Development Department of the City of Thousand Oaks generated a Development Activity Report in November 2004 and the current and reasonably foreseeable projects in proximity to this project are shown in Table 20.

**Table 19 Foreseeable Transportation Improvements**

<b>Mode</b>	<b>Improvement</b>	<b>Status</b>
Widening	Widen SR-23 from four to six lanes from SR-118 to US-101	Planned & Funded
Grade Separation	In Oxnard, Railroad Grade Separation at Rice Ave.	Planned
Interchange	In Camarillo, Construct Airport North (Springville) Interchange, intersecting US-101	Planned
Interchange	US-101/Rice Ave. Interchange	Completed
Realignment and other Improvements	In Moorpark/SR-118, Los Angeles Ave from SR-23 to Spring, Construct Parking Lane, Center Median, Sidewalks, Landscaping, and Straighten Lane Alignment	Planned
Widening	In Moorpark/SR-118, Los Angeles Ave at Shasta Ave and Maureen Ln, Install Signals and Associated Pavement Widening	Planned

**Table 20 Proposed Development Within the Project Area**

<b>Type of Development</b>	<b>Proposed Project</b>	<b>Location</b>	<b>Status</b>
Residential	21-Unit Townhouse	Southeast corner of Hillcrest Dr. and Rancho Rd.	Proposed
Residential	13-Unit Townhouse	2323 Chiquita Lane	Proposed
Residential	11-Unit Townhouse	2375 Chiquita Lane	Proposed
Residential	12-Unit Apartments	Southwest corner of Royal Oaks Dr. and Sunset Dr.	Proposed
Residential	36-Townhouse Units	2727 E. Hillcrest Dr.	Proposed
Commercial	Addition to Theater Building (6,650 sf)	351 S. Moorpark Road.	Proposed
Commercial	Replace Minimart with new one	172 N. Moorpark Rd.	Proposed
Commercial	New Retail Store (122,000 sf)	325 Hampshire Road	Proposed
Commercial	Expand Shopping Mall (275,000 sf)	222 West Hillcrest Dr.	Proposed
Commercial	Construct Commercial Center	2645 W. Hillcrest Dr.	Proposed
Residential	9-Townhomes	2345 Chiquita Lane	Approved
Commercial	Office Building (482,000 sf)	N/W corner of Lakeview Canyon Rd. and Townsgate Rd.	Approved
Commercial	Commercial Office Building (25,740 sf)	2624 Townsgate Rd.	Approved
Residential	57-Unit Affordable Senior Apartment	367 E. Thousand Oaks Blvd.	Construction
Residential	25-Unit Apartment	2096 Los Feliz Dr.	Construction
Residential	18-Lot Subdivision/18 Single-Family Dwellings	Westside of Rancho Rd., south of the 101 freeway	Construction

Residential	54-Lot Subdivision/35 Single-Family Dwellings	North terminus of Hartglen and Tamarack, north of Triunfo Canyon	Construction
Commercial	New Restaurant (5,355 sf)	Eastside of Wilbur Rd., approximately 400' south of Warwick Ave.	Construction
Commercial	2-Story Medical Building (14,400 sf)	Corner of Jensen Ct. and Pierce Ct.	Construction
Commercial	Commercial Shopping Center (48,000 sf)	Corner of Thousand Oaks Blvd. and Conejo School Rd.	Construction
Commercial	3-Story Office Building (38,106 sf)	4850 Thousand Oaks Blvd.	Construction

Cumulative Effects Summary

The two build alternatives would be confined to the US-101 and would essentially upgrade highway capacity in the region in response to anticipated growth, safety concerns, and level of service. Through various proposals, initiatives, and ordinances passed by the City of Thousand Oaks, many programs are in place to protect open space and contain development within urban growth boundaries. These principles limit or prohibit unplanned projects or those which would induce growth. The proposed project would be consistent with these principles and is designed to accommodate the traffic projected to be generated by planned growth. As a result, other planned, proposed or completed residential and commercial development projects in the project area have gone through or are going through the planning process and each of the listed projects above are subject to their own environmental review and mitigation in accordance with state and federal law.

Foreseeable impacts resulting from development projects mostly likely include oak trees. City permit conditions would include oak tree mitigation, if not avoidance by the developer. Therefore, it is important to point out that while there may be potential for multiple or cumulative impacts in the project area due to other proposed projects, the proposed interchange improvement by itself would have minimal potential impacts when compared to the context, intensity and contributions of other projects.

The No Build Alternative would not lead to potential biological, noise or traffic impacts, however, there is the potential for the No Build Alternative to result in potential impacts to air quality (due to continued congestion). Furthermore, without the build alternatives and with continued congestion, the City of Thousand Oaks and elsewhere may experience impacts including increased traffic accidents.

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## 5 COMMENTS AND COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings and interagency coordination meetings. This chapter summarizes the results of the Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

A 30-day scoping period was allocated to encourage identification of local concerns for consideration and inclusion in the environmental studies. A Scoping Notice was sent on January 27, 2004 to elected officials, government and other resource agencies and all individuals and department entities who may have a concern and interest in the project.

The District 7 Heritage Resource Coordinator also conducted Native American consultation and scoping letters were mailed on January 27, 2004 to all concerned representatives of the Native American community in the project area.

A Scoping Notice (Appendix C) was also published in the following three newspapers supporting the surrounding communities in English and in Spanish:

<b>Newspaper</b>	<b>Dates Published</b>	<b>Translation</b>
Los Angeles Times – San Fernando Edition	February 9, 2004	English
Ventura County Star	February 9, 2004	English
VIDA	February 9, 2004	Spanish

The Scoping Notice offered the public an opportunity to understand project objectives and design concepts, and to express concerns regarding the environmental effects of the project. The deadline for submittal of responses to the Caltrans was March 12, 2004, however, all responses received after this date were reviewed and considered as well. A Scoping Summary Report was prepared in March 2004 and is included as Appendix D.

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## 6 LIST OF PREPARERS

<u>Name</u>	<u>Title</u>	<u>Function</u>
Liz Suh	Environmental Planner	Document Preparation
Chris Carroll	Environmental Planner	Document Preparation
Carlos Montez	Associate Environmental Planner	Document Preparation
Aythem Al-Saleh	Senior Transportation Engineer	Project Management
Charles Ton	Senior Transportation Engineer	Design
Steven Trieu	Transportation Engineer	Design
Sean Yeung	Transportation Engineer	Air Quality
Leann Williams	Senior Transportation Planner	Air Quality Conformity
Alex Kirkish	Dist. 7 Archaeologist	Archaeology
Gary Iverson	Dist. 7 Heritage Resource Coordinator	Archaeology
Claudia Harbert	Architectural Historian	Architectural History
Paul Caron	Dist. 7 Chief Biologist	Biology
Upa Patel	Transportation Engineer	Hazardous Waste
Zenaida Villamor	Transportation Engineer	Hazardous Waste
Ayubur Rahman	Senior Transportation Engineer	Hazardous Waste
Dave Bhalla	District Hydraulics Engineer	Hydraulics
Matt Liao	Transportation Engineer	Hydrology/Water Quality
Shirley Pak	Dist. 7 Storm Water NPDES Coordinator	Hydrology/Water Quality
Arpi Kiledjian	Transportation Engineer	Noise Investigations
Roland Cerna	Transportation Engineer	Noise Investigations
Arnold Parmar	Transportation Engineer	Noise Investigations
Joseph Millman	Associate Landscape Architect	Visual Impact Analysis

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## 7 DISTRIBUTION LIST

### Elected Officials

The Honorable Dianne Feinstein  
United States Senator  
11111 Santa Monica Blvd. #915  
Los Angeles, CA 90025

The Honorable Tom McClintock  
State Senator, 19<sup>th</sup> District  
223 E. Thousand Oaks Blvd., Suite 326  
Thousand Oaks, CA 91360

The Honorable Barbara Boxer  
United States Senator  
312 N. Spring St., #1748  
Los Angeles, CA 90012-4701

The Honorable Linda Parks  
Supervisor, 2nd District  
County of Ventura  
2100 E. Thousand Oaks Blvd.  
Civic Arts Plaza Suite C  
Thousand Oaks, CA 91362

The Honorable Tony Strickland  
District 37 Assembly  
California State Legislature  
2659 Townsgate Road, Suite 236  
Westlake Village, CA 91361

The Honorable Elton Gallegly  
United States Congressman  
300 Esplanade Dr., Suite 1800  
Oxnard, CA 93030-1262

The Honorable Bob Wilson  
Mayor  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Claudia Bill-de la Pena, Mayor Pro Tem  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Edward L. Masry, Councilmember  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Andrew P. Fox, Councilmember  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Dennis C. Gillette, Councilmember  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

---

## Government and Resource Agencies

Ms. Melinda Merryfield-Becker  
Chief  
LARWQCB  
320 W. 4<sup>th</sup> St., Suite 200  
Los Angeles, CA 90013

Mr. Joseph Eisenhut  
Planner  
Ventura County Office of Planning  
800 S. Victoria Ave., L-1740  
Ventura, CA 93009

Mr. Eric Bergh  
Manager of Resources  
Calleguas Municipal Water District  
2100 Olsen Road  
Thousand Oaks, CA 91360

Donald H. Nelson  
Director of Public Works  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Ventura County Heritage Board  
800 S. Victoria Ave.  
Ventura, CA 93009

Mr. Philip E. Gatch  
Community Development Department  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Ventura County Historical Society  
Southern Pacific Building  
100 East Main Street  
Ventura, CA 93001

Mr. Thomas Berg  
Resource Management Agency Director  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Mr. Keith Turner  
Planning Director  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Ms. Ginger Gherardi  
Executive Director  
Ventura County Association of  
Governments (VCAG)  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Mr. Carlos Hernandez  
Ventura County Transportation Commission  
(VCTC)  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Ms. Samia Maximous  
Ventura County Transportation  
Commission (VCTC)  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Ms. Molly Murphy  
Ventura County Air Pollution Control District  
669 County Square Drive, 2nd Floor  
Ventura, CA 93003-5417

Ventura County Farm Bureau  
P.O. Box 3160  
Ventura, CA 93006

State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Mr. Fred Worthly  
Department of Fish & Game  
350 Golden Shore, Suite 50  
Long Beach, CA 90801

Ms. Diane K. Koda  
U.S. Fish & Wildlife Service  
2493 Portola Road, Suite B  
Ventura, CA 93003

R.A. Owen  
California Highway Patrol  
4656 Valentine Road  
P.O. Box 3237  
Ventura, CA 93006

California Transportation Commission  
State Transportation Building  
1120 N. Street  
Sacramento, CA 95814

Max Maximous  
Public Works Dept.  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Executive Secretary  
Native American Heritage Commission  
915 Capitol Mall, Room 288  
Sacramento, CA 95814

Ventura County Bicycle Coalition  
1437 F. South Victoria PMB 332  
Ventura, CA 93003

Bob Marchesano  
Park Superintendent  
Conejo Rec & Park  
155 E. Wilbur Road  
Thousand Oaks, CA 91360

Sierra Club-Los Padres Chapter  
P.O. Box 90924  
Santa Barbara, CA 93910

Thomas Pizza  
Manager  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Paul Varela  
Executive Director  
Oakbrook Park Chumash Interpretive  
Center  
3290 Lang Ranch Parkway  
Thousand Oaks, CA 91360

Grant R. Brimhall Library  
1401 E. Janss Rd.  
Thousand Oaks, CA 91360

## Appendix A: List of Abbreviated Terms

## List of Abbreviated Terms

ACOE	Army Corp. of Engineers
ACM	Asbestos Containing Material
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASR	Archeological Survey Report
BMP	Best Management Practices
CAA	Federal Clean Air Act
CAAA's	Clean Air Act Amendments of 1990
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMWD	Casitas Municipal Water District
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CRHS	California Register of Historic Places
CSC	California Species of Special Concern
CWA	Clean Water Act
Db	Decibels
DIB	Design Information Bulletin
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
EA	Environmental Assessment
EA/IS	Environmental Assessment/Initial Study
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	Federal Species of Concern
Ft	foot/feet
FT	Federally Threatened
FTA	Federal Transportation Authority
FTIP	Federal Transportation Improvement Program
HASR	Historic Architectural Survey Report
HPSR	Historic Property Survey Report
IS	Initial Study
ISA	Initial Site Assessment
Km	kilometer(s)
KP	Kilopost
LARWQCB	Los Angeles Regional Water Quality Control Board
Mi	mile(s)

MBGR	Metal Beam Guard Rails
MVKT	Million Vehicle Kilometers Traveled
MDAB	Mojave Desert Air Basin
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NESR	Natural Environmental Study Report
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHRP	National Register of Historic Places
NOC	Notice Of Compliance
NO2	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
OCS	Outer Continental Shelf
O3	Ozone
PM	post mile
PM10	Particulate Matter 10 Microns or less in Diameter
PRC	Public Resources Code
PEAR	Preliminary Environmental Assessment Report
PSI	Preliminary Site Investigation
PSR	Project Study Report
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SA	Site Assessment
SCAT	South Coast Area Transit
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SE	State Endangered
SEA	Significant Ecological Area
SHPO	State Historic Preservation Officer
SI	Site Investigation
SIP	State Implementation Plan
SR	State Route
SSAB	Salton Sea Air Basin
SSC	State Species of Concern
ST	State Threatened
STIP	State Transportation Improvement Program
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TMP	Traffic Management Plan
TSM	Transportation System Management
U.S.C.	United States Code
USFWS	United State Fish and Wildlife Service
UST	Underground Storage Tank
VCAPCD	Ventura County Air Pollution Control District
VCFCD	Ventura County Flood Control District
VQA	Visual Quality Analysis



## Appendix B: CEQA Checklist

## ENVIRONMENTAL EVALUATION – CEQA CHECKLIST

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included in Section VI following the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS -- Would the project:</b>				
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) Substantially degrade the existing visual character or quality of the site and its surroundings? <b>See Section 3.16 (pg. 64-66)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact

**III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?<br><b>See Section 3.3 (pg. 23-28)</b>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**IV. BIOLOGICAL RESOURCES -- 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 Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?<br><b>See Section 3.8 (pg. 40-44)</b>                           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?<br><b>See Section 3.8 (pg. 45-46)</b>       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? <b>See Section 3.6 (pg. 42-43)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? <b>See Section 3.5 (pg. 40-41)</b>	<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"/>

**V. CULTURAL RESOURCES -- Would the project:**

a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? <b>See Section 3.17 (pg. 67-69)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**VI. GEOLOGY AND SOILS -- Would the project:**

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) 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 type="checkbox"/>	<input checked="" 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 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS MATERIALS --**  
**Would the project:**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? <b>See Section 3.2 (pg. 21-22)</b>	<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? <b>See Section 3.2 (pg. 21-22)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, 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 within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VIII. HYDROLOGY AND WATER QUALITY -- Would the project:**

a) Violate any water quality standards or waste discharge requirements? <b>See Section 3.1 (pg. 17-20)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? <b>See Section 3.1 (pg. 17-20)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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? See Section 3.1 (pg. 17-20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? See Section 3.1 (pg. 17-20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. LAND USE AND PLANNING -- Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES -- Would the project:</b>				
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"/>
<b>XI. NOISE -- Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? <b>See Section 3.4 (pg. 29-40)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? <b>See Section 3.4 (pg. 29-40)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <b>See Section 3.4 (pg. 29-40)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

**XII. POPULATION AND HOUSING -- Would the project:**

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

**XIII. PUBLIC SERVICES --**

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XIV. RECREATION --**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
| 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?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XV. TRANSPORTATION/TRAFFIC -- Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?<br><b>See Section 3.15 (pg. 62-63)</b> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?<br><b>See Section 3.15 (pg. 62-63)</b>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?<br><b>See Section 3.15 (pg. 62-63)</b>  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Result in inadequate parking capacity?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XVI. UTILITIES AND SERVICE SYSTEMS --  
Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <b>See Section 3.2 (pg. 21-22)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? <b>See Section 3.5, 3.6, and 3.7 (pg. 40-44)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)? <b>See Chapter 4 (pg. 71-74)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Appendix C: Title VI Statement**

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5267

FAX (916) 654-6608



July 26, 2000

**TITLE VI  
POLICY STATEMENT**

The California State Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES

Director

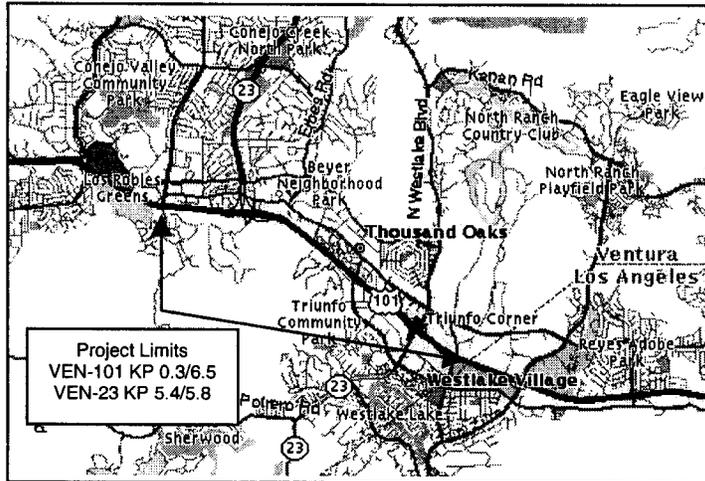
## Appendix D: Scoping Notice



## NOTICE OF PUBLIC SCOPING



### U.S. 101 / State Route 23 Interchange Improvement Project



#### WHAT'S BEING PLANNED?

The California Department of Transportation (Caltrans), District 7, and the Federal Highway Administration (FHWA), in cooperation with the City of Thousand Oaks, propose to make improvements to the U.S. 101 and State Route 23 (SR 23) interchange in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (VEN-101) and Hillcrest Drive (VEN-23) in Ventura County.

The proposed improvements include the extension of auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.

#### WHY THIS AD?

Caltrans is formally initiating studies for this project. Based on preliminary environmental studies, the resulting environmental document is anticipated to be an Environmental Assessment/Initial Study leading to a Finding of No Significant Impact/Negative Declaration.

#### WHERE YOU COME IN

A public scoping notice is to solicit comments from residents, businesses, and other interested parties the opportunity to comment on the proposed project. Scoping is a process designed to examine a proposed project early in the environmental analysis/review process, and is intended to identify the range of issues raised by the proposed project and to outline feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

#### CONTACT

Please send your written comments by **March 12, 2004** to:

Mr. Ronald Kosinski  
Deputy District Director, Caltrans – District 07  
Division of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012  
Attn: Liz Suh

Be sure to indicate the name and address of a contact person in your organization in your letter.

*Thank you for your interest in this transportation project!*

## Appendix E: Scoping Summary Report

# SCOPING SUMMARY REPORT

07-VEN-101, KP R0.3/R6.5

07-VEN-23, KP R5.4/R5.8

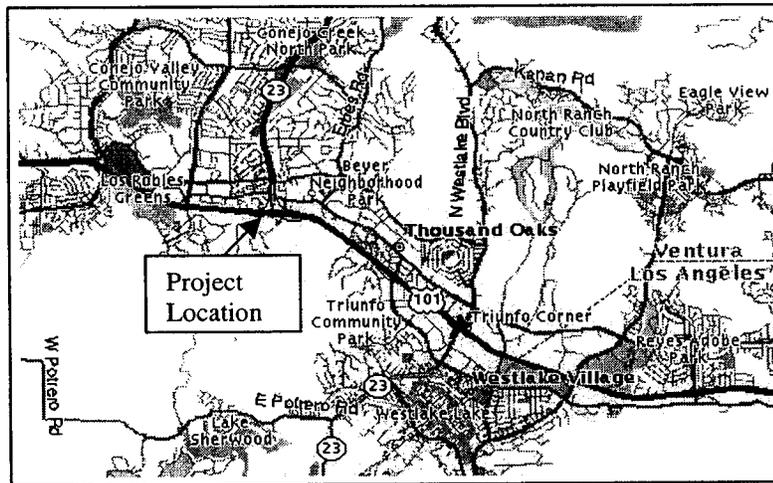
EA 195201

SCH: 2004021003

INTERCHANGE IMPROVEMENTS

CITY OF THOUSAND OAKS

COUNTY OF VENTURA



CALTRANS DISTRICT 7  
DIVISION OF ENVIRONMENTAL PLANNING

MARCH 2004



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- C. Mailing List
- D. Written Public Comment
- E. Caltrans Response to Comment

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- Table 1 Comments – Elected Officials
- Table 2 Comment – Government Agencies/Resources Agencies
- Table 3 Comment – Public

## 1.0 Introduction

The California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) do not require formal scoping for projects where an Environmental Assessment/Initial Study (EA/IS) is the appropriate document, however, a 30-day scoping period was allocated to ensure that all concerns were presented to the California Department of Transportation (Caltrans) for consideration and inclusion in the environmental studies.

An environmental scoping notice (Appendix A) was published in the following newspapers:

NEWSPAPER	DATE PUBLISHED	TRANSLATION
Los Angeles Times – San Fernando Edition	February 9, 2004	English
Ventura County Star	February 9, 2004	English
VIDA	February 9, 2004	Spanish

Scoping letters were mailed on January 27, 2004 to elected officials, government & other resource agencies and all individuals and department entities who may have a concern and interest in the project (Appendix B and C). The deadline for submittal of responses to Caltrans' Division of Environmental Planning was March 12, 2004, however, all responses received after this date were reviewed and responded to as well.

## 2.0 Project Description

Caltrans is formally initiating studies for proposed improvements to the VEN-101/23 Interchange in the city of Thousand Oaks in the County of Ventura. The proposed improvement project for the US-101 (KP 0.3/6.5) and SR-23 (KP 5.4/5.8) includes the extension of auxiliary lanes in both the northbound and south bound directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations. All work would be done within the existing right-of-way.

### 3.0 Summary of Comments

The following tables summarize written comments received from elected officials (A#), government agencies/resource agencies (B#), and the public (C#).

Table 1  
Elected Officials Comments

Method of Communication	Exhibit No.	Name and/or Organization	Comments
None Received	N/A	N/A	N/A

Table 2  
Government Agencies/Resource Agencies Comments

Method of Communication	Exhibit No.	Name and/or Organization	Comments
Letter	B-1	State Clearinghouse	1. Assigned project a SCH Number.
Letter	B-2	Native American Heritage Commission (NAHC)	1. Mitigation recommendations for the project.
Letter	B-3	Tribal Elders Council – Santa Ynez Band of Mission Indians	1. Requested copy of Natural Archeological Study Report (NASR) and copy of the letter sent to us from the Native American Heritage Commission (NAHC).
Fax	B-4	Ventura County Air Pollution Control District (VCAPCD)	1. Recommends that air quality section of the document be prepared in accordance with Ventura County Air Quality Assessment Guidelines.
Fax	B-5	Ventura County Transportation Department	1. Would like to review document when it becomes available.

Table 3  
Public Comments

Method of Communication	Exhibit No.	Name and/or Organization	Comments
None Received	N/A	N/A	N/A

### 4.0 Conclusion

We received no comments from any elected officials or the public on this project. We did, however, receive comments from various government and resource agencies. To ensure that the community is involved in the environmental process, a public meeting will be held in order to inform the city, government and resource agencies, the county and the community at large of the project before specifications and plans are incorporated into the final environmental document.

# Appendices

# Appendix A

## Scoping Notice

	<p>NOTICE OF PUBLIC SCOPING</p>	
<p><b>U.S. 101 / State Route 23 Interchange Improvement Project</b></p>		
 <div data-bbox="435 758 602 890" style="border: 1px solid black; padding: 5px;"> <p>Project Limits VEN-101 KP 0.3/6.5 VEN-23 KP 5.4/5.8</p> </div>		
<p><b>WHAT'S BEING PLANNED?</b></p> <p>The California Department of Transportation (Caltrans), District 7, and the Federal Highway Administration (FHWA), in cooperation with the City of Thousand Oaks, propose to make improvements to the U.S. 101 and State Route 23 (SR 23) interchange in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (VEN-101) and Hillcrest Drive (VEN-23) in Ventura County.</p> <p>The proposed improvements include the extension of auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.</p>		
<p><b>WHY THIS AD?</b></p> <p>Caltrans is formally initiating studies for this project. Based on preliminary environmental studies, the resulting environmental document is anticipated to be an Environmental Assessment/Initial Study leading to a Finding of No Significant Impact/Negative Declaration.</p>		
<p><b>WHERE YOU COME IN</b></p> <p>A public scoping notice is to solicit comments from residents, businesses, and other interested parties the opportunity to comment on the proposed project. Scoping is a process designed to examine a proposed project early in the environmental analysis/review process, and is intended to identify the range of issues raised by the proposed project and to outline feasible alternatives or mitigation measures to avoid potentially significant environmental effects.</p>		
<p><b>CONTACT</b></p> <p>Please send your written comments by <b>March 12, 2004</b> to:</p> <p>Mr. Ronald Kosinski Deputy District Director, Caltrans – District 07 Division of Environmental Planning 120 S. Spring Street Los Angeles, CA 90012 Attn: Liz Suh</p> <p>Be sure to indicate the name and address of a contact person in your organization in your letter.</p> <p><b><i>Thank you for your interest in this transportation project!</i></b></p>		

# Appendix B

## Scoping Letters

### Scoping Letter for Elected Officials

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, DIVISION OF ENVIRONMENTAL PLANNING  
130 SOUTH SPRING ST.  
LOS ANGELES, CA 90012-3606  
Phone (213) 897-4703  
Fax (213) 897-4685



*Flex your power!  
Be energy efficient!*

January 26, 2004

File: 07-VEN-101 KP 0.3/6.5  
07-VEN-23 KP 5.4/5.8  
Interchange Improvements  
EA 195201

The Honorable Barbara Boxer  
United States Senator  
312 N. Spring St., #1748  
Los Angeles, CA 90012-4701

#### Notice of Scoping/Initiation of Studies

The California Department of Transportation (Caltrans) is formally initiating studies for improvements to the interchange of U.S. 101 and SR 23 in the city of Thousand Oaks in Ventura County. Preliminary environmental resource studies indicate that the appropriate environmental document for this project would be an Environmental Assessment/Initial Study (EA/IS) which could lead to a Finding of No Significant Impact/Negative Declaration (FONSI/ND). The proposed improvements would be implemented in two phases and are described below:

The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.

During the course of this study, Caltrans will work closely with all agencies and their staff to exchange ideas, assure that all pertinent factors are considered, and develop alternatives that might afford a mutually acceptable solution. If you have existing facilities or plan development in the study area, we would appreciate receiving your comments within 30 days from the date of this notice. Caltrans welcomes any other comments or suggestions you may have concerning alternatives to be studied or potential social, economic, and environmental impacts within the project limits.

If requested, a public hearing will be held to discuss the project when sufficient engineering, environmental and socioeconomic data have been developed. The public hearing will be well publicized and you will be notified in advance of the hearing time and location.

We would be pleased to answer any questions you may have in regards to this project. In your response, please include the name, telephone number, and address of a contact person in your organization.

"Caltrans improves mobility across California"

## Scoping Letter for Elected Officials, Page 2

Please submit your written comments by March 12, 2004 to:

Ronald Kosinski, Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
120 S. Spring Street (Mail Stop 16A)  
Los Angeles, CA 90012  
Attn: Liz Suh

If you have any questions, please contact Liz Suh at (213) 897-1090. Thank you for your interest in this important transportation study.

Sincerely,



DOUG FAILING  
District Director, District 7  
California Department of Transportation

"Caltrans improves mobility across California"

## Scoping Letter for Government Agencies/Resource Agencies/General Public

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, DIVISION OF ENVIRONMENTAL PLANNING  
120 SOUTH SPRING ST.  
LOS ANGELES, CA 90012-3606  
Phone (213) 897-0703  
Fax (213) 897-4685



*Flex your power!  
Be energy efficient!*

January 26, 2004

File: 07-VEN-101 KP 0.3/6.5  
07-VEN-23 KP 5.4/5.8  
Interchange Improvements  
EA 195201

Responsible Agencies, Review Agencies,  
Trustee Agencies, and individuals  
interested in the proposed project

### Notice of Scoping/Initiation of Studies

The California Department of Transportation (Caltrans) is formally initiating studies for improvements to the U.S. 101 and SR 23 interchange located in the City of Thousand Oaks from the Ventura County line to Moorpark Road (VEN-101) and Hillcrest Drive (VEN-23). Preliminary environmental resource studies indicate that the appropriate environmental document for this project would be an Environmental Assessment/Initial Study (EA/IS) which could lead to a Finding of No Significant Impact/Negative Declaration (FONSI/ND).

The proposed improvements include the extension of existing auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations.

During the course of this study, Caltrans will work closely with all agencies and their staff to exchange ideas, assure that all pertinent factors are considered, and develop alternatives that might afford a mutually acceptable solution. If you have existing facilities or plan development in the study area, we would appreciate receiving your comments within 30 days from the date of this notice. Caltrans welcomes any other comments or suggestions you may have concerning alternatives to be studied or potential social, economic, and environmental impacts within the project limits.

If requested, a public hearing will be held to discuss the project when sufficient engineering, environmental and socioeconomic data have been developed. The public hearing will be well publicized and you will be notified in advance of the hearing time and location.

We would be pleased to answer any questions you may have in regards to this project. In your response, please include the name, telephone number, and address of a contact person in your organization.

"Caltrans improves mobility across California"

**Scoping Letter for Government Agencies/Resource Agencies/General  
Public, Page 2**

Please submit your written comments by March 12, 2004 to:

Ronald J. Kosinski, Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
120 S. Spring Street (Mail Stop 16A)  
Los Angeles, CA 90012  
Attn: Liz Suh

If you have any questions, please contact Liz Suh at (213) 897-1090. Thank you for your interest in this important transportation study.

Sincerely,



RONALD J. KOSINSKI  
Deputy District Director, District 7  
Division of Environmental Planning

"Caltrans improves mobility across California"

# Appendix C

## Mailing List

### Elected Officials Mailing List for the VEN-101/23 Interchange Project

The Honorable Dianne Feinstein  
United States Senator  
11111 Santa Monica Blvd. #915  
Los Angeles, CA 90025

The Honorable Tom McClintock  
State Senator, 19<sup>th</sup> District  
223 E. Thousand Oaks Blvd., Suite 326  
Thousand Oaks, CA 91360

The Honorable Barbara Boxer  
United States Senator  
312 N. Spring St., #1748  
Los Angeles, CA 90012-4701

The Honorable Linda Parks  
Supervisor, 2nd District  
County of Ventura  
2100 E. Thousand Oaks Blvd.  
Civic Arts Plaza Suite C  
Thousand Oaks, CA 91362

The Honorable Tony Strickland  
District 37 Assembly  
California State Legislature  
2659 Townsgate Road, Suite 236  
Westlake Village, CA 91361

The Honorable Bob Wilson  
Mayor  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

The Honorable Elton Gallegly  
United States Congressman  
300 Esplanade Dr., Suite 1800  
Oxnard, CA 93030-1262

Claudia Bill-de la Pena, Mayor Pro Tem  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Edward L. Masry, Councilman  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Andrew P. Fox, Councilmember  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Dennis C. Gillette, Councilmember  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

**Government/Resource Agencies/Public Mailing List for the VEN-101/23  
Interchange Project, Page 2**

Ms. Melinda Merryfield-Becker  
Chief  
LARWQCB  
320 W. 4<sup>th</sup> St., Suite 200  
Los Angeles, CA 90013

Mr. Joseph Eisenhut  
Ventura County Office of Planning  
800 S. Victoria Ave., L-1740  
Ventura, CA 93009

Paul Varela  
Executive Director  
Oakbrook Park Chumash  
Interpretive Center  
3290 Lang Ranch Parkway  
Thousand Oaks, CA 91360

Grant R. Brimhall Library  
1401 E. Janss Rd.  
Thousand Oaks, CA 91360

Donald H. Nelson  
Director of Public Works  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Ventura County Bicycle  
Coalition  
1437 F. South Victoria PMB  
332  
Ventura, CA 93003

Mr. Philip E. Gatch  
Community Development Department  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Ventura County Historical Society  
Southern Pacific Building  
100 East Main Street  
Ventura, CA 93001

Raymond M. Sauvajot  
National Park Service  
401 W. Hillcrest Dr.  
Thousand Oaks, CA 91360

Mr. Keith Turner  
Planning Director  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Ms. Ginger Gherardi  
Executive Director  
950 Country Square Dr. (Suite 207)  
Ventura, CA 93003

Lawrence Marquart  
Sr. Planner  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Ms. Molly Murphy  
Ventura County Air Pollution Control District  
669 County Square Drive, 2nd Floor  
Ventura, CA 93003-5417

Ventura County Farm Bureau  
P.O. Box 3160  
Ventura, CA 93006

Thomas Pizza  
Manager  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Mr. Fred Worthly  
Department of Fish & Game  
350 Golden Shore, Suite 50  
Long Beach, CA 90801

Ms. Diane K. Koda  
U.S. Fish & Wildlife Service  
2493 Portola Road, Suite B  
Ventura, CA 93003

Paul Edelman  
Santa Monica Mountains  
Conservancy  
5750 Ramirez Canyon Rd.  
Malibu, CA 90265

California Transportation Commission  
State Transportation Building  
1120 N. Street  
Sacramento, CA 95814

Max Maximous  
Public Works Dept.  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Phil Gatch  
Director of Planning  
City of Thousand Oaks  
2100 Thousand Oaks Blvd.  
Thousand Oaks, CA 91362

Bob Marchesano  
Park Superintendent  
Conejo Rec & Park  
155 E. Wilbur Road  
Thousand Oaks, CA 91360

# Appendix D

## Written Public Comment (Government Agencies/Resource Agencies)

### B-1 State Clearinghouse Letter

 Arnold Schwarzenegger Governor	STATE OF CALIFORNIA Governor's Office of Planning and Research	 Jan Boel Acting Director
<b>Request for Early Consultation</b>		
February 2, 2004		
To:    Reviewing Agencies		
Re:    VEN 101/23 Interchange Improvement Project SCH# 2004021003		
<p>Prior to determining whether a Negative Declaration or an Environmental Impact Report (EIR) is required for a project under CEQA, a Lead Agency is required to consult with all responsible and trustee agencies. This notice and attachment fulfill the early consultation requirement. Recommendations on the appropriate type of environmental document for this project, as well as comments on its scope and content, should be transmitted to the Lead Agency at the address below. You do not have to be a responsible or trustee agency to comment on the project. All agencies are encouraged to comment in a manner that will assist the Lead Agency to prepare a complete and adequate environmental document.</p>		
Please direct your comments to:		
<p style="margin-left: 40px;">Liz Suh          Department of Transportation, District 7          120 South Spring Street          Los Angeles, CA 90012-3606</p>		
<p>with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to SCH Number 2004021003 in all correspondence concerning this project.</p>		
<p>If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.</p>		
Sincerely,  Scott Morgan Associate Planner, State Clearinghouse		
Attachment cc: Lead Agency		
<small>1400 10th Street • P.O. Box 3044 • Sacramento, California 95812-3044          (916)322-2318 • FAX(916)322-3785 • www.opr.ca.gov</small>		

## B-2 Native American Heritage Commission Letter

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

### NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4062  
(916) 657-5390 - Fax



February 11, 2004

Liz Suh  
Department of Transportation  
120 South Spring Street  
Los Angeles, CA 90012-3606

RE: SCH# 2004021003 - VEN 101/23 Interchange Improvement Project, Ventura County

Dear Ms. Suh:

The Native American Heritage Commission has reviewed the Request for Early Consultation regarding the above project. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Check Completed with negative results**
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Rob Wood  
Environmental Specialist III  
(916) 653-4040

CC: State Clearinghouse

**NATIVE AMERICAN CONTACTS**  
**Ventura County**  
**February 11, 2004**

Isabel Ayala Valdez  
 1034 N. 5th Street  
 Port Hueneme, CA 93041  
 (805) 986-7312

Chumash

Beverly Salazar Folkes  
 1931 Shadybrook Drive  
 Thousand Oaks, CA 91362  
 805 492-7255

Chumash  
 Tataviam  
 Fernandeno

Chief Joseph Ballesteros  
 5811 Lone Pine Place  
 Paso Robles, CA 93446  
 (805) 238-2784

Chumash  
 Salinan

Owl Clan  
 Dr. Kote & Lin A-Lu'Koy Lotah  
 48825 Sapaque Road  
 Bradley, CA 93426  
 (805) 472-9536

Chumash

Charles Cooke  
 32835 Santiago Road  
 Acton, CA 93510  
 (661) 269-1244

Chumash  
 Fernandeno  
 Tataviam  
 Kitanemuk

Santa Ynez Band of Mission Indians  
 Vincent Armenta, Chairperson  
 P.O. Box 517  
 Santa Ynez, CA 93460  
 (805) 688-7997  
 (805) 886-9578 Fax

Chumash

Ernestine DeSoto  
 1027 Cacique Street, #A  
 Santa Barbara, CA 93103  
 (805) 962-3598

Chumash

Julie Lynn Turnamait  
 365 North Pole Ave  
 Ojai, CA 93023  
 jturnamait@hotmail.com  
 (805) 646-6214

Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5007.94 of the Public Resources Code and Section 5007.96 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to cultural resources assessment for the following proposed SCH# 2004021003 - Ven 101/23 Interchange Improvement Project, Ventura County.

**NATIVE AMERICAN CONTACTS  
Ventura County  
February 11, 2004**

**Patrick Tumamait**  
992 El Camino Corto Chumash  
Ojai, CA 93023  
yanahaa2@aol.com  
(805) 640-0481  
(805) 216-1253 Cell

**Regina Washtiqoliqol**  
3829 Paloma Dr. Chumash  
Ventura, CA 93003  
traditional75@hotmail.com  
(805) 654-9922 (Work)  
(805) 797-5605 (cell)

**San Luis Obispo County Chumash Council**  
Chief Mark Steven Vigil  
1030 Ritchie Road Chumash  
Grover Beach, CA 93433  
chiefmvgil@fix.net  
(805) 481-2461  
(805) 474-4729 - Fax

**Stephen William Miller**  
189 Cartagena Chumash  
Camarillo, CA 93010  
(805) 484-2439

**Owl Clan**  
Qun-tan Shup  
48825 Sapaque Road Chumash  
Bradley, CA 93426  
(805) 472-9536

**Santa Ynez Tribal Elders Council**  
Adelina Alva-Padilla, Chair Woman  
P.O. Box 365 Chumash  
Santa Ynez, CA 93460  
elders@santaynezchumash.org  
(805) 688-8446  
(805) 693-1768 FAX

**Sal Perez**  
2464 Grand Ave. Chumash  
Ventura, CA 93003-6665  
fiveosos@msn.com  
805 647-6149

**Carol A. Pulido**  
15011 Lockwood Valley Rd. Chumash  
Frazier Park, CA 93225  
(661) 245-3081

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5007.94 of the Public Resources Code and Section 5007.88 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to cultural resource assessment for the following proposed SCH# 2004021003 - Ven 101/23 Interchange Improvement Project, Ventura County.

**NATIVE AMERICAN CONTACTS**  
**Ventura County**  
**February 11, 2004**

Randy Guzman - Folkes  
3044 East Street  
Simi Valley, CA 93065-3929  
traditional75@hotmail.com  
(805) 579-9206  
(805) 797-5605 (cell)

Chumash  
Fernandeño  
Tataviam  
Shoshone Paiute  
Yaqui

Charles S. Parra  
P.O. Box 6612  
Oxnard, CA 93031  
(805) 340-3134 (Cell)  
(805) 488-0481 (Home)

Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to cultural resources assessment for the following proposed SCH# 2004021003 - Ven 101/23 Interchange Improvement Project, Ventura County.

## B-3 Santa Ynez Band Of Mission Indians Letter



SANTA YNEZ BAND  
OF MISSION INDIANS  
Tribal Elders Council  
P.O. Box 365  
Santa Ynez, Ca 93460  
(805) 688-8446 FAX (805) 693-1768  
elders@santaynezchumash.org



February 4, 2004

Gary Iverson, District Native American Coordinator  
Division of Environmental Planning (VEN-101/23)  
California Department of Transportation  
120 S. Spring Street (Mail Stop 16 A)  
Los Angeles, CA 90012

RE: Interchange Improvements  
EA 195201

Dear Mr. Iverson:

Thank you for contacting the Tribal Elders Council for the Santa Ynez Band of Chumash Indians in regards to the above mentioned site.

The Tribal Elders Council would like additional information from you in order to give you an accurate response. Has the NAHC been contacted? If so, we would appreciate a copy of their response letter in addition to the Cultural Resource Study and Archaeological Survey Report when availability allows.

In the event we request that a Native American monitor be present during any ground disturbance, we will send a contract currently used by our office for providing qualified monitors. Please feel free to contact our office should you have any questions or concerns.

We look forward to hearing from you at your earliest convenience.

On behalf of the Tribal Elders Council  
Sincerely Yours,

Tribal Elders Council

: hg



**B-5 Ventura County Transportation Department**

MAR-12-2004 08:04

RMA PLANNING

805 654 2509 P.03/03

**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic, Advance Planning & Permits Division****MEMORANDUM****DATE:** February 12, 2004**TO:** Resource Management Agency, Planning Division  
Attention: Carl Morehouse**FROM:** Nazir Lalani, Deputy Director *B- NL***SUBJECT:** Review of Document 04-006  
Public Scoping Meeting and Initiation of Studies for improvements to US 101 and SR 23 interchange located in the City of Thousand Oaks from Ventura Countyline to Moorpark Road  
Lead Agency: Caltrans

The Transportation Department has received the notice of scoping/initiation of studies for the proposed improvements to US 101 and SR 23 interchange located in the City of Thousand Oaks from Ventura Countyline to Moorpark Road.

The Environmental Document should study the project specific and cumulative impacts of this project on Ventura County roads and mitigate any adverse impacts. We do not have any comments at this time. However, we would like to review the environmental document when it becomes available.

Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at (805) 654-2080 if you have questions.

F:\transport\lanDev\Non\_County\04-006 Caltrans.doc:sa

TOTAL P.03

## Appendix E

### Caltrans Response to Comment

#### Caltrans Response to Comments

Name and/or Organization	Exhibit	Response Date	Comments
State Clearinghouse	B-1	N/A	No response needed. Project assigned a SCH Number.
Native American Heritage Commission (NAHC)	B-2	N/A	No response needed. To adequately assess and mitigate project-related impacts on archeological resources, the Commission's recommendations will be followed and incorporated into the document as part of the mitigation plan.
Tribal Council – Santa Ynez Band of Mission Indians	B-3	3/11/04	A copy of the Natural Archeological Study Report (NASR) and a copy of letter sent to us from the Native American Heritage Commission (NAHC) were sent to the Tribal Council on March 11, 2004.
Ventura County Air Pollution Control District	B-4	N/A	No response needed. The document will be prepared in accordance with VCAPCD guidelines.
Ventura County Transportation Department	B-5	N/A	No response needed. A copy of the environmental document will be sent to VCTD for review when it becomes available.



## Appendix F: Notice of Completion

SCH # \_\_\_\_\_

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 916-445-0613

Project Title: VEN 101/23 Interchange Improvement Project

Lead Agency: California Department of Transportation - Environmental Planning Contact Person: Liz Suh

Street Address: 120 South Spring Street Phone: 213-897-1090

City: Los Angeles Zip: 90012-3606 County: Los Angeles

**Project Location:**

County: Ventura City/Nearest Community: Thousand Oaks and Moorpark

Cross Streets: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Total Acres: \_\_\_\_\_

Assessor's Parcel No. \_\_\_\_\_ Section: \_\_\_\_\_ Twp: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: \_\_\_\_\_ Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_ Railways: \_\_\_\_\_ Schools: \_\_\_\_\_

**Document Type:**

- |       |  |  |       |  |        |  |
|-------|--|--|-------|--|--------|--|
| CEQA: | <input type="checkbox"/> NOP                   | <input type="checkbox"/> Supplement/Subsequent EIR         | NEPA: | <input type="checkbox"/> NOI           | Other: | <input type="checkbox"/> Joint Document                    |
|       | <input checked="" type="checkbox"/> Early Cons | (Prior SCH No.)  |       | <input checked="" type="checkbox"/> EA |        | <input type="checkbox"/> Final Document                    |
|       | <input checked="" type="checkbox"/> Neg Dec    | <input checked="" type="checkbox"/> Other - Scoping Notice |       | <input type="checkbox"/> Draft EIS     |        | <input checked="" type="checkbox"/> Other - Scoping Notice |
|       | <input type="checkbox"/> Draft EIR             |  |       | <input type="checkbox"/> FONSI         |        |  |

**Local Action Type:**

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone   | <input type="checkbox"/> Annexation     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone  | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit   | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, Parcel Map, Tract Map etc) | <input type="checkbox"/> Other          |

**Development Type:**

- |  |   |
|--|---|
| <input type="checkbox"/> Residential: _____ Units _____ Acres _____                  | <input type="checkbox"/> Water Facilities: _____ Type _____ MGD _____                     |
| <input type="checkbox"/> Office: _____ Sq. ft. _____ Acres _____ Employees _____     | <input checked="" type="checkbox"/> Transportation: _____ Type <u>Improve Interchange</u> |
| <input type="checkbox"/> Commercial: _____ Sq. ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: _____ Mineral _____                                      |
| <input type="checkbox"/> Industrial: _____ Sq. ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: _____ Type _____ Watts _____                              |
| <input type="checkbox"/> Educational _____   | <input type="checkbox"/> Waste Treatment: _____ Type _____                                |
| <input type="checkbox"/> Recreational _____  | <input type="checkbox"/> Hazardous Waste: _____ Type _____                                |
|  | <input type="checkbox"/> Other: _____   |

Funding (approx.): Federal \$ \_\_\_\_\_ State \$ \_\_\_\_\_ Total \$ 28.9 Million

**Project Issues Discussed in Document:**

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual         | <input checked="" type="checkbox"/> Flood Plain/Flooding       | <input type="checkbox"/> Schools/Universities                       | <input checked="" type="checkbox"/> Water Quality            |
| <input checked="" type="checkbox"/> Agricultural Land        | <input type="checkbox"/> Forest Land/Fire Hazard               | <input type="checkbox"/> Septic Systems                             | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Air Quality              | <input checked="" type="checkbox"/> Geological/Seismic         | <input type="checkbox"/> Sewer Capacity                             | <input checked="" type="checkbox"/> Wetland/Riparian         |
| <input checked="" type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Minerals                              | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Wildlife                 |
| <input type="checkbox"/> Coastal Zone                        | <input checked="" type="checkbox"/> Noise                      | <input checked="" type="checkbox"/> Solid Waste                     | <input checked="" type="checkbox"/> Growth Inducing          |
| <input checked="" type="checkbox"/> Drainage/Absorption      | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous                 | <input checked="" type="checkbox"/> Land Use                 |
| <input type="checkbox"/> Economic/Jobs                       | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation             | <input checked="" type="checkbox"/> Cumulative Effects       |
| <input type="checkbox"/> Fiscal                              | <input checked="" type="checkbox"/> Recreation/Parks           | <input checked="" type="checkbox"/> Vegetation                      | <input checked="" type="checkbox"/> Other - Scoping Notice   |

**Present Land Use/Zoning/General Plan Designation:** Transportation

**Project Description** The proposed interchange improvement project for the U.S. 101 (kilopost (KP) 0.3/6.5) and SR 23 (KP 5.4/5.8) is located in the City of Thousand Oaks from the Los Angeles/Ventura County line to Moorpark Road (VEN 101) and Hillcrest Drive (VEN 23). The proposed project includes the extension of auxiliary lanes in both directions, conversion of auxiliary lanes to mixed-flow lanes, addition of a northbound lane, realignment and widening of ramps at the interchange, and the construction of soundwalls and retaining walls in various locations. All work will take place within state right-of-way.

**Key**  
**S** = Document sent by lead agency  
**X** = Document sent by SCH  
**✓** = Suggested distribution

## Reviewing Agencies Checklist

**Resource Agency**  
 \_\_\_\_\_ Boating and Waterways  
 \_\_\_\_\_ Coastal Commission  
 \_\_\_\_\_ Coastal Conservancy  
 \_\_\_\_\_ Colorado River Board  
S Fish and Game  
 \_\_\_\_\_ Forestry and Fire Protection  
S Office of Historic Preservation  
S Parks and Recreation  
 \_\_\_\_\_ Reclamation Board  
 \_\_\_\_\_ S.F. Bay Conservation and Development Commission  
S Water Resources (DWR)

**Business, Transportation and Housing**  
 \_\_\_\_\_ Aeronautics  
S California Highway Patrol  
S Caltrans District # 7  
 \_\_\_\_\_ Department of Transportation Planning (headquarters)  
 \_\_\_\_\_ Housing and Community Development

**Food and Agriculture**  
**Health and Welfare**  
 \_\_\_\_\_ Health Services \_\_\_\_\_

**State and Consumer Services**  
 \_\_\_\_\_ General Services  
 \_\_\_\_\_ OLA (Schools)

**Environmental Protection Agency**  
S Air Resources Board  
 \_\_\_\_\_ California Waste Management Board  
 \_\_\_\_\_ SWRCB: Clean Water Grants  
 \_\_\_\_\_ SWRCB: Delta Unit  
S SWRCB: Water Quality  
 \_\_\_\_\_ SWRCB: Water Rights  
S Regional WQCB # 4 (Los Angeles)

**Youth and Adult Corrections**  
 \_\_\_\_\_ Corrections

**Independent Commissions and Offices**  
 \_\_\_\_\_ Energy Commission  
S Native American Heritage Commission  
S Public Utilities Commission  
 \_\_\_\_\_ Santa Monica Mountains Conservancy  
S State Lands Commission  
 \_\_\_\_\_ Tahoe Regional Planning Agency

Other \_\_\_\_\_

**Public Review Period** (to be filled in by lead agency)

Starting Date: February 2, 2004

Ending Date: March 3, 2004

Signature Christophe J. Canale

Date 1/26/09

<b>Lead Agency</b> (complete if applicable):
Consulting Firm:
Address:
City/State/Zip:
Contact:
Phone:

<b>Applicant:</b> Caltrans – Environmental Planning
Address: 120 South Spring Street
City/State/Zip: Los Angeles, CA 90012-3606
Phone: 213-897-1090

<b>For SCH Use Only:</b>
Date Received at SCH:
Date Review Starts:
Date to Agencies:
Date to SCH:
<b>Clearance Date:</b>
<b>Notes:</b>



**Appendix G: Aerials with Soundwall Locations**





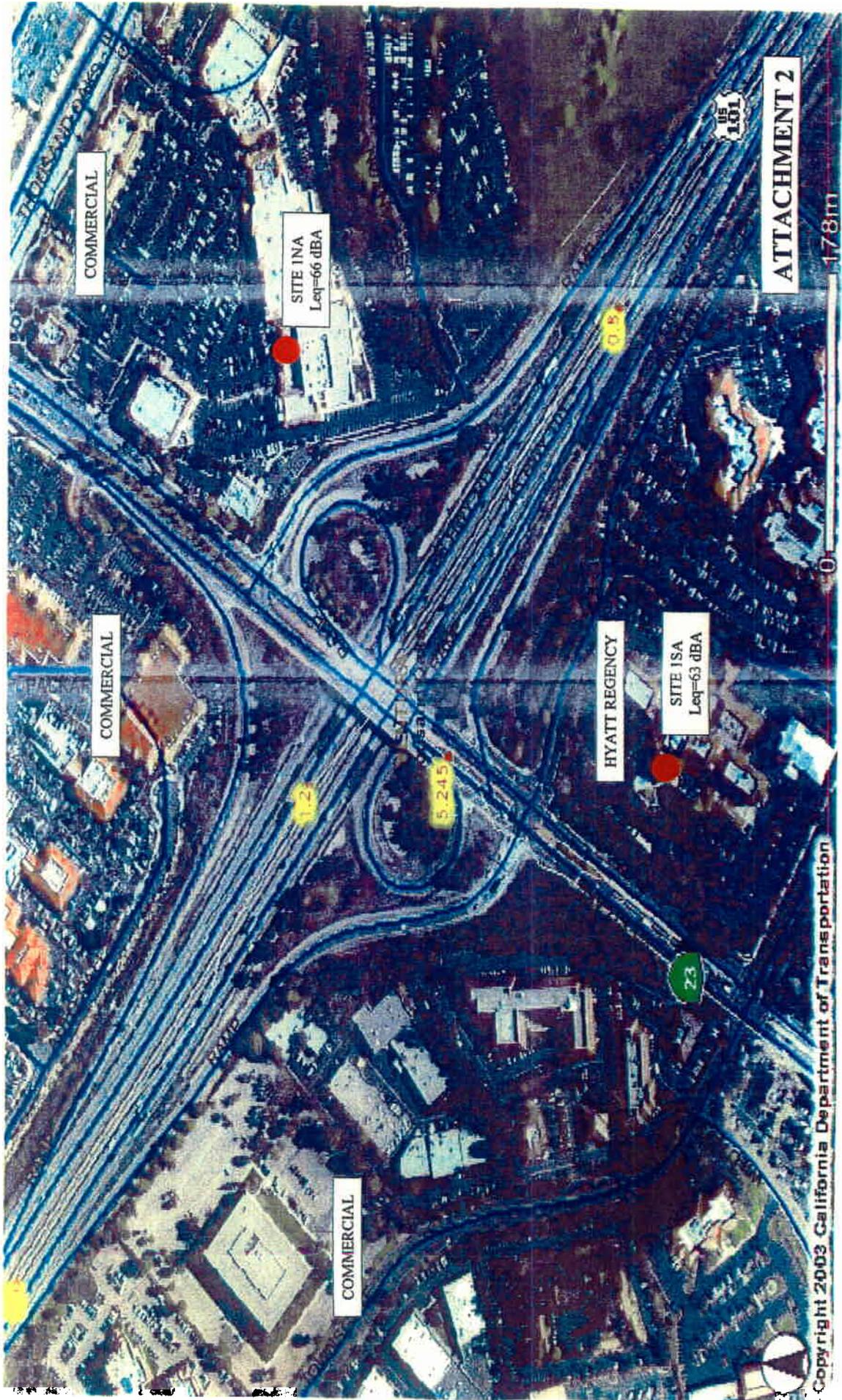
Copyright 2012

All Leq's Are Existing Worst Hour Noise Levels

Portation

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ATTACHMENT 1



COMMERCIAL

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ATTACHMENT 2

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COMMERCIAL

HYATT REGENCY

SITE 1A  
Leq=63 dBA

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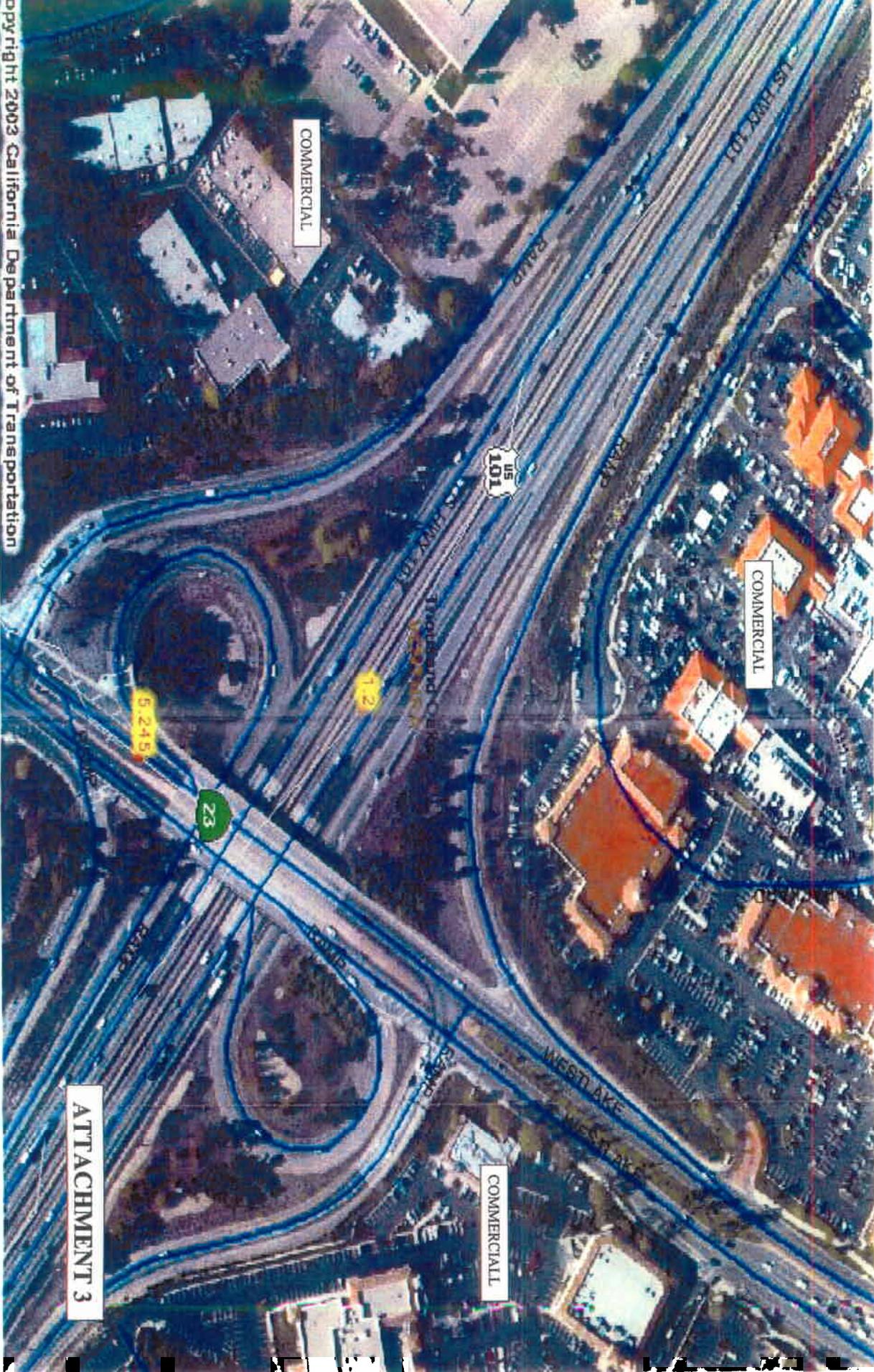
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COMMERCIAL

Copyright 2003 California Department of Transportation



ATTACHMENT 3



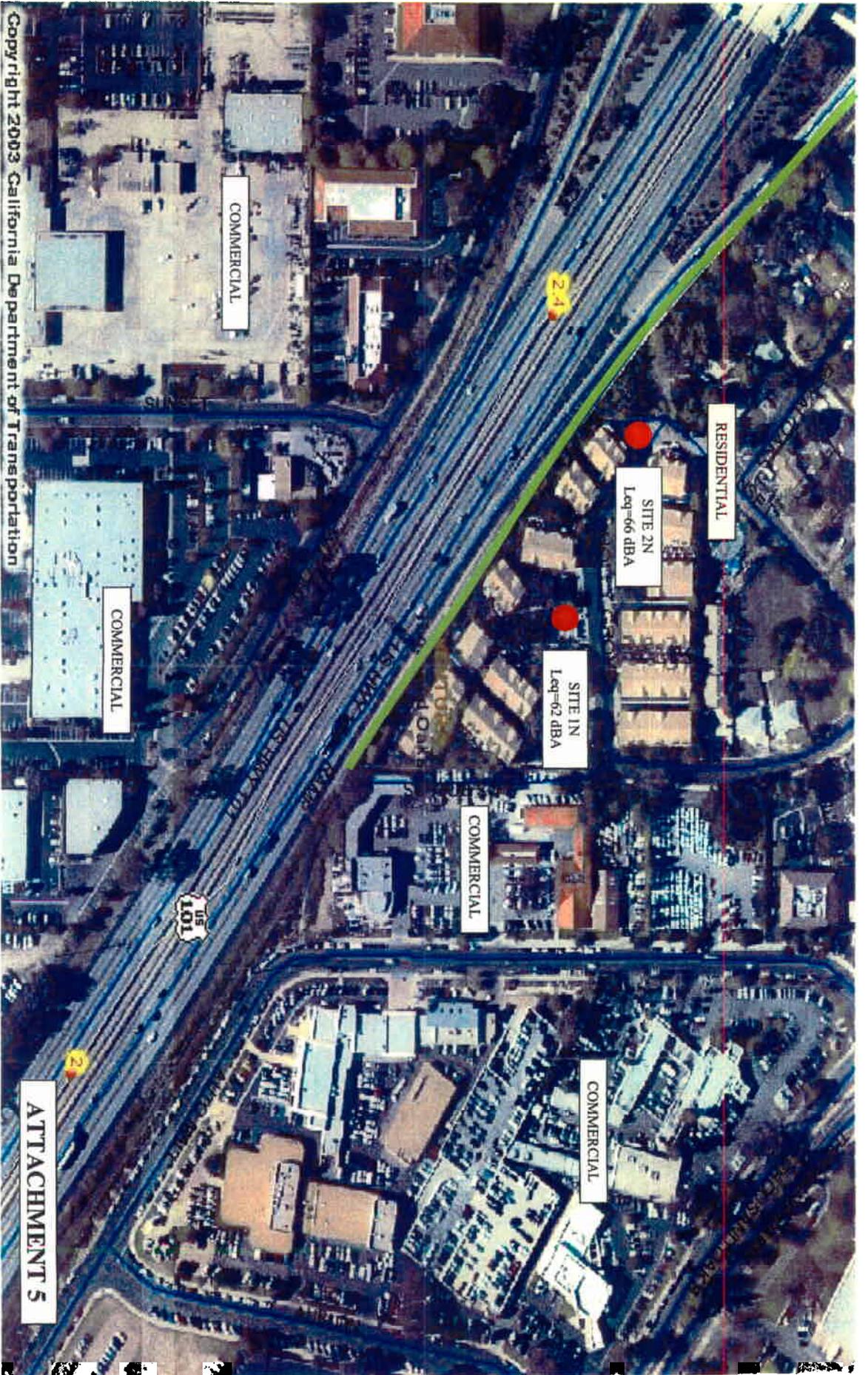
COMMERCIAL

COMMERCIAL

COMMERCIAL

ATTACHMENT 4

Copyright 2003 California Department of Transportation



RESIDENTIAL

SITE 2N  
Leq=66 DBA

SITE 1N  
Leq=62 DBA

COMMERCIAL

COMMERCIAL

COMMERCIAL

COMMERCIAL

US  
101

ATTACHMENT 5

Copyright 2003 California Department of Transportation



**ATTACHMENT 6**



Copyright 2003 California Department of Transportation

ATTACHMENT 7



**ATTACHMENT 8**



RESIDENTIAL

SITE 10N  
Leg=58 DBA

COMMERCIAL

US 101

Thousand Oaks  
CENTRAL

CITY HALL

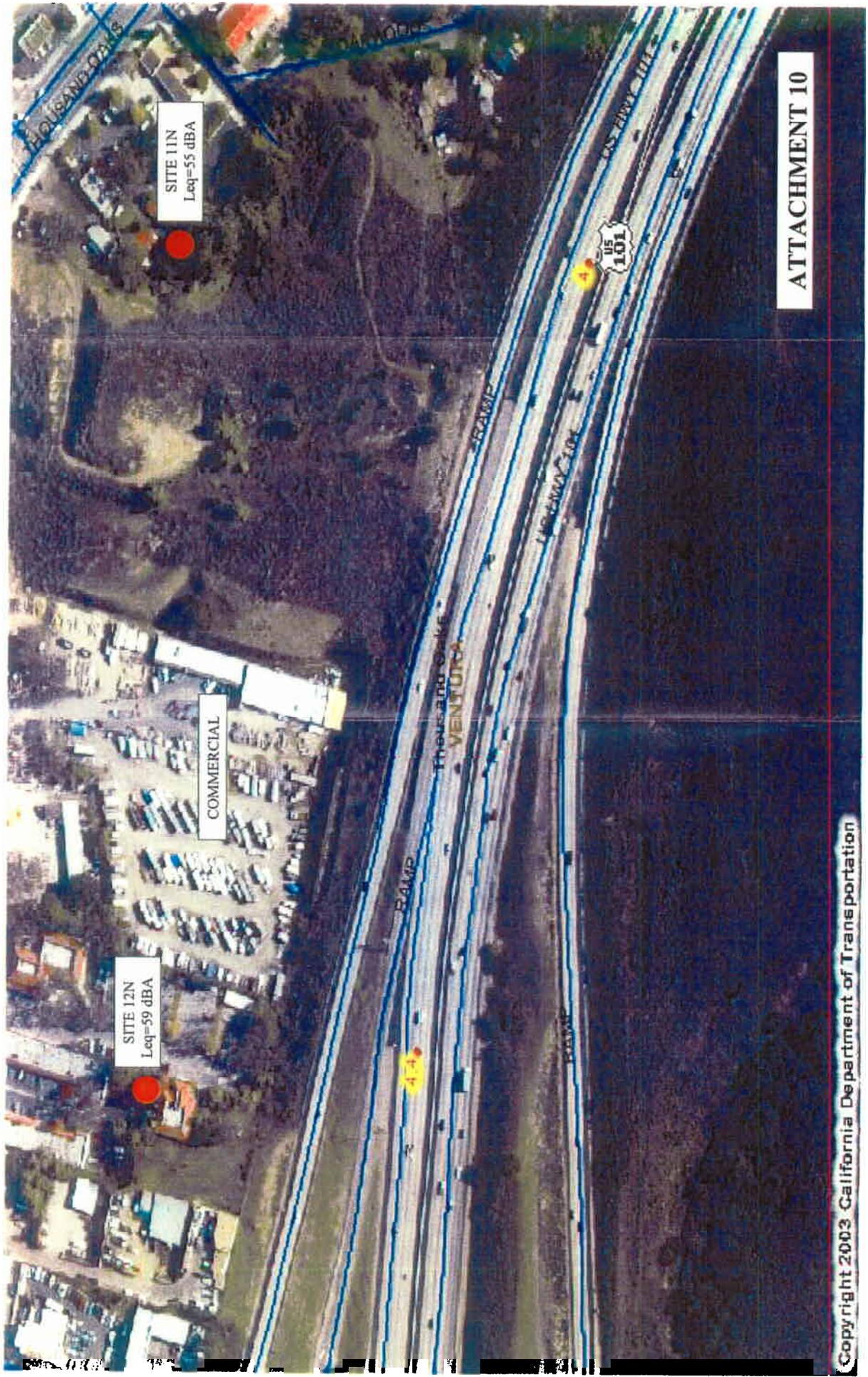
CIVIC ART  
PLAZA

US HWY 101

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ATTACHMENT 9

Copyright 2003 California Department of Transportation



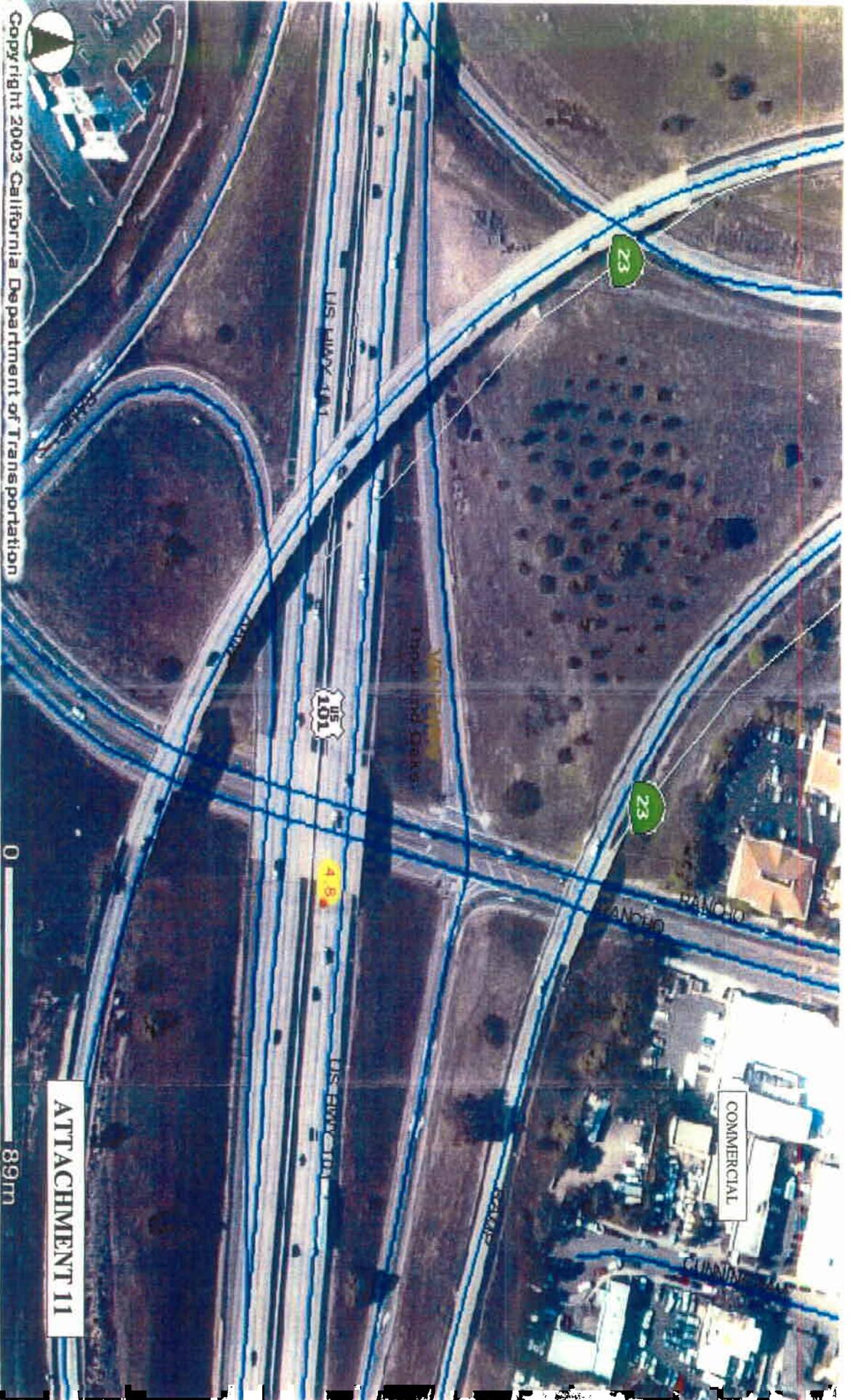
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SITE 12N  
Leq=59 dBA

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Copyright 2003 California Department of Transportation







Copyright 2003 California Department of Transportation

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ATTACHMENT 13

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RESIDENTIAL





RESIDENTIAL

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COMMERCIAL

SITE 13N  
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Tropisland Oaks  
WENTURA

US  
101

RAMP

US HWY 101

US HWY 101

US HWY 101

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Copyright 2003 California Department of Transportation



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101

US HWY 101

RAMP

US HWY 101

SITE 8S  
Leq=61 dBA

RESIDENTIAL

SITE 7S  
Leq=60 dBA

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ATTACHMENT 15

Copyright 2003 California Department of Transportation



COMMERCIAL

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US 101

Thousand Oaks  
VENTURA

US HWY 101

RAMP

ATTACHMENT 16

RESIDENTIAL

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Copyright 2003 California Department of Transportation



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ATTACHMENT 17



COMMERCIAL

COMMERCIAL

GOLF COURSE

ATTACHMENT 18

THOUSAND OAKS

Thousand Oaks

US 101

MIDPARK

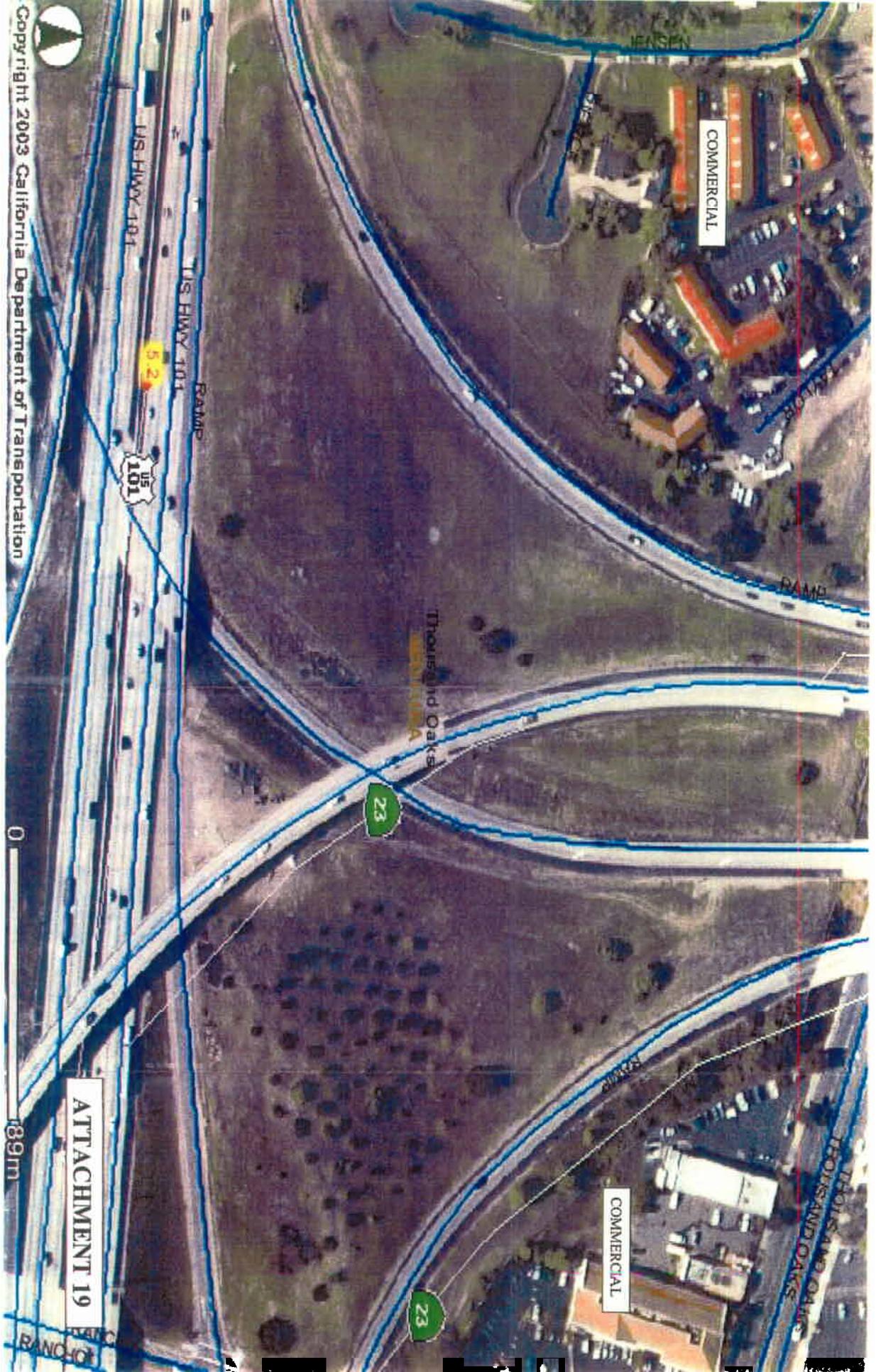
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Copyright 2003 California Department of Transportation



Copyright 2003 California Department of Transportation

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ATTACHMENT 19

COMMERCIAL

COMMERCIAL

23

23

US HWY 101

US HWY 101

RAMP

THOUSAND OAKS

RAMP

THOUSAND OAKS



RAMP



**ATTACHMENT 20**

**Appendix H: Mitigation Summary Table**

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1 NO BUILD</b>	<b>ALTERNATIVE 2</b>	<b>ALTERNATIVE 3</b>	<b>MITIGATION</b>
<b>4.2.1 AESTHETICS</b>	No impact	-Slight loss of visual quality with retaining walls.  Impacts would be mitigated to less than substantial.	-Slight loss of visual quality with retaining walls.  Impacts would be mitigated to less than substantial.	-Corridor retaining walls would be context sensitive, using texture and form. -Visual elements also recommended for barriers.
<b>4.2.2 AGRICULTURAL RESOURCES</b>	No impact	No impact	No impact	
<b>4.2.3 AIR QUALITY</b>	No impact	Short-term emissions, including: - exhaust emissions from construction equipment - fugitive dust emissions  Impacts would be mitigated to less than substantial	Short-term emissions, including: - exhaust emissions from construction equipment - fugitive dust emissions  Impacts would be mitigated to less than substantial	-Require trucks to cover loads -Prevent fugitive dust by periodic watering, application of environmentally safe soil stabilization materials and/or roll compaction -Minimize equipment idling time -Maintain equipment engines in good condition -Lengthen construction period during smog season -Prompt re-vegetation of roadsides - Phase construction and grading activities -Limit speeds on unpaved construction roads

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1 NO BUILD</b>	<b>ALTERNATIVE 2</b>	<b>ALTERNATIVE 3</b>	<b>MITIGATION</b>
<b>4.2.4 BIOLOGICAL RESOURCES</b>	No impact	-Some loss of oak trees due to widening and soundwall placement. -Some vegetation removal  Impacts would be mitigated to less than substantial	-Some loss of oak trees due to widening and soundwall placement. -Some vegetation removal  Impacts would be mitigated to less than substantial	-Oak trees will be avoided whenever possible. -Ratios for replacement of oak trees will be determined during final design. If areas within state right-of-way cannot be found for plantings, a nearby off-site location will need to be found in coordination with the City of Thousand Oaks. -Avoid impacts to trees and vegetation whenever possible. -Grubbing will take place outside the bird nesting season (Feb. 15 – Sept. 1).
<b>4.2.5 WETLANDS</b>	No impact	-Willow Riparian plant community adjacent to the Hampshire Road interchange, however it is outside of project impact area.  No Impact	-Willow Riparian plant community adjacent to the Hampshire Road interchange, however it is outside of project impact area.  No Impact	-Boundaries of this plant community will be flagged as a protective measure to ensure no impacts during construction.
<b>4.2.6 CULTURAL RESOURCES</b>	No impact	-Due to the presence of recorded sites near the project area, the project area is considered highly sensitive for archaeological resources.  Impacts would be mitigated to less than substantial	-Due to the presence of recorded sites near the project area, the project area is considered highly sensitive for archaeological resources.  Impacts would be mitigated to less than substantial	-Provide Native American Monitor during excavation -Halt work in area if buried cultural materials or human remains are encountered.

Environmental Assessment/Initial Study  
 US-101/SR-23 Interchange Improvement Project  
**Mitigation Summary Table**

ISSUE	ALTERNATIVE 1 NO BUILD	ALTERNATIVE 2	ALTERNATIVE 3	MITIGATION
4.2.7 <b>GEOLOGY AND SOILS</b>	No impact	<p>-Potential seismic hazards due to excavation and recompaction, contour grading, installation of utilities, and connection of drainage collection facilities to adjacent flood control channel.</p> <p>Impacts would be mitigated to less than substantial</p>	<p>-Potential seismic hazards due to excavation and recompaction, contour grading, installation of utilities, and connection of drainage collection facilities to adjacent flood control channel.</p> <p>Impacts would be mitigated to less than substantial</p>	<p>-Project improvements and structure widening, would be designed to resist the maximum credible earthquake without collapse, structural damage or traffic obstruction.</p>
4.2.8 <b>HAZARDS AND HAZARDOUS MATERIALS</b>	No impact	<p>-Potential contaminants from Aerially Deposited Lead (ADL) in the unpaved areas.</p> <p>-Yellow thermoplastic and paint traffic stripes and pavement markings may contain lead and chromium.</p> <p>-Potential Asbestos Containing Material in existing bridge structures that will be widened.</p> <p>Impacts would be mitigated to less than substantial</p>	<p>-Potential contaminants from Aerially Deposited Lead (ADL) in the unpaved areas.</p> <p>-Yellow thermoplastic and paint traffic stripes and pavement markings may contain lead and chromium.</p> <p>-Potential Asbestos Containing Material in existing bridge structures that will be widened.</p> <p>Impacts would be mitigated to less than substantial</p>	<p>-Soil sampling and evaluation analysis for contamination</p> <p>-Lead-based paint surveys of structures, proper removal, transportation, and disposal of any lead-based paint found using appropriate containment system, under an approved Site Health and Safety Plan</p> <p>-Asbestos surveys of buildings and other structures to be demolished or modified, and proper removal of any asbestos-containing materials found</p>

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1 NO BUILD</b>	<b>ALTERNATIVE 2</b>	<b>ALTERNATIVE 3</b>	<b>MITIGATION</b>
<b>4.2.9 HYDROLOGY AND WATER QUALITY</b>	No impact	-Project may result in slight increase in impervious surfaces -Project would result in an increase to short-term construction impacts to water quality  Impacts would be mitigated to less than substantial	-Project may result in slight increase in impervious surfaces -Project would result in an increase to short-term construction impacts to water quality  Impacts would be mitigated to less than substantial	-Incorporate soil stabilization, sediment control, wind erosion, non-storm water management and waste management disposal control practices in Water Pollution Control Plan -Develop re-vegetation plan to restore and monitor impacted areas -Utilize contour grading and landscaping -Place temporary fencing -Comply with water pollution control provisions
<b>4.2.10 LAND USE AND PLANNING</b>	No impact	No impact	No impact	
<b>4.2.11 MINERAL RESOURCES</b>	No impact	No impact	No impact	

Environmental Assessment/Initial Study  
 US-101/SR-23 Interchange Improvement Project  
**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1 NO BUILD</b>	<b>ALTERNATIVE 2</b>	<b>ALTERNATIVE 3</b>	<b>MITIGATION</b>
<b>4.2.12 NOISE</b>	No impact	-Residential areas within the project area will be impacted. -Other sensitive receptors include outside eating areas (Arby's restaurant, and shopping center), Hyatt Regency Hotel, Westlake Montessori School, and a park -Short-term and temporary construction-related noise impacts  Impacts would be mitigated to less than substantial	-Residential areas within the project area will be impacted. -Other sensitive receptors include outside eating areas (Arby's restaurant, and shopping center), Hyatt Regency Hotel, Westlake Montessori School, and a park -Short-term and temporary construction-related noise impacts  Impacts would be mitigated to less than substantial	-Noise abatement in the form of soundwalls will be provided for all impacted receivers -All equipment shall have sound-control devices -No equipment shall have an unmuffled exhaust -The contractor shall implement appropriate noise mitigation measures including, but not limited to: -changing the location of stationary construction equipment -turning off idling equipment, -rescheduling construction activity -notifying adjacent residents in advance of construction work, -installing acoustic barriers around stationary noise sources.
<b>4.2.13 POPULATION AND HOUSING</b>	No impact	No impact	No Impact	
<b>4.2.14 PUBLIC SERVICES</b>	No impact	No impact	No impact	
<b>4.2.15 RECREATION</b>	No impact	No impact	No impact	

**Mitigation Summary Table**

<b>ISSUE</b>	<b>ALTERNATIVE 1 NO BUILD</b>	<b>ALTERNATIVE 2</b>	<b>ALTERNATIVE 3</b>	<b>MITIGATION</b>
<b>4.2.16 TRANSPORTATION/ TRAFFIC</b>	No impact	-May require some temporary and short-term closures of lanes or ramps.  Impacts would be mitigated to less than substantial	-May require some temporary and short-term closures of lanes or ramps.  Impacts would be mitigated to less than substantial	-Provide Traffic Management Plan for control and safety of traffic, temporary traffic detour schemes, access plans, and temporary traffic control signs and signals
<b>4.2.17 UTILITIES AND SERVICE SYSTEMS</b>	No impact	-May require some utility relocation  No impact	-May require some utility relocation  No impact	-Coordination with the respective service providers
<b>4.2.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>	No impact	No impact	No Impact	-Minimize grubbing impacts -Conduct general spring surveys -Limit number of spring seasons of construction -Incorporate water pollution control plan -Re-vegetate all temporary impact areas -Provide Native American Monitor



Appendix I: USFWS Species List – Ventura County

United States Fish & Wildlife Service

**Federal Endangered and Threatened Species – Ventura County**

Common Name	Scientific Name	Federal/State Status	Critical Habitat	Survey Results
Arroyo Toad	<i>Bufo microscaphus</i>	Endangered	Proposed	No habitat present
California red-legged frog	<i>Rana aurora draytonii</i>	Threatened	Proposed	Wetlands adjacent, but will not be impacted. Surveys negative.
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Threatened	No	No habitat present
Brown Pelican	<i>Pelicanus occidentalis</i>	Endangered	No	No habitat present
California condor	<i>Gymnogyps californianus</i>	Endangered	Yes	No habitat present. May fly over.
California gnatcatcher	<i>Polioptila californica</i>	Threatened	Proposed	No coastal sage scrub habitat present in impact limits.
California least tern	<i>Sterna antillarum brownii</i>	Endangered	No	No habitat present
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Endangered	Yes	No direct impacts to riparian habitat. Surveys and literature review negative.
Southwestern willow flycatcher	<i>Empidonax trillii extimus</i>	Endangered	Yes	No direct impacts to riparian habitat. Surveys and literature review negative.
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>	Threatened	Yes	No habitat present.
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	Candidate	No	No habitat present.
Southern California steelhead	<i>Oncorhynchus mykiss</i>	Endangered	Yes	No habitat present.
Tidewater goby	<i>Eucyclogobius newberryi</i>	Endangered	No	No habitat present.
Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	Endangered	Proposed	No habitat present.
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	Endangered	Yes	No habitat present.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Threatened	Yes	No habitat present.
Southern sea otter	<i>Enhydra lutris nereis</i>	Threatened	No	No habitat present.
Blunt-nosed leopard lizard	<i>Gambelia silus</i>	Endangered	No	No habitat present.
Island night lizard	<i>Xantusia (=Klauberina) riversiana</i>	Threatened	No	No habitat present.

## Plants

Common Name	Scientific Name	Federal/State Status	Critical Habitat	Survey Results
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	Endangered	No	No habitat present.
California orcutt grass	<i>Orcuttia californica</i>	Endangered	No	No habitat present.
Conejo dudleya	<i>Dudleya abramsii</i> ssp. <i>Parva</i>	Threatened	No	No habitat present.
Lyon's pentachaeta	<i>Pentachaeta lyonii</i>	Endangered	No	No habitat present.
Marcescent dudleya	<i>Dudleya cymosa</i> ssp. <i>Marcescens</i>	Threatened	No	No habitat present.
Salt marsh bird's-beak	<i>Cordylanthus maritimus</i> ssp. <i>maritimus</i>	Endangered	No	No habitat present.
San Fernando Valley spineflower	<i>Chorizanthe Parryi</i> var. <i>fernandina</i>	Candidate	No	No habitat present.
Santa Monica Mountains dudleya	<i>Dudleya cymosa</i> ssp. <i>ovatifolia</i>	Threatened	No	No habitat present.
Slender-horned spineflower	<i>Dodecahema</i> (= <i>Centrostegia</i> ) <i>leptoceras</i>	Endangered	No	No habitat present.
Ventura marsh milk-vetch	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	Endangered	No	No habitat present.

