



MEMORANDUM

Date: November 1, 2024

To: City of Thousand Oaks Community Development Department, Planning Division

From: Envicom Corporation

Subject: Responses to Comments Received on the Draft Initial Study/Mitigated Negative Declaration for the 1651 Lynn Road Residential Subdivision Project

Project Summary

The 1651 Lynn Road Residential Subdivision Project (Project) would subdivide two lots totaling 4.61 acres located at 1651 Lynn Road into 19 residential lots to accommodate the construction of 18 single-family residences, a bio-retention basin, an internal private road, new walls, hardscape, and landscape, as well as grading and the removal and encroachment into the protected zone of various oak trees. The majority of the proposed development would be located on the privately owned County of Ventura Assessor's Parcel Number (APN) 660-0-030-165 (4.30 acres); however, the Applicant would be granted an easement over the City-owned APN 660-0-030-175 (0.31 acres) to maintain the landscaping on that parcel.

The Project would require the following approvals:

- Vesting Tentative Tract Map (VTTM) 2022-70793 for approval to subdivide the 4.30-acre parcel into 19 lots;
- Residential Planned Development (RPD) 2022-70851 approval for the construction of 18 single-family residences, including an internal private access road, new walls, hardscape, landscape, bio-retention basin, and grading, as well as modifications to the Objective Design Standards (ODS) as follows:
 - Modification to the ODS of the Thousand Oaks Municipal Code (TOMC), to allow vehicular and pedestrian gated access to the Project site as otherwise prohibited by TOMC Section 9-4.2205(a)(4), and
 - Modification to the ODS of the TOMC, to allow for one residential flag lot as otherwise prohibited by TOMC Section 9-4.2205(a)(6);
- Protected Tree Permit (PTP) 2022-70874 for the removal of 23 oak trees and encroachment into the protected zone of 80 oak trees; and
- Underground Utility Waiver (UUV) 2024-70002 request to waive the requirement to underground existing overhead utilities to construct 18 single-family residences and associated development.



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Public Review and Comment Period

The City of Thousand Oaks, Community Development Department, Planning Division (City Planning Division) completed preparation of the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Project and circulated the IS/MND for public review from September 3, 2024 through October 3, 2024 in accordance with the substantive and procedural requirements of the California Environmental Quality Act (CEQA) Statute and CEQA Guidelines.

The City Planning Division received a total of five comment letters during the 30-day public review and comment period, which are listed below.

- Comment Letter 1 – Department Of Transportation, District 7, Office of Regional Planning
- Comment Letter 2 – Jeff Bass, Property Owner, 1511 Susan Drive
- Comment Letter 3 – K. Marshall Monley, Property Owner, 1521 Susan Drive
- Comment Letter 4 – Ventura County Air Pollution Control District, Planning Division
- Comment Letter 5 – Ventura County Public Works, Watershed Protection District, Watershed Planning and Permits Division

Pursuant to the CEQA Guidelines, Section 15074(b), Consideration and Adoption of a Negative Declaration or Mitigated Negative Declaration, “Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency’s independent judgment and analysis.”

Therefore, in accordance with the requirements of the CEQA Guidelines, this Memorandum serves to document the City Planning Division’s consideration of the public comments received on the Project Draft IS/MND. Responses to the comments received by the City Planning Division are provided below.

Responses to Comments

Comment Letter 1 – Department of Transportation, District 7, Office of Regional Planning

Summary of Comments

The Department of Transportation (Caltrans) commented that the Project is designed in a way that induces a high number of trips per household, as it proposes a single-family residential use. Caltrans encourages the City, as Lead Agency, to integrate transportation and land use to reduce vehicle miles traveled (VMT) by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a higher level of non-motorized travel and transit use. Caltrans specifically recommended the following measures to address the Project VMT:

- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the Project's residents live.
- Provide affordable housing units. These units not only improve affordability, they also reduce the demand for ever increasing amounts of car infrastructure, as rates of car ownership and VMT are significantly lower for low- income households than they are for high-income households. If the Project includes affordable housing, there is an even greater justification for reducing car parking to promote affordability and achieve a more diverse and sustainable land-use pattern.
- Reduce the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.
- Gated developments divide communities, limit transportation choices, and increase VMT. For these reasons they should be avoided. If walls are still to be allowed, numerous gates and access points should be provided for people walking or riding bicycles to be able to reach their homes and other destinations.
- Improve connections to existing active transportation infrastructure. While Caltrans commends the Project's closure of a sidewalk gap to support pedestrian and Americans with Disabilities Act (ADA) accessibility, similar improvements to bicycle safety should be considered for future residents of the subdivision. As the Thousand Oaks Active Transportation Plan includes upgrades of existing Class II bicycle lanes to Class IV protected bicycle lanes along Lynn Road, such improvements should be accelerated to diversify travel options for Project residents and mitigate anticipated passenger vehicle travel.
- Improved continental (striped) crosswalks and addition of curb extensions/bulb-outs at the following intersections:
 - Lynn Road and Blair Court
 - Lynn Road and Ventu Park Road
- Addition of a new pedestrian crossing at Regal Oak Court across Lynn Road.

Caltrans also commented that the Project area is located approximately 0.6 miles south of State Route-101 at Ventu Park Road. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Responses

With regard to providing a mixed-use development proximate to goods, services, and jobs, the Project site is located in an area zoned Rural-Exclusive (R-E), with a General Plan land use

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designation of Low Density Residential (2 – 4.5 density units/acre)¹ for residential uses, rather than for mixed-use commercial and residential development. Residential communities are located north, east, and west of the Project site, and additional residences and an open space area are also located south of the Project site beyond Lynn Road. The project site is also located within 0.5 mile of existing commercial uses that provide a variety of retail shops and restaurants along Newbury Road and Giant Oak Avenue.

With regard to affordable housing and as described in the Draft IS/MND, the City General Plan cannot require that a specific parcel be used for affordable housing. Nevertheless, the Applicant would be required to pay an in-lieu fee per the City's Inclusionary Housing Ordinance. Overall, the Project would replace an underutilized site designated for housing with a higher-density residential use, thereby increasing the available housing stock in the City, which supports State and local goals to increase housing opportunities.

With regard to VMT and as described in the IS/MND, according to the Institute of Transportation Engineers Trip Generation Manual, 11th Edition, Single-Family Detached Housing (Land Use #210) generates 9.43 average daily trips (ADT) per unit, A.M. peak trip generation is 0.70 trips/dwelling unit, and P.M. peak trip generation is 0.94 trips/dwelling unit. As such, during operations, the Project's 18 residences would generate approximately 170 ADT, including 13 A.M. peak hour trips and 17 P.M. peak hour trips. The City Public Works Department confirmed that a transportation impact analysis and VMT analysis are not required for the Project.² Therefore, the Project would not meet the threshold/criteria for transportation impact analysis preparation, and the Project operational VMT impact would be less than significant.

As for the comment that the amount of Project parking should be reduced, the Project provides adequate parking (within garages) for each dwelling unit. The three-, four-, and five-bedroom dwelling units would each provide two enclosed parking spaces, consistent with Section 9-4.2402, Parking Spaces Required, of the TOMC, which states that the number of off-street parking spaces per dwelling unit located in the R-E zone shall not be less than two enclosed spaces per unit.

With regard to the assertion that gated communities divide communities, the Project site is located on Lynn Road in the Newbury Park community, at the northwest corner of the intersection of Lynn Road and Blair Court, on approximately 4.61-acres. Residential communities are located north, east, and west of the Project site, and additional residences and an open space area are also located south of the Project site beyond Lynn Road. Due to the existing configuration of the Project site and surrounding uses and roadways, there is no opportunity for vehicle ingress/egress from the site

¹ As the Project Application was deemed complete prior to adoption of the City of Thousand Oaks General Plan 2045, the land use designation described here is based on the prior land use designation, pursuant to the First District Court of Appeal, in *Save Lafayette v. City of Lafayette*, 85 Cal.App.5th 842 (2022) and the Housing Accountability Act, which found that the general plan and zoning standards in effect when an original application is deemed complete is the applicable plan for a project. Under the General Plan 2045, the Project site land use designation would be Neighborhood Low 2 (> 4.5 to 6 du/acre). However, the policy consistency analyses presented throughout the Final IS/MND are based on the General Plan 2045 policies and standards, to demonstrate that the Project, over its lifespan, would be consistent with the current General Plan policies and standards.

² City of Thousand Oaks Public Works Department, RPD 2022-70851, 1651 W Lynn Road, Public Works Comments, June 13, 2023.

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except for that provided by Blair Court to Lynn Road: to the west are the existing walls of homes and a place of worship; to the north is an existing residence; to the east is Blair Court and existing residences, and to the south is Lynn Road. Furthermore, a gate at north Blair Court precludes vehicle access north of the Project site. Therefore, the gated Project would not represent a new physical barrier within the community.

As for the comment that the Thousand Oaks Active Transportation Plan upgrades of existing Class II bicycle lanes to Class IV protected bicycle lanes along Lynn Road should be accelerated to diversify travel options for Project residents, such improvements will be undertaken by the City as funding becomes available. The City General Plan and Active Transportation Plan include goals and policies for both vehicle and non-vehicle modes of transportation. The Project would align with these goals and policies, as it would provide sidewalks along portions of Lynn Road and Blair Court where none currently exist, thereby improving pedestrian access and safety. The funding and implementation of additional improvements are not the responsibility of the Project Applicant.

With regard to the comment that improved continental (striped) crosswalks; curb extensions/bulb-outs at the Lynn Road/Blair Court and Lynn Road/Ventu Park Road intersections; and a new pedestrian crossing at Regal Oak Court across Lynn Road be provided, such infrastructure and circulation improvements are not the responsibility of the Project Applicant.

Finally, Caltrans commented that the agency has jurisdiction over freeways and its facilities, and that the transportation of heavy construction equipment and/or materials requiring the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. The comment is noted, and such a permit will be obtained by the Project Applicant, if necessary, as a matter of regulatory compliance and prior to the transport of heavy construction equipment on oversized-transport vehicles.

Comment Letter 2 – Jeff Bass, Property Owner of 1511 Susan Drive

Summary of Comments

The Commenter states that they are the property owner of 1511 Susan Drive and that their property will have substantial impact from the proposed development, but that they believe the development should be approved with two adjustments.

The Commenter states that the ingress road from Lynn Road is named Susan Drive or should be renamed to West Susan Drive, and that it is incorrectly named in the Project plan as Blair Court. The Commenter states that their address appears as 1511 Susan Drive on the Property Tax Assessment, the Annual Property Tax bill, the City of Thousand Oaks online property line map, and the Ventura County Property Maps. According to the Commenter, the construction of two homes in 2001, at 1525 and 1529 Susan Drive, broke Susan Drive into two parts, and subsequent to this, some online maps show their 1511 Susan Drive address as Blair Court, because it appears to align with Blair Court. However, the Commenter's property at 1511 Susan Drive is actually separated from Blair Court by a six-foot-high landscape wall and a permanently locked gate. There is no connection between Susan Drive and Blair Court.

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The Commenter adds that the ingress road for the Project is not currently safe, or suitable for the increased traffic of the proposed development. They claim that the embankment on the east side of the ingress road is too steep to support additional traffic and that adding a sidewalk would move traffic away from the embankment and mitigate the risk of road cracking or collapse.

The Commenter also requests to be included in any administrative hearings or planning commission hearings regarding the proposed development.

Responses

The Commenter's address and general comment of Project support are noted.

With regard to the Comment that Susan Drive is incorrectly named Blair Court on the Project Plans and that it should remain Susan Drive or be renamed to West Susan Drive, the Ventura County Fire Department (VCFD) advised the City of Thousand Public Works Department that the Vesting Tentative Tract Map #6081 (i.e., the Project tract) approach street will be required to receive a unique new name, and that the two homes on Susan Drive will also be required to be assigned new addresses appropriate to their location and the new street name.³ The new street name is required to best serve the VCFD from a first responder perspective. The new street name would be a condition of approval for the Tentative Tract 6081 development, in addition to the street name being proposed inside the development.

With regard to the Commenter's assertion that the existing ingress road from Lynn Road is not adequate to support the Project's traffic due to a steep embankment on the east side of the ingress road, the City of Thousand Oaks Community Development Department, Planning Division and Public Works Department and the Applicant's civil engineer (Pacific Coast Civil, Inc.) have reviewed the Project plans. The existing driveway/ingress road from Lynn Road and the entire embankment are located within the Project site. The road improvements would be set back from the east side of the road by at least two feet and the road would be widened to 36 feet in width, which appears feasible to the Public Works Department, with a 10-foot elevation difference and a 20-foot lateral spread. A retaining wall is not anticipated to be necessary.

As to the Commenter's request to be included in any administrative hearings or planning commission hearings regarding the proposed development, the City has noted this comment and will notify the Commenter of such hearings.

Comment Letter 3 – K. Marshall Monley, Property Owner of 1521 Susan Drive

Summary of Comments

The Commenter states that they are the property owner of 1521 Susan Drive and that they are supportive of the Project.

³ Ventura County Fire Department (VCFD), electronic mail correspondence from Nick Resenders, Fire Inspector II, VCFD Fire Prevention, to Monica Fuller, City of Thousand Oaks Public Works Department, September 5, 2023.

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The Commenter states that they concur with the concerns and suggestions outlined in the comment letter from Jeff Bass, Property Owner of 1511 Susan Drive, regarding the name of the ingress road accessing the Project site from Lynn Road, as well as regarding the condition of the ingress road. Further, according to the Commenter, there is a crack in the surface of the ingress road, which the Commenter asserts indicates subsidence towards 1511 Susan Drive.

The Commenter also recommends that the Project's proposed gate key pad be relocated from the middle of Susan Drive (i.e., "B Lane" or Blair Court on the Project plans) to the entrance of "A Lane" (the Project's private drive), to avoid impeding access to 1521 and 1511 Susan Drive. The Commenter states that larger trucks, including garbage collection trucks, would have difficulty accessing 1521 and 1511 Susan Drive with the gate key pad in Susan Drive.

Responses

The Commenter's address and general comment of Project support are noted.

With regard to the Commenter's statements about the naming of Susan Drive and the condition of the ingress road from Lynn Road, please refer to the response to Comment Letter 2, above.

As to the Commenter's statement that the proposed gate key pad in Susan Drive would obstruct truck access to 1521 and 1511 Susan Drive, the City of Thousand Oaks Community Development Department, Planning Division and Public Works Department have reviewed the Project plans. The existing driveway/ingress road from Lynn Road would generally be 36-feet-wide (which is an increase in road width from the existing condition). At the gate key pad location specifically, the ingress (northbound) lane from Lynn Road would be 20-feet-wide, and the egress (southbound) lane to Lynn Road would be 15-feet-wide. The Public Works Department, Traffic section, has reviewed the gate's design and configuration, using truck templates, and determined that it is sufficient for the ingress and egress of delivery trucks and other such vehicles. Additionally, the VCFD reviewed the Project plans and confirmed the width adequacy for their trucks. Therefore, the City has determined that the road width meets applicable City safety and access requirements.

Comment Letter 4 – Ventura County Air Pollution Control District, Planning Division

Summary of Comments

The Ventura County Air Pollution Control District (VCAPCD) commented that it is not clear whether the Air Quality Management Plan (AQMP) consistency analysis in the Draft IS/MND included population comparison with the City of Thousand Oaks, or with Ventura County as a whole. The VCAPCD recommended using the population growth forecast for the Thousand Oaks Growth Area, or the City of Thousand Oaks, in the AQMP consistency analysis.

The VCAPCD also requested a brief discussion on the potential for construction workers and other nearby sensitive receptors to be exposed to asbestos-containing material during demolition of existing single-family dwelling. The VCAPCD also commented that the demolition activities will need to comply with VCAPCD Rule 62.7, Asbestos – Demolition and Renovation, which requires notification to the APCD and confirmation that State-certified asbestos contractors are used. The

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VCAPCD also requested that this information be included in the IS/MND Hazards and Hazardous Materials analysis.

The VCAPCD requested that a list of dust best management practices (BMPs) be included as a stand-alone Project Design Feature (PDF), PDF-AQ-2 in the IS/MND, in order to ensure that construction BMPs are enforceable and comply with APCD Rule 51, Nuisance, and Rule 55, Fugitive Dust. The VCAPCD also requested an additional requirement for the installment of signage with the VCAPCD 24-Hour Complaints Hotline at 805-303-3700 or 805-303-3708 during office hours, at a reasonable location on construction perimeter fencing and viewable to the public.

Responses

With regard to the AQMP policy consistency analysis, the Final IS/MND includes a revision to the analysis that is based on the City of Thousand Oaks population growth forecast. Following the revision, the impact conclusion remains the same as that presented in the Draft IS/MND, which is that the Project would not conflict with or obstruct implementation of the AQMP, and the Project would result in no impact.

With regard to the VCAPCD comment that Section III, Air Quality, of the IS/MND address impacts related to ACM, the requested evaluation has been included in the Final IS/MND. It is noted that Section IX, Hazards and Hazardous Materials, of the Draft IS/MND already included an evaluation of potential impacts related to ACM. As stated in the Draft IS/MND, with adherence to applicable federal, State, and local regulations, Project impacts related to ACM would be less than significant. As for the VCAPCD's request that the list of dust best management practices (BMPs) be included as a stand-alone Project Design Feature (PDF) to enforce compliance with VCAPCD Rule 51, Nuisance, and Rule 55, Fugitive Dust, and that signage with the VCAPCD 24-Hour Complaints Hotline phone numbers be installed at the construction site also be included as a BMP, PDF-AQ-2 has been included in the Final IS/MND to convey these BMPs.

Comment Letter 5 – Ventura County Public Works, Watershed Protection District, Watershed Planning and Permits Division

Summary of Comments

The Ventura County Public Works, Watershed Protection District, Watershed Planning and Permits Division (WP) commented that the Project would result in an increase of impervious area within the subject property but recognizes that impacts from the proposed increase in impervious area and stormwater drainage design within the Project site will be required to be mitigated to less than significant under the conditions imposed by City. The City requires that runoff from the Project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration. WP staff determined that the Project design with these conditions mitigates the Project impacts to flood control facilities and watercourses. Therefore, the environmental impact is less than significant.

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Responses

As described in the Draft IS/MND, the Project would increase the impervious surface of the Project site but would comply with Stormwater Water Pollution Prevention Plan requirements and follow guidelines in the Ventura County Technical Guidance Manual for Post-Construction Stormwater Quality Control Measures. In compliance with National Pollutant Discharge Elimination System and Low Impact Development requirements to reduce impacts to recharge and runoff, the Project would reduce pollutant loading to both groundwater and runoff. The Post-Construction Stormwater Management Plan for the Project, which would also be prepared in compliance with the Countywide Stormwater Quality Management Program, would implement a bio-retention basin along the northwestern portion of the Project site and a vegetated swale along the southern portion of the Project site to capture and treat stormwater. Thus, Project impacts to surface and groundwater quality during construction and operations would be less than significant.

Conclusion

Pursuant to the CEQA Guidelines, Section 15073(a), Recirculation of a Negative Declaration Prior to Recirculation, “A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption.” Pursuant to Section 15073(b), “substantial revision” refers to 1) a new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance; or 2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Based on the responses to comments provided above, the City has determined that none of the revisions to the IS/MND warrant public recirculation.

ATTACHMENTS:

Attachment 1, Comment Letters

Comment Letter 1 – Department Of Transportation, District 7, Office of Regional Planning
Comment Letter 2 – Jeff Bass, Property Owner of 1511 Susan Drive
Comment Letter 3 – K. Marshall Monley, Property Owner of 1521 Susan Drive
Comment Letter 4 – Ventura County Air Pollution Control District, Planning Division
Comment Letter 5 – Ventura County Public Works, Watershed Protection District, Watershed
Planning and Permits Division

Attachment 1
Comment Letters

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
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*Making Conservation
a California Way of Life.*

September 26, 2024

Carlos Contreras
City of Thousand Oaks Community Development Department, Planning Division
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: 1651 Lynn Road Residential Subdivision
Project – Mitigated Negative
Declaration
SCH# 2024081373
GTS# 07-VEN-2024-00614
Vic. VEN-101

Dear Carlos Contreras,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would subdivide the property at 1651 Lynn Road into 19 residential lots to accommodate the construction of 18 single-family residences. The Project also includes a new internal private access road, walls, hardscape, landscape, a bio-retention basin, and grading, as well as the removal of oak trees, encroachment into the protected zone of oak trees, and a waiver from the requirement to underground associated utility lines.

After reviewing the MND, Caltrans has the following comments:

Currently the project is designed in a way that induces a high number of trips per household due to being exclusively single-family residential. The Lead Agency is encouraged to integrate transportation and land use in a way that reduces Vehicle Miles Travelled (VMT) by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a higher level of non-motorized travel and transit use. Caltrans recommends the following to more effectively address the VMT that this project will create as currently proposed:

- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- Provide affordable housing units. These units not only improve affordability, they also reduce the demand for ever increasing amounts of car infrastructure, as rates

"Provide a safe and reliable transportation network that serves all people and respects the environment."

of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. If the project includes affordable housing, there is an even greater justification for reducing car parking to promote affordability and achieve a more diverse and sustainable land-use pattern.

- Reduce the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.
- Gated developments divide communities, limit transportation choices, and increase VMT. For these reasons they should be avoided. If walls are still to be allowed, numerous gates and access points should be provided for people walking or riding bicycles to be able to reach their homes and other destinations.
- Improve connections to existing active transportation infrastructure. While Caltrans commends the project's closure of a sidewalk gap to support pedestrian and ADA accessibility, similar improvements to bicycle safety should be considered for future residents of the subdivision. As the Thousand Oaks Active Transportation Plan includes upgrades of existing Class II bicycle lanes to Class IV protected bicycle lanes along Lynn Road, such improvements should be accelerated to diversify travel options for project residents and mitigate anticipated passenger vehicle travel.
- Improved continental (striped) crosswalks and addition of curb extensions/bulb-outs at the following intersections:
 - Lynn Road and Blair Court
 - Lynn Road and Ventu Park Road
- Addition of a new pedestrian crossing at Regal Oak Court across Lynn Road.

Finally, The Project area is located approximately 0.6 miles south of SR-101 at Ventu Park Road. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Jan Yonan, at jan.yonan@dot.ca.gov and refer to GTS# 07-VEN-2024-00614.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse

TO: Carlos Contreras, Senior Planner
City of Thousand Oaks Community Development Department, Planning Division
E-mail: ccontreras@toaks.org

FROM: Jeff Bass, property owner / resident 1511 Susan Drive
1511 Susan Drive is adjacent to 1651 Lynn Road on the East Side

COMMENTS Regarding 1651 Lynn Road Proposed Development MND
DATE of COMMENTS: October 2, 2024

My property will have substantial impact from the proposed development. I am the immediate neighbor to the planned development on the East Side. I own and reside at one of two properties that currently share a common ingress road (Susan Drive) with 1651 Lynn Road. The MND plan shows that my property will continue to share an ingress road with the proposed development. My property shares a 240 foot property line with the proposed development. I have owned and resided at 1511 Susan Drive for 27 years. I have 3 comments and recommendations.

COMMENT 1:

I believe the development in the MND should be approved. I think the plan is careful and complete. I think the development layout and housing plan are a good fit for the neighborhood. I am recommending 2 relatively minor changes to the plan to improve it. See below. RECOMMENDATION: Approve the proposed development plan with 2 relatively minor adjustments below.

COMMENT 2:

The ingress road from Lynn Road is named Susan Drive. I strongly recommend it continue to be named Susan Drive, or alternatively, West Susan Drive. It is INCORRECTLY named in the plan as Blair Court. This ingress road has been known as Susan Drive since the 1950's. My address appears as 1511 Susan Drive on my Property Tax Assessment, Annual Property Tax bill, The City of Thousand Oaks online property line map and the Ventura County Property Maps. I encourage you to look at the online City of Thousand Oaks property map. Look at Google Maps satellite view. There are 5 addresses that use Susan Drive and all are contiguously arranged and referred to as Susan Drive. The construction of 2 homes at 1525 & 1529 Susan Drive in 2001 broke the original Susan Drive into 2 parts. Some online maps show my 1511 Susan Drive portion as Blair Court because it "lines up" with Blair Court. My Susan Drive (West Susan Drive) is separated from Blair Court by a 6 foot high landscape wall and a large permanently locked emergency gate. There is no usable connection between Susan Drive and Blair Court. The ingress road from Lynn Road should continue to be named Susan Drive, or, if recommended by City Engineering, West Susan Drive to account for the fact that Susan Drive has been cut into 2 parts by 2001 residence construction. The Susan Drive name dates to the 1950's before the incorporation of Thousand Oaks. It was named Susan Drive for the original property owner, Susan Jeffries. RECOMMENDATION: Change the plan to use the existing name Susan Drive (or, if recommended by City Engineering, West Susan Drive).

COMMENT 3:

The ingress road for the proposed project is not currently safe or suitable for the increased traffic of an 18 home development. On the East Side of the Ingress road, the embankment to the lower property 1511 Susan Drive (my property) is too steep to support the amount of traffic estimated in the plan and MND. I believe the City Engineering Department should do an on-site inspection of Susan Drive to determine its safety under the proposed plan. My recommendation is to add a sidewalk on the East Side of the proposed ingress road from Lynn Road. The width of the sidewalk should move the load of the road and traffic far enough away from the steep embankment to mitigate the risk of road cracking or collapse. There are currently only 3 properties that use the existing road so the road has been historically adequate. But it would not be safe with the additional traffic proposed in the plan. **RECOMMENDATION:** City Engineering should do an onsite inspection of the existing ingress road and make recommendations for mitigating risk of collapse of the very steep incline on the East Side of the planned ingress road. Moving the road further West by the width of a sidewalk should mitigate this risk.

I am attaching these comments and recommendations as a PDF file in my Comments Email Dated October 2, 2024. This PDF file includes 4 photos of the ingress road and embankment that is noted in COMMENT 3 above. The City Elevation Contour map also shows how steep the embankment is and why an onsite inspection should be done prior to final approval of the plan.

I am available by phone and email below.

Thanks for your help in addressing my comments prior to final plan approval. I request that I be included in any administrative hearings or planning commission hearings regarding this proposed development.

Jeff Bass, property owner / resident of adjacent property to planned development
1511 Susan Drive, Newbury Park, CA 91320
805 469-7213
E-mail: jeffbass@me.com

Photo taken along Lynn Road facing West toward the proposed development showing Susan Drive intersection with Lynn Road. This is the SE corner of the proposed development.

My property, 1511 Susan Drive, is to the immediate right in this photo.



Photo facing South toward Lynn Road from existing Susan Drive adjacent to 1651 Lynn Road. The proposed development road will be an improved version of the road shown in this photo.

Photo taken from existing Susan Drive at SE corner of the proposed development. My property, 1511 Susan Drive is to the left of the white fence. The proposed development (not shown) is to the right of this photo.



Photo facing Northwest showing steep embankment of existing Susan Drive ingress to 1651 Lynn Rd and the proposed development. My property is to the right of the white fence. The proposed development is across Susan Drive visible in the photo.



Close-up photo of steep embankment. This photo is a detail from above photo facing Northwest.

Photo taken from 10 feet N of Lynn Road at SE corner of proposed development.





Johanna Falzarano <jfalzarano@envicomcorporation.com>

FW: Comments RE 1651 Lynn Road Project MND

1 message

Carlos Contreras <CContreras@toaks.gov>

Fri, Oct 4, 2024 at 2:07 PM

To: Johanna Falzarano <jfalzarano@envicomcorporation.com>

PLEASE NOTE: Our domain has changed to [TOAKS.GOV](https://www.toaks.gov). Please update your records as needed.

-----Original Message-----

From: K. Marshall Monley <kmmonley@aol.com>

Sent: Wednesday, October 2, 2024 3:38 PM

To: Carlos Contreras <CContreras@toaks.gov>Cc: Jeff Bass <jeffbass@me.com>

Subject: Comments RE 1651 Lynn Road Project MND

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Carlos Contreras, Senior Planner
City of Thousand Oaks Community Development Department, Planning Division

From: K. Marshall Monley, owner of 1521 Susan Drive, just north of Jeff Bass's property (1511 Susan Drive) and across Susan Drive from the subject project.

Preface: I want to state that the owner of the subject project, Jeb Adams, has been in frequent communication with Jeff and me throughout the development of this proposal, and I am supportive of the project. Comments/concerns are as follow:

Comment 1: I concur with the concerns and suggestions outlined in Jeff Bass's comments regarding the road accessing the project from Lynn. I support the concept of retaining the name of Susan Drive with or without the addition of "West" to the name. I also agree that special attention will need to be paid to the placement and construction of a redone Susan Drive (or "B Lane" as on the plan). If you look at the image Jeff included you can see that there is already a significant crack in the surface indicating a subsidence toward Jeff's property. This will need to be remediated.

Comment 2: I am concerned with the proposed placement of the project's gate key pad in the middle of Susan Drive. I would recommend that it be placed at the mouth of "A Lane" so as not to impede the access to 1521 and 1511 Susan Drive. This year I've had a moving truck and a flat bed truck have to back into my driveway from Lynn. That would be much more difficult with a keypad in the middle of the road. Also the Athens trucks have to access the area north of that keypad for pickup at 1521 and 1511 Susan Drive.

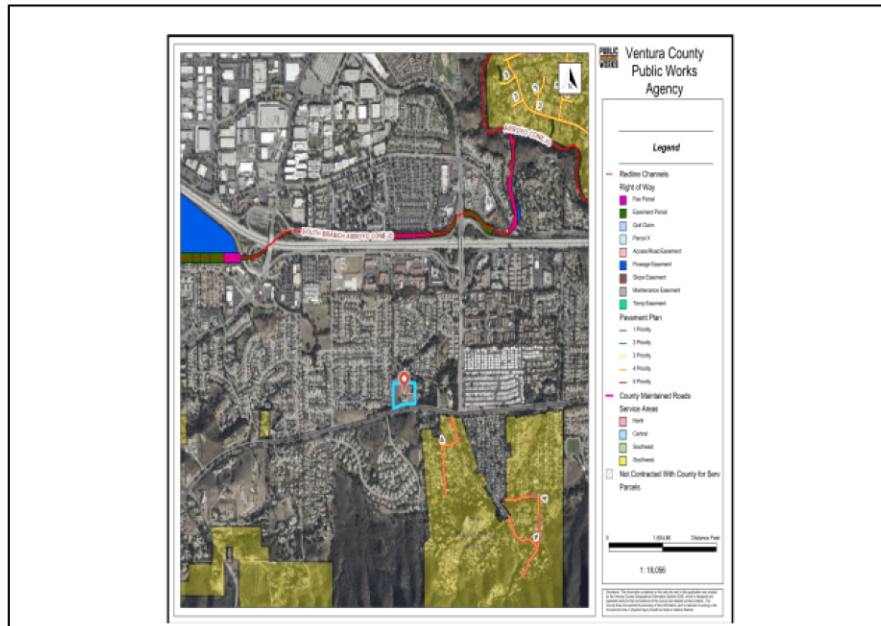
Thank you for considering these comments, and I look forward to following the project as it is reviewed and progresses.

K. Marshall Monley
201-874-3902



Item 3- Page 25, Fugitive Dust. Please include the bulleted list of dust best management practices (BMPs) as a standalone Project Design Feature (PDF), PDF AQ-2, in order to ensure construction BMPs are enforceable and that compliance with APCD Rules 51, *Nuisance*, and Rule 55, *Fugitive Dust*. In addition, please add an additional bullet item to require installment of signage with the APCD 24-Hr Complaints Hotline at 805-303-3700 or 805-303-3708 during office hours, at a reasonable location on construction perimeter fencing and viewable to the public. Dust BMPs are generally complaint-driven and this would add an additional layer of enforcement. Fugitive dust can become a nuisance or driving hazard, especially during grading operations.

Thank you for the opportunity to comment on the project's DMND. If you have any questions, you may contact me at nicole@vcapcd.org.



PROJECT DESCRIPTION:

1651 Lynn Road Residential Subdivision Project A request to subdivide a partially vacant 4.30-acre residential lot into 19 residential lots to accommodate the construction of 18 single-family residences. LOCATION: The Project site is located at 1651 Lynn Road in the Newbury Park community of the City of Thousand Oaks (at the northwest corner of the intersection of Lynn Road and Blair Court), on approximately 4.61-acres comprised of Assessor's Parcel Numbers (APNs) 660-0-030- 165 and 660-0-030-175 (see Figure 1).

APPLICATION COMPLETENESS:

Complete - from our area of concern.

ENVIRONMENTAL IMPACT ANALYSIS:

Item 31a. Flood Control Facilities/Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be Less Than Significant.

The proposed project is situated about 2500 feet from the South Branch Arroyo Conejo, which is a WP jurisdictional redline channel. No new or modified direct stormwater drainage connections to this WP channel, activities within WP's easement, or activities over, under, or within the redline channel appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in an increase of impervious area within the subject property. It is understood that impacts from the proposed increase in impervious area and stormwater drainage design within the project site will be required to be mitigated to less than significant under the conditions imposed by City of Thousand Oaks. The mitigation requires that runoff from the proposed project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration.

WP staff determines that the proposed project design with the conditions mentioned above mitigates the direct and indirect project-specific and cumulative impacts to flood control facilities and watercourses. Therefore, the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency - Watershed Protection.

WATERSHED PROTECTION COMMENTS:

None.

WATERSHED PROTECTION CONDITIONS:

None.

RMA 24-024 1651 Lynn Road, Thousand Oaks, CA, 91362

October 3, 2024

Page 3 of 3

If you have any questions, please feel free to contact me by email at Yunsheng.Su@Ventura.Org or by phone at [805-654-2005](tel:805-654-2005).

END OF TEXT.