

THOUSAND OAKS CITY COUNCIL



Supplemental Information Packet

**Agenda Related Items - Meeting of March 26, 2024
Supplemental Packet Date: March 26, 2024**

5:00 p.m.

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically a minimum of two—one available on the Thursday preceding the City Council meeting and the second on Tuesday at the meeting. The Supplemental Packet is available for public inspection on the City's website at toaks.org/agendas or by contacting the City Clerk Dept at (805) 449-2151 during normal business hours [main location pursuant to the Brown Act, G.C. 54957.5(2)].

Americans with Disabilities Act (ADA):

In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the City Clerk Department at (805) 449-2151. Assisted listening devices are available at this meeting. Ask City Clerk staff if you desire to use this device. Upon request, the agenda and documents in this agenda packet, can be made available in appropriate alternative formats to persons with a disability. Notification at least 48 hours prior to the meeting or time when services are needed will assist City staff in assuring reasonable arrangements can be made to provide accessibility to the meeting or service.

**THE FOLLOWING 11
PAGES ARE RELATED TO
ITEM 10.A.**

From: Karen Martin <takeodogg@aol.com>
Sent: Tuesday, March 26, 2024 3:21 PM
To: City Clerk's Office <cityclerk@toaks.org>
Subject: Re: Reference sound study HCA 2005

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.

I want you to send over the pages as well so there is no confusion.
If I need to add text to my email, I cannot believe my intent is not clear, I would be happy to do so:

Justify that your HCA Cancer Center EIR/noise study that says the traffic noise has DECREASED 6 dB on Lynn Road in the preceding 20 years (see HCA Los Robles Hospital retrofit/expansion 2005 EIR attachment).

Karen Martin, Thousand Oaks

On Mar 26, 2024, at 2:27 PM, City Clerk's Office <cityclerk@toaks.org> wrote:

Ms. Martin,

Is there anything else you'd like to add to your comment to Council besides the below pages you sent over? If not, we'll make sure to add this to the supplemental packet, as is.

Please let us know as soon as you can so we can include this in today's afternoon Supplemental Packet.

Thank you,

[Sandra Delgado](#), MPPA, CMC, CPMC
Deputy City Clerk
City of Thousand Oaks
(805) 449-2152
<image008.jpg>

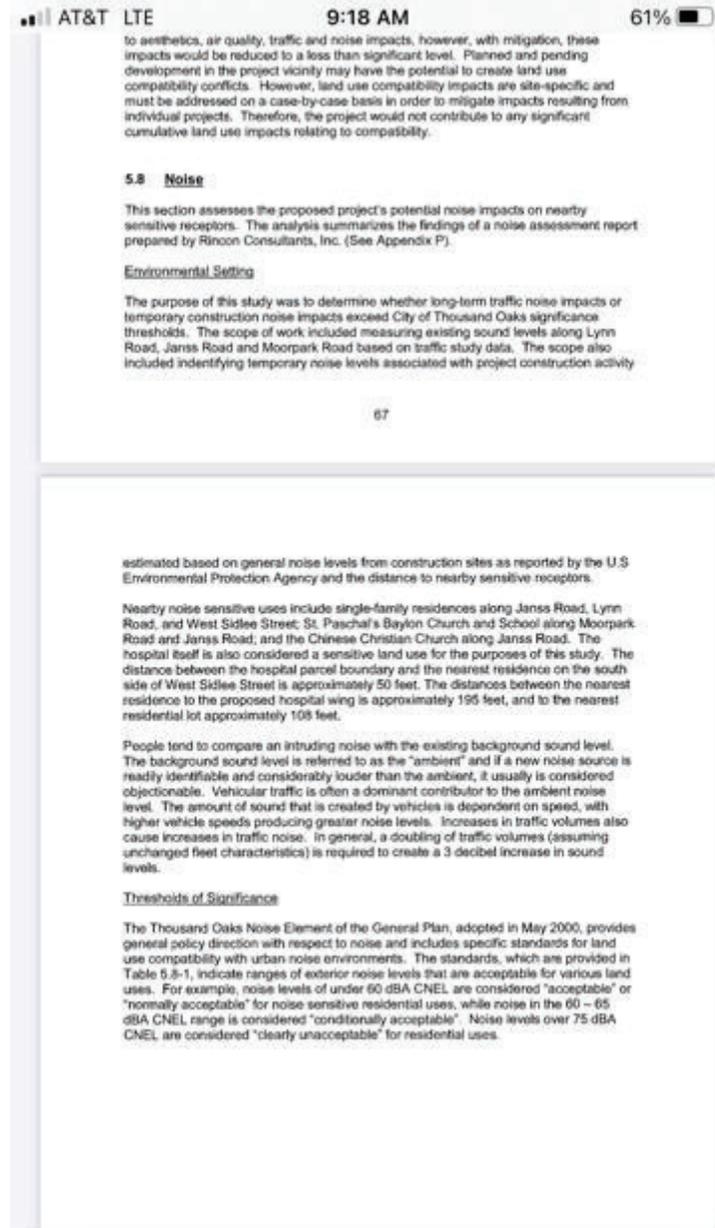
From: Karen Martin <takeodogg@aol.com>
Sent: Tuesday, March 26, 2024 2:07 PM
To: City Clerk's Office <cityclerk@toaks.org>
Subject: Reference sound study HCA 2005

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Sent from my iPhone



toaksorg-my.sharepoint.com

Table 5.8-1: General Plan Noise Standards by Land Use for Thousand Oaks (CNEL)

Land Use Category	Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable
Residential	55	55 – 60	60 – 65	65 – 75
Commercial	60	60 – 65	65 – 70	70 – 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	50	50 – 60	60 – 70	70 – 80
Amphitheaters, Concert Halls, Meeting Halls	-	-	50 – 65	65 – 70
Sports Arenas, Sports Recreation Facilities	-	-	50 – 70	70 – 75
Neighborhood Parks	55	55 – 65	65 – 75	-
Golf Courses, Riding Stables, Water Recreation, Cemeteries	55	55 – 75	75 – 80	-
Professional Offices	60	60 – 65	65 – 75	75+
Industrial Manufacturing	65	65 – 70	70 – 80	80+

Table 5.8-2 depicts the Thresholds of Significance contained in the City's Noise Element. Because the existing noise environment in the vicinity of Lynn Road and Moorpark Road is now and projected in the future to be greater than 70 dBA CNEL, noise impacts created by the additional hospital traffic would be considered significant based solely on a project basis if it causes an increase of 1.0 dB or greater. If the hospital traffic along with cumulative traffic increase caused an increase in the CNEL of 1.0 dB or greater, the cumulative impact is also considered significant. The project is also considered a substantial contributor to a cumulative impact if its share of the cumulative impact is equal to or greater than 0.5 dB. The existing noise environment in the vicinity of Janes Road is now and projected to be in the 60 – 70 dBA CNEL range; therefore, noise impacts created by the additional hospital traffic would be considered significant based solely on a project basis if it causes an increase of 1.5 dB or greater. If the hospital traffic along with the cumulative traffic increase caused an increase in the CNEL of 1.5 dB or greater, the cumulative impact is also considered significant. The project would have a considerable contribution to the cumulative impact along Janes Road if its share of the cumulative impact is equal to or greater than 0.5 dB.

Table 5.8-2: City of Thousand Oaks Thresholds of Significance for Noise Impacts

If the future (cumulative) annual average noise level is expected to be:	A significant project or cumulative impact may result if the change in noise levels from existing conditions is:	The project alone may be considered to make a substantial contribution to a significant cumulative impact if the change in annual average noise level due to the project is:
< 55 dB CNEL	Not significant for any change in noise level	Not significant for any change
55 – 60 dB CNEL	Equal to or greater than 3 dB	Equal to or greater than 1.0 dB
60 – 70 dB CNEL	Equal to or greater than 1.5 dB	Equal to or greater than 0.5 dB
> 70 dB CNEL	Equal to or greater than 1.0 dB	Equal to or greater than 0.5 dB

Existing Noise in the Project Vicinity: In order to quantify the existing noise environment in the project vicinity, the consultant conducted field measurements. Four 20-minute field measurements were taken during peak traffic hours. These included two measurements along Lynn Road adjacent to a single-family residence and the hospital, one measurement along Janes Road adjacent to a single-family residence, and one measurement along Moorpark Road adjacent to St. Paschal's Baylon School.

The noise metrics used for these measurements were Leq, Lmax and Lmin. Leq is

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The noise metrics used for these measurements were Leq, Lmax and Lmin. Leq is defined as the energy average sound level during the time period of the sample. The Lmax and Lmin correspond to the maximum sound level and minimum sound level, respectively, during the same time period. As can be seen from Table 5.8-3, below, Leqs at the measurement locations ranged from 68 to 72 dBA. The Lmax ranged from about 85 to 88 dBA and the Lmin ranged from about 43 to 50 dBA.

Table 5.8-3: Measured Noise Levels (Leq)

Location	Distance to Centerline (feet)	Leq	Lmax	Lmin
Lynn Rd., between Medical Center Dr. and Janas Rd.	30	72.5	88.1	43.4
Lynn Rd., between Medical Center Dr. and Sidlee St.	30	72.4	85.6	46.5
Janas Rd., between Lynn Rd. and Young Ave.	30	68.4	88.8	47.2
Moorpark Rd., between W. Columbia Rd. and E. Janas Rd.	45	70	85.1	50.3

Potential Environmental Effects

Existing, cumulative, and cumulative plus project sound levels from roadway traffic were modeled using the Federal Highway Administration Traffic Noise Model (TNM, ver. 2.5) based on data provided from traffic counts conducted by Associated Transportation Engineers (ATE). Peak hour traffic was modeled using the TNM based on the assumption that peak traffic volumes are about 10% of average daily traffic. Roadway noise impacts were calculated based on existing traffic volumes, cumulative traffic volumes, and cumulative plus project traffic volumes from the traffic report (See Appendix Q).

Impact N-1 Offsite Traffic Noise- The project will generate project-related increases in off-site traffic noise, and add to cumulative noise levels on local roads. Such project-related impacts, however, are less than City-established noise thresholds. This impact would be considered a Class III, less than significant impact.

The modeled traffic noise conditions for existing, existing plus cumulative, and existing plus cumulative plus project are shown in Table 5.8-4, based on a noise analysis by

Rincon Consultants (See Appendix P). This Table shows sound levels in dBA Leq during peak hour traffic as modeled by the Federal Highway Administration's Traffic Noise Model Version 2.5.

Project Noise Impacts: As is shown in the Table 5.8-4 below, traffic generated by project development would incrementally increase overall noise levels along study area roadways. Project-generated traffic would increase noise levels adjacent to Lynn Road by a range of 0.0 to 0.2 dB. Moorpark Road would experience no noise increase. Janas road would experience an increase in noise ranging from 0.3 to 0.7 dB. Projected noise level increases are therefore less than the 1.5 dB threshold that applies in areas where the noise level is in the 60 - 70 dBA CNEL range (Janas Road) and less than the 1.0 dB threshold where noise exceeds 70 dBA CNEL (Lynn Road and Moorpark Road). Therefore, project noise increases along these roadways would not

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Table 5.8-4: Project Contribution to Roadway Noise Levels

Receptor Location	Column				
	1 Existing	2 Existing + Cumulative	3 Existing + Cumulative + Project	4 Project Increase (column 3 – column 2)	5 Cumulative Increase (column 3 – column 1)
Lynn Rd. between Camino Marzanas & Janiss	73.4	74.5	74.7	+0.2	+1.3
Lynn Rd. between Janiss & Sidlee	72.7	74.0	74.0	+0.0	+1.3
Lynn Rd. between Sidlee & Flores	72.9	74.1	74.2	+0.1	+1.3
Moorpark Rd. between Arboles & Flores	70.5	71.0	71.0	+0.0	+0.5
Moorpark Rd. between Flores & Janiss	71.3	72.0	72.0	+0.0	+0.7
Moorpark Rd. between Janiss & Hillcrest	71.5	72.2	72.3	+0.1	+0.8
Janiss Rd. between Moorpark & Young	67.9	68.0	68.3	+0.3	+0.4
Janiss Rd. between Young & Lynn	66.5	66.5	67.2	+0.7	+0.7

Mitigation Measures:

None required.

Level of Significance after Mitigation: Traffic noise impacts would be less than significant without mitigation.

Impact N-2 Construction Noise- Construction activity would temporarily generate high noise levels onsite. Due to its temporary nature, this impact would be considered a Class III, less than significant impact.

Mitigation Measures:

None required.

Level of Significance after Mitigation: Traffic noise impacts would be less than significant without mitigation.

Impact N-2 Construction Noise- Construction activity would temporarily generate high noise levels onsite. Due to its temporary nature, this impact would be considered a Class III, less than significant impact.

Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. In addition, ground-borne vibrations could affect the adjacent residences due to their proximity. Nearby noise-sensitive land uses include single-family residences located along West Skidlee Street and the hospital itself. In general, these sensitive receptors may be exposed to temporary construction noise during development of the proposed project.

Grading, paving and construction of the project would generate elevated noise levels in the immediate site vicinity. Typical noise levels at a distance of 50 feet from the noise source for each of the major phases of construction are shown in Table 5.8-5. The noisiest activities associated with construction typically occur during the site preparation (grading/excavation) stage because of the operation of heavy equipment. However, during grading operations, the equipment would be dispersed in various portions of the site in both time and space. Physically, a limited amount of equipment can operate near a given location at a particular time.

Table 5.8-5: Typical Construction Noise Level Ranges at 50 feet

Construction Phase	Minimum Required Equipment On-site	All Pertinent Equipment On-site
Ground Clearing	84 dBA	84 dBA
Excavation	79 dBA	89 dBA
Foundation/Conditioning	78 dBA	78 dBA
Building Construction	75 dBA	87 dBA
Finishing and Cleanup	75 dBA	89 dBA

During construction, the maximum noise level for the nearby single family residences (approximately 50 feet from the site) would be about 89 dBA (worst-case). Noise generated by project construction could place nearby residences in the "clearly unacceptable" range according to the City's Noise Element, as shown in Table 5.8-1. As indicated in Table 5.8-3, estimated noise levels at the most affected noise sensitive receptors are already within the "normally unacceptable" range due primarily to traffic on nearby roadways. In addition, these receptors are already exposed to intermittent noises such as yard maintenance and hospital parking lot noise. Therefore, although

construction noise would be identifiable, a table of nearby receptor locations. It would

construction noise would be intermittently audible at nearby receptor locations, it would not represent a substantial change from ambient conditions.

Construction activities would be intermittent and temporary in nature. Such activities are permitted between 7:00 A.M. and 7:00 P.M. Monday through Saturday in accordance with the Thousand Oaks Municipal Code Section 8-11.01. Compliance with the City's time restrictions on construction activities would aid in reducing the temporary noise impacts associated with construction activity. Temporary construction noise impacts are therefore less than significant.

Mitigation Measures:

None required. All construction on the project site would be subject to the City Noise Ordinance, which limits noise-generating construction activity to between the hours of 7 A.M. and 7 P.M. Monday through Saturday. Although limiting construction to these hours would ensure compliance with the City's Municipal Code, the following additional conditions of approval are recommended to further reduce the impact of construction-related noise on nearby sensitive receptors.

- **Diesel Equipment:** Construction contractors are required to operate all diesel equipment with factory recommended mufflers and closed engine doors.
- **Electrical Power:** Whenever feasible, construction contractors should use electrical power to run air compressors and similar power tools.
- **Sound Blankets:** When feasible, construction contractors should use sound blankets on noise-generating equipment.
- **Truck Routes:** Construction vehicle routes should be specified on the final grading plans for all construction activity in order to minimize disturbances to residential neighborhoods.

Level of Significance after Mitigation: The project is not expected to result in significant noise impacts. Implementation of the recommended conditions of approval would further reduce construction noise impacts.

Cumulative Impacts

As can be seen from Table 5.8-4, cumulative increases in noise levels, including incremental impacts from the project, range from 0.4 to 1.3 dB along studied roadways.

Moorpark Road: Noise levels adjacent to Moorpark Road would increase by 0.5 – 0.8 dB. The cumulative threshold for this area, which is currently in the 60-70 dBA CNEL range, is 1.5 dB, as shown in Table 5.8-2. Cumulative impacts would therefore not be significant.

Janss Road: Janss Road would experience an increase in noise levels from 0.4 – 0.7 dB. The cumulative threshold for this area, which is currently in the 60-70 dBA CNEL range, is 1.5 dB. Cumulative impacts would therefore not be significant.

Lynn Road: Cumulative noise levels adjacent to Lynn Road would increase by 1.3 dB. The cumulative threshold for this area, which currently exceeds 70 dBA CNEL, is 1.0 dB. Projected long term noise levels along Lynn Road are therefore expected to exceed City thresholds. These cumulative noise increases, however, would not exceed the City threshold with or without the project, and the project does not contribute a significant amount of noise to the cumulative level. As noted in Table

Level of Significance after Mitigation: The project is not expected to result in significant noise impacts. Implementation of the recommended conditions of approval would further reduce construction noise impacts.

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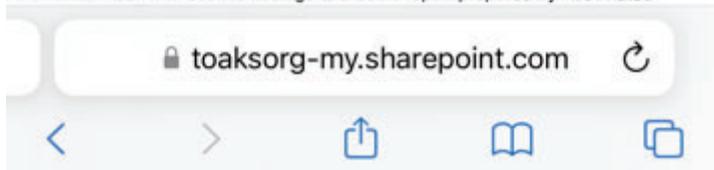
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5.9 Traffic and Circulation

Environmental Setting

This section summarizes the findings of a traffic report prepared by Associated



Name (Optional)	Community of Residence	Please choose the Agency	Please mark one of the options	Comment
R Scott Horn	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	This land swap is wrong. This is bad for the homeowners who live near there, they did not buy into this. This is good for big corporation that thinks about profit 1st. T.O. City staff has crafted another thing that avoids MEASURE E scrutiny. If they do this at one location now, they can do it again in my, or in your neighborhood. City councilmen, please vote against Item 10A, this land swap sets a very bad precedent.
Bryan McQueeney	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Rezoning from residential to commercial set a bad precedent for the community. There are other sites available, zoned commercial, where this project can be located. There are ample cancer services in the community. HCA has not identified a need. There is currently 31,000 square feet of commercial space available across the street from TOSH. HCA bought this property knowing its residential zoning and knowing that the City rejected another, smaller, commercial project at this same site.
Richard Serino	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	It is crucial that you reject this proposal to rezone residential land. This will take away from much needed housing units at a time when there is a housing shortage (Definitely a bad look to the community). In 2015 a similar project (half the size) that wouldn't take away from housing units, the retirement home proposal, was already rejected in part because of the environmental impact report. This proposed cancer center is twice the size and will no doubt have an increase on negative environmental impact, much more than a retirement home. They will have to remove many trees/ Oak Trees from a rural area where they are a large part of the natural beauty of the area. These cancer center specialists and offices already exist in our area. Los Robles is only looking to increase property value of the surgery center and make a new shiny object to point at when people criticize them for their horrible patient care record and massive settlements as a result of patient neglect. Increasing the size of their operation will only make patient care worse and increase the chance of mistakes. The parking and traffic in the surrounding areas around the proposed site is already hectic. People double park on the street on a normal basis. Late patients constantly speed through the parking lots and surrounding streets, Narrowly dodging elderly patients and children at play. This proposed project will worsen these hazards significantly. The project states its only a 9-5 operation but the existing parking lot has extremely bright street lights that stay on all night, they are a huge eye sore in nature and the neighborhoods around the property. The added parking lot infringes further into the mountain adding to the consistent light pollution. Please, consider the outrageous impact this monstrosity of building would have on our beautiful close-knit community. VOTE AGAINST THIS CANCER CENTER PROPOSAL.
Volker Schramm	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	The proposed location for the cancer center is currently zoned for single-family homes. Residents in the area rightfully expect their neighborhood to remain residential. Changing the zoning to commercial would disrupt the harmony of the community and potentially set a precedent for further rezoning.

Name (Optional)	Community of Residence	Please choose the Agency	Please mark one of the options	Comment
Peggy Sirota	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	<p>Hello,</p> <p>I have lived in this neighborhood for over 30 years, and I am extremely concerned and upset knowing that the development of the Cancer Center will adversely impact the safety and atmosphere of our beautiful neighborhood. Every day and evening, there are people on horses and young children with parents walking their dogs around the neighborhood. Our streets are windy, therefore visibility is restricted- in addition, there are no sidewalks. The streets are rural in nature and all the neighbors drive carefully, fully aware that around the corner there might be someone on a horse or a person walking their dog. We all know there are always people out, enjoying the huge oak trees and the quiet streets.</p> <p>The general public would not be aware of that. Even though there might be signage, they would be concerned about getting to their appointments on time or finding the park in an area that they are not familiar with.</p> <p>I understand the need for a cancer facility and we all support that, but I feel very strongly that the center belongs in an urban area, rather than adjacent to a rural serene neighborhood with children. Safety is a very real concern.</p> <p>The prospect of this change to our beloved neighborhood has sadly made me have to consider moving. I am keenly aware that if I had to sell my house (that I have put my life savings into) that my property value, and those of my neighbors, would drop considerably because the visually looming Cancer Center building would absolutely change the appearance of our serene rural roads and the beautiful views our properties have. In addition, any prospective buyers would be forced to consider the impact of a lot more public traffic in a neighborhood that lacks sidewalks and is abundant with horse travel, people walking dogs on the road, and families walking with their baby strollers. This influx of traffic would compromise our neighborhood's safety. The impact of this development would make our neighborhood less desirable to those of us living here, and considerably less desirable to any prospective buyers.</p> <p>I urge the city to please prevent the developers from adversely impacting our beloved neighborhood. The Cancer Center is much needed of course, but please pursue a more urban/business area for it that is more appropriate for a large complex with a lot of traffic coming and going.</p> <p>Thank you, Peggy Sirota</p>
	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	The environmental impact is a concern, along with traffic and parking, zone swap, and night and day viewshed.
Shelley White	Outside of Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	I vote against this proposal. HCA has a site perfectly suited to build their cancer center without destroying a residential neighborhood in the process. Go back to the General Plan and honor the Land Use Planning as well as verbal statements made by City Council members.
		10A - Proposed Comprehensive	I am opposed to this item	Does not belong here. Development not in an appropriate location.
Austin Sincok	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	This is an encroachment on a residential neighborhood. HCA has a suitable place to build a Cancer Center.
	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	I oppose the cancer center being built on east rolling oaks drive
Kelli Schollard - Sincok	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	A residential neighborhood is not the place to build a commercial office building that could be used for any commercial purpose. The commercial line of demarcation is Rolling Oaks Drive.
Gregory Sincok	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	Preserve and protect our community neighborhoods from commercial encroachment. Voting no means that this will not set a precedent for the city.
Sara Osborne	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	I oppose the proposed cancer center as it will affect the current zoning of my residential neighborhood.

Name (Optional)	Community of Residence	Please choose the Agency	Please mark one of the options	Comment
Shanon Overbeck	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	Protect and preserve our neighborhoods. HCA can build their Cancer Center on land they own that is already zoned for it.
Sean Overbeck	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	Don't set a precedent that commercial encroachment can happen to our neighborhoods.
Simone Overbeck	Newbury Park	10A - Proposed Comprehensive	I am opposed to this item	HCA can build a Cancer Center near the hospital, where it belongs. Protect our neighborhoods.
Delia Abbott	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Preserve our neighborhoods. A commercial building does not belong in this neighborhood.
Diana Abbott	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Preserve our neighborhood. HCA has a place for this commercial office on their medical campus. Once built, there can be businesses in there that are not even related to a Cancer Center.
Cozett Abbott	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Honor the General Plan and the words of City Council when it says neighborhoods are to be preserved and untouched. Don't be swayed and follow what you say.
Tami Jo Colburn	Westlake Village	10A - Proposed Comprehensive	I am in favor of this item	A local cancer center would benefit our residents by eliminating the hardship of travel to far away locations for patients and their families. The replacement of nine potential zoned single family homes is not ideal as we are in great need of more homes. However, ready access to needed cancer care will provide comfort to patients undergoing sometimes grueling treatments and provide local jobs for building and staffing the facility.
Lois Osborne	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	This neighborhood should remain residential. They should put the center at the Los Robles Hospital sight that they same they were going to put residential housing. A park should have gone into the old Young Set location. We are about the only area that doesn't have a neighborhood park.
Ryan Gulbrandsen	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Zoning for housing only at Rolling Oaks. Thank you.
Alan	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Really, a 58k square foot building in a residential zoned lot and neighborhood. 233 parking spaces.... wonder what they are planning longer term 800hrs of construction, noise, traffic, congestion, dust etc. - would you want this in your neighborhood? Best is to put townhomes that folks can buy to begin their homeownership.
Sharon Sincock	Thousand Oaks	10A - Proposed Comprehensive	I am opposed to this item	Preserve our neighborhoods.