

Notice of Preparation

Date: October 24, 2022

To: State Clearinghouse, Public Agencies, Interested Parties

Subject: **Notice of Preparation and Public Scoping Meeting for the Latigo Hillcrest Project Draft Environmental Impact Report**

Location: 2150 W. Hillcrest Dr., Newbury Park, CA 91320
Assessor's Map 667-0-11307 on an 8.19 net acre parcel.
Generally located on the south side of West Hillcrest Drive, east of Rancho Conejo Boulevard, in the Newbury Park area of the City of Thousand Oaks (see **Figure 1, Project Site Plan**)

Applicant: The Latigo Group, LLC
11845 West Olympic Blvd, Suite 515W, Los Angeles, CA 90064

Project Contact: Justine Kendall, AICP, Associate Planner, City of Thousand Oaks
Community Development Department Planning Division
2100 East Thousand Oaks Boulevard Thousand Oaks, CA 91362
Email: jkendall@toaks.org Office: (805) 449-2355

Notice is hereby given that the City of Thousand Oaks (City) will be the lead agency and will prepare a Draft Environmental Impact Report (EIR) for the Latigo Hillcrest Project (project).

Project Description

The project applicant proposes to demolish the existing one-story commercial structure and construct two new podium buildings comprised of: a four-story mixed-use development (604,606 total gross square feet); 333 multi-family residential units (including 30 very low-income affordable units) common areas, and amenities such as a lounge, game room and fitness facilities; and 5,300 square feet of commercial restaurant space above a semi-subterranean parking structure (All numbers are approximate). Development of the project would result in demolition, grading, and construction of buildings, paving and hardscape, and landscape planting.

The proposed project would require the following entitlements:

- Development Permit for the construction of the mixed-use development.
- General Plan Amendment to change the designation from Commercial to Commercial/Residential.
- Zone Change to change from Community Shopping Center Commercial (C-3) to Specific Plan-24 (SP-24).
- Specific Plan to adopt SP-24, establishing specific development standards for project site.
- Special Use Permit to allow the sale and consumption of alcohol onsite.
- Development Agreement to specify public and private benefits and responsibilities related to the project.
- Protected Tree Permit for encroachment and removal of protected trees (approx. 15 trees would be removed).
- Landscape Plan Check for landscape conformance review.

The City will perform an evaluation of the potential impacts for this project in accordance with the California Environmental Quality Act (CEQA) and Guidelines and establish whether the proposed project would have potentially significant environmental effects. Where significant effects are anticipated, mitigation measures will be included to avoid or reduce impacts.

Issues to be addressed in the Draft EIR

Based on the project description and the lead agency's understanding of the environmental issues associated with the project, the following topics will be analyzed in the Draft EIR:

- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Additional environmental issues for which EIR analysis is not warranted will be addressed under Issues Not Found Significant. Based on initial review of the project, further analysis of Aesthetics, Agriculture and Forestry Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, and Wildfire would not be required in the Draft EIR because the project site is currently developed, lacks the component resources noted, will follow regulatory compliance, is not located within a resource or hazard zone applicable to the issue, and/or would otherwise not result in substantial effects related to the issue.



Responsible and Trustee Agencies

In accordance with Section 15082 of the CEQA Guidelines, this Notice of Preparation (NOP) is being sent to the Office of Planning and Research, Responsible Agencies, Trustee Agencies, and other interested parties. The City encourages your agency to provide comments as to the scope and content of the Draft EIR, relevant to your agency's statutory responsibilities in connection with the proposed project and the environment. Your agency should use the Draft EIR for this proposed project if it will consider a permit or other approval for the proposed project.

Scoping Meeting

Pursuant to California Public Resources Code Section 21083.9 and California Code of Regulations, Title 14, Chapter 3, CEQA Guidelines Section 15082, the City as the lead agency for the project, will conduct a Scoping Meeting for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the Draft EIR. The Scoping Meeting will involve a presentation about the proposed project, the environmental review process and schedule. The Scoping Meeting is for information-gathering and is not a public hearing. No decisions about the project will be made at the Scoping Meeting. A separate public hearing for entitlement requests will be scheduled after the completion of the Draft EIR.

The scoping meeting will be held through an online webinar-type format (Zoom). Any person is privileged to be heard on this matter. The location, date, time, and webinar details of the project Scoping Meeting are as follows:

Date and Time: Wednesday, November 2, 2022, at 6:00 p.m.

Advance Registration Required for Zoom Participation via:

https://us02web.zoom.us/webinar/register/WN_Om2vFwBtQNmF1TLL-HoD6A

The City will consider CEQA-related oral and written comments regarding the potential environmental effects of the project received during the NOP public review period. Relevant comments will become a part of the public record for the Draft EIR and will be considered by the City as part of the project's environmental review. The City encourages all interested individuals and organizations to attend this meeting.

Interested parties wishing to provide comments or public testimony in response to the NOP are encouraged to provide them in writing, as described under "Submittal of Written Comments," below.



Accommodations

As a covered entity under Title II of the Americans with Disabilities Act, the City of Thousand Oaks does not discriminate. Closed captioning or other assistive services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon request. **To ensure availability of accommodation services, please make your request no later than three working days (72 hours) prior to the meeting by contacting Justine Kendall at jkendall@toaks.org or (805) 449-2355.**

Review and Response Period

In accordance with CEQA Guidelines Section 15082, this NOP is being circulated for a 30-day comment period, beginning on October 24, 2022, and ending at 5:00 p.m. on November 28, 2022. Pursuant to CEQA Guidelines, Section 15082(b), responses to this NOP must be provided during this response period. The City of Thousand Oaks requests that written comments be provided at the earliest possible date, but no later than 5:00 p.m. on November 28, 2022.

Upon completion, the Draft EIR document will be available for public review at the City of Thousand Oaks, Planning Division, 2100 Thousand Oaks Boulevard, Thousand Oaks, CA 91362 or on the City of Thousand Oaks website at:

<https://www.toaks.org/departments/community-development/planning/environmental-impact>.

Submittal of Written Comments

Please send written/typed comments (including a name, email, telephone number, and/or other contact information) electronically or by mail to Justine Kendall (see “Project Contact” above) using the subject line: Latigo Hillcrest Project EIR.

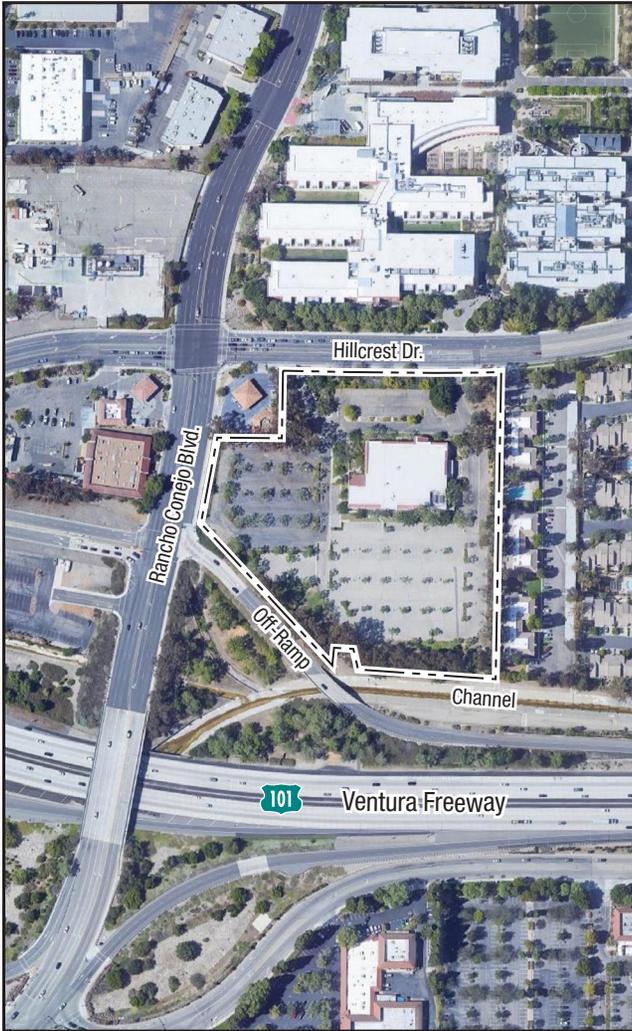
ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.



Justine Kendall, AICP, Associate Planner
Community Development Department



Location



Source: Google Earth Pro, Mar. 8, 2020.

Site Plan



Source: ktgy Architecture & Planning, Aug. 24, 2022.



Santa Ynez Band of Chumash Indians
Tribal Elders' Council

P.O. Box 517 ♦ Santa Ynez ♦ CA ♦ 93460

Phone: (805)688-7997 ♦ Fax: (805)688-9578 ♦

November 28, 2022

City of Thousand Oaks
Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362-2903

Att.: Justine Kendall, Associate Planner

Re: Latigo Hillcrest Mixed-use Project

Dear Ms. Kendall:

Thank you for contacting the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians.

At this time, the Elders' Council requests no further consultation on this project; however, we understand that as part of NHPA Section 106, we must be notified of the project.

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely Yours,

Crystal Mendoza

Crystal Mendoza
Administrative Assistant | Cultural Resources
Santa Ynez Band of Chumash Indians | Tribal Hall
(805) 325-5537
cmendoza@chumash.gov

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

November 29, 2022

Justine Kendall, AICP, Associate Planner,
City of Thousand Oaks Community Development Department Planning Division
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: Latigo Hillcrest Project – Notice of
Preparation (NOP)
SCH# 2022100528
GTS# 07-VEN-2022-00517
Vic. VEN-101 PM 7

Dear Justine Kendall:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project applicant proposes to demolish the existing one-story commercial structure and construct two new podium buildings comprised of: a four-story mixed-use development (604,606 total gross square feet); 333 multi-family residential units (including 30 very low-income affordable units) common areas, and amenities such as a lounge, game room and fitness facilities; and 5,300 square feet of commercial restaurant space above a semi-subterranean parking structure (All numbers are approximate). Development of the project would result in demolition, grading, and construction of buildings, paving and hardscape, and landscape planting. The project applicant requests a General Plan designation of Specific Plan-24 and Commercial/Residential zoning.

The nearest State facility to the proposed project is U.S. 101. After reviewing the NOP, Caltrans has the following comments:

For this project, we encourage the Lead Agency to evaluate the potential for Transportation Demand Management (TDM) strategies to better manage the transportation network, such as improved connectivity, service, safety, and comfort for transit, bicycles, and pedestrians. Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in on December 18, 2020. You can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages the Lead Agency to prepare a safety impact analysis for all developments in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050. Some recommended tools to achieve a more balanced and safe transportation system are:

- Creating robust public transit infrastructure for residents and employees.
- Reducing the amount of parking whenever possible, as abundant car parking enables and encourages driving. 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.
- Avoiding gating off the project site from the surrounding community. Provide pedestrian access points throughout to promote active transportation and ensure easy access to any transit stops and nearby destinations.
- Meeting or exceeding ADA requirements for all sidewalks and ramps with none being obstructed by utility poles or electrical cabinets.
- Implementing high-visibility continental crosswalks, curb extensions, leading pedestrian intervals, pedestrian refuge islands, and pedestrian scrambles at all intersections.
- Including canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.

Finally, the Project area is located immediately adjacent to the U.S. 101 Rancho Conejo Blvd off-ramp. An encroachment permit will be required for any project work proposed on or in the vicinity of Caltrans right-of-way and all concerns must be adequately addressed.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2022-00517.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR Branch Chief

cc: State Clearinghouse

of mitigation measures in the AQAG are also limited and outdated. More innovative solutions exist rather than contributing to a TDM Fund Mitigation, such as installing bicycle lockers, EV charging stations, energy standards exceeding Title 24, etc.

3) It is important to quantify construction emissions, although they are temporary and short-term in nature and not included in the impact determination for attaining the ambient air quality standards for ozone. The AQAG recommends quantifying the emissions for comparison against the operational thresholds and recommending emission reduction measures if the emissions estimated is over the operational threshold. Construction is most likely expected to occur over 6-12 months, which is a significantly lengthy amount of time for diesel particulate matter and ozone precursors to be emitted nearby sensitive receptors, especially infants in the development stages. Emission reduction measures such as requiring Tier 4 off-road construction equipment can reduce pollutants by up to 85% and is highly recommended if emissions are above local and state thresholds adopted. This mitigation can also be quantified using the CalEEMod air emissions model. We suspect great NOx emissions due to the amount of grading. Another reduction measure is using 2010 and newer on-road engine vehicles for exporting material that comply with California State Regulation for In-Use On-Road Diesel Vehicles Title 13, CCR §2025 since they emit less diesel emissions. Using low-VOC paints may also reduce ROC emissions once construction estimates are known.

4) Due to the project being located near a freeway, in fact adjacent to a freeway on-ramp, a Health Risk Assessment (HRA) should be conducted to assess the toxic exposure impacts the freeway will have on the residents living near the freeway. This was recently done for the Hampshire project and it was determined toxic impacts would be significant; therefore, the applicant agreed to toxics mitigation such as installing MERV-16 through the residential units closest to the freeway.

The California Air Resources Board (CARB) recommends avoiding siting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day due to the respiratory health effects of diesel particulate matter (DPM). “In addition to the respiratory health effects in children, proximity to freeways increases potential cancer risk and contributes to total particulate matter exposure. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risk from motor vehicle traffic – diesel particulate matter (diesel PM) from trucks, and benzene and 1,3-butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000-20,000/day), diesel PM represents about 70 percent of the potential cancer risk from the vehicle traffic. Diesel particulate emissions are also of special concern because health studies show an association between particulate matter and premature mortality in those with existing cardiovascular disease.” (*CARB 2005 Air Quality and Land Use Handbook*, Page 8).

While we note that the CARB land use guidance is advisory and lead agencies must factor other considerations, including housing and transportation needs, it also stated this would be conditional upon “careful evaluation of exposure, health risks, and affirmative steps to reduce risk where necessary”. According to the CDC, a growing body of evidence demonstrates that minority populations and persons of lower socioeconomic status experience higher residential exposure to

traffic and traffic-related air pollution than non-minorities and persons of higher socioeconomic status (CDC, Residential Proximity to Major Highways 2010).

If the cancer risks exceed the state thresholds, mitigation such as listed below are recommended.

- locating the air intakes farthest away from source of toxic contaminants
- weatherproofing all windows (at a minimum residential)
- limiting window opening capability for units along boundaries closest to freeway
- installation of heating ventilation and air condition (HVAC) system
- installation of MERV air filtration system
- installation of vegetative barrier along perimeter of project

5) The project will involve demolition activities of the existing site use. Such demolition activities must be in compliance with APCD's Rule 62.7, *Asbestos- Demolition and Renovation*. The DEIR should include a section under the toxics exposure criteria for air quality to discuss potential exposure of asbestos, a toxic air contaminant, to sensitive receptors nearby. Compliance with APCD Rule 62.7 is outline before in a standard condition of approval that may be added to the project if approved.

DEMOLITION ACTIVITIES

Purpose: To ensure that the owner or operator of a facility shall remove all asbestos-containing material from a facility being demolished.

Requirement: Project demolition activities shall be operated in accordance with the Rules and Regulations of the Ventura County Air Pollution Control District, with emphasis on Rule 62.7, *Asbestos – Demolition and Renovation*.

Documentation: The project applicant shall ensure compliance with the following provision:

- I. The applicant shall submit an AB3205 Form to APCD for approval. In addition, the contractor shall notify APCD 10 business days prior to the abatement commencement, if applicable, by submitting a Notification of Demolition or Renovation Form. Demolition and/or renovation activities shall be conducted in compliance with APCD Rule 62.7, *Asbestos – Demolition and Renovation*.

Timing: Prior to issuance of a demolition permit(s) by Building & Safety or the applicable jurisdiction agency.

Reporting and Monitoring: AB3205 form must be submitted to and approved by APCD. Building & Safety has this form in their checklist of required items to submit prior to issuance of a demolition permit. The Notification of Demolition or Renovation Form must be submitted to APCD. Enforcement of notification requirements for both forms and compliance with the APCD Asbestos Rule will be enforced by APCD Asbestos Inspectors and/or on a complaint-driven basis.

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



November 22, 2022

City of Thousand Oaks, Community Development Department, Planning Division
ATTN: Justine Kendall, Associate Planner
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362

Latigo Hillcrest Project, Environmental Document Review – Notice of Preparation of Draft Environmental Impact Report, (RMA REF # 22-033)

Ventura County Environmental Health Division (Division) staff reviewed the information submitted for the subject project.

The Division provides the following comments:

1. The proposed residential development includes construction of a community recreation area with a swimming pool. The builder/applicant shall submit plans for the public swimming pool to the Community Services Section of this Division and obtain plan approval prior to beginning any construction of the swimming pool and auxiliary structures.
2. A Permit to Operate from this Division would also be required prior to use inauguration of the swimming pool.

Contact the Division's Community Services Section for information on public swimming pool plan review and permitting requirements. Information on public swimming pool construction and operational requirements may be found here:

<https://vcrma.org/recreational-health-public-pools-and-spas>

3. Project includes the construction of a commercial food facility. Food facilities are subject to plan review and permitting by this Division. The applicant/food facility operator must submit plans to the Ventura County Environmental Health Division, Community Services Section and obtain plan approval prior to beginning any construction of any food facility. A Permit to Operate from this Division is also required prior to beginning any retail food operations.

<https://vcrma.org/consumer-food-protection>

4. Final project may include tenants that handle, store, or transport hazardous materials, or they may generate hazardous waste. Hazardous materials and/or hazardous wastes at or above the reportable thresholds must be reported to this Division's Certified Unified Program Agency (CUPA). Contact the CUPA for reporting and/or permitting requirements.

<https://vcrma.org/cupa>

If you have any questions, please contact me at (805) 654-2830 or Ashley.Kennedy@ventura.org.



Ashley Kennedy, R.E.H.S.
Land Use Section
Environmental Health Division



11/28/2022

VIA EMAIL ONLY

Justine Kendall, AICP, Associate Planner,
City of Thousand Oaks
Community Development Department Planning Division
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362
Email: jkendall@toaks.org

RE: NOP Comments for Latigo Hillcrest Project

Dear Ms. Kendall,

Thank you for providing Californians Allied for a Responsible Economy ("CARE CA") with the opportunity to comment on the Notice of Preparation ("NOP") for the for environmental review of the Latigo Hillcrest Project ("Project"). The Project proposes to demolish an existing one-story commercial structure and construct two new podium buildings comprised of a four-story mixed-use development (604,606 total gross square feet); 333 multi-family residential units (including 30 very low-income affordable units) and 5,300 square feet of commercial restaurant space above a semi-subterranean parking structure.

The NOP identifies the Project's potentially significant impacts under CEQA to include Air Quality, Biological Resources, Cultural and Tribal Resources, Energy, Greenhouse Gas Emissions ("GHG"), Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Public Services and Recreation, Transportation, and Utilities and Service Systems. CARE CA respectfully requests, under CEQA complete analysis of these impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives to the Project, including at least two environmentally superior alternatives to the Project.

In addition, we request that the City take into consideration the following comments:

- i) Project Description: We encourage the City to ensure that the Project's objectives are not so narrow as to preclude any alternative other than the Project. Such a narrow approach for describing the Project's objectives prevents informed decision making and public participation.
- ii) Air Quality and Public Health: The NOP identifies the Project's impact on Air Quality as potentially significant. A complete and legal analysis must include a Health Risk Assessment

(HRA) that addresses potential public health impacts during the Project's construction and operational phases. Estimates of the significance of air quality impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress on public health.

iii) Greenhouse Gas Emissions: The NOP identifies the Project's impact on greenhouse gas emissions (GHG) as potentially significant. In the DEIR analysis, the City has the discretion to quantify GHG emissions resulting from a project and/or rely on a qualitative analysis or performance-based standards "based to the extent possible on scientific and factual data" Guidelines §,15064, subd. (b).

To determine the significance of the Project's GHG, the City should avoid attempts at threshold shopping to secure a favorable less than significant result for the Project. If the City adopts a qualitative analysis, then the DEIR should provide a detailed explanation if numeric thresholds, adopted by various air districts are not used in the analysis. We also urge the City to adopt thresholds that embody climate change's existential threat to humankind. For instance, the City can apply the net zero emissions model advocated by environmental groups such as Earthjustice.¹ Using such a model will enable the City to require effective measures that reduce GHGs or even achieve net zero emissions.

Aside from identifying an appropriate threshold backed with substantial evidence, we expect a detailed discussion on the Applicant's plan to offset the Project's GHG emissions. For instance, a plan that uses parking as an opportunity to address potential air quality, GHG and traffic impacts should be considered.

iv) Mitigation measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the mitigation measures and MMRP. For example, a requirement that all off-road equipment and trucks using the site during construction be zero emission would both reduce and/or eliminate air pollution impacts and CO2 emissions.

Thank you for the opportunity to submit NOP comments. CARE CA respectfully urges the City to take this opportunity to protect the environment and the community to the maximum extent feasible. We look forward to reviewing and commenting on subsequent environmental review documents when these documents are released for public review.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Modrzejewski", with a long horizontal flourish extending to the right.

Jeff Modrzejewski
Executive Director

¹ https://planning.lacity.org/eir/8th-Grand-and-Hope/Deir/files/App_A.pdf pp. 1256-1262



Via Electronic Mail

November 2, 2022

Justine Kendall, AICP
Associate Planner
City of Thousand Oaks Community Development Department
Planning Division
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362
jkendall@toaks.org

Re: Earthjustice Comments on the Notice of Preparation of a Draft Environmental Impact Report for Latigo Hillcrest Project

Earthjustice appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (“DEIR”) for the Latigo Hillcrest Project (“Project”), which contemplates construction of a four-story mixed use development, 333 multi-family resident units, 5,300 square feet of commercial restaurant space, and other amenities. Our initial comments focus on the importance of incorporating building electrification requirements into the Project. New construction that relies on burning gas for end uses such as cooking and space and water heating has significant greenhouse gas (“GHG”), energy, and health impacts under the California Environmental Quality Act (“CEQA”). All-electric buildings avoid these impacts. Moreover, all-electric buildings are typically less costly to construct due to avoided costs of gas infrastructure. With the California Public Utilities Commission (“CPUC”) now ending subsidies for gas lines to new development, cost savings from all-electric construction will further increase. Accordingly, to comply with CEQA’s obligation to adopt all feasible mitigation to reduce significant environmental impacts, the City must require an all-electric Project design that is not connected to the gas system.

I. Projects Connecting to the Gas System Have Significant GHG, Energy and Public Health Impacts.

A. The GHG Impacts of Projects Connecting to the Gas System Are Significant.

CEQA requires a DEIR to identify all the significant impacts of a proposed project, including impacts from the project’s GHG emissions.¹ One option to determine the significance of the Project’s GHG impacts is to apply a net-zero emissions threshold. In addition to being CEQA-compliant, a net-zero threshold is also consistent with the severity of the climate crisis

¹ CEQA Guidelines § 15126.2; Appendix F.

and the recognition that any increase in GHG emissions exacerbates the cumulative impacts of climate change.

Another option is to apply the approach recently adopted by the Bay Area Quality Management District (“BAAQMD”). In determining the significance of project impacts, a lead agency “must ensure that CEQA analysis stays in step with evolving scientific knowledge and state regulatory schemes.” *Cleveland National Forest Foundation v. San Diego Assn. of Gov’ts* (2017) 3 Cal.5th 497, 519. To stay in step with evolving scientific knowledge and state policy, the Bay Area Quality Management District (“BAAQMD”) updated its previous CEQA GHG guidance for buildings this year to require all new projects to be built without natural gas and with no inefficient or wasteful energy usage in order to receive a finding of no significant impact.² BAAQMD’s previous 1,100 MT GHG significance threshold was derived from Assembly Bill (“AB”) 32’s 2020 GHG reduction targets, but did not reflect later developments, such as Senate Bill (“SB”) 32’s requirement to reduce GHGs to 40 percent below 1990 levels by 2030, nor Executive Order B-55-18’s requirement to achieve carbon neutrality by 2045.³ As BAAQMD properly noted in its justifications for its updated GHG threshold, “[f]or California to successfully eliminate natural gas usage by 2045, it will need to focus available resources on retrofitting existing natural gas infrastructure. This task will become virtually impossible if we continue to build more natural gas infrastructure that will also need to be retrofit within the next few years.”⁴

Even outside of BAAQMD’s jurisdiction, the analysis supporting its zero-gas threshold provides substantial evidence to support an EIR’s finding of significance, particularly where, as here, GHGs are a globally dispersed pollutant. Indeed, state agencies have made similar findings regarding the incompatibility of gas in new construction with achievement of state climate requirements. As the California Energy Commission (“CEC”) determined in its 2018 Integrated Energy Policy Report (“IEPR”) Update:

New construction projects, retrofitting existing buildings, and replacing appliances and other energy-consuming equipment essentially lock in energy system infrastructure for many years. As a result, each new opportunity for truly impactful investment in energy efficiency and fuel choice is precious. If the decisions made for new buildings result in new and continued fossil fuel use, it will be that much more difficult for California to meet its GHG emission reduction goals. Parties planning new construction have

² See BAAQMD, *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans*, at 11 (Apr. 2022) (“BAAQMD 2022 Update”), <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-thresholds-2022/justification-report-pdf.pdf?la=en>.

³ See BAAQMD, *CEQA Guidelines Update, Proposed Thresholds of Significance* at 10-22 (Dec 7, 2009), <http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/proposed-thresholds-of-significance-dec-7-09.pdf?la=en> (explaining methodology for previous project-level GHG threshold).

⁴ Justification Report at 12.

the opportunity instead to lock in a zero- or low-carbon emission outcome that will persist for decades.⁵

Consistent with the CEC’s findings, the California Public Utilities Commission (“CPUC”) recently adopted a Decision that would end gas line extension allowances, finding that “gas line subsidies encourage gas use by providing incentives to builders to install more gas appliances, perpetuating a continued reliance on the gas system both now and over the life of the appliance, and offsetting if not reversing any GHG emission reduction benefits secured through other decarbonization measures.”⁶ Accordingly, the CPUC found, subsidies for these new gas connections “work against today’s climate goals and conflict[] with SB 32 and 1477.”⁷ This reflects the growing consensus that aggressive electrification will be needed to achieve the state’s climate goals. Indeed, the 2022 Title 24 update already requires heat pumps as a baseline for either space or water heating in single-family homes, as well as a heat pump space heating standard for new multi-family homes and businesses.⁸ In addition, any new mixed-fuel single-family homes must already be electric-ready so they can “easily convert from natural gas to electric in the future.”⁹

Earthjustice strongly cautions against using approaches to determine the significance of Project GHG impacts that involve comparisons against “business-as-usual” emissions or a per capita emissions metric. In *Center for Biological Diversity v. Cal. Dept of Fish & Wildlife* (2015) 62 Cal.4th 204, the California Supreme Court held that determining the significance of project GHG impacts by comparing project emissions with emissions under a business-as-usual scenario derived from statewide emissions reduction goals under AB 32 lacked substantial evidence. For similar reasons, use of statewide per capita emissions metrics to determine the significance of project emissions has also been rejected for the purpose of determining project GHG impacts under CEQA. As the court held in *Golden Door Properties LLC*, “using a statewide criterion requires substantial evidence and reasoned explanation to close the analytical gap left by the assumption that the ‘level of effort required in one [statewide] context . . . will suffice in the other, a specific land use development.’” *Golden Door Properties LLC v. County of San Diego* (2018) 27 Cal.App.5th 892, 904 (quoting *Center for Biological Diversity*, 62 Cal.4th at 227). While use of a statewide per capita metric to determine the significance of GHG impacts may be useful for a General Plan, which examines collective community emissions of

⁵ CEC, *2018 Integrated Energy Policy Report Update, Vol. II* at 18 (Jan. 2019)(“2018 IEPR Update”), <https://efiling.energy.ca.gov/getdocument.aspx?tn=226392>

⁶ D.22-09-026, Phase III Decision Eliminating Gas Line Extension Allowances, Ten-Year Refundable Payment Option, and Fifty Percent Discount Payment Option Under Gas Line Extension Rules, at 27 (Sep. 20, 2022), <https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M496/K987/496987290.PDF>.

⁷ *Id.*

⁸ See CEC, 2022 Building Energy Efficiency Standards Summary, at 9 (Aug. 2021), https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf.

⁹ *Id.*

existing and proposed new development, it is not appropriate for projects that only govern new development.

B. The Energy Impacts of Projects Connecting to the Gas System are Significant.

A key purpose of the evaluation of project energy impacts under CEQA is “decreasing reliance on fossil fuels, such as coal, natural gas and oil.”¹⁰ Addressing energy impacts of proposed projects requires more than mere compliance with Title 24 Building Energy Efficiency Standards.¹¹ Including gas hook-ups in new projects, and thereby perpetuating reliance on fossil fuels, is contrary to California’s energy objectives and should be considered a significant impact under CEQA.

In addition to the lock-in effect discussed above and its perpetuation of reliance on fossil fuel infrastructure, gas appliances are also inherently wasteful because they are significantly less efficient than their electric alternatives. Heat pumps for space and water heating are substantially more efficient than their gas counterparts. Because heat pumps use electricity to move heat around rather than creating heat, their efficiency is far greater than 100 percent (energy services delivered are much greater than energy input). For example, gas water heaters advertised by Rheem, a major water heating manufacturer, have uniform efficiency factor (“UEF”) of 0.58 – 0.83.¹² In contrast, Rheem’s heat pump water heaters have UEFs between 3.7 and 4.0, making them roughly four to seven times more efficient than gas alternatives.¹³ As recognized by the CEC, “[u]sing heat pumps for space and water heating, as well as other uses, is cost-effective in the long run simply because electrification technologies can be significantly more efficient than natural gas technologies.”¹⁴ Given the low inherent efficiencies of gas space and water heating as compared to heat pump options, homes that continue to rely on gas cannot be reasonably construed as “the wise and efficient use of energy” and therefore result in significant energy impacts under CEQA.

C. The Health/Air Quality Impacts of Projects Connecting to the Gas System are Significant.

CEQA also requires consideration of “health and safety problems” that may result from a project’s emissions.¹⁵ Indeed, Section III.(d) of Appendix G of the CEQA Guidelines

¹⁰ CEQA Guidelines, Appendix F, Sec. I.

¹¹ See *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 211.

¹² Rheem, *Gas Water Heaters*, https://www.rheem.com/products/residential/water-heating/tank/residential_gas/.

¹³ Rheem, *Professional Prestige Series ProTerra Hybrid Electric Water Heater with LeakGuard*, <https://www.rheem.com/group/rheem-hybrid-electric-water-heater-professional-prestige-series-hybrid-electric-water-heater>.

¹⁴ 2018 IEPR Update at 32.

¹⁵ CEQA Guidelines § 15126.2; see also *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 520 (requiring an EIR to not only discuss air quality impacts and human health impacts separately, but to draw a connection between the two segments of information, to “meet CEQA’s requirements.”).

specifically asks a lead agency to evaluate if the project would “[e]xpose sensitive receptors to substantial pollutant concentrations.”¹⁶ The health and safety hazards of gas-burning appliances in buildings are well-documented by the California Air Resources Board (“CARB”), the CEC, and numerous peer-reviewed academic studies. In a Board-adopted resolution, CARB determined that that “cooking emissions, especially from gas stoves, are associated with increased respiratory disease.”¹⁷ Children in homes with gas stoves are particularly at risk. A meta-analysis examining the association between gas stoves and childhood asthma found that “children in homes with gas stoves have a 42 percent increased risk of experiencing asthma symptoms (current asthma)” and “a 24 percent increased risk of ever being diagnosed with asthma by a doctor (lifetime asthma).”¹⁸ Other health effects observed in children from exposure to nitrogen dioxide (“NO_x”), which is a byproduct of gas combustion, include cardiovascular effects, increased susceptibility to allergens and lung infections, irritated airways and other aggravated respiratory symptoms, and learning deficits.¹⁹ As found repeatedly by peer-reviewed studies, combustion of gas in household appliances produces harmful indoor air pollution, including carbon monoxide, nitric oxide and nitrogen dioxide, formaldehyde, acetaldehyde, and ultrafine particles, often in excess of the levels set out by the California Ambient Air Quality Standards and the National Ambient Air Quality Standards.²⁰ CARB has therefore recognized “the conclusion of recent studies that 100 percent electrification of natural gas appliances in

¹⁶ CEQA Guidelines, Appendix G, Sec. III(d).

¹⁷ CARB, *Combustion Pollutants & Indoor Air Quality*, <https://perma.cc/J6YH-VVZH> (as of March 30, 2022).

¹⁸ Brady Seals & Andee Krasner, *Gas Stoves: Health and Air Quality Impacts and Solutions*, Rocky Mountain Institute, Physicians for Social Responsibility, and Sierra Club, at 13 (2020), <https://rmi.org/insight/gas-stoves-pollution-health/>.

¹⁹ *Id.*

²⁰ See, e.g., Jennifer M. Logue et al., *Pollutant Exposures from Natural Gas Cooking Burners: A Simulation-Based Assessment for Southern California*, 122 *Env’t Health Perspectives* 43, 43–50 (2014), <http://dx.doi.org/10.1289/ehp.1306673> (modeling exposure rates for gas stove pollutants and finding that “62%, 9%, and 53% of occupants are routinely exposed to NO₂, CO, and HCHO levels that exceed acute health-based standards and guidelines” and that “reducing pollutant exposures from [gas stoves] should be a public health priority.”); John Manuel, *A Healthy Home Environment?*, 107 *Env’tl. Health Perspectives* 352, 352–57 (1999), <https://doi.org/10.1289/ehp.99107a352> (finding that gas furnaces and other gas appliances can be sources of unsafe indoor carbon monoxide concentrations); Nasim A. Mullen et al., *Impact of Natural Gas Appliances on Pollutant Levels in California Homes*, Lawrence Berkeley Nat’l Lab’y (Dec. 2012), https://eta-publications.lbl.gov/sites/default/files/impact_of_natural_gas_appliances.pdf (finding that concentrations of NO₂, NO_x, and carbon monoxide were associated with use of gas appliances); Dr. Zhu et al., *Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California*, UCLA Fielding School of Pub. Health, (Apr. 2020), <https://ucla.app.box.com/s/xyzt8jclixnetiv0269qe704wu0ihif7> (finding that gas combustion appliances are associated with higher concentrations of NO₂, NO_x, CO, fine particulate matter, and formaldehyde in indoor air, and discussing the health impacts of acute and chronic exposure to each pollutant).

California would result in significant health benefits.”²¹ Accordingly, projects that permit gas appliances such as stoves have significant air quality impacts under CEQA.

Gas appliances contribute to indoor air pollution even when they are not turned on. A recent study sampling the gas supply to home appliances also found additional harmful pollutants present, including the Hazardous Air Pollutants benzene and hexane in 95% and 98% of samples, respectively, among others.²² These pollutants have serious health impacts, particularly given that residential appliances can last for upwards of ten years, and residents may be repeatedly exposed to their pollution multiple times daily. For example, in addition to being a known carcinogen, non-cancer long-term health effects of exposure to benzene include “harmful effects on the bone marrow,” “excessive bleeding,” and can compromise the immune system.²³ Similarly, “[c]hronic inhalation exposure to hexane is associated with sensorimotor polyneuropathy in humans, with numbness in the extremities, muscular weakness, blurred vision, headache, and fatigue,” and animal studies have shown “pulmonary lesions” as well as damage to reproductive organs following chronic inhalation exposure.²⁴ These pollutants were present in the gas supplied to home appliances prior to combustion, and a 2022 study also found that most gas stoves leak supply gas “continuously” even while turned off.²⁵

II. Building Electrification is Feasible and Effective Mitigation to Reduce Project GHG, Energy, and Health Impacts.

A lead agency may not lawfully approve a project where “there are feasible alternatives or feasible mitigation measures available which would substantially lessen [its] significant environmental effects.”²⁶ Only when feasible mitigation measures have been exhausted may an agency find that overriding considerations exist that outweigh the significant environmental effects.²⁷ This mandate—to avoid, minimize and mitigate significant adverse effects where feasible—has been described as the “most important” provision of the law.²⁸

²¹ CARB Resolution 20-32, *California Indoor Air Quality Program Update*, at 2 (Nov. 19, 2020), <https://ww3.arb.ca.gov/board/res/2020/res20-32.pdf>.

²² Drew R. Michanowicz et al., *Home is Where the Pipeline Ends: Characterization of Volatile Organic Compounds Present in Natural Gas at the Point of the Residential End User*, *Environ. Sci. Technol.* 2022, 56, 10258–10268 at 10262 (Jun. 2022), <https://pubs.acs.org/doi/pdf/10.1021/acs.est.1c08298>.

²³ See Centers for Disease Control and Prevention, *Facts about Benzene*, [https://emergency.cdc.gov/agent/benzene/basics/facts.asp#:~:text=\(Long%2Dterm%20exposure%20mean%20exposure,increasing%20the%20chance%20for%20infection](https://emergency.cdc.gov/agent/benzene/basics/facts.asp#:~:text=(Long%2Dterm%20exposure%20mean%20exposure,increasing%20the%20chance%20for%20infection).

²⁴ U.S. Env. Prot. Agency, *Hexane*, <https://www.epa.gov/sites/default/files/2016-09/documents/hexane.pdf>.

²⁵ Eric D. Lebel, et al., *Methane and NO_x Emissions from Natural Gas Stoves, Cooktops, and Ovens in Residential Homes*, *Environ. Sci. Technol.* 2022, 56, 4, at 2534 (Jan. 27, 2022), <https://doi.org/10.1021/acs.est.1c04707>.

²⁶ Pub. Res. Code § 21002.

²⁷ *Id.* § 21081; see also CEQA Guidelines 15091(a).

²⁸ *Sierra Club v. Gilroy City Council*, 222 Cal. App. 3d 30, 41 (1990).

Eliminating natural gas use in new buildings is feasible mitigation that will substantially lessen the Project’s GHG, energy, and air quality/health impacts. For example, in *Residential Building Electrification in California*, Energy and Environmental Economics (“E3”) determined that “electrification is found to reduce total greenhouse gas emissions in single family homes by approximately 30 to 60 percent in 2020, relative to a natural gas-fueled home.”²⁹ Moreover, “[a]s the carbon intensity of the grid decreases over time, these savings are estimated to increase to approximately 80 to 90 percent by 2050, including the impacts of upstream methane leakage and refrigerant gas leakage from air conditioners and heat pumps.”³⁰ As shown in the graph below, the GHG savings from heat pumps are substantial today and will only increase as California continues to decarbonize its grid as required under SB 100.

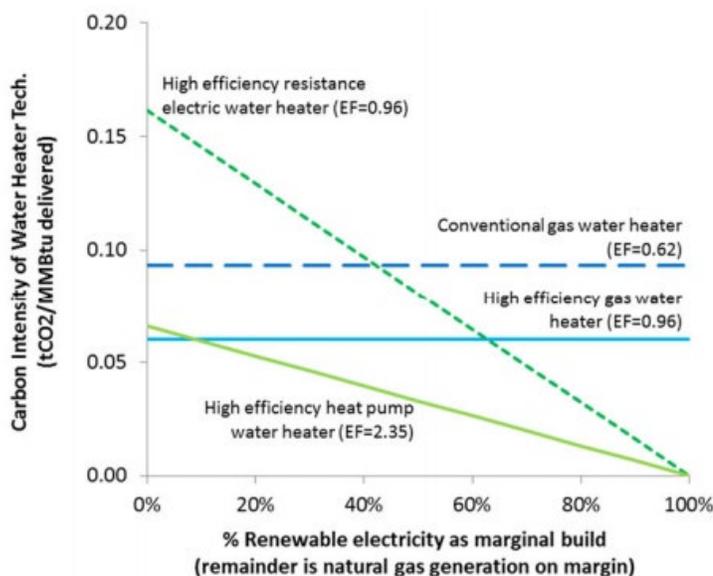


Figure 3. Carbon intensity of water heater technologies, as a function of renewable electricity percentage.
Source: Author’s calculations

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In contrast, because gas appliance will generate the same level of pollution over their lifetime, their emissions relative to electric alternatives will increase over time and increasingly interfere with achievement of California’s climate objectives.

Numerous local jurisdictions have also adopted all-electric building policies for a variety of building types, demonstrating the feasibility of all-electric new construction. For example, San Francisco adopted an ordinance effective June 2021 prohibiting gas in new construction for

²⁹ E3, *Residential Building Electrification in California*, at iv (Apr. 2019), https://www.ethree.com/wp-content/uploads/2019/04/E3_Residential_Building_Electrification_in_California_April_2019.pdf.

³⁰ *Id.*

³¹ Amber Mahone et al., *What If Efficiency Goals Were Carbon Goals*, at 9-7, American Council for an Energy-Efficient Economy (2016), https://aceee.org/files/proceedings/2016/data/papers/9_284.pdf.

all building types, with narrow exceptions.³² Several other California municipalities have adopted similar legislation, including Berkeley, San Luis Obispo, and Half Moon Bay, and the City of Los Angeles is close behind.³³

All-electric new construction is also a feasible mitigation measure to avoid the health impacts of gas, particularly the indoor air pollution impacts in residential buildings. For example, Marin Clean Energy developed its Low-Income Families and Tenants (“LIFT”) Pilot Program to reduce energy burdens and improve quality of life for residents in income-qualified multifamily properties through energy efficiency, electrification, and health, safety, and comfort upgrades.³⁴ An evaluation of the LIFT Pilot found that on a per dwelling basis, participants who received heat pump replacements for gas or propane heating equipment saw reductions of greenhouse gases by over one ton of CO₂ per dwelling, NO_x reductions of close to 1 pound, and carbon monoxide reductions of more than 2 pounds.³⁵ Notably, because the national health and safety limit for carbon monoxide is 1 pound annually, residents had been living with unsafe carbon monoxide levels. Heat pump installation virtually eliminated this pollution source.³⁶ In addition to direct health benefits from reduced pollution, tenants reported increased comfort, with “indoor air temperature being just right even on very hot days,” better air quality and reduced noise.³⁷ Electrifying gas end uses in buildings demonstrably mitigates not only building emissions but their associated health and safety impacts.

All-electric building design is also economically feasible under CEQA. When considering economic feasibility of alternatives under CEQA, courts consider “whether the marginal costs of the alternative as compared to the cost of the proposed project are so great that

³² San Francisco Building Code § 106A.1.17.1, https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_building/0-0-0-92027.

³³ See, e.g., San Luis Obispo Ordinance No. 1717, <http://opengov.slocity.org/WebLink/DocView.aspx?id=162695&dbid=0&repo=CityClerk>, (prohibiting natural gas in new construction effective January 1, 2023, with narrow commercial availability and viability exceptions); Los Angeles City Council Motion, https://drive.google.com/file/d/1KLRBqAT2sj2sQJd2NKGtME8WX5ZEn_9/view, (directing Los Angeles city agencies to develop a plan within six months that will “require all new residential and commercial buildings in Los Angeles to be built so that they will achieve zero-carbon emissions,” to be effective January 1, 2023); Half Moon Bay Municipal Code § 14.06.030, <https://www.codepublishing.com/CA/HalfMoonBay/#!/HalfMoonBay14/HalfMoonBay1406.html#14.06.030>, (requiring all-electric construction for all new buildings, effective March 17, 2022). See also Sierra Club, *California’s Cities Lead the Way on Pollution-Free Homes and Buildings*, <https://www.sierraclub.org/articles/2021/07/californias-cities-lead-way-pollution-free-homes-and-buildings>, (running list of California municipalities with gas-free buildings commitments and electrification building codes).

³⁴ DNV, MCE Low-Income Families and Tenants Pilot Program Evaluation at 1 (Aug 5. 2021) <https://www.mcecleanenergy.org/wp-content/uploads/2021/07/MCE-Low-Income-Families-and-Tenants-Pilot-Program-Evaluation.pdf>.

³⁵ *Id.* at 28.

³⁶ *Id.* at 29.

³⁷ *Id.* at 4, 35 (Aug 5. 2021) <https://www.mcecleanenergy.org/wp-content/uploads/2021/07/MCE-Low-Income-Families-and-Tenants-Pilot-Program-Evaluation.pdf>.

a reasonably prudent [person] would not proceed with the [altered project].”³⁸ That is, even if an alternative is *more* expensive than the original plan, “[t]he fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible.”³⁹

All-electric building design for new construction is indisputably financially feasible because it is now cheaper than mixed-fuel construction.⁴⁰ The CEC has found that capital costs for all-electric single family homes are “several thousand dollars less expensive than mixed-fuel homes.”⁴¹ For mid-rise multi-family homes, “[a]n average reduction of \$3,300 per unit was found” by avoiding the costs of gas piping, venting, and trenching to connect to the gas system.⁴² Indeed, as noted in Redwood Energy’s A Zero Emissions All-Electric Multifamily Construction Guide, “[i]n the downtown of a city like Los Angeles, just trenching and piping gas to an apartment building in a busy street can cost \$140,000.”⁴³ Moreover, there are additional embedded savings from faster build-out (related to not having to install gas plumbing and piping inside of the home), and by installing one heat pump instead of a separate furnace and air conditioning. As the CPUC is eliminating gas line extension allowances for all customer classes starting in July 2023, the infrastructure buildout to support gas hookups will raise costs of projects connecting to the gas system even more than before, when line extensions were subsidized.⁴⁴ Additionally, as discussed above, the 2022 update to the Title 24 Building Code already requires heat pumps as a baseline for space or water heating, and requires panel upgrades and other space modifications in any new mixed-fuel homes to ensure they are electric-ready when they inevitably convert to all-electric.⁴⁵ As a result, mixed-fuel design in new construction

³⁸ *SPRAWLDEF v. San Francisco Bay Conservation and Development Comm’n* (2014) 226 Cal. App. 4th 905, 918 (citing *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal. App. 4th 587, 600).

³⁹ *Id.* (citing *Center for Biological Diversity v. Cty. of San Bernardino* (2010) 185 Cal. App. 4th 866, 833).

⁴⁰ See CARB, Draft 2022 Scoping Plan, Appendix F: Building Decarbonization, at 14–15 (May 2022) (finding that “all-electric new construction is one of the most cost-effective near-term applications for building decarbonization efforts,” and that all-electric new construction is crucial in particular because “it is less costly to build, avoids new pipeline costs to ratepayers, and avoids expensive retrofits later.”), <https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp-appendix-f-building-decarbonization.pdf>.

⁴¹ See CEC, Final 2021 Integrated Energy Policy Report Volume I: Building Decarbonization at 89 (Feb. 2022), <https://efiling.energy.ca.gov/GetDocument.aspx?tn=241599>, (citing E3, *Residential Building Electrification in California: Consumer Economics, Greenhouse Gases and Grid Impacts*, https://www.ethree.com/wp-content/uploads/2019/04/E3_Residential_Building_Electrification_in_California_April_2019.pdf).

⁴² CEC, *California Building Decarbonization Assessment*, at 83 (Aug. 13, 2021) (“CEC Building Decarbonization Assessment”), <https://efiling.energy.ca.gov/GetDocument.aspx?tn=239311>.

⁴³ Redwood Energy, A Zero Emissions All-Electric Multifamily Construction Guide at 2 (2019), <https://fossilfreebuildings.org/ElectricMFGuide.pdf>

⁴⁴ R. 19-01-011, Phase III Decision Eliminating Gas Line Extension Allowances, Ten-Year Refundable Payment Option, and Fifty Percent Discount Payment Option Under Gas Line Extension Rules, (Aug. 8, 2022), <https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M496/K415/496415627.PDF>.

⁴⁵ See CEC, 2022 Building Energy Efficiency Standards Summary, at 9 (Aug. 2021), https://www.energy.ca.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADA.pdf.

is likely *less* financially feasible than all-electric design, in addition to imposing significant GHG, energy, and health impacts.

Now is the critical window for the City to jump-start this transition away from gas to clean energy buildings. CEQA is an essential vehicle to take all feasible action to reduce GHGs and limit further expansion of gas infrastructure. To comply with CEQA, we urge incorporation of all-electric building design into the Project.

Please contact Rebecca Barker at rbarker@earthjustice.org, and Matt Vespa at mvespa@earthjustice.org with any questions or concerns, and please include each of us in future notifications on the Project's development.

Sincerely,

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Skyler Bylin <sbylin@envicomcorporation.com>

Request for Information: Proposed Latigo Hillcrest CEQA Project

Resendes, Nick <nick.resendes@ventura.org>

Tue, Nov 22, 2022 at 9:27 AM

To: Skyler Bylin <sbylin@envicomcorporation.com>, "Dearden, Alan" <alan.dearden@ventura.org>

Good morning Skyler,

Please see the response to the CEQA questions regarding the Latigo Hillcrest Project –

1. Would the nearest fire station that would serve the project site be Ventura County Fire Station 35 (751 Mitchell Road)? If not, which station would serve the site?

A: Correct, Station 35 is the nearest fire station to the proposed project.

2. Is the Station currently staffed by 7 firefighters, Engine 35, Ladder truck 25, Reserve Engine OES 344 and Command 11, as stated on the VCFD website?

A: Correct, Station 35 is currently staffed by 7 firefighters, Engine 35, Ladder Truck 35, Reserve Engine OES 344 and Command 11.

3. What criteria does the Department use to determine an adequate level of service? Does the station meet those criteria under current conditions?

A: Per Page 9 of the Citygate Associate LLC Regional Fire Services Standards of Cover Analysis 2017 “Nationally recognized standards and best practices call for a timeline with several important time measurements that include a definition of each response time component. Ideally, the measurement start time is when the 9-1-1 police/dispatcher receives the emergency call. Ventura County Fire Protection District operates a best practices-based regional fire dispatch center. In this setting, District response time measurement starts when the fire dispatcher receives a 9-1-1 transfer call... and creates an incident in the fire and EMS computerized dispatch system. The time segments for dispatch processing, crew alerting and leaving the station (commonly called turnout time), and the travel time are measured. In addition to fire and medical emergencies, the District also has some specific response goals for incidents such as wildfires and dispatch processing.... Incident type response time goals are required for each major type of emergency expected to meet the Standards of Coverage benchmarks for the Commission on Fire Accreditation International (CFAI).

Currently Station 35 meets the District’s response time goals based on the study Volume 1 Executive Summary Finding #10 “National best practices, as recommended by NFPA #1710, are for call processing to be 90 seconds, 90 percent of the time, and 120 seconds, 99 percent of the time. The call sorting/processing and crew alerting is meeting best practices recommendations.

4. Please confirm that VCFD has appropriate equipment and ability to provide fire protection for existing uses plus the proposed 8.19 unit mixed-use project.

A: See answer to questions #2 for Station 35 equipment and staffing.

5. What are the Department’s response time goals and what would the expected response time to the project site be?

A: Ventura County Fire District has administratively set response time goals for the following.

- First unit on scene in 8:30 minutes for suburban areas 90 percent of the time;
- First unit on scene in 12:00 minutes for rural areas 90 percent of the time;

Based on the findings of the Citygate Associates LLC Regional Fire Services Standards of Cover Analysis 2017, "...the most-developed population density areas are significantly within the District's goal of 8:30 minutes total response time of a fire engine."

The project site is approximately 0.4 miles away from Station 35 with an estimated 2-minute travel time by a vehicle.

6. Identify any planned VCFD improvements (new stations, equipment, or other) that would provide improved service to the project site, and the anticipated timeframe for the improvements.

A :Response: Fire Station 35 (751 Mitchell Rd) is the closest fire station to the proposed project. A day engine still operates out of old Fire Station 35 (2500 W Hillcrest Dr) just down the street from the new project. However, the day engine will relocate to new Fire Station 34 once construction is complete. New Fire Station 34 is under construction (2977 Mountclef Blvd) and will replace existing Fire Station 34 (555 E Avenida de los Arboles). Construction of the new station is anticipated to finish in summer 2023. There are plans in the near future to replace the squad at Fire Station 30 (325 W Hillcrest Dr) with a rescue ambulance. Within 10 years, there is a plan to demolish current Fire Station 31 (151 Dusenbergl Dr) and rebuild in-place with a new station. State of the art Class A and Class B burn buildings are planned to go into construction mid-2023 at the VCFD Regional Training Center located at the Camarillo Airport. This facility will drastically improve live-fire training practices which will benefit VCFD, local fire agencies, and the communities we serve. Construction is expected to take 2 years finishing approximately mid-2025.

7. We understand that the project plans would be required to be reviewed by VCFD prior to County approval of the project, to assure adequate fire access and service. Are there any such requirements that you would like us to be aware of as we prepare the EIR?

A: The project Development Permit Review (DP 2022-70773) was deemed Incomplete for the following items:

1. **Site Access** – Two (2) means of ingress/egress shall be provided to the development in accordance with Fire District access standards.

VCFD Access Standard 501 requires that 2 fire apparatus access roads are provided for a development with more than 100 dwelling units. Fire apparatus Access is required for both ingress and egress. Each access provided shall have the ability to serve both ingress and egress. Egress may be controlled by a gate per VCFD Standard 501.

VCFD Access Standard 501 requires that the 2 fire apparatus access roads are separated by a distance of not less than 300 feet as measured from centerline of the access.

2. **Aerial Ladder Fire Apparatus Access** - Aerial Ladder Fire Apparatus Access, Multi-Family, Commercial or Industrial Buildings or portions of buildings or facilities with perimeter eave lines exceeding 30 feet in height above the lowest level of fire department access shall require an approved aerial ladder fire apparatus access roads and driveways. Aerial fire apparatus access roads and driveways shall have a minimum clear width of 30 feet. Overhead utility and power lines shall not be located within the aerial ladder fire apparatus access roads and driveways. At least one of the required access routes meeting this condition shall be located a minimum of 15 feet and a maximum of 30 feet parallel to one side of the buildings, as approved by the Fire District. Buildings exceeding 50,000 SQFT shall have the required access route along a minimum of two sides. Parking shall be prohibited along the required width of the access roads and driveways. Landscaping and other improvements between the required access and the buildings shall not interfere with aerial ladder fire apparatus operations, as approved by the Fire District.

Building "B3" does not meet the requirements for aerial fire apparatus access along a minimum of two sides of the building. Building B as a whole may have adequate aerial access, but the aerial access requirements apply to each sub-building since they do not have shared roof access. 30 ft wide access is required to be extended around the Southwest portion of Building B3. Provide square footage breakdown of each sub-building to demonstrate compliance with 50,000 sq. ft. threshold.

3. Access Point(s) on Roads - Roads shall be provided such that any portion of the exterior walls, at grade level, of a building or structure, is not more than 150 feet from a road as measured by an approved route around the exterior of the building. **Exception:** The distance shall be permitted to be extended to 250 feet when the building is protected by an automatic fire sprinkler system in accordance with NFPA 13 and provided with an approved access walkway leading from the road to the exterior openings around the structure.

Fire access plan A1-7 represents 250 ft hose pull distance along unapproved routes on Courtyard A, Courtyard D, and Courtyard E. Hose pull distances must be taken from fire access roads to all portions of the exterior walls from grade level without passing through the parking structure to reach the courtyard areas. Additional stairways leading directly from the Courtyard to fire access are required.

4. Ground Ladder Access – Access around the building shall be provided to allow for laddering the building, at a maximum 75-degree angle, to reach emergency escape and rescue openings below the fourth story above the grade plane. A three (3) foot clear working space shall be provided around the ladder at ground level.

Provide elevation details on fire access plan A1-7 showing ground ladder access to rescue openings. Provide ground ladder access points on landscape plans to demonstrate clear working space.

VCFD Standard 501 Section 6.8.5.2 requires trees between aerial fire apparatus access and the building to be spaced with a minimum 30 ft separation between canopies, and the trees shall not be placed within 45 ft. of the ends of a building along the access.

Exception: *Trees with expected maturity height to be less than that which would impact laddering operations from the aerial fire apparatus access to the building along an approved angle.*

5. Fire Hydrant Design (Commercial, Industrial, Multi-family buildings) - Fire hydrants shall be installed and in service prior to combustible construction and shall conform to the minimum standard of the City of Thousand Oaks Water Works Manual and the following.

- a. Each hydrant shall be a 6 inch wet barrel design and shall have (1) 4 inch and (2) 2 ½ inch outlet(s).
- b. The required fire flow shall be achieved at no less than 20-psi residual pressure.
- c. Fire hydrants shall be spaced 300 feet on center and so located that no structure will be farther than 150 feet from any one hydrant.
- d. Fire hydrants shall be set back in from the curb face 24 inches on center.
- e. No obstructions, including walls, trees, light and sign posts, meter, shall be placed within three (3) feet of any hydrant.
- f. A concrete pad shall be installed extending 18 inches out from the fire hydrant.
- g. Ground clearance to the lowest operating nut shall be between 18 to 24 inches.

Prior to construction, applicant shall submit plans to the Fire District for placement of fire hydrants for formal review. Cursory review of hydrants on Sheet A1-7 represents hydrants in undesirable locations against the

building. Revise "fire hydrant 200' radius" to show distance between hydrants measured along fire department path of travel in accordance with Appendix C of the California Fire Code. Note that Fire Department Connections (FDC) serving fire sprinkler risers are required to be within 150 ft. of a fire hydrant.

The design team is aware of these 5 incomplete items and has adjusted the proposed project to accommodate VCFD conditions.

Please feel free to contact me with any additional questions.

Thank you,



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Skyler Bylin

Intern

Envicom Corporation
4165 E. Thousand Oaks Blvd, Suite 290
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(818) 879-4700



September 16, 2022

Conejo Valley Unified School District
750 Mitchell Road
Newbury Park, CA 91320

Attn: Debra Hanna, Planning Specialist

Subj: Request for Information: CEQA Environmental Impact Report for
Proposed Latigo Hillcrest Project (*Envicom Project #2022-100-01*)

Dear Ms. Hanna:

Pursuant to the California Environmental Quality Act (CEQA), Envicom Corporation (Envicom) is preparing an Environmental Impact Report (EIR) on behalf of the County of Ventura County (County) to evaluate potential impacts associated with the development of the Latigo Hillcrest Project (project). The site is situated in the southwest portion of the City of Thousand Oaks, California. The development's residential use is 315,15 square feet, consisting of 333 dwelling units, and 5,300 square feet of commercial use on 8.19 acres. We are requesting information regarding existing school facilities that serve the vicinity, and the ability to serve the proposed project to assist us in addressing potential environmental impacts associated with school services that may result from the project. We've provided a brief description of the project below, followed by the information we are requesting from the Conejo Valley Unified School District (CVUSD).

The project site is located at 2150 W. Hillcrest Drive, adjacent to U.S. Highway 101. Regional access to the site is provided via Hillcrest Drive, Rancho Conejo Boulevard, and Rancho Conejo Boulevard on/off ramps from U.S. Highway 101. Two (2) direct entry ways are located off Hillcrest Drive and encircle a back residential complex consisting of four separate structures connected by various bridges and breezeways. The project will provide 564 parking spaces. The commercial spaces of the project will draw in residents from nearby townhomes, single-family homes, and apartment communities along with employees from the Amgen offices across the street and other business within the Rancho Conejo Industrial Park. Intersections and pedestrian crossings will utilize enhanced paving and trees in planting areas to signify and define safe crossings, as well as define the community entry points.

Information Needs

Please provide the following additional information as available. Note: If the CVUSD cannot provide information on any one of the questions, please indicate this and move on to the next, as even a partial response would be helpful to our preparation of the EIR:

1. Which CVUSD elementary and middle school, if any, would serve the project site?
2. What are the current enrollment and capacity levels of the school(s) that would serve the site? (please fill out the table, below, as information permits).



School Enrollment and Capacities 2026-2027 AS OF 05-26-2022

School	Address	Grades	Capacity	Current Enrollment
Walnut Elementary School	581 Dena Dr.	K-5	672	279
EARTHS Academy	2626 Michael Dr.	K-5	792	519
Sequoia Middle School	2855 Borchard Dr.	6-8	1300	856
Newbury Park High School	5400 Cochran St.	9-12	3464	2267

3. Identify any planned CVUSD improvements that would provide expanded capacity to serve the community, including the project site, and the anticipated timeframe for the improvements
4. Can you provide the per dwelling unit generation rates we should use in the EIR to estimate the number of elementary, middle school and high school students anticipated by the proposed apartment building project?
5. Do you have any additional information you would like to provide on the school(s) that would serve the project?

Please contact Skyler Bylin or Jessica Hitchcock with your response, at sbylin@envicomcorporation.com or jhitchcock@envicomcorporation.com. Please don't hesitate to call me at (818) 879-4700 if you have additional questions. Thank you for your assistance.

Sincerely,



Jessica Hitchcock
Environmental Analyst

Attachment:

Project Site Plan

2150 HILLCREST DR.

PROJECT SUMMARY

ZONING: C-3
 GROSS SITE AREA: 8.28 ACRES (360,787 SF)
 NET SITE AREA: 8.19 ACRES (356,600 SF)
 BASE DENSITY: 30 DU / AC
 BASE UNITS: (30 x 8.19) = 245 DU
 DENSITY BONUS: 38.75% USING
 21% LOW INCOME (245 x .21) = 52 AFFORDABLE DU (OR)
 12% VERY LOW INCOME (245 x .12) = 30 AFFORDABLE DU
 DENSITY BONUS UNITS (245 x 38.75) = 95 DU
 TOTAL UNITS ALLOWED PER DENSITY BONUS: 245 + 95 = 340 DU
 TOTAL UNITS PROVIDED: 333 DU

DENSITY: 40.6 DU/AC
 COMMERCIAL: ±5,300 SF

HEIGHT
 REQUIRED: MAX 50' AVG., 3 STORIES
 PROVIDED: 50' AVG., PARTIAL 4th STORY

UNIT MIX
 FRONT PODIUM APT BUILDING 'A':
 1-BED: 39 UNITS (58%)
 2-BED: 22 UNITS (33%)
 3-BED: 6 UNITS (9%)
 TOTAL: 67 UNITS (100%)
 930 AVG. SF

BACK PODIUM APT BUILDINGS 'B' (4 BLDGS):
 1-BED: 143 UNITS (53%)
 2-BED: 101 UNITS (38%)
 3-BED: 22 UNITS (9%)
 TOTAL: 266 UNITS (100%)
 953 AVG. SF

TOTAL BUILDINGS 'A' + 'B':
 1-BED: 182 UNITS (55%)
 2-BED: 123 UNITS (37%)
 3-BED: 28 UNITS (8%)
 TOTAL: 333 UNITS (100%)
 950 AVG. SF

PARKING
 FRONT PODIUM APT BUILDING 'A':
 LEVEL: P1 41 SP
 LEVEL: P2 68 SP
 SURF.: 15'-0" 26 SP
 TOTAL: 135 SP

REAR PODIUM APT BUILDING 'B':
 LEVEL: P1 351 SP
 SURF.: 78 SP
 TOTAL: 429 SP

OVERALL TOTAL: 564 SP
 10% EVCS INCLUDED: 57 SP

COMMERCIAL: BUILDING 'A'
 RETAIL 'A': ±2,300 SF
 RETAIL 'B': ±3,000 SF
 TOTAL: ±5,300 SF

AMENITIES
 PUBLIC CORNER PLAZA OFF HILLCREST DR.
 CENTRAL COMMUNITY AMENITY/REC BUILDING w/ POOL
 UPPER LEVEL ROOF DECKS
 PUBLIC & COMMON OPEN SPACE

CALLOUT LEGEND

- 01 MAIN PROJECT ENTRY
- 02 40' NORTH EASEMENT
- 03 60' EAST EASEMENT
- 04 43' WEST EASEMENT
- 05 30' WIDE FIRE LANE
- 06 FIRE TRUCK TURNAROUND
- 07 TRANSFORMERS

Project Proposed Landmark Tree Schedule

Landmark Tree	Preserve	Remove
Oak Tree 1		x
Oak Tree 2		x
Oak Tree 3		x
Oak Tree 4		x
Oak Tree 5		x
Oak Tree 6		x
Oak Tree 7	x	
Oak Tree 8	x	
Oak Tree 9	x	
Oak Tree 10	x	
Oak Tree 11	x	
Oak Tree 12	x	
Oak Tree 13	x	
Oak Tree 14	x	
Oak Tree 15		x
Oak Tree 16		x
Oak Tree 17	x	
Oak Tree 18	x	
Oak Tree 19	x	
Oak Tree 20	x	
Oak Tree 21		x
Oak Tree 22		x
Oak Tree 23		x
Oak Tree 24		x
Oak Tree 25		x
Oak Tree 26		x
Oak Tree 27	x	
Oak Tree 28	x	
Totals	13	15

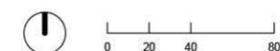


Architecture + Planning
 888.456.5849
 ktgy.com

THE LATIGO GROUP, LLC
 310.991.8000

2150 HILLCREST DR
 THOUSAND OAKS, CA # 2021-0082

Formal Application Submittal
 AUGUST 24, 2022



SITE PLAN
 PROJECT SUMMARY

A1-0



March 18, 2022

WILL-SERVE NOTICE

Address: 2150 Hillcrest Dr, Newbury Park, 91320, CA

Property Owner: Latigo Hillcrest, LLC

APN#: 667-011-307

Project Description: Proposed mixed-use project with ground floor commercial space, immediately adjacent to the Amgen campus. The project consists of 2 separate podium buildings, containing a total of 333 dwelling units and approx. 6,495 sq ft of commercial space.

This is to advise that California American Water will supply water service, without exception to the subject property. However, arrangements **may** have to be made for the installation of water service(s) or other appurtenances. Any costs associated with the installation of water service(s) or other appurtenances will be the sole responsibility of the property owner.

To provide adequate water flow for fire protection, as may be required by the cognizant fire department, the exact size and length of any main, fire service or fire hydrant that may have to be installed will have to be determined by a qualified hydraulics engineer (by other than the Water Company).

An accounting of Will Serve Letters issued compared to number of unused services remaining is not applicable to this project.

These services will be through two new 4" domestic service meters, one new 1" domestic service meter, one new 2" irrigation service meter connected to our existing main line located on the Main Zone. Zone and allocations used and remaining are not applicable to this project.

The quality of water delivered by California American Water meets all requirements of the California State Department of Health.

If you have any questions or concerns regarding this correspondence, please contact Eric Bennett at (805) 454-0904

Regards,

Eric Bennett
Senior Supervisor of Operations
California American Water
Ventura County Operations



CALIFORNIA
AMERICAN WATER

Clifford G. Finley
Public Works Director

March 15, 2022

Kevin Donlon
Stantec
300 North Lake Avenue Suite 400
Pasadena, CA 91101-4169

Subject: Wastewater Availability - 2150 W Hillcrest Drive

Dear Mr. Donlon:

The subject property is in the City of Thousand Oaks, and the following information is provided relative to wastewater service:

Wastewater Service

There is an existing 30-inch City wastewater main located approximately 36-feet from rearmost portion of the subject property at 2150 W Hillcrest Drive. The 30-inch mainline is in the access road of the flood control channel located near the Westbound off ramp of 101 Freeway exiting Rancho Conejo Boulevard.

Currently there is an 8-inch lateral at the property that served the previous Amgen Building 34. The 8-inch lateral has two 8-inch PVC laterals that tie into an existing 18-inch mainline that is located 40 feet from and parallel to the easterly property line. The 18-inch mainline connects to the drop manhole numbered F22-15, located in roadway of the flood control channel per drawing 10779 (attached).

Connection to the main or to the existing 8-inch lateral is permitted subject to a City encroachment (right-of-way) and/or wastewater permit that includes payment of permit fees, and approved service-lateral plan and profile construction drawing. The applicant is advised the onsite easements and VCWPD right-of-way may contain several utilities (e.g., gas, communication, etc) that could affect the profile of the gravity service lateral and you may wish to inquire with USA-DigAlert of Southern California to locate such utilities prior to finalizing any revised lateral design.

If you have any questions, please call me at (805) 449-2442.

Sincerely,



Jim Taylor, PE
Sr. Civil Engineer



Ventura County Fire Protection District

MEMORANDUM

DATE: 9/23/2022

TO: Justine Kendall

AGENCY: City of Thousand Oaks Community Development Department

FROM: Nick Resendes, Fire Inspector II

PROJECT NUMBER: DP 2022-70773

APPLICANT: Latigo Group

LOCATION: 2150 Hillcrest Dr, Newbury Park

DESCRIPTION: Demolition of an existing commercial building and construction of two new podium buildings comprised of 412,250 sq. ft., four-story mixed-use 333 unit-multi-family residential and 6,500 sq. ft. commercial development above semi-subterranean parking structure.

Incomplete - This project has been reviewed by the Ventura County Fire Protection District and is found to be **incomplete**.

1. **Site Access** – Two (2) means of ingress/egress shall be provided to the development in accordance with Fire District access standards.

VCFD Access Standard 501 requires that 2 fire apparatus access roads are provided for a development with more than 100 dwelling units. Fire apparatus Access is required for both ingress and egress. Each access provided shall have the ability to serve both ingress and egress. Egress may be controlled by a gate per VCFD Standard 501.

VCFD Access Standard 501 requires that the 2 fire apparatus access roads are separated by a distance of not less than 300 feet as measured from centerline of the access.

2. Aerial Ladder Fire Apparatus Access, Multi-Family, Commercial or Industrial Buildings or portions of buildings or facilities with perimeter eave lines exceeding 30 feet in height above the lowest level of fire department access shall require an approved aerial ladder fire apparatus access roads and driveways. Aerial fire

apparatus access roads and driveways shall have a minimum clear width of 30 feet. Overhead utility and power lines shall not be located within the aerial ladder fire apparatus access roads and driveways. At least one of the required access routes meeting this condition shall be located a minimum of 15 feet and a maximum of 30 feet parallel to one side of the buildings, as approved by the Fire District. Buildings exceeding 50,000 SQFT shall have the required access route along a minimum of two sides. Parking shall be prohibited along the required width of the access roads and driveways. Landscaping and other improvements between the required access and the buildings shall not interfere with aerial ladder fire apparatus operations, as approved by the Fire District.

Building "B3" does not meet the requirements for aerial fire apparatus access along a minimum of two sides of the building. Building B as a whole may have adequate aerial access, but the aerial access requirements apply to each sub-building since they do not have shared roof access. 30 ft wide access is required to be extended around the Southwest portion of Building B3. Provide square footage breakdown of each sub-building to demonstrate compliance with 50,000 sq. ft. threshold.

Mitigation to Aerial Fire Apparatus Access Roads- The fire code official is authorized to reduce the required width to not less than 24 feet when all the following are provided.

- Automatic fire sprinklers are installed throughout the structure in accordance with NFPA 13.
 - Fire sprinkler standpipes are provided on all floors and through to the roof.
 - Two or more roof access points are provided through 2-hour fire rated stairs separated a distance not less than half of the diagonal of the structure.
3. **Access Point(s) on Roads** - Roads shall be provided such that any portion of the exterior walls, at grade level, of a building or structure, is not more than 150 feet from a road as measured by an approved route around the exterior of the building. **Exception:** The distance shall be permitted to be extended to 250 feet when the building is protected by an automatic fire sprinkler system in accordance with NFPA 13 and provided with an approved access walkway leading from the road to the exterior openings around the structure.

Fire access plan A1-7 represents 250 ft hose pull distance along unapproved routes on Courtyard A, Courtyard D, and Courtyard E. Hose pull distances must be taken from fire access roads to all portions of the exterior walls from grade level without passing through the parking structure to reach the courtyard areas. Additional stairways leading directly from the Courtyard to fire access are required.

4. **Ground Ladder Access** – Access around the building shall be provided to allow for laddering the building, at a maximum 75-degree angle, to reach emergency escape and rescue openings below the fourth story above the grade plane. A three (3) foot clear working space shall be provided around the ladder at ground level.

Provide elevation details on fire access plan A1-7 showing ground ladder access to rescue openings. Provide ground ladder access points on landscape plans to demonstrate clear working space.

VCFD Standard 501 Section 6.8.5.2 requires trees between aerial fire apparatus access and the building to be spaced with a minimum 30 ft separation between canopies, and the trees shall not be placed within 45 ft. of the ends of a building along the access.

Exception: *Trees with expected maturity height to be less than that which would impact laddering operations from the aerial fire apparatus access to the building along an approved angle.*

5. Fire Hydrant Design (Commercial, Industrial, Multi-family buildings) - Fire hydrants shall be installed and in service prior to combustible construction and shall conform to the minimum standard of the City of Thousand Oaks Water Works Manual and the following.

- a. Each hydrant shall be a 6 inch wet barrel design and shall have (2) 4 inch and (1) 2 ½ inch outlet(s).
- b. The required fire flow shall be achieved at no less than 20-psi residual pressure.
- c. Fire hydrants shall be spaced 300 feet on center and so located that no structure will be farther than 150 feet from any one hydrant.
- d. Fire hydrants shall be set back in from the curb face 24 inches on center.
- e. No obstructions, including walls, trees, light and sign posts, meter, shall be placed within three (3) feet of any hydrant.
- f. A concrete pad shall be installed extending 18 inches out from the fire hydrant.
- g. Ground clearance to the lowest operating nut shall be between 18 to 24 inches.

Prior to construction, applicant shall submit plans to the Fire District for placement of fire hydrants for formal review. Cursory review of hydrants on Sheet A1-7 represents hydrants in undesirable locations against the building. Revise "fire hydrant 200' radius" to show distance between hydrants measured along fire department path of travel in accordance with Appendix C of the California Fire Code. Note that Fire Department Connections (FDC) serving fire sprinkler risers are required to be within 150 ft. of a fire hydrant.



M E M O R A N D U M

City of Thousand Oaks • Thousand Oaks, California

Police Department

DATE: September 7, 2022

TO: Justine Kendall, Planning Department

FROM: Senior Deputy Gunnar Dike, Intelligence Led Policing - Special Protects and Technology Unit

SUBJECT: DP 22-70773 2150 Hillcrest Drive

The Thousand Oaks Police Department submits the following security conditions for the proposed commercial project to be located at 2150 Hillcrest Drive in the city of Thousand Oaks. These conditions are included in, or in addition to, the Standard Conditions of Approval for Commercial/Industrial Projects, stipulated in the City of Thousand Oaks City Council Resolution No. 95-20.

UTILITY ROOMS AND ENCLOSURES – All exterior utility rooms and enclosures containing electrical and telephone equipment shall be kept locked at all times.

LANDSCAPING – Landscaping shall not cover, nor partially cover any exterior door or window. Landscaping, including trees, will not be placed directly under any overhead lighting that could cause loss of light at ground level. All landscaping will be kept trimmed in order to provide an unobstructed view of the parking areas and building from adjacent streets. The standard CPTED (Crime Prevention Through Environmental Design) landscaping rules of “two foot / six foot” shall apply to the property (No shrubbery shall be higher than 2 feet and lower the tree canopy shall not grow below 6 feet). This will reduce concealment areas and keep the area well-lit during darkness hours.

DOOR SECURITY HARDWARE – Exterior double doors shall have an astragal constructed of steel or aluminum a minimum of .125” thick, which will cover the opening between the doors. The attachment of the astragal shall comply with all applicable provisions of the Fire Code. Exterior, outward opening single doors shall have the appropriate type of latch guard installed so as to prevent the violation of the latch and strike. The latch guard shall be a minimum of .125” thick and extend a minimum of six inches above and below the door latch or deadbolt. Doors utilizing rim and cylinder locks shall have heavy-duty cylinder guards installed. All outward opening exterior doors shall have hinges equipped with non-removable hinge pins or a mechanical interlock (set screws) to prevent removal of the door from the outside by removing the hinge pins.

LIGHTING – Weather and breakage resistant covers shall protect all exterior lighting. Exterior lighting fixtures will be fully enclosed to minimize tampering and breakage. After hours exterior lighting shall provide sufficient illumination to allow viewing of the exterior of

the buildings and parking areas (ABOVE AND BELOW GROUND). Interior after hours lighting is also highly recommended. The use of metal halide fixtures or Light-Emitting Diode (LED) is preferred over high-pressure sodium fixtures, since metal halide and LEDs provides superior illumination and color rendition.

ADDRESS IDENTIFIERS – All resident addresses will be clearly marked on the doors of their units. Additionally, all four sides of the residential structures will be marked with the main street address for easy viewing from the street level. Map signs of the location will be placed at all vehicular entrances to residential units.

ADDRESS NUMBERS – Wall mounted address numbers shall be a minimum of ten inches in height, be of a highly contrasting color to the background on which they are attached, and shall be illuminated from dusk to dawn by a permanent, dedicated light source.

Address numbers shall be mounted in a prominent, non-obstructed location on all sides of the building. All individual unit numbers shall be a minimum of 4” in height, and will display the address at the main entrances and in an area which will be clearly visible from the main roadways in the complex.

ELEVATORS – Elevator interiors shall be equipped with mirrors or highly reflective surfaces to allow surveillance of the interior prior to entry, and shall have a minimum interior dimension of 6’ 8” wide x 4’9” deep in order to accommodate a standard sized medical gurney and emergency response personnel.

STAIRWELLS - Stairwells leading to additional floors in the enclosed areas will either have (1) mirrors, (2) an open stairs concept, (3) half-wall concept or (4) any combination of the aforementioned, to allow the traveler to view up or down to the next floor for the purposes of an increased field of view and reduced blind spots.

Additionally, any stairwell or doors leading from the public area to any residential area is to be accessed by key-fob, key, punch code or other control device as to restrict access from the general, non-residing public. This includes all exterior doors on the perimeter of the residential portion of the project. The doors will have emergency access via a “Knox Box” or similar security device. A generic code for door access will also be provided to Sheriff’s Dispatch at 805-654-9511 if coded. Any code changes need to be provided to Sheriff’s Dispatch ASAP.

ROOF ACCESS – Roof access must be secured with locking doors or any other mechanism to restrict access for non-public areas. Roof access to the residential area is to be controlled by “keyfob” or any other similar security device. Roof access to public areas will be control at the discretion of the developer.

TRASH ENCLOSURES – Exterior trash enclosures shall be kept closed and locked during non-business hours to discourage, loitering, illegal dumping and theft. Trash encloses will be constructed to have outside visibly to reduce the possibility of camping or sleeping in the area.

PARKING – In order to facilitate parking concerns, the developer shall post signs at each entrance to the parking lot indicating the California Vehicle Code will be enforced. To

discourage theft and vandalism, the parking lot shall be fenced. The use of chain link is discouraged. Access shall be through a gate equipped with key card reader. Entry logs shall be retrievable and presented to the Thousand Oaks Police Department when necessary.

UNDERGROUND PARKING – For the residents, will have a motorized gate to limit free and unrestricted access from persons not having business at the location. The garage area will have emergency access to the gate via a “Knox Box” or similar security device. A generic code for gate access will also be provided to Sheriff’s Dispatch at 805-654-9511. Any code changes need to be provided to Sheriff’s Dispatch immediately.

PARKING STRUCTURES – Install a digital, color, CCTV security camera system on each level of the parking structures. Cameras shall cover the parking areas as well as the pedestrian and vehicular egress and ingress points. Cameras shall provide good image quality during all hours of operation. It shall be a requirement that a minimum of the past 72 hours of recorded activity be retained by staff and be available upon request by the Police Department. The interior staircases shall be of the open construction variety in order to minimize blind spots and areas of concealment. Security mirrors shall be placed in the stairwells and parking structure interior. All exterior openings in the structure’s walls shall be secured with decorative metal grids to minimize unauthorized pedestrian entry. The concrete flooring of the structure shall be rough swirled to prevent skateboarding, rollerblading, etc.

For the safe movement of vehicles and pedestrians, lighting levels should be evenly distributed to provide uniform illumination of the entire parking area. Care should be given to prevent the casting of glare and spillover lighting outside of the structure. The applicant shall comply with the following lighting requirements in the proposed parking structure:

- A minimum five-foot candles at the floor level shall be provided on interior driving aisles, at all times.
- The roof parking area shall have a minimum maintained one-foot candle at floor level during hours of darkness.
- Interior parking spaces at barrier and railings shall have a minimum maintained one-foot candle at floor level at all times.
- Stairways, ramps and exits shall have a minimum maintained ten-foot candle at floor level at all times.

The lighting for the parking structure shall be controlled by photocell and shall remain on during hours of darkness and diminished lighting. It is recommended that the interior walls and ceiling of the parking structure be painted with a light, reflective color to maximize lighting efficiency. All entrances to the parking structure shall be posted with signs indicating the structure is under 24 hour video surveillance. All driveway entrances shall be posted with appropriate signs per 22658(a) of the California Vehicle Code to assist in removing abandoned vehicles on the property.

OTHER SECURITY CONCERNS - The property owner will correct any safety or security concerns upon written notice by the Thousand Oaks Police Department.



Date: 03/21/2022

Blake Cassidy
Managing Partner
Romspen Investment Corporation
132 Cumberland Street, Suite 300
Toronto, Ontario M5R 3N5

RE: 2150 Hillcrest Dr., Newbury Park

To whom it may concern,

The existing site at 2150 Hillcrest Drive in Newbury Park is being serviced by Southern California Gas (SCG). We the utility consultant will coordinate with SCG to ensure that the gas infrastructure will be able to feed the proposed 333-unit mixed use apartment project. We do not foresee there being a lack of capacity with SCG in the area.

If you have any questions or would like to discuss further, please feel free to contact me:

Murow Development Consultants
1151 Duryea Ave
Irvine, CA 92614

Alexandria Velasco
949.336.4836 | avelasco@murowdc.com

Thank you,

Alexandria Velasco
Dry Utility Division – Project Manager

Will Serve Letter Only



March 8, 2022

Romspen Investment Corporation
Attn: Blake Cassidy
162 Cumberland St, Ste 300
Toronto, Ontario M5R 3N5

RE: 333 Mixed use apartment building / 2150 Hillcrest Dr., Thousand Oaks CA 91320

This project is located in Southern California Edison (SCE) service territory. SCE will serve the above subject project's electrical requirements per the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

SCE may need to conduct utility studies, where applicable, to assess whether additions or modifications to the existing electric infrastructure are required to serve this project. Where applicable, SCE has attached Appendix (B) which not only describes the study, and permitting, but includes a Project Information Sheet that will need to be completed by you and submitted to SCE if your project is at a point where SCE has to determine the required electrical utility work. This Will-Serve letter does not imply that either: (i) these studies have been completed, or (ii) that any required California Environmental Quality Act (CEQA) analysis of project-related electric utility impacts has been conducted.

I am the SCE Design Representative currently assigned to this project. SCE or Applicant will design and construct all required electrical infrastructure to serve this project provided you enter into the applicable contractual agreements with SCE identify scope of electrical utility work required, and supply the following information:

- Site plans as required
- Required contracts and agreements (fully executed)
- Applicable fees
- Local permits
- Required easement documents

Your project will be scheduled for construction once SCE has all the necessary information for your project and you have submitted or agreed to the applicable requirements as stated above, and paid any necessary fees.

If your project will not require SCE services, please notify us so that we can update our records.

SCE appreciates your business. If you have any questions, please feel free to call me at 661.476.6909.

Sincerely,
Dara Frutos
Project Manager – Tract Project Management
Southern California Edison
10180 Telegraph Rd.
Ventura, CA 93004

Enclosure: Appendix B, where applicable

Appendix B



An EDISON INTERNATIONAL Company

March 8, 2022

Romspen Investment Corporation / 162 Cumberland St, Ste 300, Toronto, Ontario M5R 3N5
333 Mixed use apartment building / 2150 Hillcrest Dr., Thousand Oaks, CA 91320

As your Southern California Edison (SCE) Design Representative for this project, I am committed to providing you with excellent customer service. The following information is intended to help explain SCE's planning and permitting process for the electric infrastructure needed to serve your Project.

Depending on the scope of work necessary to serve your project (electric facility installation, removal, relocation, rearrangement and/or replacement), it may be necessary for you to submit an Advanced Engineering Fee. This Fee will be applied to certain expenses associated with preliminary design and engineering work required to estimate the cost for SCE to perform the electric work associated with your project. Please note: Depending on factors such as resource constraints, construction or relocation of SCE facilities requirements, the need for environmental review, and so forth, delays in meeting your projected completion date may occur. To help minimize the potential for delays it is imperative that you provide all requested information as early as possible.

If the project results in the need for SCE to perform work on SCE electrical facilities that operate at between 50 and 200 kilovolts (kV), please be advised these facilities are subject to the California Public Utilities Commission's (CPUC's) General Order 131-D (GO 131-D) Permit to Construct (PTC) requirements. For the CPUC PTC review, the CPUC acts as the lead agency under the California Environmental Quality Act (CEQA). Depending on the scope of SCE's work, certain exemptions to the PTC requirements may be available. If no exemptions are available, the PTC application preparation and environmental approval process could take a minimum of 24 - 48 months.

If you anticipate that your project will require work to be performed on SCE electrical facilities operated at between 50 kV and 200 kV, please inform me at your earliest possible convenience for further assistance to determine the potential G.O.131-D permitting requirements and/or permitting exemption(s).

In order for SCE to determine the required electrical utility work necessary to support your project, and to determine any permitting requirements and costs associated with constructing these facilities, project plans and a completed Customer Project Information Sheet will need to be submitted.

If you have any additional questions, please feel free to call me at 661-476-6909

Sincerely,

Dara Frutos

Project Manager – Tract Project Management
Southern California Edison
10180 Telegraph Rd, Bldg A
Ventura, CA 93004



201 FLYNN RD
CAMARILLO, CA
93012

3/4/2022

Blake Cassidy
Managing Partner
Romspen Investment Corporation
162 Cumberland Street, Suite 300
Toronto, Ontario M5R 3N5

Re: 2150 Hillcrest Dr, Thousand Oaks CA, 91320

Dear Mr. Cassidy,

The land for the above referenced development/address is within the Frontier CA Inc. serving area. It is Frontier's responsibility to make available service to those requesting end user basic telephone service in accordance with our tariff. As a developer, Frontier can provide to you, upon your request, your cost in accordance with Rule Number 28, on file with the State of California Public Utilities Commission.

Please accept this letter as "Frontier's Intention to Serve" your project.

If you have any questions or if I may assist you in any manner, please do not hesitate to contact me.

Thank you,

Jason Eisel
Senior Network Engineer
201 Flynn Rd
Camarillo, CA 93012
jason.a.eisel@ftr.com
C: 805.233.1472
O: 805.445.7088