Thousand Oaks Boulevard

SPECIFIC PLAN

Thousand Oaks Boulevard

ADOPTED NOVEMBER 2011

Thousand Oaks Boulevard

Specific Plan

Adopted By:

Thousand Oaks City Council
November 15, 2011
Ordinance No. 1566-NS
Effective December 16, 2011

Prepared For:

Thousand Oaks Boulevard
Business Improvement District

Prepared By:

rrmdesigngroup
creating environments people enjoy®

TABLE OF CONTENTS

CHAPTER 1 - INTRODUCTION 1

A. PURPOSE AND INTENT 3

B. SPECIFIC PLAN ADOPTION 4

C. SPECIFIC PLAN AREA AND BOUNDARY 4

D. DOCUMENT ORGANIZATION 6

E. BACKGROUND 9

1. Previous Planning Efforts 9
2. Thousand Oaks Boulevard Association 9
3. Business Improvement District 10
4. Community Attitude Surveys 10

F. PLANNING PROCESS 12

G. RELATIONSHIP TO OTHER RELEVANT CITY PLANNING POLICIES 13

1. City of Thousand Oaks General Plan 13
2. City of Thousand Oaks Municipal Code 13
3. Civic Arts Plaza Specific Plan 16
4. Architectural Design Review Guidelines for Commercial Projects 16
5. Freeway Corridor Guidelines 17
6. Thousand Oaks Boulevard Redevelopment Project Area 17
7. Bicycle Facilities Master Plan 18
8. Forestry Master Plan 18

TABLE OF CONTENTS

CHAPTER 2 - EXISTING CONDITIONS 21

A. EXISTING CONDITIONS 23
1. Boulevard Conditions 23
2. General Plan 26
3. Zoning Ordinance 27
4. Traffic and Circulation 28

B. OPPORTUNITIES AND CONSTRAINTS 30
1. Potential Opportunities 30
2. Potential Constraints 33

CHAPTER 3 - VISION 35

A. BACKGROUND 37
B. LONG RANGE VISION FOR THOUSAND OAKS BOULEVARD 37
C. VISUAL SIMULATIONS 42

CHAPTER 4 - LAND USE 45

A. INTRODUCTION 47
B. LAND USES 48
1. Basic Land Use Classification 48
2. Permitted Uses - General 49
3. Land Uses 50
4. Residential Uses 50

C. DEVELOPMENT STANDARDS 51
1. Development Standards 52
2. Special Standards 59

D. SUPPLEMENTAL DESIGN GUIDELINES 76
1. Building Form 76
2. Public Exterior Spaces 79
3. Thousand Oaks Boulevard Pedestrian Connections 82
4. Public Art 83
5. Stand-Alone Multi-Family Residential Development 84

CHAPTER 5 - CIRCULATION AND STREETSCAPES 93

A. INTRODUCTION 95
B. CIRCULATION 96
1. Vehicle Circulation 97
2. Parking 97
3. Bicycle Facilities 98
4. Pedestrian Facilities 98
5. Transit 99
C. STREETSCAPE IMPROVEMENT ZONES 100
1. Thousand Oaks Boulevard Streetscape Treatment Zone 102
2. Civic Arts Plaza Streetscape Treatment Zone 113
3. Enhanced Pedestrian Nodes 124
D. PUBLIC SIGNS AND GATEWAYS 129
1. Logo 130
2. Directional Signs 130
3. Street Signs 131
4. Gateways 131

CHAPTER 6 - INFRASTRUCTURE 135

A. INTRODUCTION 137
B. WATER 138
C. WASTEWATER 139
D. STORM WATER DRAINAGE 139
E. UTILITIES 140
F. EMERGENCY SERVICES 141
1. Fire Protection 141
2. Police Services 141
G. PARKS 142
H. SCHOOLS 143

CHAPTER 7 - IMPLEMENTATION 145

A. INTRODUCTION 147

B. REGULATORY FRAMEWORK 147

C. INCENTIVES 148

1. Purpose 148
2. Overview of Incentives Program 148
3. Approval Process 149

D. IMPLEMENTATION ACTION PLAN 150

1. Project Future Costs 150
2. Streetscapes, Bicycle, and Pedestrian Improvements 150
3. Public Art Program 152
4. Gateways and Signs 152
5. Parking Management Plan 153
6. Transit Study 154
7. Façade Improvement Program 154
8. Beautification Recognition Program 154
9. Stormwater Quality Control Measures 155

E. FINANCING MECHANISMS AND FUNDING SOURCES 155

1. Redevelopment Funds 155
2. Community Development Block Grants 157
3. Business Improvement Districts 158
4. Development Impact Fees 159
5. Grant Funding 159
6. General Fund 160

CHAPTER 8 - ADMINISTRATION 161
- A. INTRODUCTION 163
- B. SPECIFIC PLAN ADMINISTRATION 163
  - 1. Permitted Land Uses 164
  - 2. Nonconforming Uses and Buildings 165
  - 3. Exceptions 168
  - 4. Review of Future Land Use Policy Proposals 168
  - 5. Definitions 169
  - 6. Measure E Restrictions 172
- C. SPECIFIC PLAN AMENDMENT 173

CHAPTER 9 - ENVIRONMENTAL IMPACT MITIGATION MEASURES 177

APPENDIX A - LAND USE TABLE A-1

APPENDIX B - INCENTIVES PROGRAM B-1

APPENDIX C - ENVIRONMENTAL IMPACT MITIGATION MEASURES C-1

APPENDIX D - RESOLUTION NO. 2011-065 - ADOPTING GENERAL PLAN AMENDMENT LU2009-70130 D-1

LIST OF FIGURES

FIGURE 1 - SPECIFIC PLAN BOUNDARY 5
FIGURE 2 - CONEJO VALLEY COMMUNITY ATTITUDE SURVEY RESULTS 11
FIGURE 3 - FREEWAY CORRIDOR GUIDELINES APPLICABILITY 19
FIGURE 4 - EXISTING CONDITIONS 25
FIGURE 5 - BUS STOP LOCATIONS 31
FIGURE 6 - STREETSCAPE TREATMENT MAP 101
FIGURE 7 - THOUSAND OAKS BOULEVARD STREETSCAPE TREATMENT ZONE CROSS SECTION 103
FIGURE 8 - THOUSAND OAKS BOULEVARD STREETSCAPE TREATMENT ZONE PLAN VIEW 104
FIGURE 9 - THOUSAND OAKS BOULEVARD STREETSCAPE TREATMENT ZONE LANDSCAPING 106
FIGURE 10 - CIVIC ARTS PLAZA STREETSCAPE TREATMENT MAP 114
FIGURE 11 - CIVIC ARTS PLAZA STREETSCAPE TREATMENT ZONE CROSS SECTION 115
FIGURE 12 - CIVIC ARTS PLAZA STREETSCAPE TREATMENT ZONE PLAN VIEW 116
FIGURE 13 - CIVIC ARTS PLAZA STREETSCAPE TREATMENT ZONE LANDSCAPING 118
FIGURE 14 - ENHANCED PEDESTRIAN NODES 126
FIGURE 15 - ENHANCED PEDESTRIAN NODE CROSS SECTION 127
FIGURE 16 - ENHANCED PEDESTRIAN NODE PLAN VIEW 128
FIGURE 17 - ACTION PLAN 151

CHAPTER 1 - INTRODUCTION

A. PURPOSE AND INTENT 3
B. SPECIFIC PLAN ADOPTION 4
C. SPECIFIC PLAN AREA AND BOUNDARY 4
D. DOCUMENT ORGANIZATION 6
E. BACKGROUND 9
1. Previous Planning Efforts 9
2. Thousand Oaks Boulevard Association 9
3. Business Improvement District 10
4. Community Attitude Surveys 10
F. PLANNING PROCESS 12
G. RELATIONSHIP TO OTHER RELEVANT CITY PLANNING POLICIES 13
1. City of Thousand Oaks General Plan 13
2. City of Thousand Oaks Municipal Code 13
3. Civic Arts Plaza Specific Plan 16
4. Architectural Design Review Guidelines for Commercial Projects 16
5. Freeway Corridor Guidelines 17
6. Thousand Oaks Boulevard Redevelopment Project Area 17
7. Bicycle Facilities Master Plan 18
8. Forestry Master Plan 18

This page intentionally left blank.

A. PURPOSE AND INTENT

The purpose of the Thousand Oaks Boulevard Specific Plan (hereafter, "Specific Plan") is to create a unique and identifiable commercial corridor for Thousand Oaks that is an economically viable, self-sustainable, and pedestrian-friendly destination. The Thousand Oaks Boulevard Association (TOBA) began the Specific Plan process to initiate and support physical improvements and code changes along the Boulevard that are needed to revitalize and beautify the City's downtown core. A Specific Plan is a regulatory tool that local governments use to implement the City's General Plan and to guide development in a localized area. While the General Plan is the primary guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. A Specific Plan is enacted pursuant to Section 65450 et seq of the California Government Code.

An overall goal of this Specific Plan is the orderly development of Thousand Oaks Boulevard in a method consistent with the City's General Plan and, more specifically, with the business community's vision as developed by TOBA and supported by the City Council. The Specific Plan provides refinements to existing regulations where necessary to further community goals and vision. While the General Plan is the primary guide for growth and development within Thousand Oaks, this Specific Plan focuses on the corridor in more detail, organizing land use and zoning regulations by districts. The intent is to generate a regulating document that promotes more amenities, enhanced architecture and aesthetics, more compatible and complementary uses, and an overall improved identity for Thousand Oaks Boulevard.

B. SPECIFIC PLAN ADOPTION

This Specific Plan was adopted by the City Council on November 15, 2011 by Ordinance No. 1566-NS. The City of Thousand Oaks Municipal Code sets forth the procedures and contents for preparation and adoption of specific plans. These procedures reference the requirements established under State law as noted above. Upon adoption, the Specific Plan implements the adopted General Plan by establishing the land uses, development standards, and design guidelines for the Specific Plan Area.

C. SPECIFIC PLAN AREA AND BOUNDARY

The Specific Plan covers an area of approximately 345 gross acres in the core of the City of Thousand Oaks. The Specific Plan Area generally follows the boundaries of the Thousand Oaks Boulevard Business Improvement District and extends along Thousand Oaks Boulevard roughly from Conejo Boulevard/Moorpark Road in the west to Duesenburg Drive in the east. Figure 1 shows the location of the Specific Plan Area within the City of Thousand Oaks.

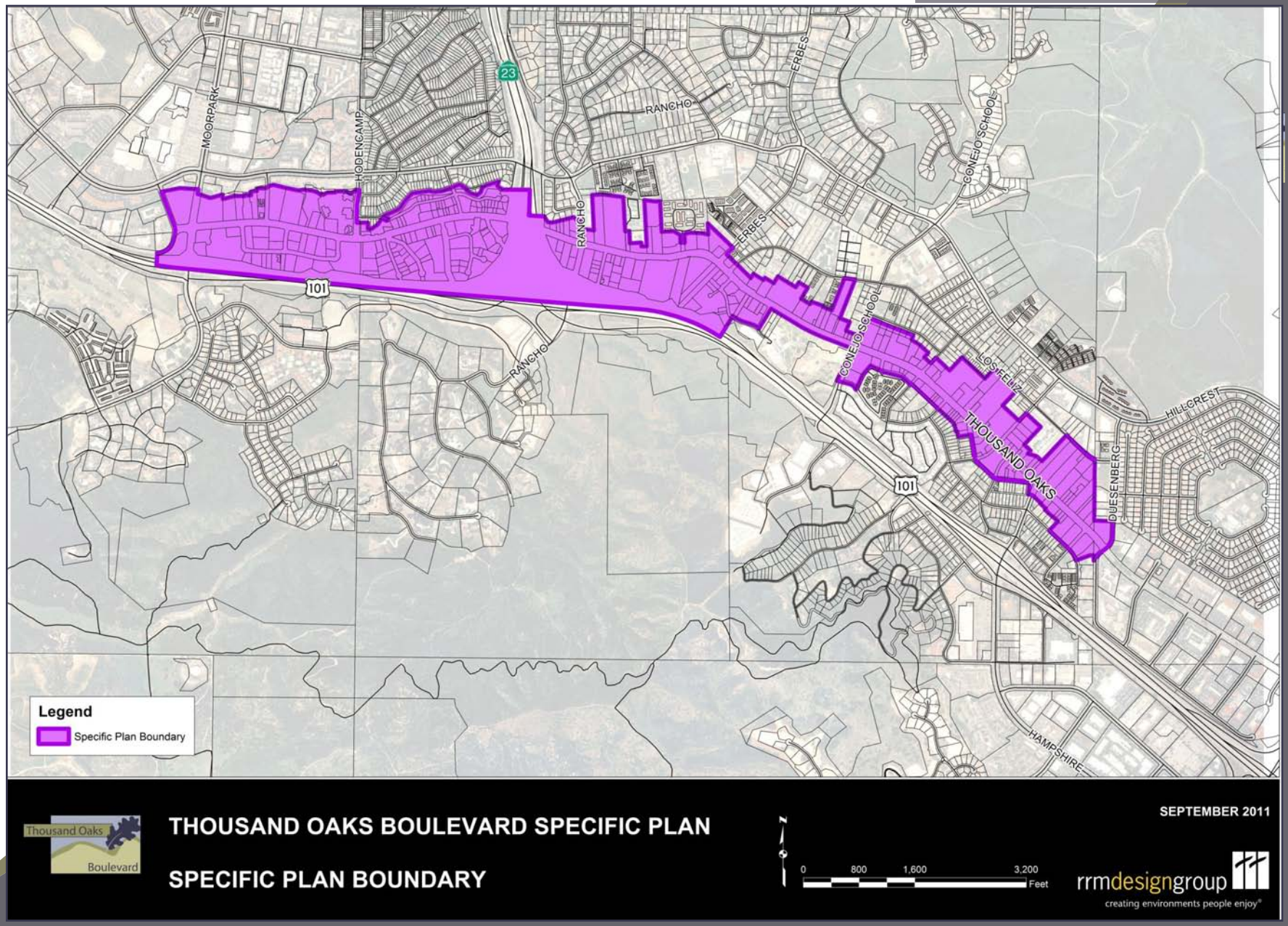


Figure 1 Specific Plan Boundary

D. DOCUMENT ORGANIZATION

This Specific Plan is composed of nine chapters: Introduction, Existing Conditions, Vision, Land Use, Circulation and Streetscapes, Infrastructure, Implementation, Administration, and Environmental Impact Mitigation Measures. Each chapter is briefly described below.

Additionally, throughout this document photographs and other illustrations are used. These images are in most cases examples of potential improvements and are not specific recommendations particular to any parcel or development area. Specifically, the images used to illustrate the vision and design guidelines should be viewed in reference to the specific guideline with which the image is associated and not with all of the guidelines within the document. For example, an image used to illustrate an encouraged style of roof treatment may also contain a site condition that is not encouraged. The intent is for the reader to focus on the portions of each photo highlighted by the associated text. In addition, though an image may only illustrate a portion of the guideline with which the image is associated, the intent of the entire guideline should be met. The illustrations depict examples or options for implementation of a recommended policy.

1. INTRODUCTION

The Introduction discusses the purpose, intent, and organization of this document. It describes the Specific Plan Area boundaries and planning process and community outreach associated with the project, as well as the Specific Plan's relationship to other pertinent City policies.

2. EXISTING CONDITIONS

This chapter discusses existing conditions along Thousand Oaks Boulevard, including General Plan designations, zoning classifications, current uses, and existing circulation patterns. Opportunities for improved development and constraints to future development are also provided.

3. VISION

This chapter describes the long range vision for Thousand Oaks Boulevard as developed by the Thousand Oaks Boulevard Association, and shows illustrative visual simulations of how the Specific Plan may shape the look of future projects.

4. LAND USE

The Land Use chapter regulates development in ways that produce a specific urban form rather than focusing primarily on particular land uses. Appropriate land uses, development standards, and design guidelines are addressed, including the concept of mixed-use. Site development standards, such as height, setback, and parking are presented. This section also provides direction for such features as site planning and design, parking lot design and screening, building design, massing and articulation, lighting, utilitarian aspects of buildings, and landscape and hardscape.

The goal of the mixed use concept is to promote development at an appropriate density with a mix of retail, office, commercial, and residential uses in the City's urban core and on a main transit corridor with bus stops and bicycle-sharing lanes, and also near to the 101 freeway and the City's transportation center. The allowance of well designed mixed-use office, lodging, or residential projects within walking distance of shopping and transit opportunities under the Specific Plan will help reduce the amount of vehicle miles traveled (VMT) resulting in less greenhouse gas emissions generated by future development in the City.

5. CIRCULATION AND STREETSCAPES

This chapter contains summaries of existing vehicle, parking, bicycle, pedestrian, and transit facilities and provides recommendations on improvements to those facilities. This chapter also provides direction for streetscape improvements for the entire Specific Plan Area including street section design, landscaping, and street furnishings, as well as public signs such as gateways. Enhanced, pedestrian-friendly street design treatments such as crosswalks, lighting, street furnishings, and public right-of-way landscaping are the focus of this chapter.

6. INFRASTRUCTURE

This chapter summarizes the existing conditions of infrastructure within the Specific Plan Area. Subjects addressed include water supply, wastewater, storm water drainage, utilities, emergency services, parks, and schools. A detailed evaluation of potential effects of the Specific Plan on infrastructure in the Specific Plan is presented in Section 4.7 through 4.9 of the Final Environmental Impact Report.

7. IMPLEMENTATION

This chapter recommends strategic public improvements and identifies key actions and programs needed to make the Thousand Oaks Boulevard Specific Plan vision a reality. Implementation actions, responsible parties, incentives for development, and potential funding mechanisms are presented.

8. ADMINISTRATION

This chapter describes the authority of the Specific Plan and the administrative procedures required for making amendments and/or modifications to the Specific Plan. Permitting procedures for improvements to properties within the Specific Plan Area are addressed. This chapter also includes a list of definitions of key terms used in the Specific Plan.

9. ENVIRONMENTAL IMPACT MITIGATION MEASURES

Environmental Impact Report (EIR) No. 327 was prepared for this Specific Plan in accordance with the California Environmental Quality Act (CEQA). The Draft EIR was circulated for agency and public comment for a 45-day period ending July 11, 2011. The Final EIR was certified in conjunction with approval of the Specific Plan and associated General Plan amendment. Mitigation Measures identified in the Final EIR are included in this chapter, and are referenced by topic throughout the Specific Plan. The Mitigation Monitoring Program is included as an Appendix to Volume I of the Final EIR.

E. BACKGROUND

1. PREVIOUS PLANNING EFFORTS

There has been a succession of Thousand Oaks Boulevard planning efforts over time. Efforts involved community citizens, the business community, community organizations, and city government. The efforts focused on issues and opportunities along the Boulevard and recommended goals, policies, and implementation strategies for revitalizing the Boulevard.

2. THOUSAND OAKS BOULEVARD ASSOCIATION

The Thousand Oaks Boulevard Association (TOBA) represents most property owners along the Boulevard with the purpose of fostering a healthy business environment. In 2006, TOBA prepared a long-term Vision Statement for the future of Thousand Oaks Boulevard that proposed a revitalized and beautified downtown corridor. This Vision Statement was adopted by the City of Thousand Oaks City Council in November 2006, to be used as a guide in developing this Specific Plan.

The Vision Statement, which imagines a revitalized and beautified Boulevard, appears in its entirety in Chapter 3 - Vision.

3. BUSINESS IMPROVEMENT DISTRICT

In 2005, property owners within the Specific Plan Area established a Business Improvement District (BID) for Thousand Oaks Boulevard, which is managed and administered by TOBA. The purpose of the BID is to help revitalize and beautify Thousand Oaks Boulevard, and its initial major project has been the funding of the draft Specific Plan. The BID is funded by annual assessments on properties within its boundaries.

4. COMMUNITY ATTITUDE SURVEYS

The City of Thousand Oaks regularly conducts community surveys to evaluate community values and community issues. The Community Attitude Survey has occurred every five years since 1969.

In the 2004 survey, residents identified beautification of Thousand Oaks Boulevard as the top Conejo Valley need, with seventy percent of survey respondents stating that they were willing to have additional tax dollars spent on Thousand Oaks Boulevard beautification. With regard to improvements along Thousand Oaks Boulevard, respondents' top priority was to maintain the Boulevard as a through street, with synchronized signals and free flowing traffic speeds, followed by improving aesthetics of the Boulevard streetscape. Full responses to this question are reported in Figure 2.

In the 2009 survey, 70% of survey respondents were in favor of redeveloping portions of Thousand Oaks Boulevard, and 77% of respondents supported

redevelopment when they knew that it would help improve the local economy and improve the City's tax base. Redevelopment options receiving the most support included additional off-street parking (85% support), improving the appearance of the boulevard (83%) and adding bike lanes (76%). Mixed use development and four-story buildings were supported by 47% of the respondents, and five-story buildings were supported by 33% of those participating in the survey.

CONEJO VALLEY COMMUNITY ATTITUDE SURVEY
MAY 2004

CITY OF THOUSAND OAKS

The City recognizes the importance of the Thousand Oaks Boulevard corridor, between Moorpark Road and Duesenberg Drive, and would like your opinion regarding the importance of the following Boulevard-related issues:

	Very Important	Somewhat Important	Not Important	No Opinion
(1) Improve aesthetics of Boulevard streetscape	39.5	40.7	15.4	4.3
(2) Keep on-street parking	34.6	39.0	19.9	6.6
(3) Add off-street City-operated parking lots	23.3	36.8	32.1	7.8
(4) Increase pedestrian access along and across the Boulevard	36.6	39.0	18.1	6.4
(5) Maintain the Boulevard as a through street, with synchronized signals and free flowing traffic speeds	59.5	29.9	6.7	4.0
(6) Foster mixed land uses *(commercial mixed with residential)*	12.0	28.7	45.0	14.3
(7) Provide trolley service along the Boulevard	17.5	31.0	43.4	8.2
(8) Add bike lanes	21.3	34.9	34.9	8.9

Which of the above issues is most important to you? (Item #) 1(29.4) 2(6.4) 3(4.9) 4(7.3) 5(35.8) 6(4.3) 7(5.1) 8(6.8)

Figure 2 Conejo Valley Community Attitude Survey - Question # 8 Results

F. PLANNING PROCESS

Government Code Section 65450 authorizes the local planning agency, Planning Commission, and/or legislative body to initiate the preparation of a specific plan. Private parties may also initiate a plan as provided for by local agencies. In the case of this Specific Plan, the Thousand Oaks Boulevard Association (TOBA) drafted the Specific Plan pursuant to City Council authorization, after the Council's approval of the Long-Range Vision Statement.

Beginning in January, 2007, TOBA conducted multiple meetings with its consultant, RRM Design Group, to develop the draft Specific Plan. TOBA conducted outreach efforts to gather input from the community on the draft plan during this process, including two public workshops at the Civic Arts Plaza, held on March 11, 2009 and April 18, 2009. The draft plan was submitted to the City on April 27, 2009, and the City Council formally initiated the Specific Plan, its companion General Plan amendment, and authorized staff to commence preparation of the Environmental Impact Report.

A joint study session of the Thousand Oaks City Council and Planning Commission was held at the Civic Arts Plaza on June 21, 2011 to review the draft Specific Plan and draft EIR, and to receive further public comment.

G. RELATIONSHIP TO OTHER RELEVANT CITY PLANNING POLICIES

1. CITY OF THOUSAND OAKS GENERAL PLAN

The Specific Plan is consistent with and furthers the objectives of the City of Thousand Oaks General Plan (hereafter, "General Plan") by providing detailed criteria for development of specific sites and public streetscape improvements within its boundaries. The Specific Plan's vision, goals, and implementation measures are based on direction given in the General Plan. The Specific Plan provides for more precise implementation of the General Plan's goals, objectives, and policies. The Specific Plan has been prepared to reinforce all applicable elements of the General Plan.

2. CITY OF THOUSAND OAKS MUNICIPAL CODE

a. Planning and Zoning

The City of Thousand Oaks Municipal Code, Title 9, Chapter 4 Planning and Zoning (hereafter, "Zoning Ordinance") provides site specific development and land use regulations that govern the size, shape, and type of use for development in the City. This Specific Plan document customizes the standards and regulations found in the Zoning Ordinance to help achieve the vision for the downtown corridor. In any instance where the Specific Plan conflicts with the requirements of the City of Thousand Oaks Zoning Ordinance, the Specific Plan provisions will take precedence. Where the Specific Plan is silent on a topic, the Zoning Ordinance requirements remain in force.

b. Oak Tree Preservation and Protection

The City of Thousand Oaks Municipal Code, Title 5, Chapter 14 Oak Tree Preservation and Protection provide regulations regarding the preservation of existing oak trees within the City. The chapter requires "the preservation of all healthy oak trees unless reasonable and conforming use of the property justifies the removal, cutting, pruning and/or encroachment into the protected zone of an oak tree". A permit is typically required before individuals may cut, remove, or relocate any oak tree over two inches in width, when measured four and one-half feet above the ground. Removal of four or more indigenous oak trees on one parcel must be reviewed by the Planning Commission. All sections of this ordinance will continue to apply upon adoption of this Specific Plan.

Wherever possible, existing oak trees should be incorporated into landscaped areas or exterior public spaces as required by the Plan. In situations where an oak tree would otherwise prevent the location of a building to the front of a lot with Thousand Oaks Boulevard frontage and no feasible alternatives are available, consideration shall be given to removal of the tree per existing provisions of the Oak Trees Preservation and Protection Ordinance in order to allow reasonable use of the property in conformance with the Specific Plan goal of locating buildings at, or near, the back of sidewalk along Thousand Oaks Boulevard, with parking behind.

c. Landmark Trees

The City of Thousand Oaks Municipal Code, Title 5. Public Welfare, Morals and Conduct, Chapter 24. Landmark Tree Preservation and Protection provides regulations regarding the preservation of existing landmark trees within the City. All sections of this ordinance will continue to apply upon adoption of this Specific Plan.

d. Measure E - Ordinance No. 1280-NS

In 1996, the voters of the City of Thousand Oaks passed Measure E, an initiative to amend the City's Municipal Code to require voter ratification of certain General Plan amendments approved by the City Council. Amendments to the Land Use Element of the General Plan that require voter ratification include:

(1) Any amendment which reclassifies land from the "parks, golf course, and open space" designation to any other designation; or

(2) Any amendment which cumulatively provides a net increase in the maximum number of residential dwelling units which could be permitted under the proposed land use designation; or

(3) Any amendment which cumulatively provides a net increase in the land designated "commercial."

In 2005, the City Council adopted a formal interpretation of Measure E that (1) established a baseline of residential density and a baseline of commercial acreage that existed in the Land Use Element of the General Plan at the time of its adoption in 1996, and (2) required that any General Plan amendment that caused either the residential density or commercial acreage baseline in the Land Use Element to be exceeded must be ratified by the voters, in addition to the normal City Council approval required for any General Plan amendment.

The applicability of Measure E to the Specific Plan area is set forth in Section 8 (Administration).

3. CIVIC ARTS PLAZA SPECIFIC PLAN

The Civic Arts Plaza Specific Plan governs the development of 24 acres located at the southwest corner of Thousand Oaks Boulevard and Conejo School Road, adjacent to this Specific Plan area. The Civic Arts Plaza Specific Plan was originally adopted in 1989 and was amended in 1992 and 2004. The Civic Arts Plaza is the site of a public-private development that includes the City Hall.

The area governed by the Civic Arts Plaza Specific Plan is not a part of this Specific Plan and no changes are necessary to the Civic Arts Plaza Specific Plan. Areas within the public right-of-way of Thousand Oaks Boulevard adjacent to the Civic Arts Plaza Specific Plan Area are within and covered by this Specific Plan.

4. ARCHITECTURAL DESIGN REVIEW GUIDELINES FOR COMMERCIAL PROJECTS

The City's architectural design guidelines for commercial projects were adopted in 1995 and last updated in 2005. The guidelines currently, and will continue to, apply to any project requiring a building permit. The purpose of the guidelines is to ensure that structures contribute to the beauty and quality of life of Thousand Oaks. Major goals of the design guidelines include integrating the building with the natural setting and neighboring uses, including incorporating landscaping and an appropriate sign program, as well as focusing on developing projects that shape exterior spaces by creating areas that encourage community participation and a pedestrian orientation.

The guidelines contained within this Specific Plan are intended to supplement the existing design guidelines document.

5. FREEWAY CORRIDOR DESIGN GUIDELINES

The City of Thousand Oaks has adopted guidelines (Resolution No. 91-172) for development of properties located wholly or partially within 1000 feet of the centerlines of the 101 and 23 Freeways. These guidelines are designed to enhance the image of Thousand Oaks when viewed from the freeway corridors. The guidelines support good urban design policies that will create an attractive view for both residents and visitors while maintaining the semi-rural character of Thousand Oaks.

Upon adoption of this Specific Plan, within the Specific Plan Area only the parcels shown on Figure 3 and/or any projects with building(s) exceeding a maximum average of 55 feet in height will be subject to the Freeway Corridor Design guidelines. These parcels directly abut the Freeways.

6. THOUSAND OAKS BOULEVARD REDEVELOPMENT PROJECT AREA

The original redevelopment plan for the Thousand Oaks Boulevard Redevelopment Project Area was adopted in 1979 and has been amended several times, most recently in 1993. The Redevelopment Project Area boundary is larger than the Specific Plan Area boundary, but most of the Specific Plan Area is within the Redevelopment Project Area boundary. This Specific Plan supports many objectives of the Redevelopment Plan, such as providing needed site improvements to stimulate development in the Project Area, and encouraging and providing for public and private projects that will promote the economic and cultural environment of the Thousand Oaks Boulevard project area.

7. BICYCLE FACILITIES MASTER PLAN

The 2010 Bicycle Facilities Master Plan provides a 20-year outlook on bicycle facilities for the City. The purpose of the plan is to encourage a coordinated and interconnected bicycle system in the City. In accordance with the 2010 Bicycle Facilities Master Plan, the Specific Plan includes the existing Class III Bike Route with “sharrows” along Thousand Oaks Boulevard for the length of the project area and recommends maintaining that designation into the future. A sharrow or shared-lane marking is a street marking, that is placed in a travel lane to indicate that a bicyclist may use the full lane. The City places them on streets that are posted 35 mph or lower and have on-street parking.

8. FORESTRY MASTER PLAN

The Forestry Master Plan is designed to manage the community forest in the City. The Forestry Master Plan provides guidance for selecting appropriate species and sites for new plantings within the City. The Forestry Master Plan was utilized to develop the landscaping recommendations provided in the Specific Plan and should continue to be consulted in all planting decisions.

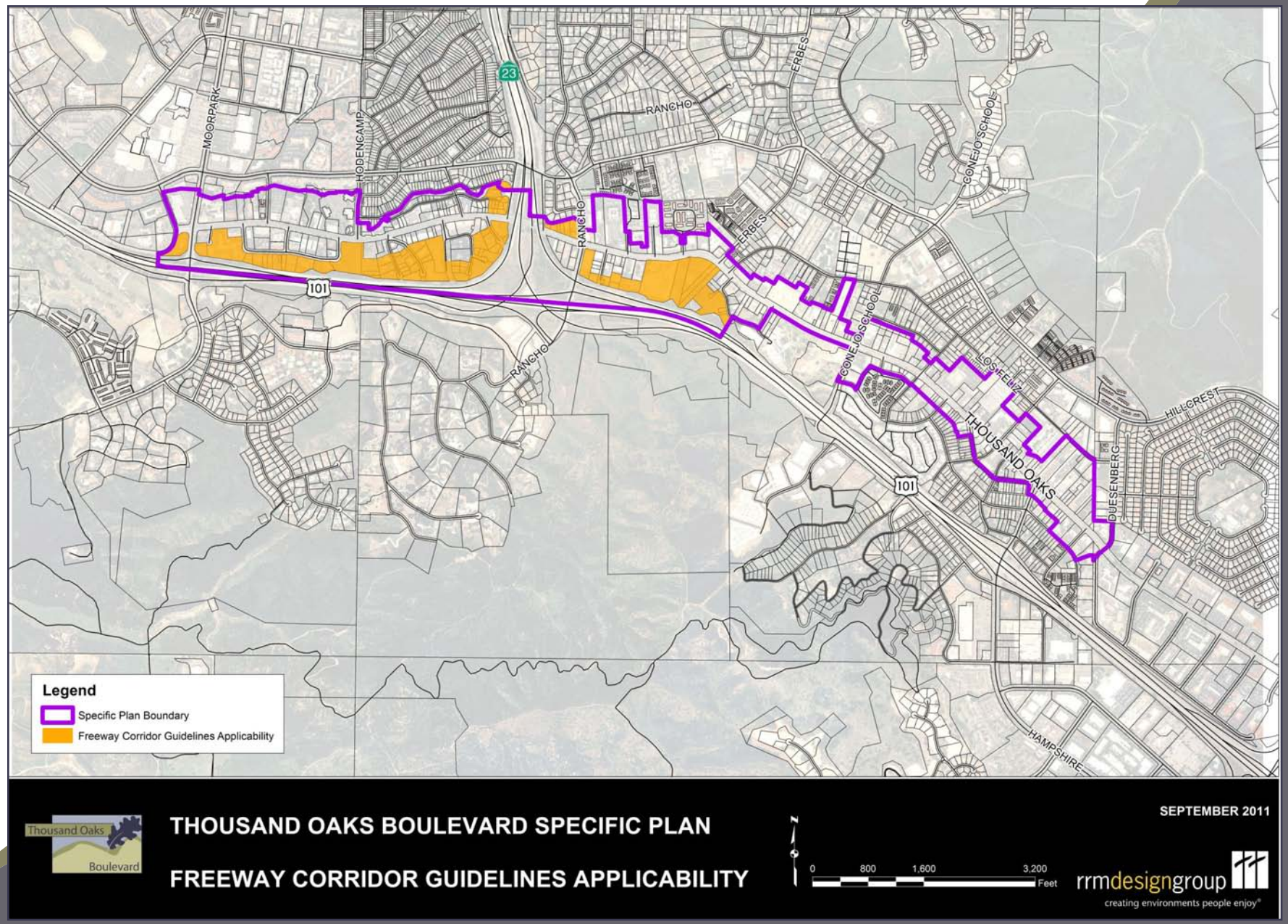


Figure 3 Freeway Corridor Guidelines Applicability

This page intentionally left blank.

CHAPTER 2 - EXISTING CONDITIONS

A. EXISTING CONDITIONS 23
1. Boulevard Conditions 23
2. General Plan 26
3. Zoning Ordinance 27
4. Traffic and Circulation 28
B. OPPORTUNITIES AND CONSTRAINTS 30
1. Potential Opportunities 30
2. Potential Constraints 33

This page intentionally left blank.

A. EXISTING CONDITIONS

1. BOULEVARD CONDITIONS

The City of Thousand Oaks is considered the major economic engine in Ventura County, in terms of job creation, property values, property tax generation, sales tax generation, and economic diversity. Paralleling the 101 Freeway and located in the heart of the "101 High Tech Corridor", Thousand Oaks Boulevard is the main commercial thoroughfare for the City and functions as the City's downtown. The Boulevard corridor contains over 340 parcels, with more than 200 owners, in the approximately 3 mile stretch from Moorpark Road to Duesenburg Drive. While there have been a few new projects in recent years, such as "The Lakes" development, the Gardens of the World, and the Long's project at Thousand Oaks Boulevard and Moorpark Road, there has been relatively little new investment or redevelopment along the Thousand Oaks Boulevard corridor. Smaller lot sizes and competitive pressure from newer established commercial areas has also impacted the rate of development along the corridor, as has the national economic condition of the past few years. Thus, most of the Boulevard consists of older and dated commercial retail and office buildings, some parts of which are located adjacent to residential areas of varying densities.

The Thousand Oaks Boulevard corridor is fronted mainly with automobile-oriented commercial uses, such as restaurants and individual retail stores and service establishments. The northern portion of the eastern end of the corridor is currently home to a variety of light industrial uses. The western end of the corridor transitions from individual commercial businesses to larger shopping and office centers near Moorpark Road. The adjacent Civic Arts Plaza, housing primarily institutional uses, is situated adjacent to the Specific Plan between Dallas Drive and Conejo School Road. Pockets of older, low density single family homes are located just to the west of the Civic Arts Plaza area and along Greenwich Drive between Hodencamp and the Route 23 Freeway. There is another area of light industrial uses between Thousand Oaks Boulevard and the 101 Freeway, to the east of Rancho Road. A 57-unit apartment building and two assisted living facilities are also present in the Specific Plan Area.

Existing development along Thousand Oaks Boulevard reflects a mix of predominantly low density commercial land uses. There are currently several important "anchors" of business and civic activity in or near the Plan area:

- The Thousand Oaks Auto Mall, just east of the Specific Plan area.
- The Civic Arts Plaza, centrally located adjacent to the Specific Plan area, which includes City Hall, and two highly successful performing arts theaters, which may possibly accommodate other future institutional uses.
- Gardens of the World, a privately operated botanical garden located within the Specific plan area and directly across the street from the Civic Arts Plaza.
- The Promenade at Westlake, a community-scale retail center about ¾ mile east of the Specific Plan Area.
- The Lakes at Thousand Oaks adjacent to City Hall is a specialty retail and restaurant center, within the Civic Arts Plaza Specific Plan.
- Just west of the Specific Plan area, The Oaks is Ventura County's premier regional mall.
- The Janss Marketplace is a community level outdoor commercial shopping center, also just west of the Specific Plan area.

Other commercial development in the Specific Plan area is mostly neighborhood in scale and includes a number of older commercial "strips" tenanted by local service businesses. Despite the age of some of these facilities, the Specific Plan area is characterized by low vacancy rates and generally well-maintained properties.

Although the Specific Plan area is largely built out, there are several sizeable areas of undeveloped land and a number of existing parcels that are underutilized, such as a recreational vehicle dealer and a building materials supply yard. Over time, these parcels may represent opportunities for market-driven intensification consistent with contemporary demand and land values.

Figure 4 illustrates existing conditions along the corridor.

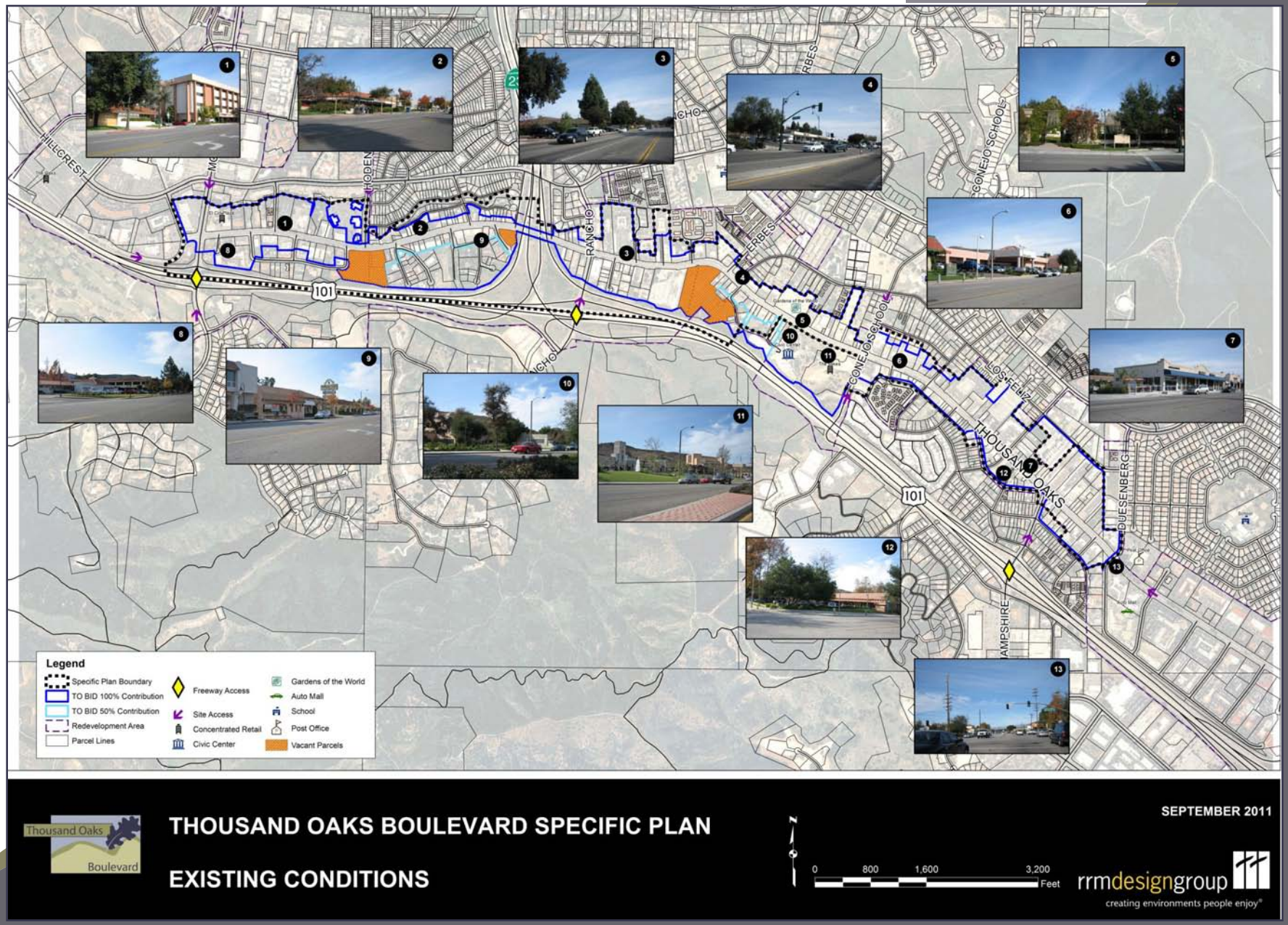


Figure 4 Existing Conditions

2. GENERAL PLAN

The General Plan directs long-term development for the City of Thousand Oaks, including direction on the appropriate location of land uses and circulation elements. General Plan land uses and street classifications are designated on the City of Thousand Oaks General Plan map, available from the City.

The Specific Plan Area includes sites with the following Land Use Element designations:

- Commercial
- Industrial
- High Density Residential
- Medium Density Residential
- Existing Parks, Golf Courses, and Open Space

Most of the properties fronting Thousand Oaks Boulevard are designated commercial, except for the northern portion of Thousand Oaks Boulevard between Hampshire Road and Duesenberg Drive, which is designated Industrial. The residential designations are generally limited in scope, and the Existing Parks, Golf Courses, and Open Space comprises only a little more than half an acre.

In addition to addressing land uses, the General Plan also delineates types of roadways for major roads within the City of Thousand Oaks and provides direction through policies addressing circulation. Within the Specific Plan Area, the Circulation Element of the General Plan designates Thousand Oaks Boulevard as either a Six Lane Road or Four Lane Road.

Thousand Oaks Boulevard parallels the Ventura Freeway (101) and is crossed within the Specific Plan Area by the 23 Freeway. Hampshire Road, near the southern end of the Specific Plan Area, is designated as a Six Lane Road. Other Four Lane Roads in the Specific Plan Area are Duesenberg Drive, parts of Conejo School Road, Rancho Road, Hodencamp Road, Boardwalk Avenue, and Moorpark Road. Other significant roadways in the Specific Plan Area include North Skyline Drive, the northern portion of Conejo School Road, and Erbes Road.

3. ZONING ORDINANCE

The Zoning Ordinance for the City of Thousand Oaks identifies a variety of land use categories within the Specific Plan Area. While most properties are zoned C-2 (Highway and Arterial Business Commercial), the following list identifies all zones and the approximate percentages of the total amount of land that each zone occupies within the Specific Plan Area.

Commercial:
- C-1 Neighborhood Shopping Center (0.5%)
- C-2 Highway and Arterial Business (74.5%)
- C-3 Community Shopping Center (8%)

Residential:
- RPD–6.3U–SFD Residential Planned Development (2%)
- RPD–15U Residential Planned Development (1%)
- RPD–25U Residential Planned Development (1%)
- RPD–30U Residential Planned Development (1%)
- R-E Rural-Exclusive (3%)
- R-2 Two-Family Residential (1%)
- TPD Trailer Park Development (2%)

Institutional:
- P-L Public, Quasi-Public, and Institutional Lands and Facilities (1%)

Industrial:
- M-1 Industrial Park (1%)
- M-2 Light Manufacturing (5%)

4. TRAFFIC AND CIRCULATION

a. Traffic Operations

Thousand Oaks Boulevard operates as a four-lane roadway in the Specific Plan area, with a continuous two-way left-turn lane that transitions to left-turn pockets at intersections. There are raised medians east of the Moorpark Road intersection, between Dallas Drive and Conejo School Road adjacent to the Civic Arts Plaza, and at the intersections of Erbes Road, Los Feliz Drive and Hampshire Road. Analysis of existing roadway and intersection operations indicate that all sections of Thousand Oaks Boulevard within the Specific Plan Area currently operate at acceptable levels.

b. Parking

On-street parking is provided on both sides of most blocks within the Thousand Oaks Boulevard corridor. Blocks where on-street parking is prohibited include the south side between Erbes Road and Los Feliz Drive, between Conejo School Road and Pleasant Way, and between Skyline Drive and Fairview Road; and the north side between Erbes Road and Los Feliz Drive, and between Cunningham Road and Rancho Road. Parking is prohibited beneath the Highway 23 overpass. On-street parking is designated as 1-hour, 2-hour, or “No Parking Anytime” at locations with visibility restrictions. Overnight parking is restricted along Thousand Oaks Boulevard between 3:00 A.M. and 6:00 A.M. Restricted parking zones are marked by signs. Red or green curb painting in most cases is no longer used to designate parking zones. In 2010, the City reviewed and updated all parking signs on Thousand Oaks Boulevard.

c. Pedestrian Facilities

The Thousand Oaks Boulevard corridor is improved with concrete sidewalks on both sides of the street, except for approximately 400 feet on the south side in front of the property at 1432 East Thousand Oaks Boulevard. Brief stretches of asphalt sidewalk are present on the north side west of Taylor Court and on the south side east of Crescent Way. The sidewalk is adjacent to the street throughout the corridor, with the exception of a portion of the south side of the 2400 block, where it is set back behind storefront parking.

Sidewalk width varies throughout the corridor; however the Zoning Ordinance requires a minimum ten-foot sidewalk. At several points, combinations of newspaper dispensers, planters, or lamp posts narrow the available sidewalk width. In addition to regular street lamps, there are smaller lamps illuminating the sidewalk at regular intervals along the corridor west of Highway 23.

Controlled crossings are provided at all signalized intersections with the exception of the Thousand Oaks Boulevard/Los Feliz Drive intersection and the east side of the Thousand Oaks Boulevard/Erbes Road intersection, where crossing Thousand Oaks Boulevard is prohibited. Pedestrian crossing signs, flashing beacons and striped crosswalks are provided at Live Oak Street and Oakview Drive. Pedestrian crossing signs without marked crosswalks are provided at Baker Avenue, Parker Avenue and Houston Drive.

d. Bicycle Facilities

Per the City's 2010 Bicycle Master Plan, the corridor is designated as a Class III Bike Route, marked with sharrows. Bicycles and motorists share the road. Roadside signs identify Thousand Oaks Boulevard as a Class III Bike Route. The City's Bicycle Master Plan recommends that the corridor be developed to maintain the Class III Bike Route and sharrows.

e. Transit

Thousand Oaks Transit Bus Routes 2, 3, and 4 serve the Thousand Oaks Boulevard corridor. Route 2 provides student peak service along Thousand Oaks Boulevard between Wilbur Road and Rancho Road from 7:00 A.M. to 8:30 A.M. and from 3:00 P.M. to 4:00 P.M. Route 3 travels eastbound between Wilbur Road and Westlake Boulevard and Route 4 travels westbound along the same segment.

The Thousand Oaks Boulevard corridor is also served by Los Angeles County Metro Bus Route 161, which travels between Rancho Road and Westlake Boulevard. Los Angeles Department of Transportation (LADOT) Commuter Express Bus Route 422 travels along Thousand Oaks Boulevard between Wilbur Road and Hampshire Road and provides commuter service to the San Fernando Valley, Hollywood, and downtown Los Angeles areas.

At the majority of bus stops along the corridor, benches or covered benches are provided, though some stops are marked by signs only. All bus stops are curb-adjacent stops, marked with red curb or no parking signs, with the exception of the westbound stop opposite the Civic Arts Plaza, where a turnout is present. Bus stops are shown on Figure 5.

B. OPPORTUNITIES AND CONSTRAINTS

1. POTENTIAL OPPORTUNITIES

The Thousand Oaks Boulevard corridor presents many positive opportunities for reinvestment and improvement. For example:

- The corridor lies within the City's Thousand Oaks Boulevard Redevelopment Project Area.

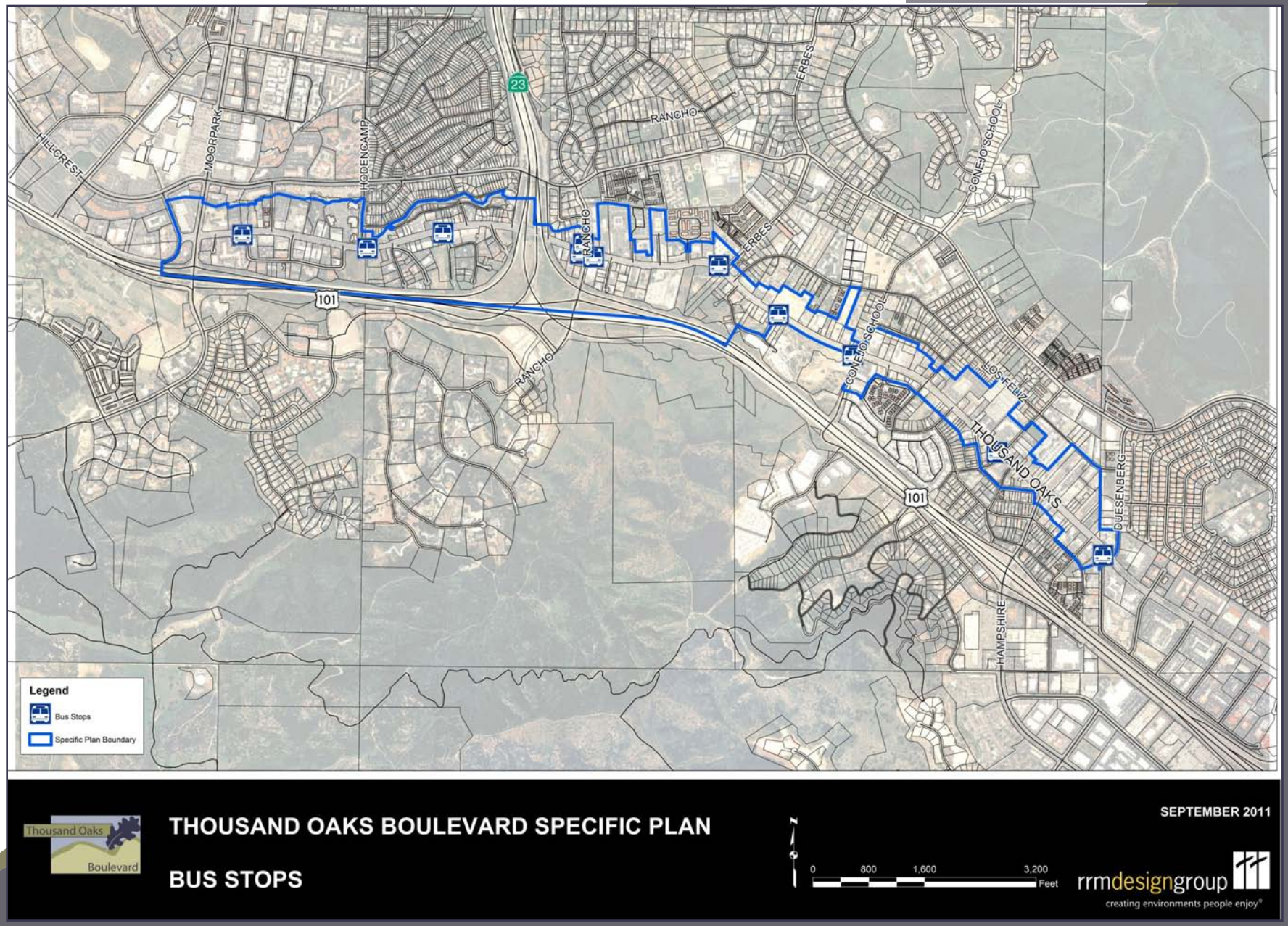


Figure 5 Bus Stop Locations

- Over the past 25 years, several planning efforts have targeted the redevelopment of the Boulevard, generating much discussion about the major issues facing the Boulevard and targeting topics for improvement and enhancement. These planning efforts were used as a starting point for the development of this Specific Plan.
- Thousand Oaks Boulevard is situated in a prime location for gathering commercial traffic. The roadway parallels the 101 Freeway and can be directly accessed at three points along the Boulevard, off of Moorpark Road, Rancho Road, and Hampshire Road. The 23 Freeway also provides access to Thousand Oaks Boulevard off the 101 Freeway in the western portion of the study area. The proximity to these two freeways will continue to draw a wide customer base to the corridor.
- The Boulevard is also easily accessible from the greater Thousand Oaks community by several major connecting roadways. Moorpark Road, Hodencamp Road, Erbes Road, Conejo School Road, and Duesenberg Drive are all important city connections that bring people to Thousand Oaks Boulevard.
- Several major concentrated retail centers contribute to the commercial atmosphere of the corridor. The western end of the corridor is home to two major retail centers, The Oaks Mall and Janss Marketplace. The Lakes retail development occupies a more central location on the Boulevard, within the adjacent Civic Arts Plaza Specific Plan on the south side of the street. Additionally, to the southeast of the Specific Plan Area is the Thousand Oaks Auto Mall, stretching along the south side of Thousand Oaks Boulevard just east of Auto Mall Drive.
- The City's Civic Arts Plaza development is located on the south side of the Boulevard between Dallas Drive and Conejo School Road. Located adjacent to the new Lakes retail development and across from the Gardens of the World destination, this area has become a new focal point of the corridor as a whole, particularly for cultural and civic affairs.

Other opportunities include the presence of nearby residential development; support for improvements from the local businesses, government, and citizens; and recent successful renovations and improvements.

2. POTENTIAL CONSTRAINTS

While there are many opportunities present in developing along Thousand Oaks Boulevard, there are a few potential constraints that will require sensitivity when encouraging future development and enhancement.

Along the three mile length of the Specific Plan Area, there are approximately 340 individual parcels. These properties have more than 200 different owners. This fragmentation of properties and ownership may present difficulties for effecting concurrent improvements along the Boulevard. Also, many of the parcels are small in size and some are narrow or have other awkward configurations that can make development difficult.

The traditional strip commercial development along Thousand Oaks Boulevard may be a hindrance to developing a traditional pedestrian-oriented downtown core. The General Plan was based on a dual-core concept, with significant activity points at either end of the Thousand Oaks Boulevard corridor linked together by strip commercial development. There may also be difficulty in reconciling the Boulevard's function as a major arterial road with creation of a safe and welcoming pedestrian atmosphere along the corridor.

Residential development also abuts the corridor in many locations. As new development occurs, it will be essential for development to be sensitive to the residential uses. The Specific Plan recommends many development ideas to mitigate negative impacts to residential development, such as setbacks, landscaping, screening, and lighting requirements that benefit the residential users.

Finally, the area on the south side of Thousand Oaks Boulevard across from the intersection with Erbes Road has steep topography with natural slopes in excess of 25% gradient. General Plan Goals and Policies state that there should be no grading in slopes over 25 percent natural grade. The EIR and this Specific Plan provide for preservation of steep (over 25% grade) natural slopes, while allowing development pursuant to the Specific Plan on flatter portions of the properties affected. It is not the intent of the Specific Plan to waive City grading and slope protection policies.

This page intentionally left blank.

CHAPTER 3 - VISION

A. BACKGROUND 37
B. LONG RANGE VISION FOR THOUSAND OAKS BOULEVARD 37
C. VISUAL SIMULATIONS 42

This page intentionally left blank.

A. BACKGROUND

In 2005, property owners within the Specific Plan Area established a Business Improvement District (BID) for Thousand Oaks Boulevard, which is administered by the Thousand Oaks Boulevard Association (TOBA). The purpose of the BID is to help revitalize and beautify Thousand Oaks Boulevard. A first step in this process was to establish a vision for the future of the area.

B. LONG RANGE VISION FOR THOUSAND OAKS BOULEVARD

TOBA developed a Long Range Vision for Thousand Oaks Boulevard in 2006, proposing what Thousand Oaks Boulevard should look like in approximately ten years or more in the future. The City Council adopted the vision by a unanimous vote on November 8, 2006, and this Specific Plan is based on that vision. The Long Range Vision Statement is as follows:

The City's last two community Attitude Surveys identified Thousand Oaks Boulevard as the number one planning priority for the City. Some say our "downtown" is twenty to forty years behind many other communities of our size. Thus:

We need to recognize that Thousand Oaks Boulevard has unique characteristics and opportunities that warrant the adoption of separate development policies that will lead to the creation of a viable, self-sustainable, pedestrian safe and friendly downtown core for our community. For the first time in the City's history the property owners are organized and committed to working with the City to revitalize and beautify our City's major street. One of the first steps was to form the Property Business Improvement District (PBID). Thousand Oaks Boulevard is already designated as the City's major redevelopment project area. It is now time for the creation of a "vision" for Thousand Oaks Boulevard.

We need to support the creation of a plan that will clearly illustrate the results of good planning, forward thinking, and long-term vision and focus. This plan shall implement the vision of Thousand Oaks Boulevard and shall contain visual information that not only depicts optional

land uses and zoning; but, in addition, illustrates building heights, building envelope, setbacks, architectural character, landscaping, public spaces, street furnishings, etc.

The following guidelines shall establish the long-range vision for Thousand Oaks Boulevard and will act to guide the planning process, including City regulations and standards, for creating a viable, self-sustaining, pedestrian safe and friendly downtown core:

1. Give priority consideration to:

a. Improve Thousand Oaks Boulevard parking.

b. Provide more pedestrian crosswalks.

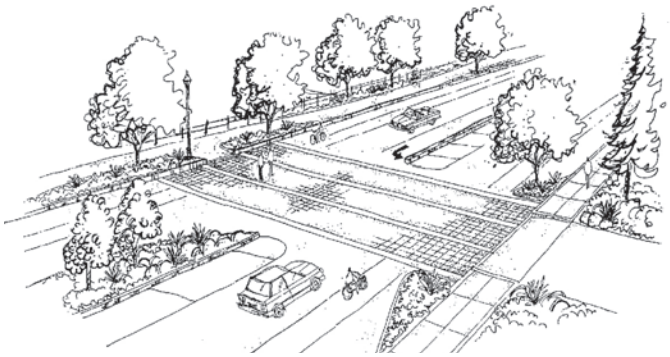
c. Encourage the creation of plazas, public art, and open spaces that are linked to the public sidewalk system.

d. Implement traffic calming devices and programs.

e. Maintain and/or provide left-turn access for businesses on Thousand Oaks Boulevard.

f. Evaluate alternative modes of transportation.

2. Modify current regulations from rigid, limit-based controls to incentive-based flexible controls so our City planners can draw on the best ideas and examples available to them to encourage property owners to partner with the City Redevelopment Agency to help implement the plan that is eventually developed.



3. Allow flexible building heights at locations where the height does not create negative impacts to existing residential properties and helps implement and articulate the long-term vision of Thousand Oaks Boulevard.

4. Change building setback requirements to promote and encourage sensible street fronting commercial activities.

a. Encourage parking lots in the rear portion of properties where appropriate.

b. Encourage and support pedestrian activities adjacent to the street.

5. In compliance with Measure E and state law, allow addition of residential uses on commercial sites where good planning dictates.

6. In compliance with Measure E and state law, allow higher density residential housing at certain locations along Thousand Oaks Boulevard as a bonus or incentive to encourage close-in housing for all levels of income with incentives for low to moderate income with a priority for City employees, teachers, police officers, service sector workers, nurses, health care workers, etc. This will reduce commuter traffic on our freeways and thus reduce pollution and congestion.

7. Facilitate and provide an expedited process for the consolidation of properties along Thousand Oaks Boulevard. There are now many small properties that are difficult or economically impossible to effectively plan.

8. Encourage and support coordinated developments along Thousand Oaks Boulevard where appropriate. The City's Redevelopment Agency should use its capabilities to help make changes and improvements to Thousand Oaks Boulevard in coordination with the Thousand Oaks Boulevard Association.

9. Establish a streamlined permit process for properties within the Thousand Oaks Boulevard Redevelopment project area.

10. Encourage nighttime uses.

11. Encourage outdoor eating and minimize, or significantly reduce, parking requirements for this type of activity. (See 12 below).

12. Create shared public parking lots, structures, or other creative parking alternatives that can be used by other properties.

a. Provide for temporary reduction of parking requirements for certain uses.

b. Utilize portions of public streets for the creation of diagonal on-street parking where appropriate.

c. Require property owners to contribute to a parking fund in return for lower parking requirements, including potential use of "in-lieu" fees.

d. Encourage shared parking agreements and/or City parking lots/reciprocal easements.

13. Promote and support the planning and implementation of community events along Thousand Oaks Boulevard.

14. Give property owners, through their Association, advanced notification of proposed changes to City ordinances and public infrastructure, and invite a greater degree of participation in the drafting and planning of projects and policies for Thousand Oaks Boulevard.

15. Have the Thousand Oaks Boulevard Association manage and promote Thousand Oaks Boulevard's street banners so the program can be used to support and promote Thousand Oaks Boulevard businesses and events and add vibrancy to the City's main street.

Before we proceed with the creation of a specific Thousand Oaks Boulevard Plan, we encourage the Thousand Oaks City Council to formally adopt these guidelines for creating a vision for Thousand Oaks Boulevard. This new vision for a viable, self-sustaining, pedestrian safe and friendly downtown core will provide City staff, in coordination with the Thousand Oaks Boulevard Association, with a framework with which to develop and then implement long range plans and vision.

C. VISUAL SIMULATIONS

The purpose of the visual simulations is to illustrate the potential type of new development along Thousand Oaks Boulevard. Using the standards and guidelines presented in the Specific Plan for Thousand Oaks Boulevard, several locations were selected for visual analysis. These areas were observed in their current condition and, based upon the Specific Plan guidelines, visual simulations were created to show how these improvements can potentially shape the look of a more pedestrian-friendly Thousand Oaks Boulevard in the future. These simulations emphasize many of the aforementioned improvements, with a particular attention being given to the pedestrian environment, quality building design, and streetscape beautification.

View 1 - East of Cunningham Rd. - Existing Condition

View 1 - East of Cunningham Rd. - Potential

View 2 - East of Zuniga Ridge Pl. - Existing Condition

View 3 - Looking east towards Live Oak St. - Existing Condition

View 2 - East of Zuniga Ridge Pl. - Potential

View 3 - Looking east towards Live Oak St. - Potential

This page intentionally left blank.

CHAPTER 4 - LAND USE

A. INTRODUCTION 47
B. LAND USES 48
1. Basic Land Use Classification 48
2. Permitted Uses - General 49
3. Land Uses 50
4. Residential Uses 50
C. DEVELOPMENT STANDARDS 51
1. Development Standards 52
2. Special Standards 59
D. SUPPLEMENTAL DESIGN GUIDELINES 76
1. Building Form 76
2. Public Exterior Spaces 79
3. Thousand Oaks Boulevard Pedestrian Connections 82
4. Public Art 83
5. Stand-Alone Multi-Family Residential Development 84

This page intentionally left blank.

A. INTRODUCTION

A typical zoning ordinance is organized around zoning districts for specific land use types, e.g. commercial retail, service, residential, office, etc., and is further regulated by the development standards that apply to those specific set of uses. However, this single-use, or traditional approach of separating uses often creates barriers to developing an inviting, pedestrian-friendly realm, despite the use of various overlays and other methods to minimize its effect. Therefore, this document presents a mixed-use zoning approach where the desired activities and building forms dictate what is and what is not allowed in order to reestablish Thousand Oaks Boulevard as the "Downtown" and as a focal point of activity.

Land uses and development standards, along with design guidelines, are presented in this chapter to form a complete set of policies that will work in concert to steer future development of the Specific Plan Area and reinforce the desired vision for the corridor. The standards and guidelines are also intended to improve the overall aesthetic appearance and to serve as an incentive for private reinvestment along the Boulevard.

Allowable land uses regulate businesses appropriate for this section of the City. Specific site development standards, such as building height, setback, relationship to street and sidewalk, and required parking and location are critical to the performance of each use. The land use and development standards will provide refined direction for the types of uses that should occur and how these uses will be allowed to develop along the corridor.

In addition to the regulated land use and development standards of this Specific Plan, future development is also directed by design guidelines that provide guidance on a range of site, landscaping, and building issues and concepts. Design guidelines create a defined framework of design principles that supplement development standards by providing direction on the more qualitative aspects of a development project. **All commercial projects must adhere to the guidelines presented in the City of Thousand Oaks Architectural Design Review Guidelines for Commercial Projects.**

B. LAND USES

The purpose of this Specific Plan is to create a pedestrian-oriented and interactive environment along the Thousand Oaks Boulevard street frontage. This is accomplished through strategic placement of commercial/retail uses along the Boulevard, with an additional mix of uses allowed behind and above the Thousand Oaks Boulevard street frontage.

This section identifies uses that are allowed by right, uses that are restricted only along the Thousand Oaks Boulevard or immediately adjacent to residential development, and those that are allowed with additional review and special permits.

1. BASIC LAND USE CLASSIFICATION

a. General

All of the land within the boundaries of the Specific Plan shall be governed by the permitted land use regulations set forth in sub-chapters 2 through 4 below, with the exception of land hereby designated as “Open Space.”

b. Open Space Designation

That certain parcel identified as Assessor’s Parcel 670-0-181-330 and commonly known as the Zuniga Ridge Open Space is restricted to natural open space use, and shall be subject to the regulations of the City’s Open Space (OS) Zone, Thousand Oaks Municipal Code Section 9-4.3600 et. seq.

2. PERMITTED USES - GENERAL

All shops, stores, retail businesses, banks and similar financial businesses, barbershops, beauty salons, bakeries, cafes, eating establishments and restaurants are permitted uses in the Specific Plan area. All permitted uses are subject to the requirements and conditions of a Development Permit, Special Use Permit, or Residential Planned Development application processed under this Specific Plan and granted by the City.

a. Location of Permitted Uses

1) Thousand Oaks Boulevard Street Frontage

Commercial retail uses have a primary role on the ground floor level in attractive pedestrian oriented buildings fronting the Boulevard. Such uses are in this Specific Plan collectively referred to as “retail” and include:

- Shops, stores, and junior department stores,
- Banks, stock brokerages and similar financial businesses,
- Indoor theaters,
- Barbershops, beauty salons and similar service providers or uses, and
- Bakeries, cafes, eating establishments or restaurants.

2) Over and behind Thousand Oaks Boulevard Street Frontage

Within a project, professional and general business office uses, hotel lodging uses and/or a multi-family residential apartment or condominium uses are allowed over a first floor retail use, or behind the Boulevard frontage retail building area.

3. LAND USES

Appendix A (Land Use Table), lists all uses that are allowed and/or regulated within the Specific Plan area, and the required permit type. As noted in this table, some of the uses are restricted based on location within the Specific Plan area, such as uses that are prohibited along the Thousand Oaks Boulevard frontage, but allowed in other locations with the Specific Plan area. The different locations within the Specific Plan that dictate permitted uses are defined in Chapter 8.

Uses existing at the time of adoption of the Specific Plan that are not permitted by the Specific Plan become legal non-conforming uses, as discussed in Chapter 8.

Certain uses, including indoor theaters, junior department stores and those restaurants or cafes that serve alcoholic beverages, have dancing, or live entertainment are allowable uses, with a special use permit.

The uses listed in this table, which require entitlement applications, are also regulated by slope standards, such as General Plan Goals and Policies that generally prohibit grading over 25% natural gradient, and the grading ordinance of the Thousand Oaks Municipal Code.

4. RESIDENTIAL USES

As explained in Chapter 8, Administration, the effect of the General Plan amendment associated with the Specific Plan will be to limit residential capacity in the Specific Plan area to 289 residential units in order to comply with Measure E. There are currently 75 constructed dwelling units within the Specific Plan area, leaving capacity for an additional 214 units (289-75=214). These 214 units, plus any units to offset demolition of existing units, are available for allocation to specific residential development projects to be constructed within the boundary of the Specific Plan at such time as those projects are approved during the term of Measure E. These 214 units, and any units to offset demolition of existing units, shall be distributed proportionately among three (3) districts as follows:

- Moorpark Road to Rancho Road - 1/3 (71 units of base),
- Rancho Road to Conejo School Road - 1/3 (72 units of base),
- Conejo School Road to Duesenberg Drive - 1/3 (71 units of base)

A minimum of fifty percent (50%) of the dwelling units in each of these three geographic areas must be constructed vertically as part of a mixed-use project along the frontage of Thousand Oaks Boulevard. The purpose of these requirements is to distribute residential development generally along the entire Specific Plan corridor, and to encourage mixed-use development facing Thousand Oaks Boulevard. These 214 residential uses shall be allocated within the above referenced constraints on a first come, first served basis.

Any City-wide Measure E residential capacity may also be used in the Specific Plan subject to the approval of the City Council.

C. DEVELOPMENT STANDARDS

The development standards for the Specific Plan Area were developed based on the vision for the future of Thousand Oaks Boulevard as an aesthetically pleasing, pedestrian-oriented, thriving commercial corridor. The development standards presented in this chapter set forth one set of standards that apply to the entire Specific Plan Area. In addition, the following three sets of special standards were crafted to ensure that the forms and uses work together with each other and the surrounding neighborhoods to create the desired presence:

- Development Adjacent to Thousand Oaks Boulevard - apply to all properties having street frontage along Thousand Oaks Boulevard and are intended to ensure appropriate activity and building forms fronting the highly visible corridor.
- Development Adjacent to Residential Development - ensure that new development is sensitive to residential uses surrounding the Specific Plan Area.

- Development Projects Containing Mixed-Use Development - address unique conditions that arise as part of mixed-use development.

Where this Specific Plan is silent, refer to the Zoning Ordinance for the applicable regulations.

1. DEVELOPMENT STANDARDS

All properties within the Specific Plan Area are required to conform to the following development standards. A property may be required to adhere to additional special standards found in Section 2. Special Standards that apply to development that has street frontage along Thousand Oaks Boulevard, is adjacent to residential development, or contains mixed-use development.

Within the Specific Plan Area, a mix of uses provides a transition from the higher level of activity along the Boulevard to the surrounding lower intensity uses and residential neighborhoods. Building height and form help to facilitate expanded development opportunities, while design direction is provided to shape quality development. Where appropriate, parking reductions and shared parking approaches enable a more efficient use of space and reinforce mixed-use strategies.

a. Building Setbacks

The following are building setbacks for the Specific Plan Area:

1) From Front Property Line: Minimum 0-foot building setback on side street parcels adjacent to Thousand Oaks Boulevard

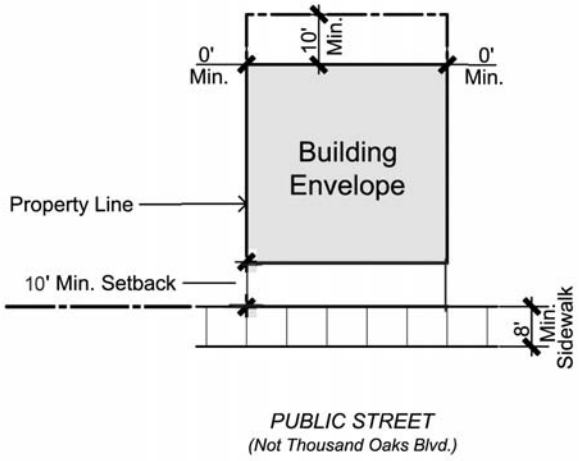
   Minimum 10-foot landscaped setback to building or parking area for side street parcels not adjacent to Thousand Oaks Boulevard

2) Side: Minimum 0-foot

   Minimum 4-foot landscaped setback when parking is proposed

3) Rear: Minimum 10-foot

4) Sidewalk: Minimum 8-foot sidewalk from curb



b. Building Height

The maximum average building height is 50 feet, not to exceed 3 stories.

c. Building Form

Portions of the third story shall be recessed from the front building facade. The average setback shall be 10 feet minimum for the third floor as measured from the first building façade.

d. Landscaping

1) All landscaping must conform to the recommendations and requirements of the City of Thousand Oaks Forestry Master Plan.

2) Drought tolerant native plants shall be preferred for landscaping.

3) All irrigation systems must utilize water efficient equipment and programming.

4) Landscaped setbacks are required bordering parking areas. The following landscaping standards are summarized from the off-street parking requirements found in Section f. Off-Street Parking below and in Title 9, Chapter 4, Article 24 of the Zoning Ordinance (refer to Section f. Off-Street Parking below for all parking area landscaping requirements).

   - 10% of open parking and driveway areas shall be landscaped. Setback areas required to be landscaped, required perimeter property line landscaping, and landscape planters located adjacent to structures shall not serve to satisfy this requirement

e. Public Exterior Space (Commercial and Mixed-Use Projects)

An area equal to at least 3% of the building footprint must be utilized as a public exterior space, such as a patio, courtyard, plaza, outdoor dining area, enhanced pedestrian access, etc.

f. Off-Street Parking

1) General Requirements

Section 9-4.2402 “Parking spaces required” of the Thousand Oaks Municipal Code shall apply to the Specific Plan Area, except for the following standards which shall supersede parking requirements in the Municipal Code:

- For multiple family residential units including apartments and condominiums:

  Studio: 1.0 space/unit
  1 bdrm: 1.25 spaces/unit
  2+ bdrm: 1.75 spaces/unit

- For general retail uses, 1 space per 300 square feet of gross leasable floor area is required.
- For medical/dental uses, 1 space per 250 square feet of gross leasable floor area is required.
- For all restaurants, 1 space per 100 square feet of gross leasable floor area is required.
- For outdoor customer dining area, no parking spaces are required for the first 320 square feet (5 tables with 4 chairs each). Any outdoor dining area in excess of 320 square feet, 1 space per 100 square feet is required.
- For nightclubs, bars and hookah lounges, 1 space per 75 square feet of gross leasable floor area is required.
- For gyms and health clubs with affixed equipment, 1 space per 300 square feet of gross leasable floor area is required.
- For exercise, dance and aerobics studios and similar uses, 1 space per 75 square feet of assembly area and 1 per 300 square feet for other area are required.

These parking standards apply to new uses as well as existing uses within the boundary of the Specific Plan at the time of its adoption.

2) In-Lieu Parking Fees

Subject to the completion of a comprehensive parking system plan, per-space in-lieu fees may be used to satisfy 50% of the required off-street parking, except for parking that is required for residential and/or lodging uses. Proposed public parking facilities must be located within 700 feet of a subject parcel, measured from the property line of the subject parcel to the property line of the proposed public parking facilities for the subject parcel to be eligible for the in-lieu fee program.

3) Shared Parking Arrangements

Subject to the completion of a comprehensive parking system plan, shared parking agreements may be developed if two or more land uses or businesses have distinctly different hours of operation or hours that do not substantially coincide or overlay with each other (e.g. theater vs. office), including mixed-use developments where residential and commercial/ office parking demand often occurs at different times of the day.

When the above criteria are met, such uses may develop shared parking agreements to satisfy the parking requirements of this Specific Plan, subject to administrative approval and in accordance with the following:

a) Only 50% of the require parking may qualify for the shared arrangement.

b) A minimum of 50% of the required parking must be met on-site notwithstanding the parking reduction provisions of this Specific Plan. Required parking must be calculated based on the land use that demands the largest amount of parking.

c) The shared parking facility must be within a 700-foot radius of the subject use. If shared parking spaces are located on a different lot, approved off-site parking spaces shall be obtained by a covenant, lease, bond, or other agreement, acceptable to the City Attorney, between the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site.

In no case shall the parking requirements be reduced where, based on substantial evidence, there is or would be insufficient off-street parking to meet the needs of the neighborhood or commercial area.

g. Outdoor Dining

The regulations of the City's Zoning Ordinance shall apply within the Specific Plan area.

h. Signs

The regulations of the City's Sign Ordinance (Section 9-4.2300 et. seq. of the Thousand Oaks Municipal Code) and applicable policy resolutions (e.g., Architectural Design Guidelines for Commercial Projects) shall apply within the Specific Plan area.

i. Screening

Screening and/or buffers shall be required to obscure utilitarian features, including but not limited to dumpsters, rear entrances, utility and maintenance structures, loading facilities, and roof-located equipment.

j. Fences and Walls

1) Fences and walls shall have a maximum height of six feet.
2) Where a solid fence or wall is provided, it shall be designed with both sides articulated, and with similar or complementary materials and colors to those used on the existing or proposed buildings.
3) Chain link fencing is prohibited.

k. Residential Projects

1) Residential projects must be attached multi-family units with a minimum density of 10 dwelling units per acre.
2) Residential projects shall adhere to all other standards set forth in the development standards of this Specific Plan and Section 9-4.9 of the Zoning Ordinance for Residential Planned Developments.

2. SPECIAL STANDARDS

The following standards apply to development adjacent to Thousand Oaks Boulevard, development adjacent to residential development, and/or development projects containing mixed-use development and are to be applied as ADDITIONAL standards to those described in section C. 1, Development Standards of this chapter. Where a conflict occurs, the following special standards shall supersede the development standards found in the previous section.

a. Thousand Oaks Boulevard Street Frontage

These standards apply to all development with street frontage along Thousand Oaks Boulevard. This area presents the public face of Thousand Oaks Boulevard. This primarily commercial district orients retail uses on the ground floor with a variety of compatible uses above. Building forms will create an inviting pedestrian-oriented street front atmosphere. Multi-story, higher density development is envisioned to front the Boulevard while design standards promote a lively street environment with outdoor dining, expanded sidewalks, public plazas and enhanced pedestrian crossings. Buildings will be located at the back of sidewalk with parking behind to support a pedestrian focus.

1) Setbacks and Sidewalk Easements

Along Thousand Oaks Boulevard, the intent is to create a consistent building edge at the back of sidewalk, allowing minor variations in setbacks to create spaces or pockets for outdoor seating areas, outdoor dining, and shopping. These spaces will enrich the pedestrian experience and provide variety along the streetscape.

a) Along Thousand Oaks Boulevard, a minimum 5-foot sidewalk easement is required to obtain the desired minimum 15-foot sidewalk from the curb. Between Erbes Road and Conejo School Road, a minimum 10-foot sidewalk easement is required to obtain the desired minimum 20-foot sidewalk from the curb.

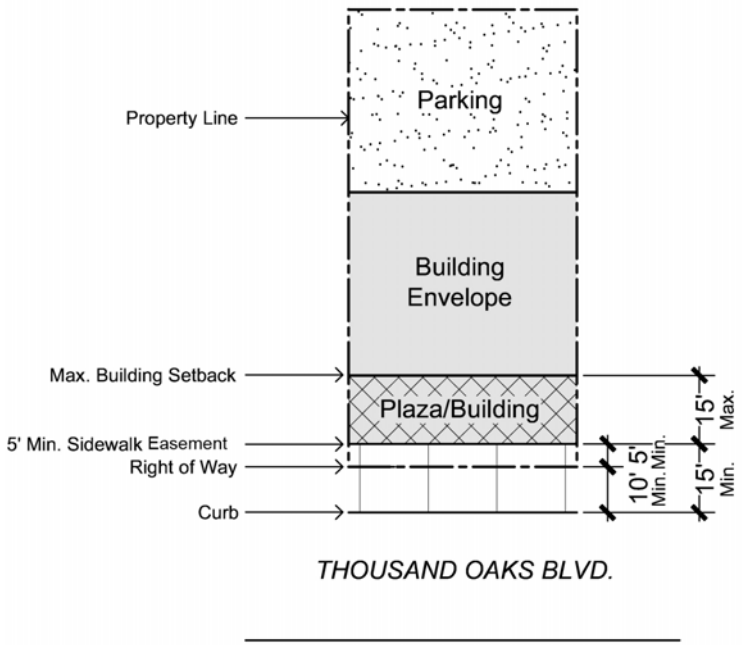
b) An easement for public access must be recorded for portions of the sidewalk outside of the existing public right-of-way.

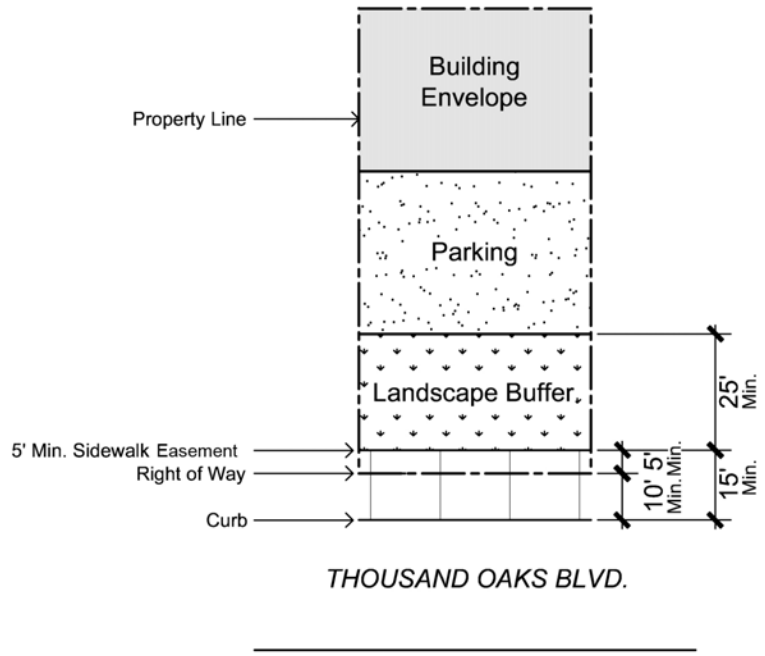
c) Where the sidewalk is not within the public right-of-way, encroachment is allowed for potted plants, landscaping, signs, projecting building elements and architectural features, awnings, decorative lighting, etc. Encroachments within the public right-of-way require a separate encroachment permit.

d) In addition to the required 5-foot sidewalk easement along Thousand Oaks Boulevard the following setback requirements shall apply.

i) For a building placed at the front of the property, the front building setback shall be a minimum of 0 feet and a maximum of 15 feet. The setback area not covered by a building shall be dedicated to public exterior space such as plazas, courtyards, outdoor dining, enhanced pedestrian connections, etc.

ii) If a building cannot be located at the front of the property adjacent to Thousand Oaks Boulevard due to physical constraint (i.e. flood control channel or topography), a minimum 25-foot landscaped setback planted with trees and an average of 3-foot high landscaping is required above finished grade of adjacent parking. The landscaping required is in excess of all other landscaping requirements. As an alternative to landscaping, angled parking could be installed at this location.


Property Line
Parking
Building Envelope
Max. Building Setback
Plaza/Building
5' Min. Sidewalk Easement
Right of Way
Curb
10' Min.
5' Min.
15' Max.
15' Min.
THOUSAND OAKS BLVD.


Property Line
Building Envelope
Parking
Landscape Buffer
5' Min. Sidewalk Easement
Right of Way
Curb
10' Min.
5' Min.
25' Min.
15' Min.
THOUSAND OAKS BLVD.

2) Building Height

a) The minimum building height for buildings constructed after the adoption of the Specific Plan shall be 20 feet.

b) The maximum average building height is 50 feet, not to exceed 3 stories.

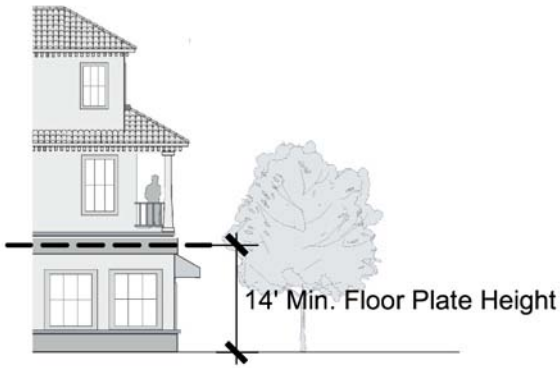
3) Building Form

The following requirements are intended to create building forms that are pedestrian-friendly and create a pleasing presence along Thousand Oaks Boulevard.

a) Ground floor plate height shall be a minimum of 14 feet as measured from the adjacent sidewalk.

b) Ground floor uses facing Thousand Oaks Boulevard shall be non-residential.

c) In order to stimulate pedestrian activity along Thousand Oaks Boulevard, the ground floor of any new building with greater than 100 linear feet of street frontage must devote 50% of the street frontage area to retail activities, which promote a visual relationship with the street and encourage movement and activity at the street level.



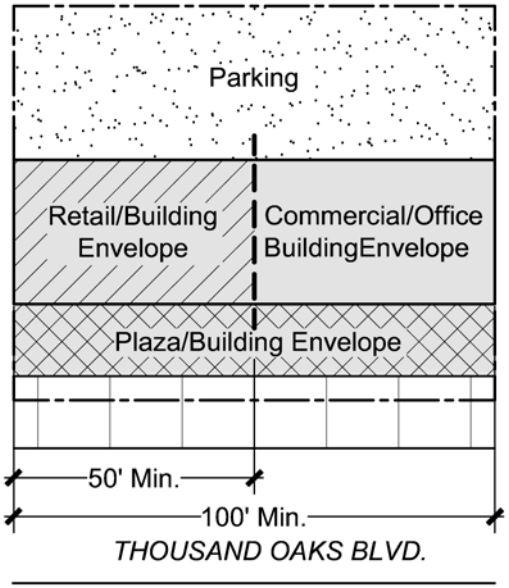
- Retail activity refers to any use that encourages street level activity in the building beyond the normal business day and is in addition to the daily work activities of the building tenants. The term retail includes not only sales of merchandise but, for the purposes of this section only, can also mean personal and business services, restaurants, galleries, and similar uses.
- 50% of a hotel lobby may be counted towards the required retail space.

d) Roof forms shall be varied to break up building massing and define the architectural character of the building. Pitched and/or flat roofs or a combination of both are encouraged.

e) Buildings shall be located and oriented toward the Thousand Oaks Boulevard street frontage unless proven infeasible by the applicant.

f) Buildings shall not back onto Thousand Oaks Boulevard.

g) Buildings must have a primary entrance door facing the public sidewalk. Entrances at building corners may be used to satisfy this requirement. Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.



h) Mixed commercial uses and non-residential portions of live-work uses, when located in buildings along Thousand Oaks Boulevard street frontage, shall have primary access on the Thousand Oaks Boulevard street frontage.

i) A minimum of 65% of the Thousand Oaks Boulevard building façade must be comprised of storefront windows that allow views of indoor space or product display areas. Building code energy and seismic standards must be met.

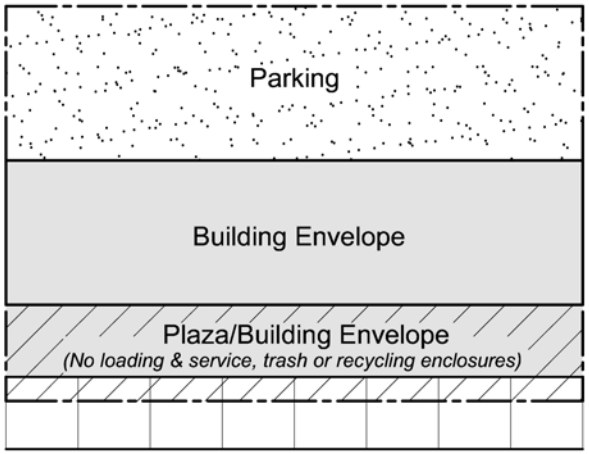
j) Windows must be transparent; opaque or reflective glazing is not permitted.

k) The bottom of any window or product display window may not be more than three and one-half feet above the adjacent sidewalk.

l) Product display windows must have a minimum height of four feet and be internally lit.

m) A combination of architectural design elements must be used on the building façade, along with streetscape elements at the street level, to animate and enliven the streetscape. These design elements may include but are not limited to: ornamentation, molding, changes in material or color, architectural lighting, works of art, fountains, display areas, awnings, balconies, porches, towers, landscaped planter boxes, trellises, columns, cornices, arches, decorative tiles, decorative grillwork, and outdoor furniture along street frontages.

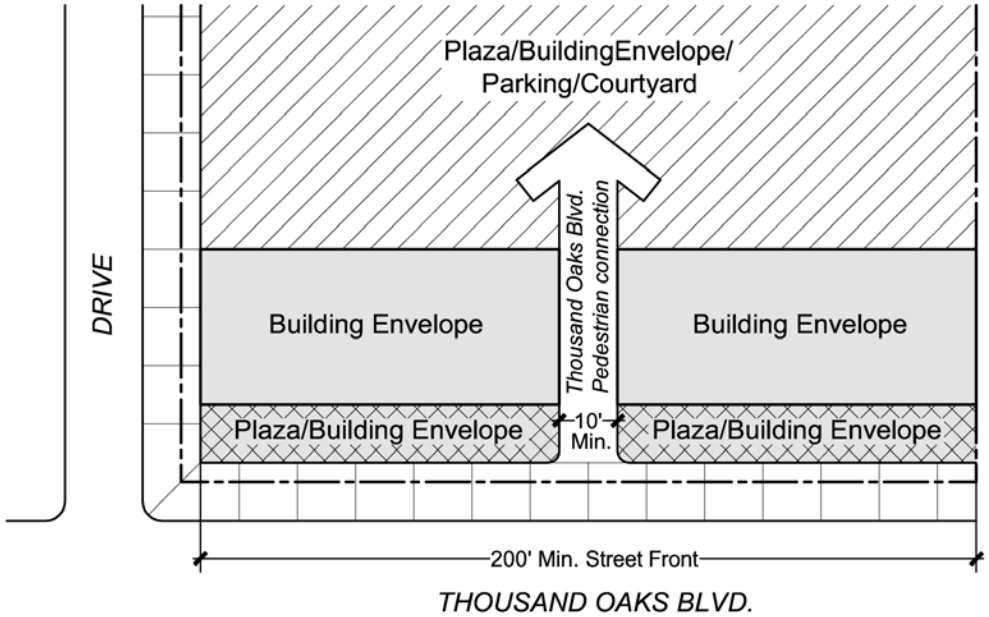
n) Loading/unloading and service areas and trash and recycling enclosures shall not be located along Thousand Oaks Boulevard.



THOUSAND OAKS BLVD.

4) Thousand Oaks Boulevard Pedestrian Connections

a) A minimum of 1 pedestrian access connection to Thousand Oaks Boulevard from parking lots and/or secondary building entrances, plazas, or courtyards per 200 linear feet of street frontage is required. The pedestrian connection must be independent of vehicular access for parcels with greater than 200 linear feet of Thousand Oaks Boulevard street frontage. The pedestrian connection must have a minimum width of 10 feet adjacent to single-story buildings and 15 feet in width adjacent to 2-story or taller buildings.



b) For parcels with less than 200 linear feet of Thousand Oaks Boulevard street frontage, a pedestrian connection to the Boulevard must have a minimum width of 8 feet including landscaping, when it is located between the building and the driveway. No separate connection is required for corner lots, and adjacent parcels may share a single connection.

5) Vehicular Access and Parking

a) For parcels with less than 100 linear feet of street frontage, a maximum of one vehicle access from Thousand Oaks Boulevard is permitted. For parcels with 100 linear feet or more of street frontage, a maximum of two vehicle access points from Thousand Oaks Boulevard are allowed.

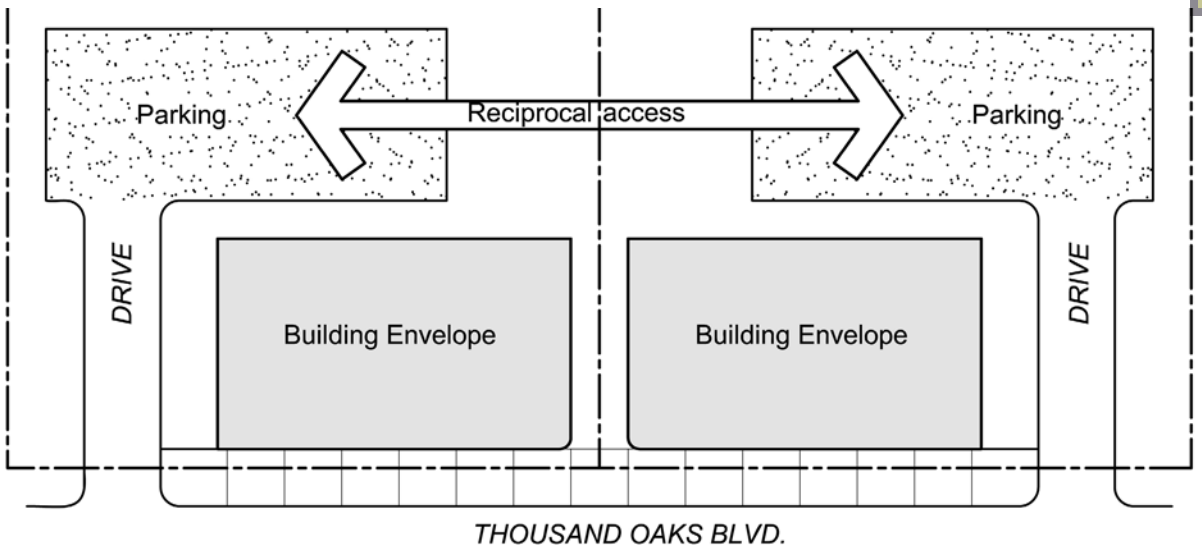
b) Reciprocal ingress and egress access with adjacent properties shall be provided for all properties. This requirement may be waived with City approval due to the following circumstances:

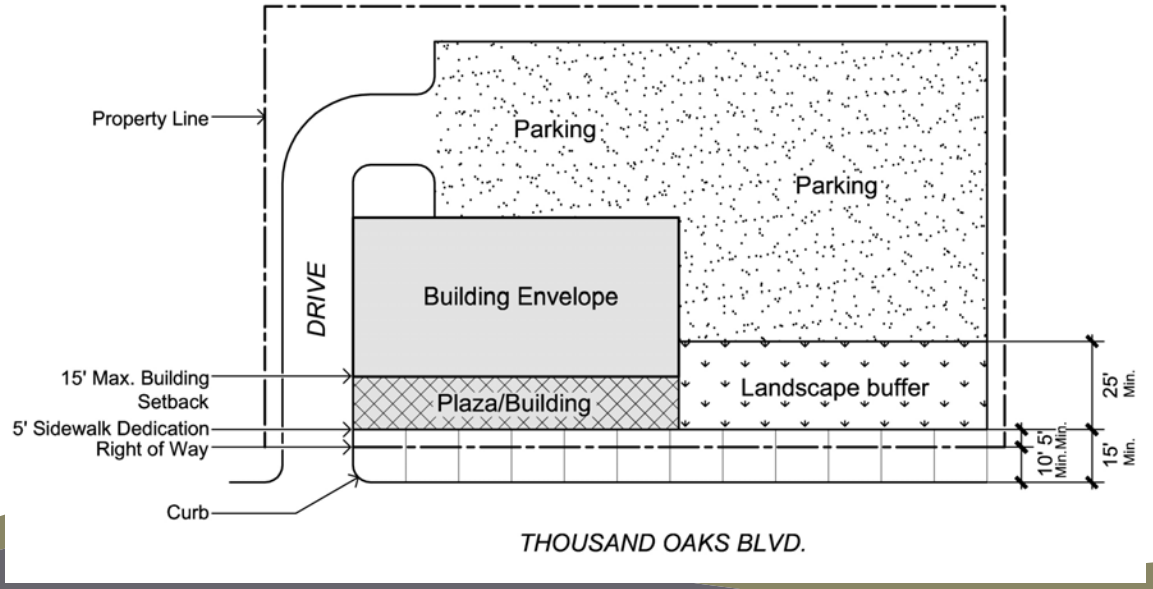
- extreme site constraints,
- extreme changes in topography,
- circumstances that would result in severe environmental impacts,
- the location of existing structures,
- the location of existing infrastructure,
- lack of agreement between adjacent owners,
- or other extreme hardship.

c) Parking shall be located behind buildings fronting Thousand Oaks Boulevard or behind the alternatively required landscaped setback.

6) Public Art

For projects greater than 10,000 square feet of building floor area, public art with a value of 0.25% of the building cost is required and may be satisfied with an in-lieu fee contribution.


Parking
Reciprocal access
Parking
DRIVE
Building Envelope
Building Envelope
DRIVE
THOUSAND OAKS BLVD.

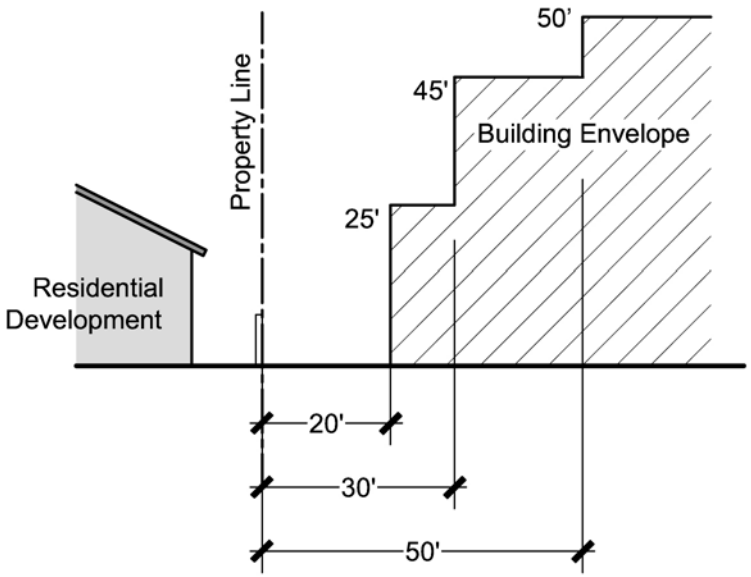

Property Line
Parking
Parking
DRIVE
Building Envelope
15' Max. Building Setback
5' Sidewalk Dedication
Right of Way
Plaza/Building
Landscape buffer
25' Min.
10' 5' Min.Min.
15' Min.
Curb
THOUSAND OAKS BLVD.

b. Development Adjacent to Residential Development

The purpose of the following standards is to ensure that development within the Specific Plan Area will be compatible with and will complement surrounding residential areas, excluding mixed-use. These standards apply to the portion of a development within 50 feet of a property line that borders a residential zone or a property developed exclusively with residential uses. The parcel with residential uses may be within or adjacent to the Specific Plan Area. The areas affected by these standards may change over time in response to changes in the properties zoned for residential use. If a property transitions from residential to another use, the adjacent property will no longer be considered part of or bound by these requirements. In the future, if new residential uses are developed in or adjacent to the Specific Plan Area, new developments adjacent to the residential uses will be required to meet these special standards.

1) Setbacks and Building Height

A series of graduated setbacks and building heights will produce a development that is sensitive to adjacent residential development.



a) A minimum 20-foot side and rear setback is required where the development abuts a residential zone. The building height is limited to 25 feet at the 20-foot setback line. At 30 feet away from the property line, the building height may increase to 45 feet. At 50 feet away from the property line, the building may increase to a maximum average height of 50 feet.

b) The following activities are not permitted within 50 feet adjacent to the residential use unless variance is approved by the City:

- Loading docks
- Service areas
- Repair yards
- Noise or odor generating operations

c) The following activities are not permitted within 20 feet adjacent to the residential use unless variance is approved by the City:

- Commercial trash and recycling enclosures with disposal truck access
- Mechanical equipment

2) Lighting

When designing adjacent to residential developments, it is important that lighting provided to serve the new development is sensitive to the residential use.

a) All exterior lighting shall focus internally within the property to decrease light pollution on neighboring properties. Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any residentially zoned, planned, or developed parcel.

b) Lighting shall be installed no higher than 14 feet above the ground directly below the light fixture.

c) Outdoor lighting shall not exceed 0.50 foot candles at the property line.

3) Performance Standards

a) Special consideration should be given to the location and screening of noise generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.

b) The odors released from any operation or activity shall not exceed detectable concentration beyond lot lines, measured at any location on the lot lines. Commercial uses with residential units either above or attached shall provide state-of-the-art ventilation systems to prevent odors from adversely affecting residential units.

c) No outdoor work shall be performed in designated parking areas or open space areas. In addition, approved areas for outdoor work shall not be counted as open space.

c. Mixed-Use Development

These standards apply to all development projects within the Specific Plan Area with a mix of uses. Mixed-use developments are encouraged within the Specific Plan Area. When designing mixed-use developments, it is important that commercial and office uses are sensitive to the residential uses of the project.

1) Circulation and Parking Standards

Accessibility is an important issue for mixed-use projects. Access should be provided without overemphasizing the role of the automobile in these more pedestrian-friendly areas.

a) Mixed-uses, when located on the same site and in separate buildings, shall provide landscaped pedestrian walkways or bike paths to connect the mixed-uses, structures, open spaces, and buildings.

b) All residential parking must be provided on-site.

2) Compatibility with Adjacent Uses

Mixed-use projects can offer benefits but can potentially pose site-specific land use compatibility issues and opportunities. The siting and design of a project shall recognize that conflicts between abutting or nearby land uses can arise due to such factors as the operating characteristics of an existing use, hazards posed by a use, or the physical orientation of a building. The following features shall be incorporated into a project as appropriate to ensure the compatibility of different land uses.

a) Landscaped parkways and similar open space features will be used as appropriate as open space buffers to separate commercial and mixed uses from potentially incompatible uses. The width and treatment of the open space buffer will vary depending upon the types of potential land use conflicts to be resolved. In all cases, to soften visual impacts the open space buffer shall include landscaping.

b) Landscaping shall be used along, or in conjunction with, other features to reduce potential visual, light, and glare conflicts.

c) All buildings shall be sited and oriented to reduce odor, noise, light and glare, and visual and other conflicts. For example, loading areas should be located in areas where noise from such operations will not adversely impact adjacent residential uses.

d) Building design is not required to follow a specific theme or style. Innovative architectural concepts are encouraged.

3) Lighting

a) Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and any residentially zoned, planned, or developed parcel.

b) Within 50 feet of a residential zoning district, lighting shall be installed no higher than 14 feet above the ground directly below the light fixture.

c) Outdoor lighting within parking facilities for the commercial component of the project shall not exceed the following levels:

- 0.50 foot candles at the property line if the subject property abuts a residential zoning district or a lot containing a residential use.
- 2.00 foot candles at the property line if the subject property abuts a nonresidential zoning district or lot containing only nonresidential uses.

4) Performance Standards

a) Separate entrances shall be provided for residents and commercial users of mixed-use structures.

b) The odors released from any operation or activity shall not exceed detectable concentration beyond lot lines, measured at any location on the lot lines. Commercial uses with residential units either above or attached shall provide state-of the-art ventilation systems to prevent odors from adversely affecting residential units.

c) All mixed-use developments shall comply with the City of Thousand Oaks adopted standards for noise. Where a mix of uses is provided, the most strict noise standard for the proposed uses shall apply.

d) For non-residential uses, the hours of operation shall be regulated through conditioning of the project entitlement, as deemed necessary to protect on-site and adjacent residential uses.

e) All work shall be performed entirely indoors unless approved through a special use permit. Any outdoor work allowed through a special use permit shall be in an area specifically provided for such use. No outdoor work shall be performed in designated parking areas or open space areas. In addition, approved areas for outdoor work shall not be counted as open space.

f) The use or storage of flammable, explosive, or combustible materials is prohibited.

5) Design Considerations

Mixed-use projects can create unique design challenges, such as the need to balance the requirements of residential uses with the needs of commercial uses.

a) Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between residential and nonresidential portions of the project.

b) Long expanses of blank walls or continuous series of garage doors are not allowed.

c) Lighting for nonresidential uses shall be designed, located, and shielded to protect residential uses from adverse light and glare.

d) Common open space areas provided for residents shall be designed to limit intrusion by non-residents.

e) Safe, secure, and convenient bicycle parking facilities and bike routes shall be provided, with links to adjacent trails.

f) Special consideration should be given to the location and screening of noise generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.

D. SUPPLEMENTAL DESIGN GUIDELINES

The following design guidelines will apply to all properties within the Specific Plan Area and will supplement the existing City of Thousand Oaks Architectural Design Review Guidelines for Commercial Projects.

1. BUILDING FORM

Well-articulated building forms create a more welcoming environment than uniform, nondescript structures. Architecture that consciously wraps 360-degrees around all sides of a building is preferred to create a building that is aesthetically pleasing from all angles. Important measures that create interesting building forms include recessing the upper stories of building from the front façade

in order to reduce the appearance of scale and massing of the building and creating breaks in the wall plane at minimum distances in order to avoid long, unattractive blank walls.

Well-designed storefronts, including windows, doors, wall composition, colors, and materials, are all very important in creating a sense of entry and pedestrian-scale. The following guidelines work to create well-designed storefronts.

a. The main building entrance should be easily distinguished from the rest of the building.

b. A variety of eclectic storefronts is encouraged.

c. Building entrances should be emphasized.

d. Entry design should incorporate two or more of the following:

- change in wall or window plane
- projecting element above the entrance
- change in material or detailing
- architectural elements such as flanked columns or decorative fixtures
- recessed doors, archways, or cased openings
- portico or formal porch
- change in the roofline or tower element.

e. Recessed storefront entries are strongly encouraged.

f. Where recessed entries occur, a decorative paving material, such as tile, marble, or slate, is encouraged.

g. First-floor retail and commercial uses should be designed to promote a pedestrian environment through extensive use of glazing, door and window placement, awnings and shade

structures, trellises and planters, architectural detailing, and other means.

h. Windows and doors should be proportionate in scale to the building elevation.

i. Windows should be articulated with accent trim, sills, kickers, shutters, flower boxes, awnings, or trellises authentic to the architectural style of the building.

j. Where appropriate to the architectural character of the building, windows should be inset from building walls to create shade and shadow detail appropriate to the architectural style.

k. Faux shutters should be proportionate in size to the window openings.

l. On the ground floor of commercial buildings, clear or lightly tinted glass should be used. Opaque, reflective, or dark tinted glass should not be used for any portions of the building.

m. Public safety and security shall be maintained through “eyes on the street” by appropriate

placement of windows and entrances and provision of lighting.

n. For mixed-use projects, upper floor balconies, bay windows that overlook streets and courtyards are encouraged.

o. All components of a mixed-use project should be connected by safe, convenient, and attractive pedestrian linkages.

p. Reflective or glare-producing materials in structures, facilities, and infrastructure is prohibited, and the use of landscaping and other design features to minimize the potential for glare is encouraged.

2. PUBLIC EXTERIOR SPACES

Public exterior spaces of a variety of sizes should be incorporated throughout the Specific Plan Area to accommodate different types of activities. These gathering spaces should serve to establish a sense of place and identity and provide space for private outdoor dining, events, and street side entertainment. Well-designed public exterior spaces should provide ongoing opportunities for human activities that create an interactive environment, build a sense of community, and create opportunities for events, entertainment, and gatherings. Color, form, and texture

are an integral part of the design of these public spaces. Public exterior spaces should be designed with the following guidelines in mind.

a. Public exterior spaces should be designed with flexibility for physical use and to accommodate a range of desired activities such as outdoor seating, entertainment spaces, and festivals.

b. Public exterior spaces should also incorporate focal points.

- Fountains, plazas, artwork, and significant architectural features can be focal points.
- Vertical elements such as towers can be used to accent horizontal massing and provide visual interest, especially on corner buildings.
- Buildings located at key intersections or other key sites should incorporate special architectural elements that create an emphasis on the importance of that location. Such elements may include vertical projections or towers, corner entrances, decorative windows, diagonal walls at the corner, taller and/or more prominent rooftop elements, and/or a substantial art form or fountain.
- Accent trees and specialty paving should be incorporated into the space design.

c. Where feasible, public exterior spaces should have an articulated edge, by using buildings, benches, and landscaping, to define and create a comfortable space.

d. Public exterior space edges that open to pedestrian through-traffic should be defined, without impeding traffic flow, by a planter, a low seating wall, a pergola with vines, a water feature, or a sculpture.

e. Public exterior spaces should provide pedestrian amenities like seating, decorative lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks.

f. Lighting in plazas should incorporate pedestrian oriented lights, such as light bollards, pole lights, and wall-mounted lights. Public space lighting should be low in height with a maximum height of 12 feet.

g. Up-lighting of trees and other site features or elements is also encouraged.

h. Covered areas along the perimeter of public exterior spaces, such as a vine-covered pergola or trellis, are strongly encouraged to provide protection from the elements.

i. Soft landscaping and shade trees as well as hard surfaced areas should be incorporated into the overall public exterior space design.

3. THOUSAND OAKS BOULEVARD PEDESTRIAN CONNECTIONS

Pedestrian connections should provide links between public parking and the street environment and between residential projects and adjacent streets and plazas or parks.

a. Pedestrian connections should have a variety of widths to provide spaces for landscaping and amenities such as seating, decorative lighting, planters, fountains, drinking fountains, distinctive paving, decorative tiles, public art, landscaping, and bicycle racks.

b. The width of the pedestrian connection should increase in proportion to the rising height of the adjacent buildings and the length of the connection in order to avoid unpleasant, closed-in, or tunnel-like areas.

c. Pedestrian connections can also incorporate focal points such as architectural structures, sculptures, and interactive water features.

d. Pedestrian connections should be well lit and include directional signs.

e. The design of a building should not present a blank face to pedestrian connections but should be as architecturally detailed as the front of the building.

4. PUBLIC ART

Public art can be provided either as stand-alone individual pieces or can be incorporated into the design of other streetscape improvements such as paving, benches, street lights, etc. Locations for public art pieces are suggested at most public spaces such as streets, plazas, or along pedestrian passageways.

Display of public art is an important way of expressing the personality and character of a community. An arts program to engage local artists in representing various aspects of the City greatly personalizes community. Following are guidelines for public art.

a. Public art can be created in small elements such as banding on a stair riser or larger pieces such as interpretive sculptures and functional art.
b. Public art can be an interactive media, such as video projections or a climbing structure, or can include randomly timed water features.
c. Public art can be used as a way-finding feature to attract pedestrians to key locations such as a plaza or pedestrian connection.
d. Public art can be displayed as murals representing the area's unique history and culture.
e. Art can be in the form of decorative tiles integrated into paving or placed on benches, walls, stairs, and entries.
f. Seating areas and signs are opportunities for public art.
g. Functional public art is encouraged.

.

5. STAND-ALONE MULTI-FAMILY RESIDENTIAL DEVELOPMENT

Stand-alone multi-family residential development should include desirable design features such as units oriented toward the street, townhomes designed with appropriate massing and scale to complement surrounding single-family residences, varied architectural styles and landscaped parkways between curbs and sidewalks with large trees. The following guidelines apply to stand-alone multi-family residential development.

a. Site Planning

1) A variety of building orientations and staggered units should be incorporated into the design of sites to create diversity and avoid long, monotonous building facades.

2) Porches are encouraged to denote entries and break up building mass.

3) Building entrances shall be clearly defined and easily accessible from public transit stops.

4) Consideration should be given to privacy relative to adjoining properties. Orient buildings and decks to maximize views while preserving privacy of surrounding neighbors.

5) Unless impractical due to physical constraints, access drives should be used for access to garages and parking spaces and for other functions such as garbage collection.

6) Parking areas should be screened from public street views and surrounding residential areas.

7) Garages and accessory structures should be architecturally integrated into the overall design of the project by using materials and details similar to the materials of the residences.

8) The use of patios and courtyards are encouraged to provide private spaces. Varied paving textures and colors are encouraged.

b. Building Form and Massing

1) Blank walls on elevations visible to the public should be avoided. There should be a change in wall plane on all facades visible from a public street.

2) Wall and roof planes should be varied and articulated into smaller modules that reduce the overall massing and scale of building and add richness and variety.

3) The visual impact of large, monolithic structures should be minimized by creating clusters of smaller buildings or the appearance of a series of smaller buildings.

4) The form and scale of multi-family development should emulate the best characteristics of the existing residential neighborhoods.

5) Massing should articulate individual units or clusters of units through varied heights and setbacks.

6) Surface detailing, such as score lines, should not serve as a substitute for distinctive massing.

c. Articulation

1) Though the highest level of articulation will occur on the front facade, buildings should incorporate 360-degree architecture, which is the full articulation of all building elevations.

2) Significant architectural elements that add visual interest, scale, and character, such as projecting balconies, trellises, recessed windows, and window and door detailing, should be incorporated to create shadow patterns and substantially articulate facades and blank walls.

3) Tall or large structures should emphasize horizontal planes through the use of trim, awnings, eaves, or other ornamentation.

4) Stairways shall be designed as an integral part of the overall architecture of the building and should complement the building's mass and form.

d. Materials

1) Materials and finishes should be true to the project architecture.

2) Materials and colors should be used to enhance different parts of the building's facade.

3) Material changes should occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect, such as a chimney, pilaster, projection, or fence line.

4) Where horizontal or vertical siding is used, at a minimum, it should wrap around the outside corners of buildings to a fence line; however, the use of siding on the entire building is preferred.

5) Where appropriate to the architectural style, materials and textures should vary between the base and body of a building to break up large wall planes and add a visual base to the building. Heavier materials should be used lower on the building elevation to form the building base.

6) Colors used on exterior facades should be harmonious. Complementary colors are encouraged to accentuate details such as trim, windows, doors, and key architectural elements.

e. Windows, Doors, and Entries

1) Generally, windows should be placed a minimum of 12 inches away from the corner of the building, or the glazing on the intersecting wall planes should meet to form a corner window.

2) Built-up sills and trim should be used to create surface relief and texture when appropriate to the architectural style of the building.

3) Windows should be articulated with accent trim, sills, kickers, shutters, flower boxes, awnings, or trellises authentic to the architectural style of the building.

4) The use of functional or decorative shutters that reflect the same dimension as the glazing are encouraged when appropriate to the architectural style.

5) Windows should be inset from the building walls to create shade and shadow detail.

6) Window and door type, material, shape, and proportion should complement the architectural style of the building.

7) Each unit's entry should be easily identifiable, distinguishable, and oriented toward the street whenever possible.

8) Entry design should incorporate two or more of the following:

- decorative detailing or placement of art
- a projecting element above the entrance
- changes in the roofline
- a change in the wall plane

9) Long, monotonous balconies and corridors that provide access to multiple units should be avoided. Instead, accent points should be clustered.

f. Roof Forms

1) Roof forms typical of residential buildings, such as gable, hip, or shed roof combinations, are strongly encouraged. If parapet roofs are used, the roof should include detailing typical of residential character and design.

2) Multi-form roof combinations are encouraged to create varying roof forms, emphasize the individual dwelling units, break up the massing of the building, and screen all roof-mounted mechanical equipment.

3) Full roofs are desirable. Hipped or gable roofs covering the entire building are preferred to mansard roofs and segments of pitched roofs applied at the building edge.

4) Continuous mansard roofs are discouraged. When used, mansard roofs should have a roof pitch that is high and deep enough to look like a true roof.

5) Buildings with flat or low-pitched roofs should incorporate parapets or architectural elements to break up long, horizontal roof lines.

6) Roof elements should continue all the way around the building instead of being used only in the most visible locations. Roof elements should be combined with wall elements to unify all sides of the building.

7) Deep roof overhangs are encouraged to create shadow and add depth to facades.

8) Exposed structural elements, such as beams and rafter tails, are encouraged as roof overhang details.

9) Roof parapets should be three dimensional, finished with a cap, and of substantial size to appear authentic. Parapets should include one or more of the following detail treatments: pre-cast elements; continuous banding; projecting cornices, dentils, caps, corner details; or variety in pitch.

10) Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen, and the interior side of a parapet should not be visible from pedestrian view.

11) Parapets should not appear "tacked on" and should convey a sense of permanence.

g. Garages and Ancillary Structures

1) Garage doors should not face public streets. Garage doors should be set back from the face of the main house to help reduce the visual dominance of garage doors.

2) Garage doors should be recessed into the garage wall and should be multi-paned with subtle adornment to provide shadow relief. Decorative panels and/or windows are encouraged.

3) Ancillary structures, including common mailbox enclosures, should incorporate similar or complementary materials and design in form, material, and color as the main buildings within a project.

h. Utilities

1) Utilitarian aspects of the project should be aesthetically screened from view.

2) Where possible, stacks, vents, antennas and other roof mounted equipment should be located away from public view on the least noticeable portion of the roof.

CHAPTER 5 - CIRCULATION AND STREETSCAPES

A. INTRODUCTION 95
B. CIRCULATION 96
1. Vehicle Circulation 97
2. Parking 97
3. Bicycle Facilities 98
4. Pedestrian Facilities 98
5. Transit 99
C. STREETSCAPE IMPROVEMENT ZONES 100
1. Thousand Oaks Boulevard Streetscape Treatment Zone 102
2. Civic Arts Plaza Streetscape Treatment Zone 113
3. Enhanced Pedestrian Nodes 124
D. PUBLIC SIGNS AND GATEWAYS 129
1. Logo 130
2. Directional Signs 130
3. Street Signs 131
4. Gateways 131

This page intentionally left blank.

A. INTRODUCTION

Circulation patterns and the condition of the public realm are important for creating the desired image and identity of the Boulevard. This chapter addresses vehicular, bicycle, pedestrian and transit circulation elements and discusses pedestrian improvements to the public right-of-way, sidewalks, and public open spaces. The intent of this chapter is to provide guidance for Thousand Oaks Boulevard in creating a smooth flowing traffic system for all modes of travel with a unified and visually attractive environment that supports the vision's goal of beautification of the corridor.

As the commercial properties along Thousand Oaks Boulevard become revitalized, it is important to recognize and incorporate elements of good street design as well. Public streets are truly the public's domain, places where business is conducted, people meet, and where the image of the City is shaped. Streets provide an intrinsic opportunity to add character to the community. By embracing the street as an important public place, a unique environment can be created that highlights the enhancement of the corridor. This chapter will present recommended street design changes and introduce a unified system of streetscape improvements for the Boulevard, including street design, street furnishings, landscaping, public signs and gateways, and public spaces.

B. CIRCULATION

Maintaining smooth traffic flow along Thousand Oaks Boulevard is an important goal of the Specific Plan. Thousand Oaks Boulevard is currently a four-lane undivided roadway along most of the corridor. The roadway contains a continuous two-way left-turn lane between intersections, which transitions to left-turn pockets at intersections, and a raised landscaped median between Dallas Drive and Conejo School Road. The roadway also has parallel parking and existing ten-foot sidewalks along both sides of the street in most areas.

This section addresses opportunities to enhance circulation along the Boulevard, including vehicle circulation, parking, bicycle and pedestrian facilities, and transit opportunities and makes recommendations for improvements for each area.

Level of Service Policy

The accepted Level of Service for signalized intersections within the Specific Plan boundary shall be "D", at either the project level or under cumulative conditions, in accordance with the following General Plan circulation policy:

The City shall maintain a level of Service C on all roads and at all intersections. Lower levels of service may be tolerated to preserve or enhance landscaping and aesthetic integrity.

Traffic mitigation measures identified in FEIR No. 327 shall be implemented only to the extent necessary to obtain Level of Service D.

1. VEHICLE CIRCULATION

Several improvements can be made to the existing street design to improve traffic flow while providing interest to the streetscape and slowing vehicle speeds. Thousand Oaks Boulevard will continue to be a four-lane road with a center turn lane throughout the Specific Plan Area except for the segment between Erbes Road and Conejo School Road where a landscaped median will be provided. This will add a raised landscaped median between Erbes Road and Dallas Drive.

The Specific Plan recommends creating distinct roadway design features at intervals along the Boulevard to create points of interest and contribute to lower traffic speeds along the corridor (refer to section C. Streetscape Treatment Zones for detailed cross sections and design features for each portion of the Boulevard, including Thousand Oaks Boulevard Streetscape Treatment, Civic Arts Plaza Streetscape Treatment, and Enhanced Pedestrian Nodes). The distinctive features will include a special street design and Civic Arts Plaza Streetscape Treatment near the newer development around the Civic Arts Plaza between Erbes Road and Conejo School Road, and periodic Enhanced Pedestrian Nodes will provide further interest and pedestrian amenities at various locations throughout the corridor.

In some areas, Enhanced Pedestrian Nodes will be included at intersections to provide a pleasant and safe experience for pedestrians crossing the Boulevard. The nodes will include bulb-outs into the parallel parking lane to provide more room for pedestrian activity. At intersections where Enhanced Pedestrian Nodes are present, U-turn movements will be restricted.

To ensure smooth traffic flow for the length of the corridor, traffic signal coordination will be enhanced. Improved synchronization will reduce the frequency of traffic stops and will reduce air pollution impacts.

2. PARKING

On-street parking provides convenient access for patrons of adjacent businesses. The plan recommends maintaining on-street parking within the Specific Plan area wherever possible while meeting the streetscape design enhancement objectives of the Plan.

3. BICYCLE FACILITIES

Currently, Thousand Oaks Boulevard is marked as a Class III Bike Route with sharrows, where bike facilities are indicated with signs and pavement markings and bicycles and motorists share the road. The 2010 City of Thousand Oaks Bicycle Master Plan recommends that the corridor be developed to maintain the Class III Bike Route and sharrows.

4. PEDESTRIAN FACILITIES

One important goal of this Specific Plan is to increase the pedestrian orientation of the Boulevard. The Thousand Oaks Boulevard corridor currently has concrete sidewalks on both sides of the street. Sidewalk width varies throughout the corridor; however the existing Zoning Ordinance requires a minimum ten-foot sidewalk. Wider sidewalks create a more pedestrian-friendly environment. The development standards of this Specific Plan require an additional minimum 5-foot sidewalk easement adjacent to the existing 10-foot sidewalk, for a total minimum 15-foot sidewalk for the entire length of the Boulevard within the Specific Plan area, except for between Erbes Road and Conejo School Road, where an additional minimum 10-foot sidewalk easement is required, for a total minimum 20-foot sidewalk.

In addition to the regular sidewalks, the sidewalk bulbouts included in the Enhanced Pedestrian Nodes will provide additional pedestrian space along the Boulevard. The Enhanced Pedestrian Nodes will be placed at selected intersections and will reduce the crossing distance for the pedestrian. The change in streetscape will also alert the driver to watch for pedestrians. The Enhanced Pedestrian Nodes will also include additional pedestrian amenities, such as benches and accent landscaping, and may be paired with transit stops . Un-signalized mid-block crossings are not recommended and shall be removed from the Specific Plan Area.

All pedestrian crossings shall be at locations with full traffic signals. The signals shall provide pedestrian-friendly traffic control devices, such as push-button devices for walk signals and countdown timers that show how much time is left before the light changes. All pedestrian crosswalks should also be striped or paved with specialty accent paving.

5. TRANSIT

Several bus routes serve the Thousand Oaks Boulevard corridor. The majority of bus stops along the corridor provides benches or covered benches with covered shelters, though some stops are marked by signs only. To increase the attractiveness of bus stops to transit riders, covered bus shelters with benches are recommended at all bus stops. Other streetscape furnishings and amenities should be appropriately clustered at the bus stop locations. Bus stops are also ideal locations to enhance the interface between pedestrians and the street and transit facilities. Bus stops may be paired with Enhanced Pedestrian Nodes to add interest and amenities to the bus stop locations. A Transit Study should be conducted to determine the adequacy of existing transit service along the Boulevard and whether any additional bus stops are needed (refer to Chapter 7.D.9. Transit Study for more information).

C. STREETSCAPE IMPROVEMENT ZONES

Streetscape improvements for Thousand Oaks Boulevard are divided into zones along the corridor. The concept behind the zones is to have a pleasing, unified streetscape throughout the corridor, with particular enhancements at significant locations, as shown in Figure 6. Streetscape improvements will include alterations to the street section design, streetscape furnishings, and landscaping.

Most of the corridor is designated for the Thousand Oaks Boulevard Streetscape Treatment Zone. However, the area from Erbes Road to Conejo School Road is designated as the Civic Arts Plaza Streetscape Treatment Zone and will exhibit an enhanced streetscape treatment above the level expected in the Thousand Oaks Boulevard Streetscape Treatment Zone, due the area's central location along the Boulevard and the already enhanced character of the development as compared to the remainder of the corridor. Additionally, at selected points along the Boulevard, Enhanced Pedestrian Nodes will be provided to cater especially to the needs and convenience of the pedestrian user.

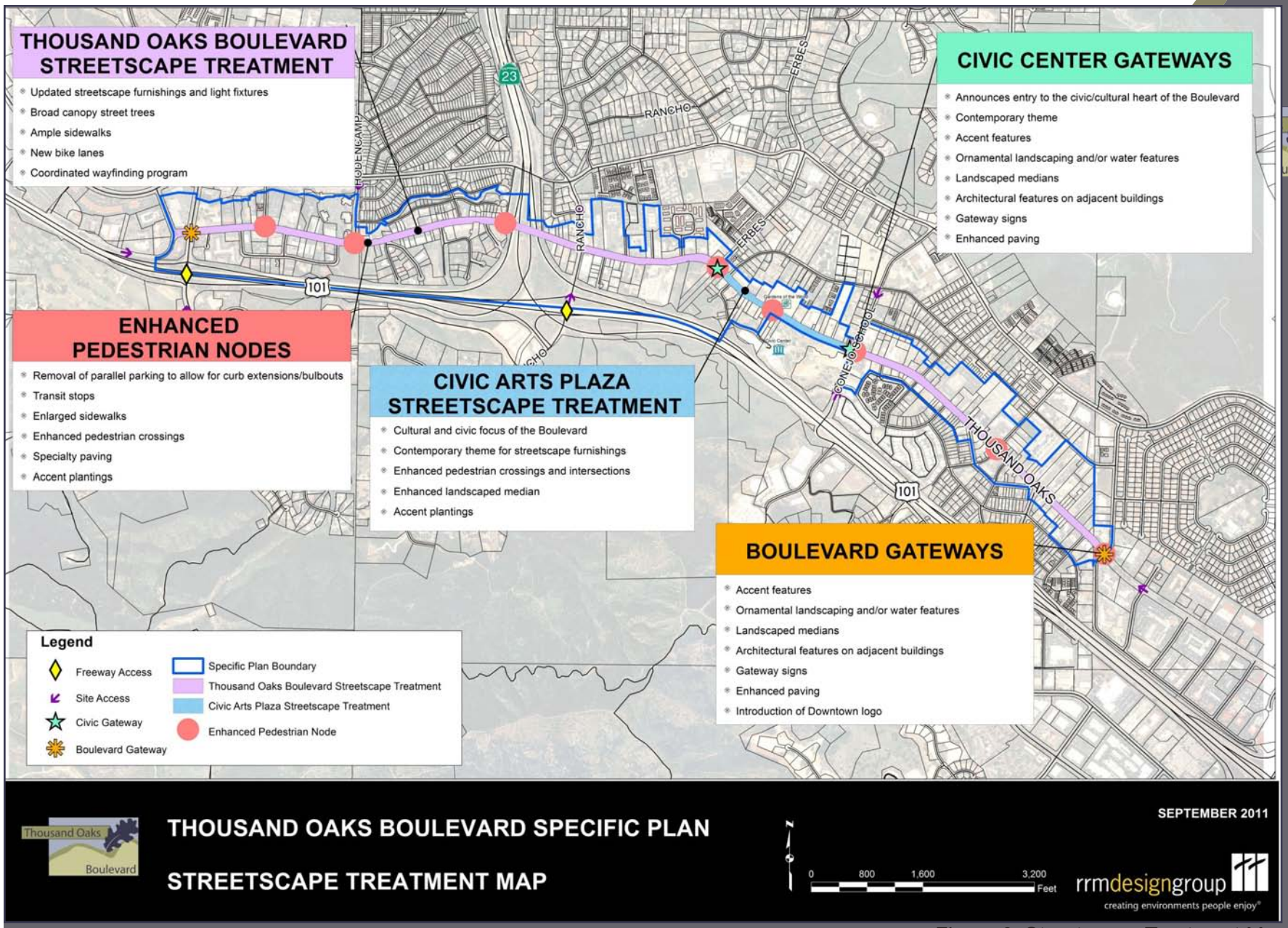


Figure 6 Streetscape Treatment Map

1. THOUSAND OAKS BOULEVARD STREETSCAPE TREATMENT ZONE

For the entire length of the corridor, with the exception of the Civic Arts Plaza Zone and particular Enhanced Pedestrian Nodes, a consistent streetscape should be prevalent, providing strong connectivity and a "main street" feel for the community. The Thousand Oaks Boulevard Streetscape Treatment will be an enhancement of the currently existing street furnishings and treatments.

The existing average right-of-way width for the length of Thousand Oaks Boulevard is 100 feet. The average sidewalk width is ten feet, with the back of the sidewalk located at the right-of-way boundary. The recommended typical street section shall include the following, as depicted in Figure 7 and Figure 8.

- 12' travel lanes
- Class III Bike Route with sharrows
- 9' parallel parking
- 14' center turning lane
- 10' sidewalk with improvements, plus additional 5' sidewalk easement
- Broad canopy street trees

In order to enhance the attractiveness of the Thousand Oaks Boulevard streetscape zone and travel lane capacity, landscaped medians with left-turn pockets may be considered in locations where such improvements would not significantly impact access to businesses and/or properties.

For this section of the Boulevard, the Specific Plan also recommends that the existing ten-foot sidewalks will be supplemented by an additional five-foot required sidewalk easement for all Thousand Oaks Boulevard street frontage to provide a pleasant pedestrian atmosphere that is complemented by broad canopy street trees (refer to Chapter 4.C. Development Standards for sidewalk easement requirements).

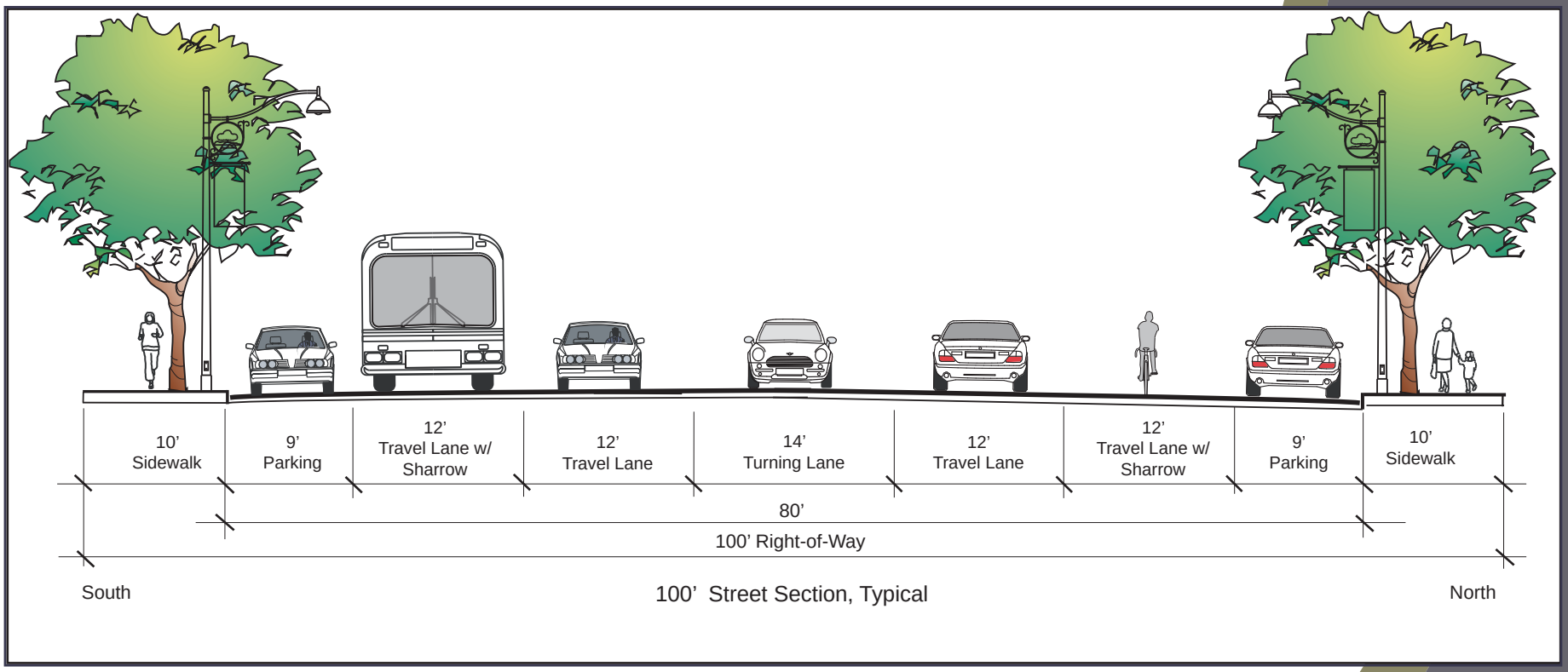


Figure 7 Thousand Oaks Boulevard Streetscape Treatment Zone Cross Section

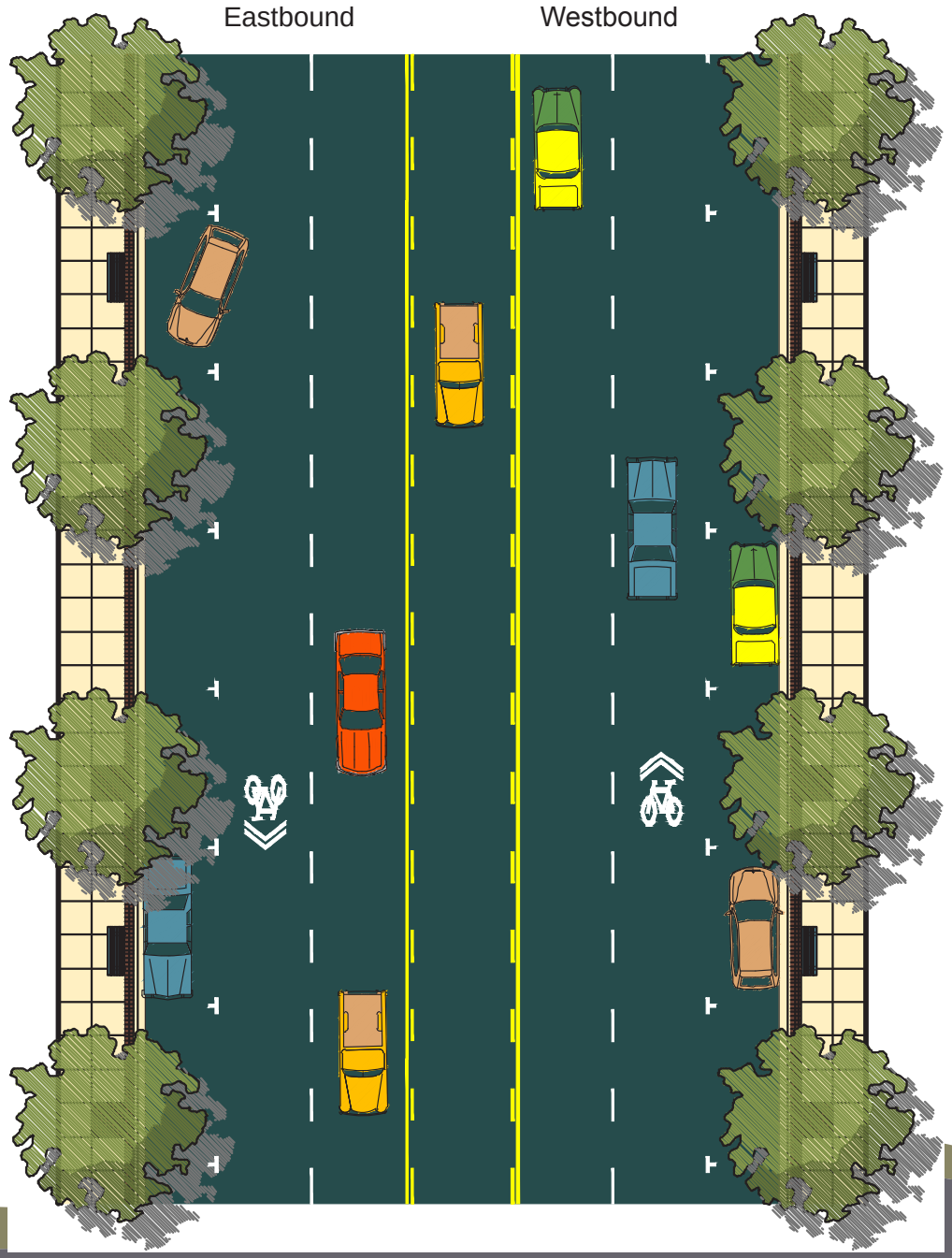


Figure 8 Thousand Oaks Boulevard Streetscape Treatment Zone Plan View

a. Landscaping

Landscaping elements will unify the Thousand Oaks Boulevard corridor. The landscape requirements for the Specific Plan Area include the use of durable and maintenance-friendly landscape materials. Trees make an important contribution to the appearance of the City, are an investment in the natural and cultural environment, and benefit the value of developed and undeveloped commercial real estate.

A palette of consistent tree species should be used in the Thousand Oaks Boulevard Streetscape Treatment Zone to create a common landscape component. Street trees will provide a human scale to the existing right-of-way and reduce the visual dominance of the extensive roadway. Street trees with broad canopies are recommended to provide shade for pedestrians. Accent trees should be used at gateways, major intersections, and any other key locations.

Figure 9 presents a matrix detailing a selection of appropriate trees for use in the Thousand Oaks Boulevard Streetscape Treatment Zone. The trees listed in the matrix were selected using the City of Thousand Oaks Forestry Master Plan.

b. Street Furnishings

The street furnishings in the Thousand Oaks Boulevard Streetscape Treatment Zone will include lights, benches, trash receptacles, planters, bicycle racks, bollards, and tree grates.

The City has developed a new street furnishings program, of which the first phase was implemented along Thousand Oaks Boulevard from Moorpark Road to the 23 Freeway. Prior to continuation of these improvements along more of the corridor, there are recommendations for modifications to the streetscape treatment.

A new palette of furnishings and complementary landscaping treatments is suggested that will beautify and bring to life Thousand Oaks Boulevard with a character worthy of the status of Thousand Oaks. The coordinated palette of items was chosen to establish a unified, modernized theme along the corridor, and would be green in color. Each item is described in more detail below.

Typcial Streetscape Treatment Zone Landscaping				
Item	**Botanical Name**	**Common Name**	**Minimum Size**	**General Spacing**
Street Trees				
	Pistacia chinensis	Chinese Pistache	36 inch box	20 feet on center
	Platanus acerifolia 'Bloodgood'	London Plane Tree	36 inch box	30 feet on center
Accent Trees				
	Lagerstroemia indica 'Muskogee'	Muskogee Crape Myrtle	36 inch box	20 feet on center
	Pyrus calleryana 'Redspire'	Redspire Pear	15 gal	25 feet on center

Figure 9 Thousand Oaks Boulevard Streetscape Treatment Zone Landscaping

Chinese Pistache

London Plane Tree

Muskogee Crape Myrtle

Redspire Pear

1) Street Lights

A new light fixture design will bring a more modern and sophisticated look to Thousand Oaks Boulevard. There are two types of lights for a streetscape, street lights and pedestrian lights. Street lights stand taller than pedestrian lights and illuminate a larger area of the streetscape, providing light along the roadway for vehicles. In some cases, the street light may be combined with the stoplight fixtures for an intersection.

Pedestrian lights are focused on pathways, providing smaller circles of light that illuminate the sidewalk area. Pedestrian lights will be placed at street crossings as well as approximately 200 feet apart throughout the Specific Plan Area.

The proposed street light for this portion of Thousand Oaks Boulevard is similar to the existing street light arm and luminaire with oak tree medallion that is located at intersections within the Civic Arts Plaza area, which would be relocated to intersections within the Thousand Oaks Boulevard Streetscape Treatment Zone. This street light is appropriate for the typical treatment along the majority of the Boulevard but does not reflect the more contemporary design recommended to match existing elements of the Civic Arts Plaza furnishings.

The pedestrian light is similar in design to the chosen street light but is lower to the ground to create a more pedestrian scale. The pedestrian light and street light may be combined onto one pole, with one luminaire at the top of the pole and one luminaire placed midway down. The design of both light poles will allow for banners to be attached. Banners provide an opportunity to brand an identity for the corridor and/or to advertise local activities and special events. Modifications to the street lighting system must be coordinated with Southern California Edison, which owns the existing street lights.

2) Bench

The proposed benches should have a modern and comfortable design, similar to that shown below. The benches should be placed every 300 feet to provide convenient and attractive resting places. Benches may be clustered with trash receptacles and other key furnishing elements.

3) Trash Receptacle

The proposed trash receptacle mirrors the modern design of the benches. Trash receptacles will be placed every 300 feet to provide multiple convenient waste disposal locations. The receptacles may be clustered with benches and placed at bus shelters and other key locations.

4) Planter

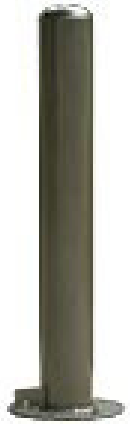
Planters match the modern look of the trash receptacle and benches. The planters will be used for decoration along the streetscape and will be placed as needed to beauty public spaces.

5) Bicycle Rack

Bicycle racks should be placed as needed along streets, at key intersections, at bus shelters and on-site for individual business use . The City of Thousand Oaks' standard is an inverted U-shaped bicycle rack, shown below, which is selected for its effectiveness as well as its simplistic design.

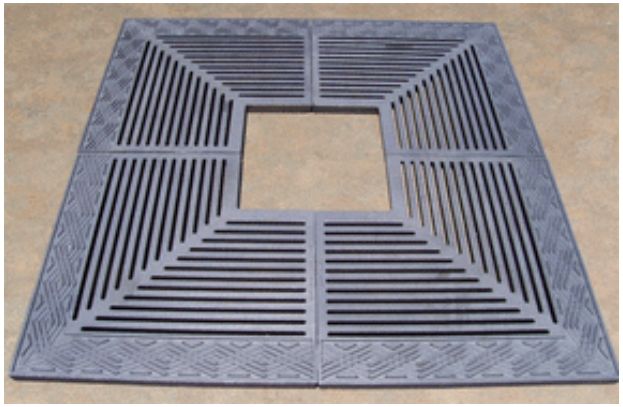
6) Bollard

The proposed bollards are similar in simplistic style and design to the bicycle racks and other modern street furnishings. Bollards will be located at key intersections and as necessary to prevent traffic from encroaching on areas of high pedestrian activity.



7) Tree Grate

Tree grates mimic the clean, modern lines of the benches, trash receptacles, and planters. Opportunities for trees in tree grates exist along the Boulevard. Tree grates provide room for safer sidewalks and increases opportunities for outdoor seating and pedestrian activity.



8) Consolidated Newspaper Rack

Custom newspaper stands designed to distribute multiple publications can be used to reduce the visual clutter presented by multiple mismatched newspaper vending machines. Decorative modern newspaper stands in a custom design should be located as needed throughout the Specific Plan Area to consolidate the existing numerous newspaper racks. The consolidated newspaper racks should be able to hold a minimum of four publications each; several consolidated racks may be clustered in one location to handle the volume of publications as necessary. The newspaper racks should be able to handle both coin operated and free publications. The newspaper rack should be a custom design; consider incorporating the oak tree medallion into the newspaper rack design.

9) Bus Shelter

The proposed bus shelter is similar in design to the other furnishings in the palette and provides protection from sun and adverse weather. A minimum of one shelter should be placed at all transit stops along the Boulevard; if necessary due to volume of use, multiple shelters can be used at a single location. All shelters should have current route maps posted. All bus stop areas should include designated spaces along the street for bus turnouts.

2. CIVIC ARTS PLAZA STREETSCAPE TREATMENT ZONE

The area between Erbes Road and Conejo School Road around the Civic Arts Plaza is designated for an enhanced Civic Arts Plaza Streetscape Treatment Zone, as shown in Figure 10. The Specific Plan builds on the enhancements that have occurred in this section of the Boulevard and to the Civic Arts Plaza. The changes in the streetscape treatment will highlight this area as distinct from the remainder of the Boulevard and will create a focal point for the entire corridor. A distinct street tree selection and continuous median with enhanced landscaping, along with a unique palette of contemporary street furnishings, will create a welcoming visual contrast to the Thousand Oaks Boulevard Streetscape Treatment found along the remainder of the Boulevard.

The Civic Arts Plaza Streetscape Treatment Zone will consist of the following features, which are depicted in Figure 11 and Figure 12:

- 12' travel lanes
- Class III Bike Route with sharrows
- 9' parallel parking on both sides of the street
- 10' sidewalk with improvements
- 14' median
- Enhanced pedestrian crossings and intersection paving treatment
- Medium size street trees
- Accent trees in median and at intersections
- Additional plantings in median

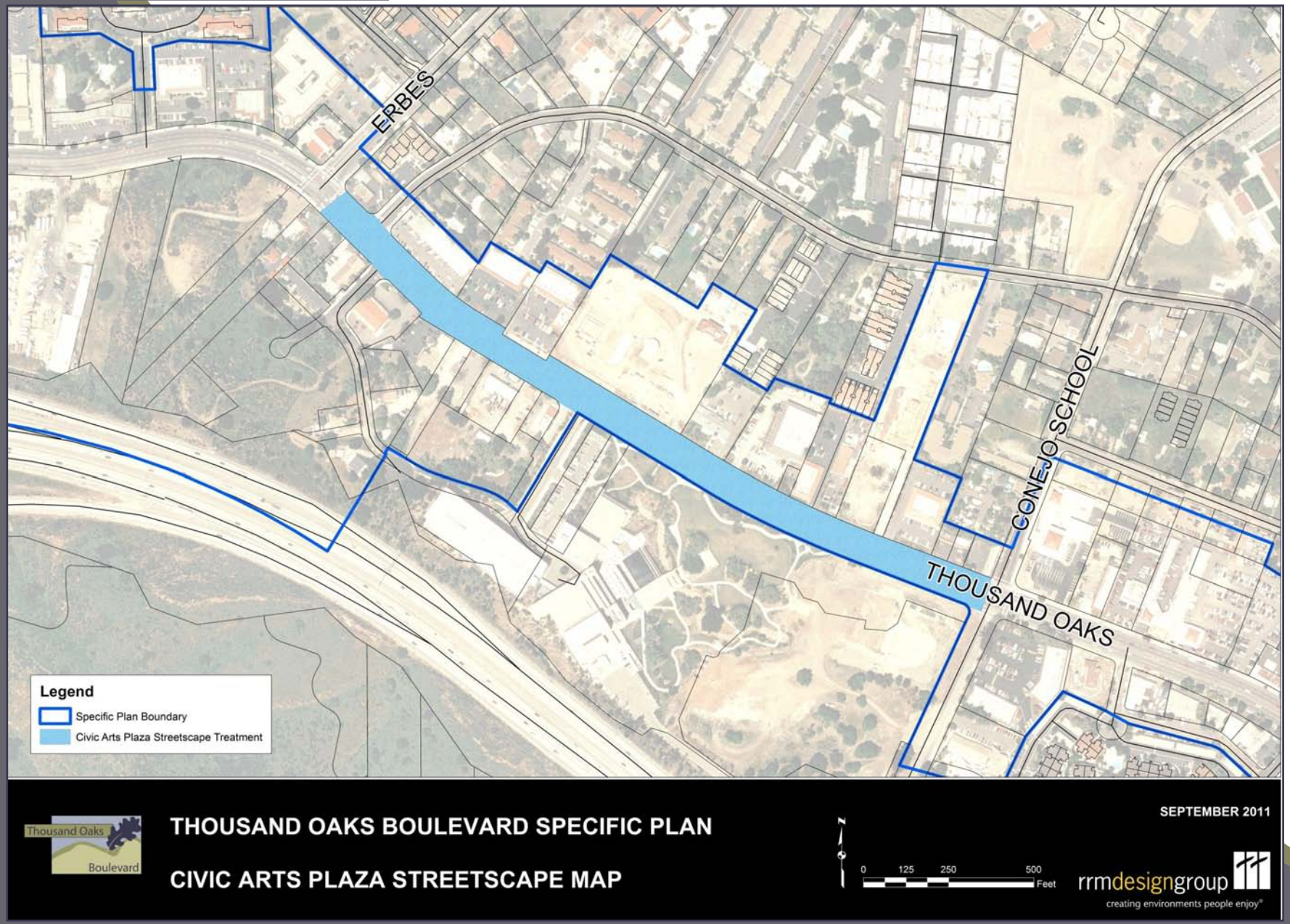


Figure 10 Civic Arts Plaza Streetscape Treatment Zone

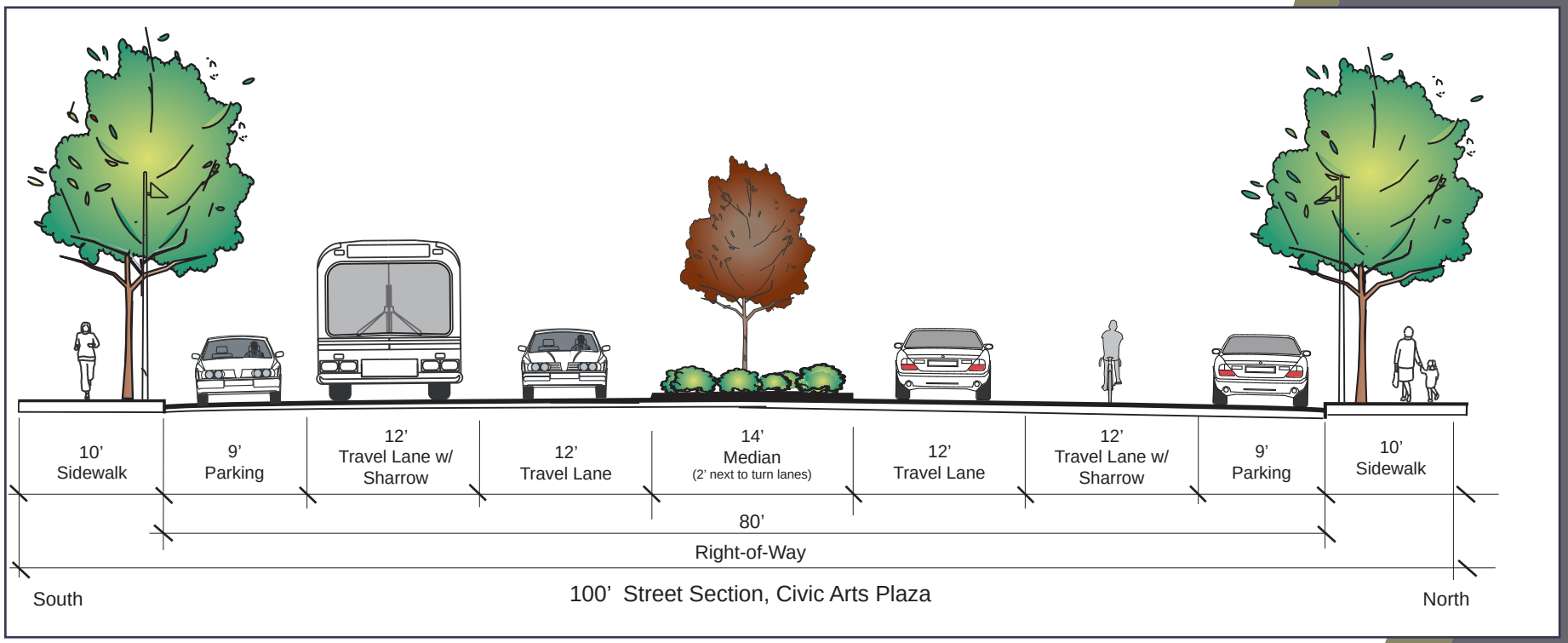


Figure 11 Civic Arts Plaza Streetscape Treatment Zone Cross Section

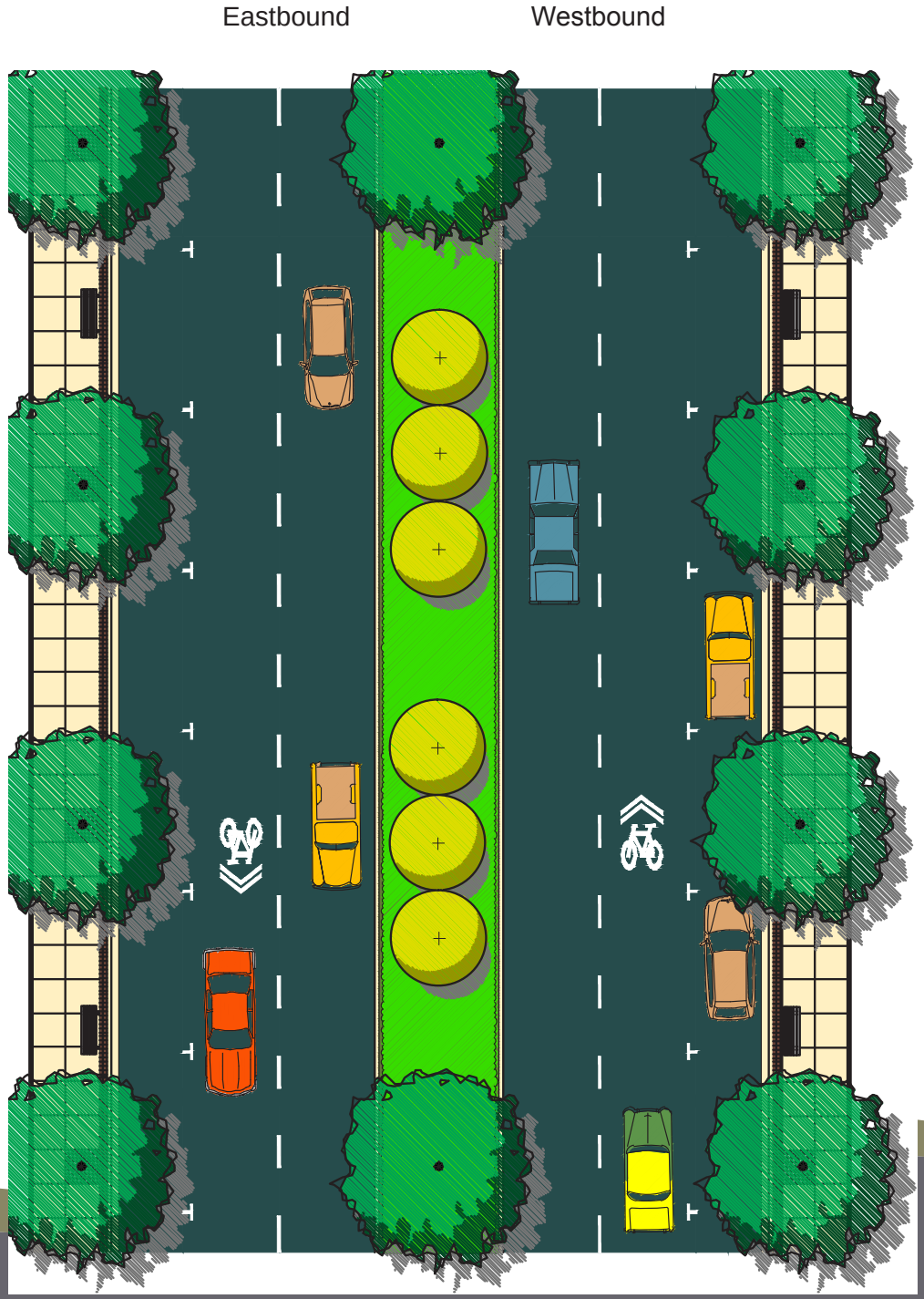


Figure 12 Civic Arts Plaza Streetscape Treatment Zone Plan View

For this section of the Boulevard, the Specific Plan recommends keeping parallel parking on the north and south sides of the Boulevard, as well as the creation of a new landscaped median. In this area of the Boulevard, the new Lakes and Civic Arts Plaza developments are set back from the street, creating a park-like setting which would be enhanced with the addition of the landscaped median.

Minimum ten-foot sidewalks provide a pleasant pedestrian atmosphere, as do the enhanced pedestrian crossings and intersection treatments. Medium-sized street trees and accent trees highlight the corridor in this section.

a. Landscaping

Landscaping elements will highlight the Civic Arts Plaza Streetscape Treatment Zone. A distinct palette of tree species will be used to create a common landscape component as part of the beautification effort for this portion of the Specific Plan Area. Street trees and median landscaping will reduce the perceived width of the extensive roadway. Median trees and landscaping should utilize different trees than those used as street trees in this segment and may also consist of low shrubs or turf. Accent trees and shrubs will be used at gateways, major intersections, and key locations.

Figure 13 identifies selection of appropriate trees for use in the Civic Arts Plaza Streetscape Treatment Zone. The trees listed in the matrix were selected using the City of Thousand Oaks Forestry Master Plan. Shrubs for use in the central median should also be selected from the Forestry Master Plan.

Civic Arts Plaza Streetscape Treatment Zone Landscaping				
Item	**Botanical Name**	**Common Name**	**Minimum Size**	**General Spacing**
Street Trees				
	Koelreuteria bipinnata	Chinese Flame Tree	36 inch box	20 feet on center
	Tipuana tipu	Tipu Tree	36 inch box	30 feet on center
Accent Trees				
	Lagerstroemia indica 'Natchez'	Natchez Crape Myrtle (White)	36 inch box	20 feet on center
	Pyrus calleryana 'Bloodgood'	Bradford Pear	15 gal	25 feet on center

Figure 13 Civic Arts Plaza Streetscape Treatment Zone Landscaping

Chinese Flame Tree

Tipu Tree

Natchez Crape Myrtle

Bradford Pear

b. Street Furnishings

The street furnishings in the Civic Arts Plaza Streetscape Treatment zone will be of a more contemporary design than those furnishings along the rest of the Boulevard and will include lights, benches, trash receptacles, planters, bicycle racks, bollards, and tree grates. The change in furnishings style will signal entry into a significant location along the corridor, and will be consistent with the design of existing street furnishings at Civic Arts Plaza.

1) Light

A new contemporary light fixture design will highlight the modern, augmented nature of the Civic Arts Plaza Streetscape Treatment zone. These lights will match the lights currently used within the Civic Arts Plaza parking areas, as shown below. Street lights will stand approximately 20 feet tall and will illuminate a diameter of approximately 60 feet of the streetscape around the light, providing light along the roadway for vehicles.

2) Bench

The proposed benches have a modern and comfortable design, as illustrated below. The benches should be placed every 100 feet to provide convenient and attractive resting places. Benches may be clustered with trash receptacles and other key furnishing elements.

3) Trash Receptacle

The selected trash receptacle mirrors the modern design of the chosen bench. Trash receptacles will be placed every 100 feet in the Civic Arts Plaza Streetscape Treatment zone to provide multiple convenient waste disposal locations. The receptacles may be clustered with benches and placed at bus shelters and other key locations.

4) Bicycle Rack

The City of Thousand Oaks standard is an inverted U-shaped bicycle rack, which is selected for its effectiveness as well as its simplistic design. Bicycle racks should be placed as needed along the streets, at key intersections, at bus shelters and on-site for individual business use.

5) Bollard

The proposed bollards are similar in simplistic style and design to the bicycle racks and other modern street furnishings. Bollards will be located at key intersections and as necessary to prevent traffic from encroaching on areas of high pedestrian activity.

6) Tree Grate

The selected tree grate mimics the clean, modern lines of the chosen bench, trash receptacle, and planter. Opportunities for trees in tree grates exist along the Boulevard. The installation of tree grates provides room for safer sidewalks and increases opportunities for outdoor seating and pedestrian activity.

7) Consolidated Newspaper Rack

Custom newspaper stands designed to distribute multiple publications can be used to reduce the visual clutter presented by multiple mismatched newspaper vending machines. Decorative modern newspaper stands in a custom design should be located as needed throughout the Specific Plan Area to consolidate the existing numerous newspaper racks. The consolidated newspaper racks should be able to hold a minimum of four publications each; several consolidated racks may be clustered in one location to handle the volume of publications as necessary. The newspaper racks should be able to handle both coin operated and free publications.

8) Bus Shelter

As a larger item of street furniture that occurs infrequently along the Boulevard, the bus shelter will remain the same throughout the corridor. The modern design of the shelter will not present a significant conflict to the contemporary palette of the other furnishings in the Civic Arts Plaza area. The selected bus shelter provides protection from sun and adverse weather. A minimum of one shelter should be placed at all transit stops; if necessary due to volume of use, multiple shelters can be used at a single location. All shelters should have current route maps posted. All bus stop areas should include designated spaces along the street for bus turnouts.

3. ENHANCED PEDESTRIAN NODES

Enhanced Pedestrian Nodes are designated for key intersections along the Boulevard to provide opportunities for enhanced public transit stops, plazas, and increased pedestrian access. These sites are located at signalized intersections spaced periodically along the corridor to create pedestrian crossings and a variety of interesting focal points along the length of the Boulevard.

The Enhanced Pedestrian Nodes are recommended for the following intersections, as shown on Figure 14:

- Boardwalk Avenue (signal planned)
- Hodencamp Road
- Southbound Highway 23 Off-Ramp
- Erbes Road
- Dallas Drive
- Conejo School Road
- Skyline Drive
- Duesenberg Drive

At the intersections of Thousand Oaks Boulevard with Moorpark Road and Hampshire Road, recommended street improvements include:

- Enhanced pedestrian crossings
- Specialty intersection paving treatments
- Additional street furnishings
- Enhanced plaza or entry on the street level of the potential redevelopment project
- Use of accent trees and other landscape features

Similar enhancements could be applied at other intersections within the Specific Plan Area.

Each location will be studied on an individual basis and designed to meet City design standards.

Signalized intersections with pedestrian nodes should also be considered at other locations along Thousand Oaks Boulevard in the future in order to allow more frequent pedestrian crossings of the Boulevard, such as Houston Drive, North Oakview Drive, and Oak Lane or other location determined to be appropriate.

To accommodate the sidewalk bulbouts, U-turn movements will be prohibited at intersections with Enhanced Pedestrian Nodes.

As development occurs within the areas designated for Enhanced Pedestrian Nodes, these improvements will be provided as part of the public right-of-way construction associated with specific development projects.

Sequencing and phasing of these improvements will be coordinated with the overall streetscape program implemented by the City and opportunities to link with private investment should be optimized. Enhanced Pedestrian Nodes shall be considered an added value improvement to an adjacent property.

Enhanced Pedestrian Nodes shall consist of the following improvements, as shown in Figure 15 and Figure 16:

- 9' sidewalk bulbouts, with removal of on-street parallel parking
- Enhanced pedestrian crossings
- Specialty intersection paving treatments
- Additional street furnishings
- Creation of an enhanced plaza or entry on the street side of the potential redevelopment project
- Use of accent trees and other landscaped features

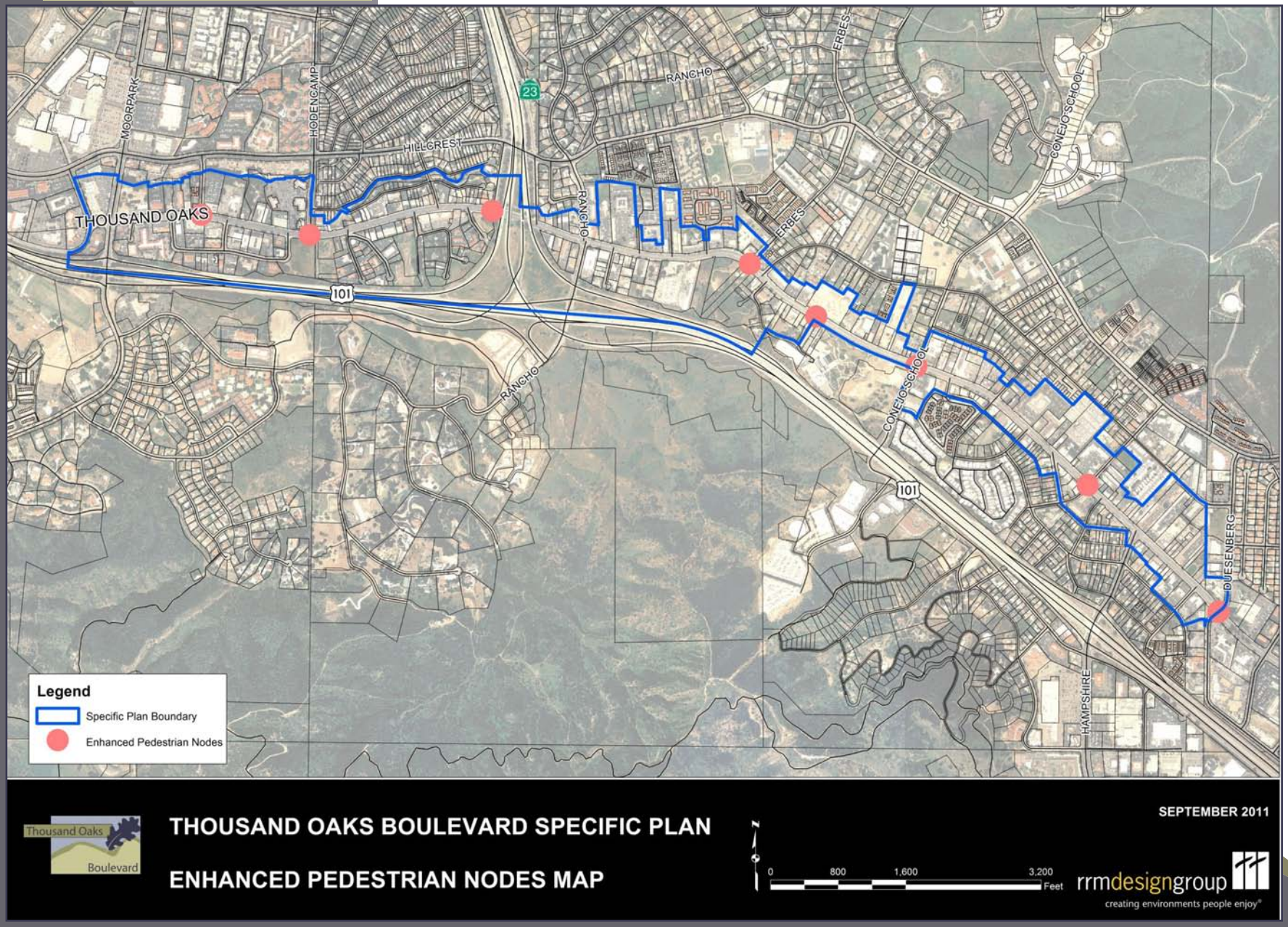


Figure 14 Enhanced Pedestrian Nodes

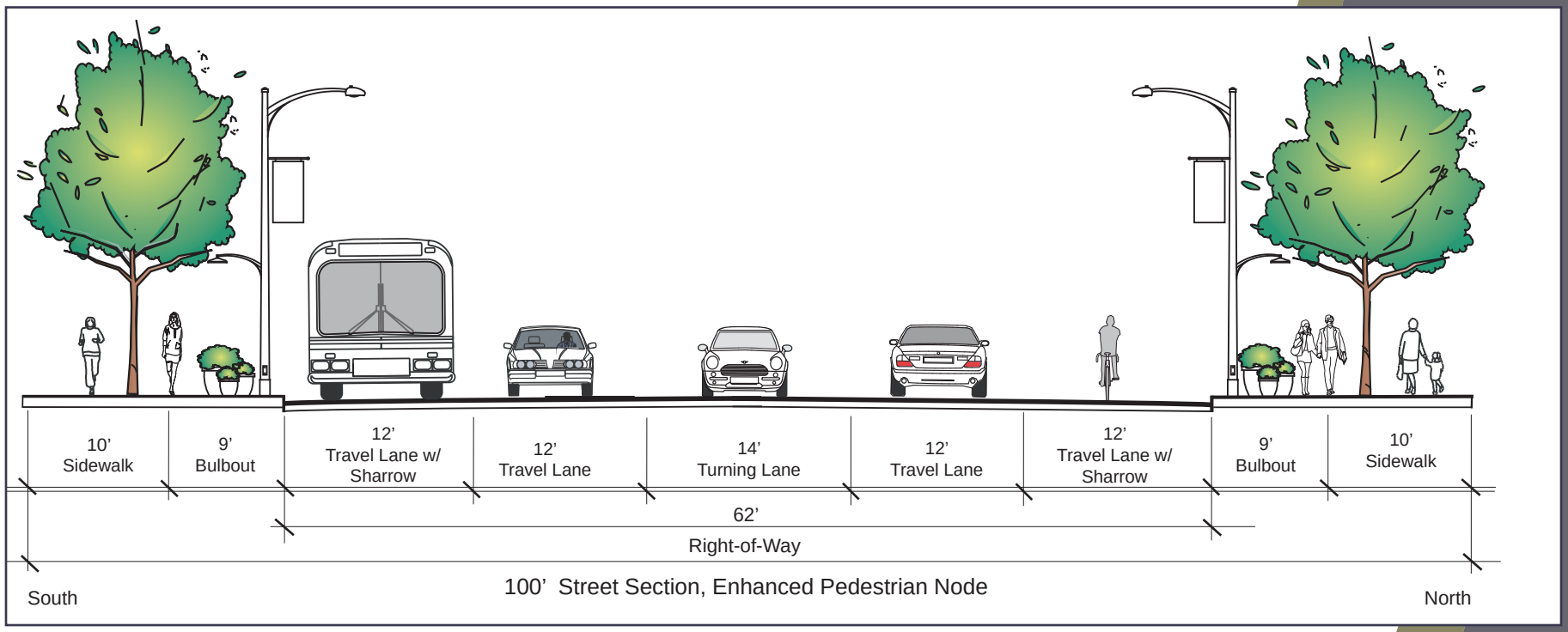


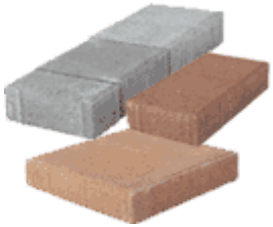
Figure 15 Enhanced Pedestrian Node Cross Section

Figure 16 Enhanced Pedestrian Node Plan View

a. Landscaping and Street Furnishings

Trees and other landscaping features, as well as street furnishings, shall be consistent with the streetscape treatment zone in which the Enhanced Pedestrian Node is located. In addition to the street furnishings detailed in the previous sections, specialty paving shall be applied in the Enhanced Pedestrian Nodes.

Specialty paving highlights and draws attention to an area. Specialty paving in intersections and at other key locations indicates a change in level of use and/or signals to pedestrians and vehicle users to pay extra attention to an area. For these reasons, specialty paving is particularly appropriate in pedestrian areas for both traffic calming and beautification issues.



D. PUBLIC SIGNS AND GATEWAYS

An effective public sign system and noticeable gateways are a very important component to a successful downtown district. Easy to read and visually attractive directional signs facilitate the easy movement of both vehicles and pedestrians. A unified sign program also creates a visual identity for an area. The sign program should build off of the character desired for the Thousand Oaks Boulevard corridor. A logo, directional signs, street signs, gateway markers are all essential pieces of a successful sign program. Determination of logo and sign design and location is a recommended implementation item for this Specific Plan (refer to Chapter 7.C. Implementation Action Plan for more information).

1. LOGO

The creation and repeated use of a new logo is one of the fastest ways to make an immediate impact and “brand” an area. Incorporating the logo into the sign program will distinguish the Thousand Oaks Boulevard corridor from the other areas of the City. The logo shall be placed on gateways, signs, and banners throughout the corridor to develop both a sense of place and an identity for the Boulevard.

2. DIRECTIONAL SIGNS

A clear and attractive directional sign system is an important component of the public sign program. Directional signs provide direction to important services and destinations, such as public parking, City Hall, parks, and other venues. A successful directional sign system will include a common direction sign with directional arrows and labeling to denote key sites. Directional signs should be branded with the Thousand Oaks Boulevard logo. Directional signs shall be oriented to vehicular traffic. Selected signs should be lit, landscaped, and placed permanently at roadsides at key locations along the corridor.

3. STREET SIGNS

Street signs are one of the best opportunities to provide a unifying element in the downtown environment. By identifying every street within the Specific Plan Area in a similar manner, a recognizable sense of repetition is created that clearly enables a motorist, bicyclist, or pedestrian to identify Thousand Oaks Boulevard as a special destination. Incorporation of the Thousand Oaks Boulevard logo into the street sign also reinforces the unique location of the Specific Plan Area. All street signs should utilize one color and font that is consistent with the desired modern character of the corridor. The street sign design should reflect components of other signs in the public sign program for the Boulevard. All street name signs will comply with Federal Highway Administration Standard requirements.

4. GATEWAYS

Gateways are instrumental in providing a sense of arrival and transition into the Thousand Oaks Boulevard area. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity of Thousand Oaks Boulevard. Boulevard gateways announce entry to the Thousand Oaks Boulevard commercial area while Civic Arts Plaza gateways will highlight entry into this focal, enhanced location along the corridor; gateway locations are shown on Figure 6 at the beginning of this chapter, with the recommended types of streetscape treatments.

a. Boulevard Gateways

Boulevard gateways will be located on Thousand Oaks Boulevard at the intersections with Moorpark Road and Duesenberg Drive. Boulevard gateways may be either arching signs across the entire roadway or significant entry markers at either side and/or middle of the roadway. The Thousand Oaks Boulevard logo should be prominently incorporated into the sign. These accent features should include ornamental landscaping and/or water features. A landscaped median at these locations will signify the entrance into an enhanced streetscape atmosphere, as will specialty paving materials on the roadway and sidewalks. Significant architectural features on adjacent buildings may also be appropriate.

b. Civic Arts Plaza Gateways

Civic Arts Plaza gateways will be located at Erbes Road and Conejo School Road. These gateways should be smaller in scale than the Boulevard Gateways, though similar design elements should be incorporated. The Civic Arts Plaza gateways should be entry markers at the side and/or middle of the roadway to announce entry into the civic and cultural heart of the Boulevard. These gateways should have a contemporary theme that also incorporates the Thousand Oaks Boulevard logo. These accent features should also exhibit ornamental landscaping and enhanced paving. Water features and landscaped medians may also be used. Significant architectural features on buildings next to the gateway location may also be appropriate.

This page intentionally left blank.

CHAPTER 6 - INFRASTRUCTURE

A. INTRODUCTION 137
B. WATER 138
C. WASTEWATER 139
D. STORM WATER DRAINAGE 139
E. UTILITIES 140
F. EMERGENCY SERVICES 141
1. Fire Protection 141
2. Police Services 141
G. PARKS 142
H. SCHOOLS 143

This page intentionally left blank.

A. INTRODUCTION

This chapter provides background information regarding water, wastewater, storm water drainage, utilities, emergency services, parks, and school facilities within the Specific Plan Area. The purpose of this discussion is to describe the existing conditions of the City's infrastructure that may be affected by Specific Plan implementation.

The precise impacts to area infrastructure and other provisions of this Specific Plan are evaluated in the Environmental Impact Report. As it shows, the existing and planned infrastructure is capable of accommodating additional development envisioned by the Specific Plan.

B. WATER

The Specific Plan Area is almost entirely within the City of Thousand Oaks water service area. Wholesale water supply is furnished by the Calleguas Municipal Water District. A water main line runs along Thousand Oaks Boulevard and supplies water to service laterals and fire hydrants as well as surrounding neighborhoods.

Water is currently provided to the area north of Erbes Road by the Kelly system and to the area south of Erbes Road by the Freeway/La Granada system. There is a 10-inch supply line running south along Thousand Oaks Boulevard from Baker Avenue to Rancho Road, a 14-inch line from Rancho Road to Erbes Road, a 16-inch line from Erbes Road to Conejo School Road and a 10-inch line from Conejo School Road to Skyline Drive. Service laterals and hydrants branch from these mainlines and supply water to neighborhoods outside of the Specific Plan Area as well as businesses within the boundary that will likely redevelop. According to City Staff, all water lines along Thousand Oaks Boulevard are in good condition and maintain pressure well above the 45 psi that is required.

City Public Works staff indicates that all water lines are in good condition and are able to support existing demand. An increased developed square footage will require additional service connections and additional hydrants to support a more densely populated region. The system may also require larger pipes at some locations able to carry increased fire flow and maintain pressure. If water demand surpasses available supply, alternative water sources will need to be addressed. Exact capacities of supply should be determined prior to further development. The Final Environmental Impact Report has determined that there are adequate water supplies for the Specific Plan. Mitigation measures in Chapter 9 address water conservation and project-level analysis as to fire flow, water pressure and available capacity, which will apply to future development within the Specific Plan area.

C. WASTEWATER

The City's Public Works Department Wastewater Division is responsible for the planning, administration, operation, and maintenance of the wastewater collection and interceptor systems, as well as for the existing Hill Canyon Wastewater Treatment Plant, which is located approximately three miles north west of the Specific Plan area and serves most of the City of Thousand Oaks. This existing wastewater treatment plant has a 14 million gallon per day capacity and is currently processing 10.5 million gallons per day. Wastewater from the Specific Plan Area and nearby properties are collected in wastewater lines that are tributary to one of the system's main interceptor lines, Unit "V," which conveys flows to the via other interceptor lines to the Hill Canyon Wastewater Treatment Plant.

D. STORM WATER DRAINAGE

The existing surface conditions are comprised mainly of impervious materials that contribute to large amounts of runoff. The collection system in place consists of catch basins that drain to a network of pipes, box culverts, and lined ditches that carry storm water into natural drainage paths. City storm drain atlases provide existing pipe sizes and locations. Water consistently makes its way from the east end of the Specific Plan Area to the west end of the Specific Plan Area over an elevation drop of approximately 100 feet, spread gradually over 2.5 miles. Ultimately, storm runoff is released into the Arroyo Conejo or one of its tributaries at a multitude of discharge points between the eastern and western ends of the Specific Plan Area. Some portions of the Specific Plan Area may face drainage deficiency issues.

Additional development pursued within the Specific Plan Area may introduce additional impervious area and could therefore increase storm water flows. Redevelopment of existing built sites will encourage maximizing of pervious surfaces and will likely result in negligible increases to impervious surface area, while development of vacant or underutilized parcels will realize a somewhat more marked increase.

On-site private storm water detention and treatment requirements should be incorporated into project designs. The use of environmentally-friendly paving products that allow storm water to be reintroduced into the soil prior to traveling through a storm drain system should be encouraged. Further analysis is warranted to fully address the storm drainage needs of additional development intensity within the Specific Plan Area.

E. UTILITIES

Utility services and infrastructure are established to service existing development within the Specific Plan Area. Services may need to be expanded or enhanced to adequately support the expected additional development within the Specific Plan Area. Electricity is provided by Southern California Edison and natural gas is provided by Southern California Gas Company.

F. EMERGENCY SERVICES

1. FIRE PROTECTION

Ventura County Fire Protection District (VCFPD) serves the residents of Thousand Oaks. Fire Station 30, located on West Hillcrest Drive is the closest fire station in proximity to the Specific Plan Area. This station is a battalion headquarters station serving the Conejo Valley. In addition to the chief officers, Fire Station 30 is staffed with seven firefighters, with three firefighters assigned to Engine 30 and four firefighters assigned to Ladder Truck 30. The average response time to the Specific Plan Area is expected to be less than five minutes. According to the Final Environmental Impact Report, development of the Specific Plan area would not significantly impact the provision of fire protection services in the community.

2. POLICE SERVICES

The City of Thousand Oaks has contracted with the Ventura County Sheriff's Department for police services since 1965. The Sheriff provides these contract services, and also serves the nearby unincorporated area from the East Valley Law Enforcement Facility, which was built under a joint agreement between the City and the County in 1988. Located on East Olsen Road, this facility is responsible for responding to the Specific Plan Area. According to the Final Environmental Impact Report, development of the Specific Plan area would not significantly impact the provision of police protection services in the community.

G. PARKS

The Conejo Recreation and Park District, an independent special district, owns and operates the parks located near the Specific Plan Area.

A minimal amount of residential development is anticipated within the Specific Plan Area; therefore, few effects are expected on the amount of park space required within the Specific Plan Area. The Specific Plan is located near four neighborhood parks, which are designed to serve the neighborhood residents within walking distance of the park. Facilities are limited and are primarily for use by families, children, and small groups.

The four parks are:

- El Parque de la Paz - a 4.8-acre park at 100 South Oakview Drive
- Beyer Park - a 4-acre park at 280 North Conejo School Road
- Estella Park - a 1.9-acre park at 300 Erbes Road
- Russell Park - a 7-acre park at 3199 North Medicine Bow Court

According to the Final Environmental Impact Report, development of the Specific Plan area would not significantly impact the provision of park and recreation services in the community.

H. SCHOOLS

The Specific Plan area is served by the Conejo Valley Unified School District; four schools are located within close proximity to the Plan area.

- Conejo Elementary
- Westlake Hills Elementary
- Colina Middle School
- Westlake High School

According to the Final Environmental Impact Report, development of the Specific Plan area would not significantly impact the provision of park and recreation services in the community.

This page intentionally left blank.

CHAPTER 7 - IMPLEMENTATION

A. INTRODUCTION 147
B. REGULATORY FRAMEWORK 147
C. INCENTIVES 148
1. Purpose 148
2. Overview of Incentives Program 148
3. Approval Process 149
D. IMPLEMENTATION ACTION PLAN 150
1. Project Future Costs 150
2. Streetscapes, Bicycle, and Pedestrian Improvements 150
3. Public Art Program 152
4. Gateways and Signs 152
5. Parking Management Plan 153
6. Transit Study 154
7. Façade Improvement Program 154
8. Beautification Recognition Program 154
9. Stormwater Quality Control Measures 155
E. FINANCING MECHANISMS AND FUNDING SOURCES 155
1. Redevelopment Funds 155
2. Community Development Block Grants 157
3. Business Improvement Districts 158
4. Development Impact Fees 159
5. Grant Funding 159
6. General Fund 160

This page intentionally left blank.

A. INTRODUCTION

Plan implementation is a critical element to realizing the vision expressed in the Specific Plan. The main purpose of the Specific Plan is to revitalize the business environment of the Thousand Oaks Boulevard area by providing increased development and redevelopment opportunities. The desired result is to create a more vital downtown and improved quality of life for Thousand Oaks residents, visitors, and workers. The focus of this chapter is to identify the regulatory framework, incentives, key implementation actions and responsible parties, and potential funding sources to help make the Specific Plan vision a reality.

B. REGULATORY FRAMEWORK

The Specific Plan was developed to create a conducive development environment, one that is responsive to the prevailing market demand. Some of the key policy changes that have been incorporated into the Specific Plan include:

- Zoning that is responsive to market needs;
- Increased density allowed through specialized "form and standard based" development standards encouraging underutilized and dilapidated properties to redevelop;
- Incentives for improving the public realm, and public parking; and
- Streetscape and landscape investments.

Public improvements are especially important, as these elements add value to the Specific Plan Area and signal to the private sector that the City is committed to improving Thousand Oaks Boulevard. Public improvements thus lay a foundation for future private sector investment, in a sense "priming the pump," encouraging property owners, residents, merchants, and investors to do the same.

C. INCENTIVES

1. PURPOSE

Development incentives for downtown amenities will enhance the quality of life within the Specific Plan Area by encouraging pedestrian-friendly design, project amenities, street beautification, and sufficient parking. Incentives have been included within the Specific Plan document as an "incentive implementation item". Discretionary authority to grant development incentives is delegated to the Planning Commission. The amount of incentive awards the City will make available should take into account the projected build-out that would occur if all the incentive provisions allowable under the program were actually awarded. The total should not exceed the capacity of the land or the capacity of the City to provide infrastructure and services to support the build-out.

2. OVERVIEW OF INCENTIVES PROGRAM

The Incentives Table in Appendix B presents a variety of desired elements and benefits for the Specific Plan area and point values that correspond to the worth of each desired element. Available incentives that can be earned by providing the desired elements are also listed. Point values corresponding to the incentives denote how many points must be accumulated from providing the desired elements to earn each of the incentive items. Incentive requests will be evaluated on a case-by-case basis based on the degree of public benefit provided by the proposed project.

3. APPROVAL PROCESS

If the incentives program is not utilized for a project, the project may be approved at the staff level, subject to the project being consistent with the Specific Plan. If the incentives program is utilized, the project requires Planning Commission review and approval.

Incentives will be granted if the following findings are met:

a) The project better fulfills the vision and intent of the Specific Plan.

b) The project causes no adverse impacts to public health, safety, and welfare.

c) The public benefit associated with the granting of the incentives outweighs the potential environmental implications.

D. IMPLEMENTATION ACTION PLAN

The following components describe the general approach to achieve the vision and fulfill the objectives for Thousand Oaks Boulevard as outlined in the Specific Plan. The Action Plan, presented in Figure 17 provides a summary of Specific Plan recommendations and is presented in a table format that provides a concise listing of major programs, projects, and actions needed for implementation. The table also identifies the responsible agency or party and the suggested timing of the actions. Timing is categorized generally into short-term (0 to 3 years) and mid-term (3 to 7 years). Potential funding sources for each item are also listed.

1. PROJECT FUTURE COSTS

A cost estimation study should be undertaken by the City to determine the amounts necessary to complete the other implementation items recommended by this Specific Plan. Funding and implementation should be appropriated based upon the cost estimation results and available resources.

2. STREETSCAPES, BICYCLE, AND PEDESTRIAN IMPROVEMENTS

Recommended streetscape, bicycle, and pedestrian improvements are described in detail in Chapter 5 - Streetscape Improvements for each segment of the corridor. Detailed design plans for vehicle, bicycle, and pedestrian facilities and construction documents shall be developed as a priority action.

Action Plan				
Program/Action	Responsibility		Timing	Potential Funding Sources*
	Lead	Support		
Environmental Impact Report or Mitigated Negative Declaration - develop and adopt	City	PBID	Short-term	GF;TI
Specific Plan Adoption	City	PBID	Short-term	N/A
General Plan Amendments	City	PBID	Short-term	N/A
Project Future Costs - Estimate costs for actions and programs necessary for Specific Plan implementation	City	PBID	Short-term	GF;TI
Streetscapes, Bicycle, and Pedestrian Improvements – detailed design plans and construction	City	PBID	Short-term	GF;TI
Public Art Program – develop program construction	City	PBID	Short-term	GR
Gateways and Signs – detailed design plans and construction	City	PBID	Mid-term	CDBG;TI;PBID
Parking System Program – prepare a comprehensive parking study and in-lieu fee program	City	PBID	Mid-term	DIF;GF;TI
Transit Study - prepare a study to determine transit needs for the corridor	City	PBID	Mid-term	GF;TI
Façade Improvement Program – develop program	City	PBID	Mid-term	CDBG;TI;PBID
Beautification Recognition Program – develop awards program	PBID	City	Mid-term	GR;PBID

*Potential Funding Sources: GF = General Fund; TI = Tax Increment; N/A = Not Applicable; GR = Grant Funding; CDBG = Community Development Block Grant; DIF = Development Impact Fee; PBID = Property Business Improvement District

Figure 17 Action Plan

3. PUBLIC ART PROGRAM

A public art program can enhance the aesthetics of the community. Participation in the program is required for development along the Thousand Oaks Boulevard street frontage, where projects greater than 10,000 square feet must provide public art with a value of 0.25% of the building cost; the program may be satisfied with an in-lieu fee contribution into a public art fund.

4. GATEWAYS AND SIGNS

Details for gateways and public signs are described in Chapter 5 - Streetscape Improvements. The Specific Plan identifies the need for Boulevard-specific signs as a general concept. Potential locations for major and minor entry monument signs are also identified. Gateways and signs should be established as a priority action to indicate the unique identity of the Thousand Oaks Boulevard corridor.

Detailed design plans and construction documents shall be developed as a priority action for Thousand Oaks Boulevard. Following the adoption of the Specific Plan, a graphics designer should be consulted to establish a logo theme for the Thousand Oaks Boulevard corridor and to develop various sign applications such as major and minor entries and way-finding and direction signs that incorporate the logo theme. This segment of the implementation process will also more specifically define the location for the various sign treatments.

5. PARKING MANAGEMENT PLAN

A Parking Management Plan, including the enforcement of parking hours and time limits, shall be undertaken as a priority action. The effort should include the following steps.

a. Develop a parking study program including the following elements:

- Methods for optimal utilization of existing parking spaces and facilities
- Definition of a shared parking program and policies
- Employee parking policies
- Types and time limits for various parking spaces
- A public parking directional sign program
- Identification of new public parking facilities, conceptual designs, estimated costs, and a priority implementation schedule
- Development of an in-lieu fee program
- Creation of a parking district
- Public outreach program

b. Develop parking policies, enforcement actions, and implementation plan.

c. Develop preliminary designs for priority public parking facilities, and a parking sign program.

d. Prepare a schedule for implementation and opinions of probable costs.

e. Prepare implementation documents including plans, specifications, and estimates for future parking facilities.

f. Prepare a public relations strategy to communicate with area businesses and ensure public awareness and participation.

6. TRANSIT STUDY

A Transit Study shall be prepared to determine the appropriate levels of transit necessary along the Boulevard. The aim of the study should be to improve public transit service and identify opportunities for the transit facilities to work in conjunction with new development within the Specific Plan Area.

7. FACADE IMPROVEMENT PROGRAM

A Facade Improvement Program should be developed to help fund facade improvements that will enhance the appearance of existing buildings along Thousand Oaks Boulevard. The program may include such elements as providing funding for improvements through matching grants or providing technical design assistance. Facade improvements are recommended as priority actions for the Specific Plan effort.

8. BEAUTIFICATION RECOGNITION PROGRAM

A Beautification Recognition Program will award properties for excellence in the appearance of the built environment. Awarding quality spaces and improvements can encourage positive changes along the corridor and is recommended as an important implementation action. The awards program may provide recognition in a variety of categories, such as architecture, landscape architecture, historic preservation, public art, or sustainable design.

9. STORMWATER QUALITY CONTROL MEASURES

This Specific Plan has been initiated and was accepted as complete by the City Council on May 5, 2009. "Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM), approved on July 11, 2011, Section 1-5 Applicability, paragraphs 1 and 2 of Subsection "Effective Date", exempts projects and/or specific plans that are "…deemed complete for processing, or words of equivalent meaning, …." from the 2010 Ventura County Wide NPDES, MS4 stormwater permit requirements. However, the specific plan is governed by SQUIMP requirements under the previous TGM, approved in July 2000.

E. FINANCING MECHANISMS AND FUNDING SOURCES

The following is a list of commonly used mechanisms to fund public facilities. The City of Thousand Oaks is currently utilizing some of these mechanisms for capital projects, but there may be opportunities for better leveraging of funding or for pursuing new funding sources, subject to funding availability.

1. REDEVELOPMENT FUNDS

The Specific Plan area is located within the City's Redevelopment Project Area and, therefore, the following two funding tools may be considered.

a. Tax Increment

Tax increment is the increase in property tax revenues resulting from an increase in assessed property values that exceed base year values. Within a redevelopment project area, the Specific Plan Area collects a substantial majority of the tax increment financing monies accrued in the project area. All tax increment monies generated and adopted in redevelopment project areas are allocated among four basic public uses: schools, neighborhood improvements, affordable housing, and other public agencies. This funding source provides a critical means to revitalization and public improvement activities by enabling redevelopment agencies to issue tax increment bonds without using general fund monies or raising taxes.

b. Housing Set Aside Funds

State law requires that at least 20 percent of all tax increment financing dollars accrued within a redevelopment project area must be set aside and "used by the agency for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing …" (Health and Safety Code §33334.2(a)). The set aside funds must be held in a separate Low and Moderate Income Housing Fund until used, along with any interest earned and repayments to the housing fund (§33334.3). The set aside funds may be used inside or outside of the project area but must benefit the project area. Use of set aside funds for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing may include, but is not limited to, the following:

- Acquisition and donation of land for affordable housing;
- Construction and rehabilitation of affordable housing units;

- Financing insurance premiums for the construction and rehabilitation of affordable housing units;
- Providing subsidies to, or for the benefit of, extremely low, very low, and lower income households as well as persons and families of low or moderate income;
- Paying principal and interest on bonds, loans, advances or other indebtedness and financing or carrying charges;
- Maintaining the supply of mobile homes; and
- Preserving “at risk” affordable housing units threatened with imminent conversion to market rate units.

2. COMMUNITY DEVELOPMENT BLOCK GRANTS

Community Development Block Grants (CDBGs) are a federal grant program administered by the U.S. Department of Housing and Urban Development. CDBGs are administered on a formula basis to entitled cities, urban counties, and states to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low income individuals. Eligible activities that may be proposed for funding include, but are not limited to, housing, economic development, and public facilities and improvements.

3. BUSINESS IMPROVEMENT DISTRICTS

Business Improvement Districts (BID) or Property and Business Improvement Districts (PBID) are mechanisms for assessing and collecting fees that can be used to fund various improvements and programs within the district. There are several legal forms of BIDs authorized by California law. The most common types are districts formed under the Parking and Business Improvement Act of 1989. Business Improvement Areas (BIAs) formed under the 1989 law impose a fee on the business licenses of the businesses operating in the area, rather than the property owners. The collected funds are used to pay for the improvements and activities specified in the formation documents. A similar assessment procedure was authorized by the Property and Business Improvement District Law of 1994. The distinction is that the PBID makes the assessment on the real property and not on the business. A PBID is currently in operation for the Specific Plan Area.

The range of activities that can potentially be funded through BIDs and PBIDs is broad and includes parking improvements; sidewalk cleaning; streetscape maintenance; streetscape improvements, such as furniture, lighting, planting, etc.; promotional events; marketing and advertising; security patrols; public art; trash collection; landscaping; and other functions. Generally speaking, the BID format works well for marketing and other programmatic activities that serve to directly benefit area businesses, such as tenants, whereas a PBID may be more appropriate for permanent physical improvements that stand to improve property values in the area.

4. DEVELOPMENT IMPACT FEES

Property tax limitations imposed by Proposition 13, resulting in the decline in property taxes available for public projects, has led local governments to adopt alternative revenue sources to accommodate public facility and infrastructure demands resulting from growth. Development Impact Fees is one of those sources. AB 1600 (Cortese), which became effective on January 1, 1989, regulates the way that impact fees are imposed on development projects. Impact fees are one-time charges applied to offset the additional public facility provision costs from new development and may include provision of additional services, such as water and wastewater systems, roads, schools, libraries, and parks and recreation facilities. Impact fees cannot be used for operation, maintenance, alteration, or replacement of existing capital facilities and cannot be channeled to the local government's discretionary general funds. Impact fees cannot be an arbitrary amount and must be explicitly linked to the added cost of providing the facility towards which it is collected.

5. GRANT FUNDING

A variety of funding options are available though federal, state, and local grant programs. Many of the grant programs target urban revitalization efforts, smart growth enhancements, and transportation planning and are provided on a competitive basis. Current grant programs, such as the smart growth and walkable communities incentives administered through the Southern California Association of Governments (SCAG), can provide significant funding towards projects that result in furthering smart growth approaches, such as the elements embodied in the principles of the Specific Plan.

6. GENERAL FUND

The City receives revenue from a variety of sources, such as property taxes, sales taxes, gas taxes, and plan checking fees. Revenue can be generally classified into three broad categories: program revenue, general revenue, and restricted revenue. Depending on the revenue source, the General Fund may be used for a variety of purposes, such as capital improvement projects or streets, wastewaters, storm drains, and other infrastructure maintenance improvements.

CHAPTER 8 - ADMINISTRATION

A. INTRODUCTION 163
B. SPECIFIC PLAN ADMINISTRATION 163
1. Permitted Land Uses 164
2. Nonconforming Uses and Buildings 165
3. Exceptions 168
4. Review of Future Land Use Policy Proposals 168
5. Definitions 169
6. Measure E Restrictions 172
C. SPECIFIC PLAN AMENDMENT 173

This page intentionally left blank.

A. INTRODUCTION

This chapter describes the process which will be used to administer the Specific Plan, including the review of development applications, determination of permitted land uses, treatment of non-conforming uses and buildings, definitions, exceptions to regulations in the Specific Plan, review of future development policy changes related to the Specific Plan, and definitions of key terms. It also addresses the administrative procedures required to consider amendments to the Specific Plan.

B. SPECIFIC PLAN ADMINISTRATION

Proposed developments within the Specific Plan Area will be reviewed pursuant to established development review processes within the City of Thousand Oaks Municipal Code. For example, project design review will be conducted pursuant to Title 9, Article 18, Design Review: Requirements and Procedures. In addition, proposed developments will be required to adhere to existing City of Thousand Oaks Municipal Code regulations and processes for other types of discretionary review, such as those for special use permits, variances, and subdivisions, as may be applicable.

A development permit application for a permitted use or regulated use as defined in Chapter 4 B 1 (Permitted Uses) that meets the requirements of this Specific Plan and adheres to all other relevant regulations of the City of Thousand Oaks Municipal Code may be approved administratively by the Community Development Director or his/her designee in the manner and with the notice required for such applications by the Municipal Code. Any development application that does not meet the Specific Plan requirements, employs the use of the incentives program in Chapter 7 C (Incentives), or requires a special use permit shall be reviewed and considered by the Planning Commission.

1. PERMITTED LAND USES

The Community Development Director, or his/her designee, may determine that a proposed use that is not specifically listed in the Regulated Uses Table herein is in keeping with the vision for Thousand Oaks Boulevard and the intent of the Specific Plan and therefore may be allowed within the Specific Plan area if it meets all the following criteria:

- The characteristics of and activities associated with the proposed use is similar to one or more of the permitted uses in the Regulated Uses Table, and will not involve substantially greater intensity than the other uses permitted within the Specific Plan Area;
- The proposed use will be consistent with the purpose, vision, and intent of the Specific Plan;
- The proposed use will be compatible with the other uses listed for the Specific Plan.

The Community Development Director, or his/her designee, may refer the question of whether a proposed use meets said criteria directly to the Planning Commission for a determination. A determination of the Community Development Director, or his/her designee, or of the Planning Commission may be appealed to the City Council. If a use that is not listed in the Regulated Uses Table is allowed pursuant to this procedure, then a development application for said use may be filed and processed in the manner outlined herein.

2. NON-CONFORMING USES AND BUILDINGS

a. Non-conforming Uses

- Any existing legally established land use within the boundary of the Specific Plan at the time of its adoption that is not listed as a permitted use within the Plan shall be considered a “legal non-conforming use”.
- If a non-conforming use, or portion thereof, is discontinued for twelve months (12) or longer, then that non-conforming use may not be re-established, and only a use conforming to the regulations of the Specific Plan may be established on the property. The property owner may request, in writing, that the Community Development Director extend this period of time (but no more than an additional 12 months), if the following criteria are met: the property owner is diligently pursuing the leasing of the space to the same non-conforming use; the vacant building and site are maintained in good condition; and the vacant building and or space is not suitable for conforming uses (i.e. auto repair facility with service bays).

- For all legal non-conforming, stand alone used car sales lots, if not a part of an auto dealership, once the use is discontinued for one hundred eighty days (180) or longer, then that non-conforming use may not be re-established and only a use conforming to the regulations of the Specific Plan may be established on the property.
- Any existing legal non-conforming use may be modified or expanded by no more than 10%, in the Specific Plan Area, with approval of a special use permit, as long as such use is still a permitted or allowable use in the underlying zone previous to Specific Plan adoption, and any associated improvements meet the on-site parking area and spaces requirements and operational, design, and development standards of the existing zoning.

b. Non-conforming Buildings

The purpose of this section is to establish regulations pertaining to modifications to existing non-conforming buildings and or structures and their associated on-site improvements.

- Any existing building or structure within the boundary of the Specific Plan that does not conform to the development standards within the Specific Plan shall be considered “legal non-conforming”.
- If any non-conforming building or structure is demolished or destroyed voluntarily, every building or structure occupying the property thereafter, and any uses of such buildings, structures or premises shall conform to the development standards within the Specific Plan.
- If any non-conforming building or structure is demolished or destroyed involuntarily by an explosion, flood, fire, tornado, hurricane or any other natural occurrence, any new building or

structure on the premises may be constructed according to the zoning standards and requirements existing at the time the demolished structures were originally constructed.

- The addition of exterior architectural design features to existing non-conforming buildings and structures, with no expansion of the existing floor area of the building, is permitted subject to the review and approval of a minor modification application in accordance with the Municipal Code. The existing non-conforming zoning aspects of the building may be allowed to continue, but the degree of non-conformance shall not be increased.
- A one-time addition and or expansion to a non-conforming building not to exceed the lesser of ten (10%) percent or eight thousand (8,000) square feet of the existing building floor area may be approved as a minor modification application by the Community Development Director or his/her designee. The following standards shall apply:
  - The number of on-site parking spaces for existing building space may be retained at the current parking ratio found on the property.
  - The required number of parking spaces for the new building addition and/or expansion to a non-conforming building shall comply with current Specific Plan standards.
  - The existing building setback, yard area and landscaping may be retained to accommodate the building expansion and may be reduced up to fifty (50%) percent from the applicable standards.

3. EXCEPTIONS

Exceptions to Specific Plan requirements include minor modifications to height, yard, and building conditions, as well as other exceptions and modifications as described in Title 9, Chapter 4, Article 25, of the Thousand Oaks Municipal Code. Requests for exceptions shall be processed pursuant to the procedures set forth therein.

4. REVIEW OF FUTURE LAND USE POLICY PROPOSALS

If the City is considering any legislative change (e.g., Municipal Code amendment, policy resolution adoption or amendment, or other ordinance) that affects development policy within the Specific Plan Area, whether as a City-initiated matter or as a result of an application submitted to the City, then the City shall give notice to the President of the Thousand Oaks Boulevard Association, or his or her designee, at least 45 days prior to any public hearing by the Planning Commission or City Council, that the matter is under consideration.

If the City establishes any exploratory or advisory committee for the purpose of considering any legislative change as described above, then the City is also required to appoint the President of the Thousand Oaks Boulevard Association, or his or her designee, to said committee.

5. DEFINITIONS

The following definitions apply to this Specific Plan, and supersede any conflicting definition in the Thousand Oaks Municipal Code. Terms not defined herein shall be as defined in the City's Zoning Ordinance (Chapter 4 of Title 9 of the Municipal Code).

a. Setbacks

Setbacks ensure appropriate distances between the public realm of the street and the buildings. Setback is the distance between the setback line and the property line or lot line. Setback is measured horizontally and perpendicular to the setback line. The setback line is a line within a lot parallel to a corresponding lot or property line. A setback is measured from the boundary of any specified front, side, or rear yard or the boundary of any public right-of-way whether acquired in fee, easement, or otherwise. The setback line is established to govern the location of buildings, structures, or uses within a project in relation to the project boundaries. Where no minimum front, side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot or property line.

b. Building Height

Building height shall mean the vertical distance from the grade to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the average height of the highest gable of a pitch or hip roof. Maximum building heights ensure that all buildings are within an appropriate scale both to each other and for the site.

c. Public Exterior Spaces

The term public exterior spaces refers to any areas of commercial and/or mixed-use projects devoted to the following specialized, defined public outdoor spaces: squares, courtyards, arcades, colonnades, atriums, trellised areas, verandas, balconies, roof terraces, patios, porches, decks, gardens, plazas, fountains, gazebos, picnic areas, shelters, roof decks, or similar leisure facilities that are not used for enclosed floor area and exclusive of any required landscape areas or other environmentally restricted areas.

d. Thousand Oaks Boulevard Pedestrian Connection

A Thousand Oaks Boulevard Pedestrian Connection shall be a pedestrian pathway, such as a paseo or other walkway, to Thousand Oaks Boulevard that is independent of vehicle access. The pedestrian connections will provide inviting pathways from parking areas behind the buildings and other buildings at the back of the lot to the storefront entrances facing the Boulevard.

e. Reciprocal Access

Reciprocal access points provide driveway access to adjoining lots without entering a public street right-of-way.

f. Public Art

Public art can be provided either as stand-alone individual pieces or can be incorporated into the design of other streetscape improvements such as paving, benches, street lights, etc.

g. Outdoor Dining

An outdoor customer dining area includes seats and/or tables located outdoors of a restaurant, coffee shop, or other food service establishment that fits one of the following conditions:

- Located entirely outside the walls of the subject building, or
- Enclosed on two sides or less by the walls of the building with or without a solid roof cover, or
- Enclosed on three sides by the walls of the building without a solid roof cover.

h. Mixed-use Development

Mixed-use development shall mean a development consisting of one or more lots developed as a cohesive project and designed with a blend of various compatible uses, such as commercial, office, residential, and institutional. The uses may be located in the same building or in separate buildings. Horizontal mixed-use refers to having different types of uses in separate buildings or separate wings of one single site while vertical mixed-use refers to different uses on separate floors of a building. Both types of mixed-use are encouraged within the Specific Plan Area.

i. Frontage on Thousand Oaks Boulevard

The portion of a parcel or project directly facing Thousand Oaks Boulevard. If a building entry is not facing Thousand Oaks Boulevard, then the façade on which it is located, shall follow the same design guidelines as frontage.

j. Adjacent to a Residential Zone or existing stand-alone Residential Project

Any parcel that is directly adjacent to a Residential Zone. Includes Residential Zones separated from the Specific Plan area by a public street. Does not apply to future mixed-use.

k. Other Areas within the Specific Plan

These are parcels or projects that do not have Frontage on Thousand Oaks Boulevard, or adjacency to a Residential Zone.

Note: For parcels adjacent to both Thousand Oaks Boulevard and existing residential, then separate standards apply to buildings based on their location within the parcel.

6. MEASURE E RESTRICTIONS

General Plan Amendment LU 2009-70130, the companion General Plan amendment to this Specific Plan, changed the previous "commercial," "high density residential," "medium density residential," and "industrial" Land Use Element designations within the Specific Plan area to "commercial/ residential," with the following specific limitations set forth below, which shall be applicable within the Specific Plan area only so long as the term of Thousand Oaks Municipal Code Section 9-2.203 (Measure E) remains in effect:

a. Residential Density

The land within the "commercial/residential" designated area of LU 2009-70130 General Plan shall be limited to 289 dwelling units. This is the maximum number of dwelling units allowable under the previous General Plan Land Use Element designations changed by LU 2009-70130, and equals the baseline for the Specific Plan area on the date of adoption of Measure E (T.O.M.C. Sec. 9-2.203), November 5, 1996.

Any project, entitlement, or amendment to the Specific Plan that causes the total number of dwelling units to exceed 289 dwelling units within the Specific Plan area shall require a General Plan amendment that must be evaluated in the context of City-wide residential density under Measure E (T.O.M.C. Sec. 9-2.203). If the General Plan amendment would cause City-wide residential density to exceed the City-wide Measure E baseline, then the amendment must be approved by the electorate in accordance with the requirements of Measure E.

b. Commercial Acreage

No commercial use may be initiated or expanded for the land within Sub-Areas A, B, C, D, E, and F as shown on Exhibit A of the Resolution approving LU 2009-70130, which is attached hereto as Appendix D. By applying the "commercial/residential" Land Use Element designation, but excluding commercial use within these sub-areas, approval of LU 2009-70130 increased the maximum allowable commercial acreage within the Specific Plan area by 9.18 acres, as compared to previous General Plan Land Use Element designations that were changed by LU 2009-70130.

Since previous General Plan amendments prior to the date of adoption of this Specific Plan have reduced General Plan commercial acreage by 10.06 acres, approval of LU 2009-70130 did not cumulatively increase the commercial acreage of the General Plan above the baseline on the date of adoption of Measure E (T.O.M.C. Section 9-2.203), November 5, 1996, and LU 2009-70130 is therefore consistent with Measure E. Approval of LU 2009-70130 reduced this "credit" balance to 0.88 commercial acres.

Any project, entitlement, or amendment to the Specific Plan that initiates or expands commercial use within any of the properties contained in Sub-Areas A, B, C, D, E, and F as shown on Exhibit A of the resolution approving LU 2009-70130, set forth herein as Appendix D, shall require a General Plan amendment that must be evaluated in the context of City-wide commercial acreage under Measure E (T.O.M.C. Section 9-2.203). If the General Plan amendment would cause City-wide commercial acreage to exceed the City-wide Measure E baseline, then the amendment must be approved by the electorate in accordance with the requirements of Measure E.

C. SPECIFIC PLAN AMENDMENT

Over time, various sections of the Specific Plan may need to be revised as economic conditions or community needs dictate. The California Government Code Section 65453 clearly states that a specific plan “may be amended as often as deemed necessary by the legislative body.” Amendments to the Specific Plan may be initiated by an individual property owner, or person with authority of the property owner, through the filing of an application, or may be initiated by the City itself, in accordance with specific plan amendment procedures specified in the Thousand Oaks Municipal Code. The Community Development Director, or his/her designee, is responsible for making the determination of whether an amendment to the Specific Plan text or maps is needed in a particular situation. Amendment procedures are described below.

- Applications to amend the Specific Plan must be accompanied by detailed information to support and document the requested change. The application should include revised Specific Plan text, or excerpt thereof, and revised land use diagram or map amendment, where relevant, depicting the amendment requested.
- Any proposals to amend the Specific Plan must document the need for such changes. The applicant should indicate the economic, social, or technical issues that generate the need to amend the Specific Plan. Costs incurred for processing a proposed amendment shall be the responsibility of the applicant, pursuant to the City's Master Fee Resolution.
- The City and/or applicant must provide an analysis of the amendment's impacts relative to the certified Environmental Impact Report. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Thousand Oaks in accordance with the California Environmental Quality Act (CEQA Guidelines § 15162).

The Community Development Director, or his/her designee, may also request further clarification and submittal of additional supporting information, if necessary.

The Community Development Director, or his/her designee, will review the request for Specific Plan amendment and all submitted supporting material, and will develop a recommendation on the Specific Plan amendment. All amendments to the Specific Plan must go before the Planning Commission, which will make a recommendation to the City Council. Amendments must then be considered by the City Council, which has the ultimate authority to approve them.

The approval of any proposed amendment to the Specific Plan by the City Council shall require that all of the following findings be made:

- Changes have occurred in the community since the approval of the original Specific Plan that warrant approving the proposed amendment, or that the amendment is necessary so that the Specific Plan can more effectively fulfill its purposes.
- The proposed amendment is consistent with the Thousand Oaks General Plan.
- The proposed amendment will not be detrimental to the public health, safety or general welfare.
- The proposed amendment will result in a benefit to the area within the Specific Plan.
- The proposed amendment will not result in significant unmitigated impacts to the City as a whole, or to adjacent or nearby properties.

This page intentionally left blank.

CHAPTER 9 - ENVIRONMENTAL IMPACT MITIGATION MEASURES

The EIR prepared for the Thousand Oaks Boulevard Specific Plan (EIR No. 327) identifies mitigation measures for the following topics:

- Land Use
- Traffic and Circulation
- Air Quality
- Noise
- Biological Resources
- Cultural Resources
- Water Supply
- Hazards and Hazardous Materials
- Aesthetics

These mitigation measures are described in Appendix C, "Environmental Impact Mitigation Measures", and are applicable to, and required of, development projects approved pursuant to this Specific Plan. Traffic mitigation measures 4.2-1, 4.2-3, 4.2-7, 4.2-8, 4.2-9, 4.2-10 and 4.2-11 shall be implemented to the extent necessary to ensure a Level of Service no lower than "D" per City Council Resolution No. 2011-064.

This page intentionally left blank.

APPENDIX A - LAND USE TABLE

LAND USE TABLE **A-3**

This page intentionally left blank.

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
A			
Ambulance services	NP	NP	P
Arcades and pool halls	P	NP	P
Art and craft studios	P	P	P
Assisted living	NP	SUP (A)	SUP (A)
Auto body repair facilities	NP	NP	SUP (A)
Auto internet sales (no outdoor display)	P	P	P
Auto impound services and yards	NP	NP	SUP (A)
Automobile washing facilities	NP	NP	SUP (A)
Automobile service stations, including alternative fuel/electric charging facilities.	SUP (A)	NP	SUP (A)
Auto repair facilities (cars, trucks, RV & motorcycles)	NP	NP	P
Auto rental facilities (cars & trucks)	NP	NP	P
Auto sales, new or used (cars, trucks & motorcycles)	P (showroom only)	NP	P
Auto storage facilities			
- Indoor	NP	NP	P
- Outdoor	NP	NP	SUP (A)
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
B			
Banks and financial services	P	P	P
Barber shops, beauty, nail, and tanning salons	P	P	P
Bed and Breakfasts	P	P	P
Building materials storage and sales yards (indoor or outdoor)	NP	NP	SUP(A)
C			
Caretaker residence	P (Upper stories only)	P	P
Catering business (food preparation only)	NP	P	P
Check cashing services	P	P	P
Clubs and Lodges (private)	NP	P	P
Community centers	SUP (A)	SUP (A)	SUP (A)
Conference and exhibition centers	NP	NP	SUP (A)
Contractor shops			
- with outdoor storage	NP	NP	SUP (A)
- without outdoor storage	NP	NP	P
Copying and reproduction services	P	P	P
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
D			
Day care:			
- Adult day care	NP	P	SUP (A)
- Child care centers	NP	SUP (A)	SUP (A)
Day spas (cosmetic, massage and relaxation facilities)	P	P	P
Donation collection receptacles	NP	NP	P
E			
Eating and drinking establishments (restaurants, bars, nightclubs, banquet halls, beverage, baked goods and dessert shops):			
- with alcoholic beverage service	SUP (A)	SUP (PC)	SUP (A)
- with dancing or live entertainment	SUP (A)	SUP (A)	SUP (A)
- with outdoor seating areas	P	P	P
- with drive-through facilities	NP	NP	SUP (A)
- with outdoor barbeques	P	P	P
- with none of the above attributes	P	P	P
Electrical appliance repair	NP	P	P
Emergency shelters	NP	SUP (PC)	SUP (PC)
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
Equipment rental			
- with outdoor storage	NP	NP	SUP (A)
- indoor only	NP	NP	P
F			
Farmers markets	P	P	P
Fire stations	P	P	P
Fleet terminals (e.g. taxi, courier, limousine, mobile vending and tow truck businesses)	NP	NP	P
Food banks	NP	NP	P
Fortune tellers and psychics	NP	P	P
Funeral parlors and mortuaries	NP	NP	P
H			
Health clubs, gymnasiums and exercise studios (including yoga)	SUP (A)	SUP (A)	SUP (A)
Home occupation	P Upper stories only	P	P
Hospice facilities	NP	P	P
Hotels and motels	P	NP	P
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
Household maintenance services (e.g. upholstery, shoe repair, tailoring, dressmaking, furniture repair, art framing, interior decorating, locksmiths, and watch repair)	P	P	P
I			
Internet access studios/cafes	P	P	P
Internet mail/order sales businesses	P	P	P
L			
Laundromats (self-service)	NP	P	P
Laundry and dry cleaning	P	P	P
M			
Machine shops	NP	NP	SUP (A)
Medical/dental laboratories	NP	P	P
Museums	SUP (A)	NP	SUP (A)
Music recording studios	NP	SUP (A)	SUP (A)
N			
Newsstands	P	P	P
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
O			
Offices, business, professional and government	P	P	P
Offices, medical and dental (with or without incidental sales)	P	P	P
P			
Parking lots (separate use)	NP	SUP (A)	P
Parks and playgrounds	P	P	P
Pet care (small animals)			
- Boarding	NP	NP	SUP (A)
- Grooming	P	P	P
- Veterinary services	P	P	P
Photography studios	P	P	P
Post offices	P	P	P
Police stations	P	P	P
Postal box and mailing services	P	P	P
Public gardens	SUP (A)	SUP (A)	SUP (A)
Public utility facilities	NP	P	P
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
R			
Radio or television stations	NP	NP	SUP (A)
Recreation, indoor (e.g. bowling, skating, laser tag, swimming pools and batting cages)	NP	SUP (A)	SUP (A)
Religious facilities	NP	SUP (A)	SUP (A)
Residential, multi-family:			
- Mixed-use (vertical or horizontal)	SUP (PC) (upper stories only)	SUP (PC)	SUP (PC)
- Stand alone	NP	P	P
Resource collection receptacles	NP	NP	P
Retail stores as determined by Community Development Director meeting the intent of the Plan and up to 20,000 square feet in size:			
- General retail	P	P	P
- With alcohol tasting	SUP (A)	SUP (A)	SUP (A)
- Furniture stores	P	P	P
- Hardware stores	P	NP	P
- Carpet and flooring stores	P	P	P
- Liquor stores	P	P	P
- Garden centers	P	SUP (A)	P
Over 20,000 square feet in size	SUP (A)	SUP (A)	SUP (A)
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
S			
Schools (K-12)	NP	P	P
Schools, special instruction			
- Dance, music, martial arts	P	SUP (A)	P
- Art, computer, language, tutoring, testing centers, weight control and driving	P	P	P
Schools, trade and vocational	NP	P	P
Self-storage facilities (Per TOMC)	NP	SUP(A)	SUP(A)
Smoking lounges/cafes (cigar and hookah)	SUP(A)	NP	SUP(A)
Storage yards for transit and transportation equipment	NP	NP	SUP(A)
T			
Telephone answering services	NP	P	P
Temporary use (Per TOMC)	P	P	P
Theaters and auditoriums, indoor (movies & live performing arts)	P	NP	P
Transportation facilities	SUP(A)	SUP(A)	SUP(A)
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

Thousand Oaks Boulevard Specific Plan Land Use Table			
Land Uses	**Frontage on Thousand Oaks Boulevard**	**Adjacent to a Residential Zone or existing stand-alone Residential**	**Other Area within Specific Plan***
W			
Warehousing, storage and distribution (e.g. wholesale trade)	NP	NP	SUP(A)
Wedding chapels	NP	SUP(A)	SUP(A)
Welding and machine shops	NP	NP	P
Wireless communication facilities	Per TOMC	Per TOMC	Per TOMC
Work/live units (units with work place for occupant)	P (upper stories only)	P	P
NP = Not Permitted P = Permitted SUP(A) = Administrative Special Use Permit SUP(PC) = Planning Commission Special Use Permit			
*Note: Other Areas include buildings that are located behind buildings which front Thousand Oaks Boulevard.			

This page intentionally left blank.

APPENDIX B - INCENTIVES PROGRAM

This page intentionally left blank.

Incentives Program		
Points	**Desired Element**	**Description**
1	Lot Consolidation	Consolidate lots to create a parcel up to one acre in size.
2	Lot Consolidation	Consolidate lots to create a parcel that exceeds one acre in size.
1	Public Parking Facilities	Provide 25 structured or surface parking spaces for public parking facilities in perpetuity. 1 point will be awarded in increments for each 25 parking spaces provided in excess of the amount of parking required to service the entire development.
2	Multi-Family residential project	Construct a multi-family residential project meeting the requirements of the California Housing Element law to accomodate the City's Regional Housing Needs Assessment (RHNA) for lower income housing.
1	Construct Improvements for Enhanced Pedestrian Nodes	Provide Enhanced Pedestrian Nodes in the Public Right-of-Way as described in Chapter 5 - Streetscape Improvements including: 8' sidewalk bulbouts; enhanced pedestrian crossings; specialty intersection paving treatments; additional street furnishings; enhanced plaza or entry on the side street side; and the use of accent trees and the other landscaped features.
.5	Public Exterior Spaces	Public exterior spaces, as described in the Standards section of Chapter 4 - Land Use, that are prominently visible from the public sidewalk and in excess of minimum development requirements. 0.5 points will be awarded in increments for each 50% of public exterior space areas in excess of the required space. For example, a 20,000 square foot building footprint is required to provide 600 square feet of public exterior space. If that property provides 1,200 square feet of public exterior space, 1 point is earned (50% of 600 square feet is 300 square feet; 600 square feet earns the 0.5 points twice).
Points	**Desired Element**	**Description**
.5	Expedited Processing	The City will expedite the processing of the required entitlement application(s) for the development project.

This page intentionally left blank.

APPENDIX C - ENVIRONMENTAL IMPACT MITIGATION MEASURES

Thousand Oaks Boulevard

This page intentionally left blank.

IMPACT	MITIGATION MEASURE
Land Use	
Future development that may result from the adoption of the proposed Specific Plan would not conflict with goals and policies listed in the City of Thousand Oaks General Plan.	4.1-1 Specific text has been added to the proposed Specific Plan to preclude development of existing natural slopes over 25 percent grade from development, pursuant to the City's general land development policies. 4.1-2 Add an Open Space land use category to proposed Specific Plan to designate Zuniga Ridge as open space.
Traffic and Circulation	
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	Rancho Road/Thousand Oaks Boulevard 4.2-1 Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap.
	Skyline Drive/Hillcrest Drive 4.2-2 Signalization of the Skyline Drive/Hillcrest Drive intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better). This signal is scheduled for installation as a developer improvement by 2012.
	Hampshire Road/Thousand Oaks Boulevard 4.2-3 Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include a northbound Hampshire Road right-turn overlap, which will preclude U-turn movement on westbound to eastbound Thousand Oaks Boulevard. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude U-turn movement on northbound to southbound Hampshire Road.

IMPACT	MITIGATION MEASURE
Traffic and Circulation (continued)	
	Westlake Boulevard/Thousand Oaks Boulevard 4.2-4 Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap.
Future development that may result from the adoption of the proposed Specific Plan may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of State Highway intersections.	Rancho Road/US 101 Southbound Ramps 4.2-5 Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better).
Future cumulative development that may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of surface street intersections.	Moorpark Road/Hillcrest Drive 4.2-6 Widen southbound Moorpark Road approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-lane. Widen westbound Hillcrest Drive approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, one through lane and one shared through/right-turn. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.
	Moorpark Road/Thousand Oaks Boulevard 4.2-7 Widen westbound Thousand Oaks Boulevard approach from two left-turn lanes, one through lane, and one right-turn lane with overlap to consist of three left-turn lanes, one through lane, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.

IMPACT	MITIGATION MEASURE
Traffic and Circulation (continued)	
	Rancho Road/Thousand Oaks Boulevard 4.2-8 Widen the northbound Rancho Road approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of two left-turn lanes, two through lanes, and one free right-turn lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane with overlap to consist of one left-turn lane, three through lanes, and one right-turn lane with overlap. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.
	Conejo School Road/Thousand Oaks Boulevard 4.2-9 Re-stripe the westbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. This assumes on-street parking is prohibited on the north side west of the intersection. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.
	Skyline Drive/Thousand Oaks Boulevard 4.2-10 Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.
	Hampshire Road/Thousand Oaks Boulevard 4.2-11 Widen the northbound Hampshire Road approach from one left-turn lane, one shared through/left-turn lane, and one right-turn lane to consist of two left-turn lanes, one shared through/left-turn lane, and one right turn-lane. Widen the eastbound Thousand Oaks Boulevard approach from one left-turn lane, two through lanes, and one right turn-lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Modify the Hampshire Road/Thousand Oaks Boulevard intersection traffic signal to include an eastbound Thousand Oaks Boulevard right-turn overlap, which will preclude U-turn movement on northbound to southbound Hampshire Road.

IMPACT	MITIGATION MEASURE
Traffic and Circulation (continued)	
	Westlake Boulevard/Thousand Oaks Boulevard 4.2-12 Widen southbound Westlake Boulevard approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen eastbound Thousand Oaks Boulevard approach from two left-turn lanes, two through lanes, and one right-turn with overlap to consist of two left-turn lanes, three through lanes, and one right-turn with overlap. Widen westbound Thousand Oaks Boulevard approach from three left-turn lanes, one through lane, and one shared through/right-turn lane to consist of three left turn lanes, two through lanes, and one right-turn lane. Applicants for future development projects shall contribute payment into the Thousand Oaks Road Improvement Fee Program.
Future cumulative development that may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of State Highway intersections.	Rancho Road/US 101 Southbound Ramps 4.2-13 Signalization of the Rancho Road/US 101 Southbound Ramps intersection is recommended as mitigation to improve the intersection to an acceptable LOS (C or better). Hampshire Road/US 101 Northbound Ramps 4.2-14 Widen the southbound Hampshire Road approach from two through lanes and one right-turn lane to consist of two through lanes and one free right-turn lane. Hampshire Road/US 101 Southbound Ramps 4.2-15 Widen the southbound Hampshire Road approach from one left-turn lane and one through lane to consist of two left-turn lanes and one through lane.

IMPACT	MITIGATION MEASURE
Air Quality	
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	4.3-1 The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust. 4.3-2 Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. 4.3-3 Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: • All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114. • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
	4.3-4 Graded and/or excavated inactive areas of the construction site shall be monitored by City Construction Inspectors at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust. 4.3-5 Signs shall be posted on-site limiting traffic to 15 miles per hour or less. 4.3-6 During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the Air Pollution Control District (APCD) in determining when winds are excessive.

IMPACT	MITIGATION MEASURE
Air Quality (continued)	
	4.3-7 Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. 4.3-8 Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
	4.3-9 Minimize equipment idling time. 4.3-10 Maintain equipment engines in good condition and in proper tune as per manufacturers' specification. 4.3-11 Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4.3-12 Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.
Future development that may result from the adoption of the proposed Specific Plan would contribute substantially to an existing or projected air quality violation in Ventura County. However, implementation of proposed mitigation would ensure that recommended project-specific operational thresholds established by the VCAPCD would not be exceeded.	4.3-13 The Specific Plan includes residential developments consisting only natural gas-fired hearths. Future development projects shall not conflict with this aspect of the Specific Plan and shall prohibit the installation of wood-burning hearths and wood-burning stoves. 4.3-14 The Specific Plan includes residential and commercial developments that would use solar, low emission and/or ENERGY STAR® rated water heaters and/or use central water heating systems. Future development projects shall not conflict with this aspect of the Specific Plan. 4.3-15 The Specific Plan includes residential and commercial developments that would orient buildings to the north for natural cooling and heating. Future development projects shall not conflict with this aspect of the Specific Plan.

IMPACT	MITIGATION MEASURE
Air Quality (continued)	
	4.3-16 The Specific Plan includes residential and commercial developments that would increase wall and attic insulation beyond Title 24 requirements. Future development projects shall not conflict with this aspect of the Specific Plan. 4.3-17 The Specific Plan includes bicycle lanes on Thousand Oaks Boulevard, as a continuous route through the Specific Plan and linking to other bicycle routes within the City. Future development projects shall not conflict with this aspect of the Specific Plan.
	4.3-18 The Specific Plan includes commercial developments that would reduce vehicle trips by implementing measures such as a customer paid parking system, charging for employee parking, providing preferential parking for carpool/vanpool parking, providing incentives for employee rideshare programs, providing an employee parking cash-out program, providing employees with an on-site break room with adequate seating, or similar measures. Future development projects shall not conflict with this aspect of the Specific Plan. 4.3-19 The developers of individual projects within the Specific Plan shall contribute toward an Off-Site TDM Fund to be used to develop regional programs to offset significant air pollutant emissions.
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).	Mitigation Measures 4.3-1 to 4.3-19 shall be implemented.
Expose sensitive receptors to substantial pollutant concentrations.	Mitigation Measures 4.3-1 through 4.3-12 shall be implemented.

IMPACT	MITIGATION MEASURE
Air Quality (continued)	
Future development that may result from the adoption of the proposed Specific Plan could expose sensitive receptors to substantial concentrations of mobile source toxic air contaminants. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in a substantial exposure to sensitive receptors.	4.3-20 In accordance with California Air Resources Board (CARB) recommendations, development of sensitive land uses within the Specific Plan area shall be minimized, where possible, within 500 feet of U.S. Highway 101 and State Route 23, where feasible. Where this is not feasible, development of sensitive land uses shall include project features that minimize the health impacts associated with freeways and heavily traveled roadways, as feasible. These measures include, but are not limited to: • Designing sensitive land use projects such that on site buildings are located as far as possible from the highway; • Installing passive electrostatic, or similarly effective, in-door air filtering systems; • Changing the location of building air intakes to minimize exposure to roadway toxic air contaminants; • Ensuring that windows nearest to the freeway or major roadway do not open to reduce particulate matter exposure; and • Planting pollution-absorbing trees and vegetation between the roadway and buildings.
Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	4.3-21 The proposed Specific Plan has been revised to explicitly allow alternative fuel/ electric charging facilities as a regulated use within the Specific Plan area.
Noise	
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	4.4-1 For Noise sensitive projects proposed in areas which exceed City thresholds, an acoustic analysis must be prepared which demonstrates compliance with the City's indoor noise threshold of 45 dB(A) community noise equivalent level (CNEL).

IMPACT	MITIGATION MEASURE
Noise (continued)	
Stationary noise sources associated with future development that may result from the adoption of the proposed Specific Plan could result in noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not result in adverse stationary noise effects.	4.4-2 Where determined to be necessary by the City of Thousand Oaks Community Development Department, parking lots included in individual development projects developed within the Specific Plan area shall be designed to use buildings or sound walls to break the line of sight between residential or other sensitive land uses and parking areas. Acoustical analysis shall be performed to demonstrate that the parking lot noise levels will not exceed the City of Thousand Oaks standards at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits.
	4.4-3 Where determined to be necessary by the City of Thousand Oaks Community Development Department, loading docks included in individual development projects developed within the Specific Plan area shall be designed to have either a depressed (i.e., below grade) loading dock area; and internal bay; or wall to break the line of sight between residential or other sensitive land uses and loading dock operations. Acoustical analysis shall be performed to demonstrate that loading dock noise levels will not exceed City of Thousand Oaks noise levels standards for at the property line of adjacent or nearby residential or other sensitive land uses. These components shall be incorporated into the plans of each individual project within the Specific Plan area to be submitted by the individual project applicant to the City of Thousand Oaks for review and approval prior to the issuance of building permits.
	4.4-4 Individual development projects within the Specific Plan area shall minimize noise impacts from electrical and mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from on site and off-site sensitive receptors, proper selection and sizing of equipment, installation of equipment with proper acoustical shielding and incorporating the use of parapets into building designs to act as rooftop noise attenuation barriers.

IMPACT	MITIGATION MEASURE
Noise (continued)	
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	4.4-5 Where determined to be necessary by the City of Thousand Oaks Community Development Department, individual projects developed within the proposed Specific Plan area shall incorporate the following best management practices (BMPs) as applicable to reduce vibration impacts: • Identifying all uses in the vicinity, both on site and off site of the Specific Plan area, that may be adversely affected by the vibrations, including existing residential uses, residential uses within the Specific Plan boundaries developed in earlier phases and non-residential land uses that may contain vibration-sensitive equipment; • Adjusting vibration amplitudes of the construction equipment used on site such as limiting the number of pieces operating in one location at the same time in areas where conditions would affect structures, the sensitivity of vibration sensitive equipment, and/or human tolerance; • Utilizing cast-in-drilled-hole (CIDH) piles in lieu of pile driving; • Provide notification to both on-site and off-site residential land uses directly adjacent to the development within the Specific Plan area, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels that exceed threshold limits;
	4.4-5 (continued) • Conduct demolition, earthmoving, and ground impacting operations sequentially, so as not to have two such operations occurring within the boundaries of the Specific Plan area at the same time; • Selecting a demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers); and/or • Operating earthmoving equipment on individual construction sites within the Specific Plan area as far away as possible or practicable from on-site and off site vibration-sensitive sites; using wheeled or rubber-tracked equipment, and using small pieces of equipment such as smaller bulldozers when possible
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Mitigation Measures 4.4-1 through 4.4-4 shall be implemented.

IMPACT	MITIGATION MEASURE
Noise (continued)	
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	4.4-6 Demolition and construction activity for site preparation and for future development within the proposed Specific Plan area shall be limited to the hours between 7:00 AM and 7:00 PM per the City of Thousand Oaks General Plan and Municipal Code. Non-noise generating activities such as exterior and interior building painting are not subject to these restrictions. 4.4-7 All demolition and construction activities shall employ the following measures as determined to be applicable and feasible to reduce the impact of construction noise: • Ensure that construction equipment is properly muffled according to industry standards and in good working condition; • Place noise-generating construction equipment and locate construction staging areas away from on-site and off-site sensitive uses, where feasible; • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources; • Use electric air compressors and similar power tools rather than diesel equipment, when and where feasible;
	4.4-7 (continued) • Construction-related equipment, including heavy duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and• • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City of Thousand Oaks or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in each individual project's construction documents, which shall be reviewed by the City of Thousand Oaks prior to issuance of grading permits for individual projects within the proposed Specific Plan area.

IMPACT	MITIGATION MEASURE
Biological Resources	
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.	4.5-1 Prior to approval of any development entitlements within the coastal sage scrub area located south of Erbes Road, surveys shall be conducted to determine the potential for occurrence of any of the species described in Appendix 4.5 of the EIR as having potential to occur within the Specific Plan area. If it is determined that special-status species may be present within the coastal sage scrub area, a strategy for relocation, avoidance, or restoration of the affected populations or individuals must be developed and followed, as determined to be appropriate by the permitting authority.
	4.5-2 Prior to approval of any development entitlements within the Specific Plan area, surveys shall be conducted to determine the potential for occurrence of nesting birds. Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds, and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground disturbing activities.
	4.5-3 If construction activity has the potential to impact bat roosting habitat, pre-construction surveys for bat roosts shall be conducted prior to the commencement of any construction activity.
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	4.5-4 The Specific Plan should be revised to delete the proposed exception to the existing Oak Tree Preservation Ordinance and thus the Specific Plan area would be subject to the same oak tree protections as the rest of the City. 4.5-5 Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24-inch boxed specimens and one 36-inch boxed specimen.

IMPACT	MITIGATION MEASURE
Cultural Resources	
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	4.6-1 If archaeological resources are uncovered on the project site during excavation, the developer must notify the City of Thousand Oaks immediately and work must stop within a 100-foot radius until a qualified archeologist (one who meets the Secretary of the Interior's guidelines) has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue.
Directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature.	4.6-2 In the event that previously unknown paleontological resources are encountered during excavation and/or construction activities, the City of Thousand Oaks shall be notified immediately and work within 100 feet of the find shall stop to allow a certified paleontologist to evaluate and appropriately remove the find for preservation, identification, analysis and the eventual storage of paleontological resources found during excavation and/or construction activities.
Directly or indirectly, destroy a unique paleontological resource or site or unique geologic feature.	4.6-3 If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Ventura County Coroner's Office shall be notified, as prescribed in Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the State CEQA Guidelines. The City of Thousand Oaks shall follow all guidelines outlined in Public Resources Code Section 5097.98 and Section 5097.94(k).
Water Supply	
Have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.	4.7-1 Individual future development projects within the Thousand Oaks Boulevard Specific Plan area shall comply with water conservation measures to reduce water demand adopted by the City within its water service area or Citywide.
Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	4.7-2 Future applications for development projects shall be reviewed by the City Public Works Department to determine if there is adequate fire flow, adequate water pressure and adequate water capacity available in the existing water distribution system. The Public Works Department shall approve such analysis. If fire flow, water pressure and water capacity are determined to be inadequate, the applicant shall design and construct their fair share of improvements for the project.

IMPACT	MITIGATION MEASURE
Hazards and Hazardous Materials	
Future development that may result from the adoption of the proposed Specific Plan could result in the release of hazardous materials into the environment due to the presence of contaminated soil or groundwater as a result of leaking underground storage tanks. However, implementation of proposed mitigation would ensure that implementation of the proposed Specific Plan would not cause an adverse effect on the environment.	4.10-1 If during the development of individual projects, contaminated soil, and/or groundwater is encountered during the removal of on-site debris or during excavation and/or grading both on and off site, the construction contractors shall stop work and immediately inform the City of Thousand Oaks. An environmental hazardous materials professional shall be contracted to conduct an on-site assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to the appropriate agency and comply with all federal, state, and local laws. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and on-site treatment, or extraction and off-site treatment and/or disposal. Construction plans shall be modified or postponed to ensure construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.
Aesthetics	
Have a substantial adverse effect on a scenic vista.	4.11-1 Individual development projects within the Specific Plan area for which building heights of 50 feet or taller are proposed shall be evaluated on a case-by-case basis to determine potential significant impact on scenic vistas, as viewed from the 101 Freeway, and may be redesigned to avoid such impact, if determined necessary by the City.
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or local scenic highway corridor.	4.11-2 Development projects within the Specific Plan area shall comply with City standards for protection of oak trees, and replacement where removal is allowed as set forth in the Thousand Oaks Oak Tree Preservation and Protection Guidelines (Resolution 2010-014). In most cases, this Resolution requires that each oak tree of protected size approved for removal be replaced by two 24 inch boxed specimens and one 36 inch boxed specimen.
Future development that may result from the adoption of the proposed Specific Plan could create a new source of substantial glare which could adversely affect daytime views in the area.	4.11-3 Chapter 4D of the Specific Plan (Supplemental Design Guidelines) text has been modified to add the following subsection 1(p): “Reflective or glare-producing materials in structures, facilities, and infrastructure is prohibited, and the use of landscaping and other design features to minimize the potential for glare is encouraged.”

APPENDIX D - RESOLUTION NO. 2011-065

**RESOLUTION NO. 2011-065 -
ADOPTING GENERAL PLAN AMENDMENT LU2009-70130** **D-3**

This page intentionally left blank.

RESOLUTION NO. 2011-065

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF THOUSAND OAKS APPROVING AN AMENDMENT TO THE LAND USE ELEMENT OF THE THOUSAND OAKS GENERAL PLAN FOR THE THOUSAND OAKS BOULEVARD SPECIFIC PLAN AREA, GENERALLY LOCATED ALONG THOUSAND OAKS BOULEVARD FROM MOORPARK ROAD/CONEJO BOULEVARD IN THE WEST TO DUESENBERG DRIVE/AUTO MALL DRIVE IN THE EAST **(LU 2009-70130)**

WHEREAS, the Thousand Oaks General Plan has identified improvement of the visual character and land use functionality of the Thousand Oaks Boulevard corridor to be a key planning goal of the City; and,

WHEREAS, in 2005 owners of property along and in close proximity to Thousand Oaks Boulevard between Moorpark Road and Duesenberg Drive formed a Business Improvement District, with one express purpose being to organize and work with the City to revitalize and beautify Thousand Oaks Boulevard; and,

WHEREAS, on behalf of the Business Improvement District, the Thousand Oaks Boulevard Association prepared and submitted to the City Council a draft "Long Range Vision Statement" intended to guide the District in its preparation of a Specific Plan to fulfill the purpose for which it was formed; and,

WHEREAS, on November 28, 2006, the City Council endorsed the "Vision Statement" and asked the Boulevard Association to work with City staff in development of a draft Specific Plan for the area; and,

WHEREAS, on May 5, 2009, the Boulevard Association presented its draft Specific Plan to the City Council, at which time the City Council accepted it as a draft for purposes of further review, initiated this companion General Plan Amendment LU 2009-70130, and authorized staff to prepare an Environmental Impact Report for the Plan; and,

WHEREAS, in conformance with City Council action taken May 5, 2009, General Plan Amendment LU 2009-70130 was prepared, comprising a proposed change in Land Use Element designations within the Specific Plan area for approximately 345 gross acres, including streets and freeways (220 net acres) located generally along Thousand Oaks Boulevard between Moorpark Road/Conejo Boulevard in the west and Duesenberg Drive/Auto Mall Drive in the east, from their current "Commercial", "Industrial", "Medium Density Residential", and "High Density Residential" designations to "Commercial/Residential"; and,

WHEREAS, a draft Environmental Impact Report was prepared and circulated for public and agency review from May 26, 2011 through July 11, 2011, and subsequently Final Environmental Impact Report No. 327 was completed, incorporating all comments received on the draft EIR as well as the City's response to the comments; and,

WHEREAS, on September 26, 2011, the Planning Commission of the City of Thousand Oaks conducted a public hearing on General Plan Amendment LU 2009-70130 and the Thousand Oaks Boulevard Specific Plan (SP 2009-70129), and following said public hearing, recommended approval of General Plan Amendment LU 2009-70130; and,

WHEREAS, the matter was referred to the City Council for decision, and upon notice duly given, a public hearing was held at a regular meeting of the City Council of the City of Thousand Oaks on October 25, 2011, at which time evidence, both oral and written, including a City staff report, was presented and received and testimony was heard from all interested persons appearing in the matter; and,

WHEREAS, a resolution is required to formalize the City Council action pursuant to Section 65356 of the California Government Code and this resolution is adopted for that purpose and reflects the action of a majority of the members of the City Council, and

WHEREAS, Final Environmental Impact Report No. 327, reflects the independent judgement of the City of Thousand Oaks and has been completed in compliance with the California Environmental Quality Act. The City Council has reviewed and considered the information contained in the FEIR prior to approving General Plan Amendment LU 2009-70130.

NOW THEREFORE, BE IT RESOLVED that General Plan Amendment LU 2009-70130 is hereby approved, changing the General Plan Land Use Element designation from "Commercial", "Industrial", "Medium Density Residential", and "High Density Residential" to "Commercial/Residential" for the area depicted on the attached Exhibit A, Overall Map and Detail Pages 1 through 5, based on the following findings:

1. The General Plan amendment is consistent with the goals and policies of the Thousand Oaks General Plan, including:

> *The Commercial/Residential designation in the Land Use Element shall mean that either residential or commercial land uses may be permitted on land so designated, provided that a Specific Plan has been adopted for the land and that the proposed uses are consistent with the uses authorized by the Specific Plan.*

2. The purpose of this General Plan amendment is to adopt conforming land use designation(s) in the Land Use Element of the General Plan applying to the land within the Specific Plan area, in order to facilitate uses and arrangements of uses proposed by the Specific Plan. This Amendment accomplishes that goal by changing the Land Use Element of the General Plan from the "Commercial", "Industrial", "Medium Density Residential", and "High Density Residential", designations which currently apply within the proposed Specific Plan boundaries to "Commercial/Residential". The current "Existing Parks, Golf Courses and Open Space" designation that applies to the approximately 0.6-acre Zuniga Ridge Open Space would be retained, and not be affected by LU 2009-70130.

3. Adoption of a “Commercial/Residential” land use designation for the majority of the Specific Plan is appropriate because it allows mixed use and stand alone residential, as proposed by the Specific Plan.

BE IT FURTHER RESOLVED, that the Land Use Element designation of the Zuniga Ridge Open Space is not changed by this amendment and is retained as “Existing Parks, Golf Course and Open Space,” as depicted on Exhibit A Overall Map and Page 3, to reflect its intended permanent open space status.

BE IT FURTHER RESOLVED, that the City Council finds that, with the following limitations, this General Plan amendment is consistent with Section 9-2.203 of the Thousand Oaks Municipal Code (Measure E) in that it does not cumulatively increase the residential density or commercial acreage of the General Plan above the residential density and commercial acreage in effect when Measure E was adopted in 1996:

1. This General Plan amendment, which changes the current “commercial,” “high density residential,” “medium density residential,” and “industrial” Land Use Element designations within the area of Specific Plan 20 to “commercial/residential,” shall include the specific limitations set forth below, which shall be applicable only so long as the term of Thousand Oaks Municipal Code Section 9-2.203 (Measure E) remains in effect.

2. Residential Density

The land within the “commercial/residential” designated area of this General Plan amendment area shall be limited to 289 dwelling units. This is the maximum number of dwelling units allowable under the current General Plan Land Use Element designations being changed by this amendment and equals the baseline for the General Plan amendment area on the date of adoption of Measure E (T.O.M.C. Sec. 9-2.203), November 5, 1996.

Any project, entitlement, or amendment to Specific Plan 20 that causes the total number of dwelling units to exceed 289 dwelling units within the Specific Plan 20 area shall require a general plan amendment that must be evaluated in the context of City-wide residential density under Measure E (T.O.M.C. Section 9-2.203). If the General Plan amendment would cause City-wide residential density to exceed the City-wide Measure E baseline, then the amendment must be approved by the electorate in accordance with the requirements of Measure E.

3. Commercial Acreage

No commercial use may be initiated or expanded for the land within Sub-Areas A, B, C, D, E, and F as shown on Exhibit A to this Resolution. By applying the "commercial/residential" Land Use Element designation, but excluding commercial use within these sub-areas, approval of this amendment will increase the maximum allowable commercial acreage within the General Plan amendment area by 9.18 acres, as compared to current General Plan Land Use Element designations being changed by this amendment.

Since previous General Plan amendments to date have reduced General Plan commercial acreage by 10.06 acres, approval of this amendment does not cumulatively increase the commercial acreage of the General Plan above the baseline on the date of adoption of Measure E (T.O.M.C Section 9-2.203), November 5, 1996, and is therefore consistent with Measure E. Approval of this amendment therefore reduces this "credit" balance to 0.88 commercial acres.

Any project, entitlement, or amendment to Specific Plan 20 that initiates or expands commercial use within any of the properties contained in Sub-Areas A, B, C, D, E, and F shall require a General Plan amendment that must be evaluated in the context of City-wide commercial acreage under Measure E (T.O.M.C. Section 9-2.203). If the General Plan amendment would cause City-wide commercial acreage to exceed the City-wide Measure E baseline, then the amendment must be approved by the electorate in accordance with the requirements of Measure E.

BE IT FURTHER RESOLVED that this resolution shall become effective on the date that Ordinance No. 1566-NS approving SP 2009-70129 (Specific Plan 20) becomes effective.

PASSED AND ADOPTED THIS 25th day of October, 2011.

Andrew P. Fox, Mayor
City of Thousand Oaks, California

ATTEST:

Linda D. Lawrence, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

Christopher G. Norman, Interim City Attorney

APPROVED AS TO ADMINISTRATION:

for Scott Mitnick, City Manager

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF VENTURA) SS.
CITY OF THOUSAND OAKS)

I, LINDA D. LAWRENCE, City Clerk of the City of Thousand Oaks, DO HEREBY CERTIFY that the foregoing is a full, true, and correct copy of Resolution No. 2011-065, which was duly and regularly passed and adopted by said City Council at a regular meeting held October 25, 2011, by the following vote:

AYES: Councilmembers Gillette, Glancy, Irwin, and Mayor Fox

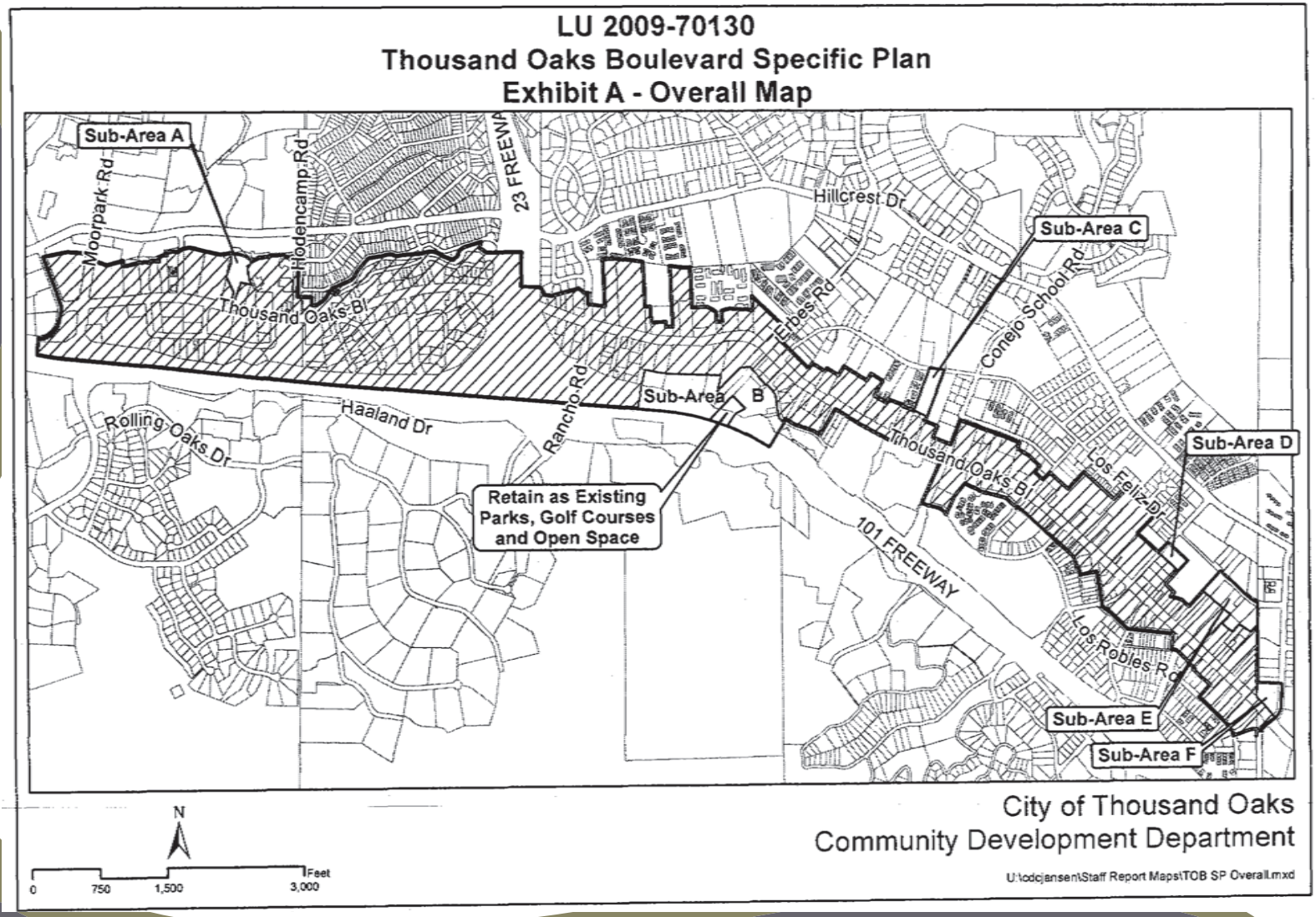
NOES: Councilmember Bill-de la Peña

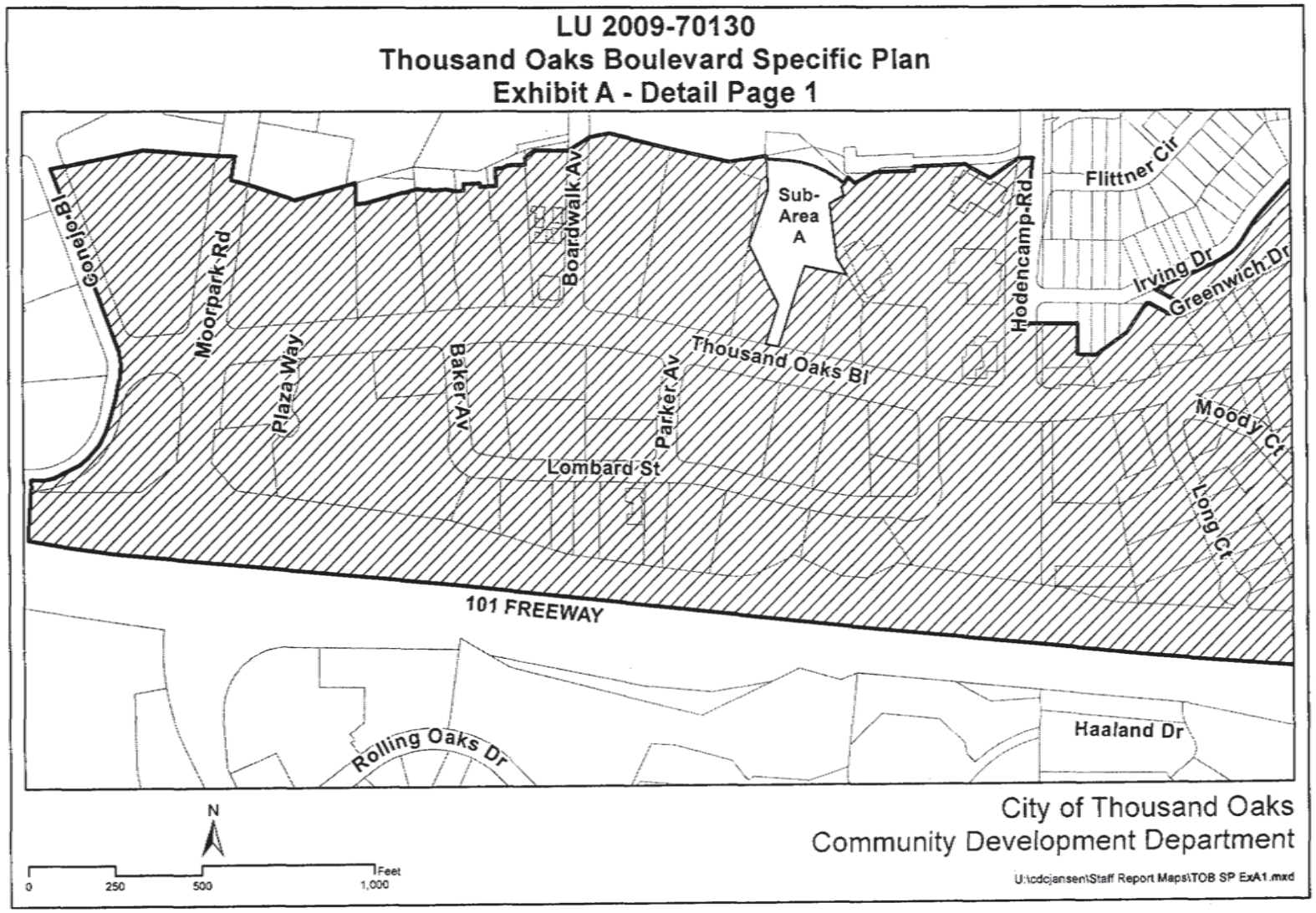
ABSENT: None

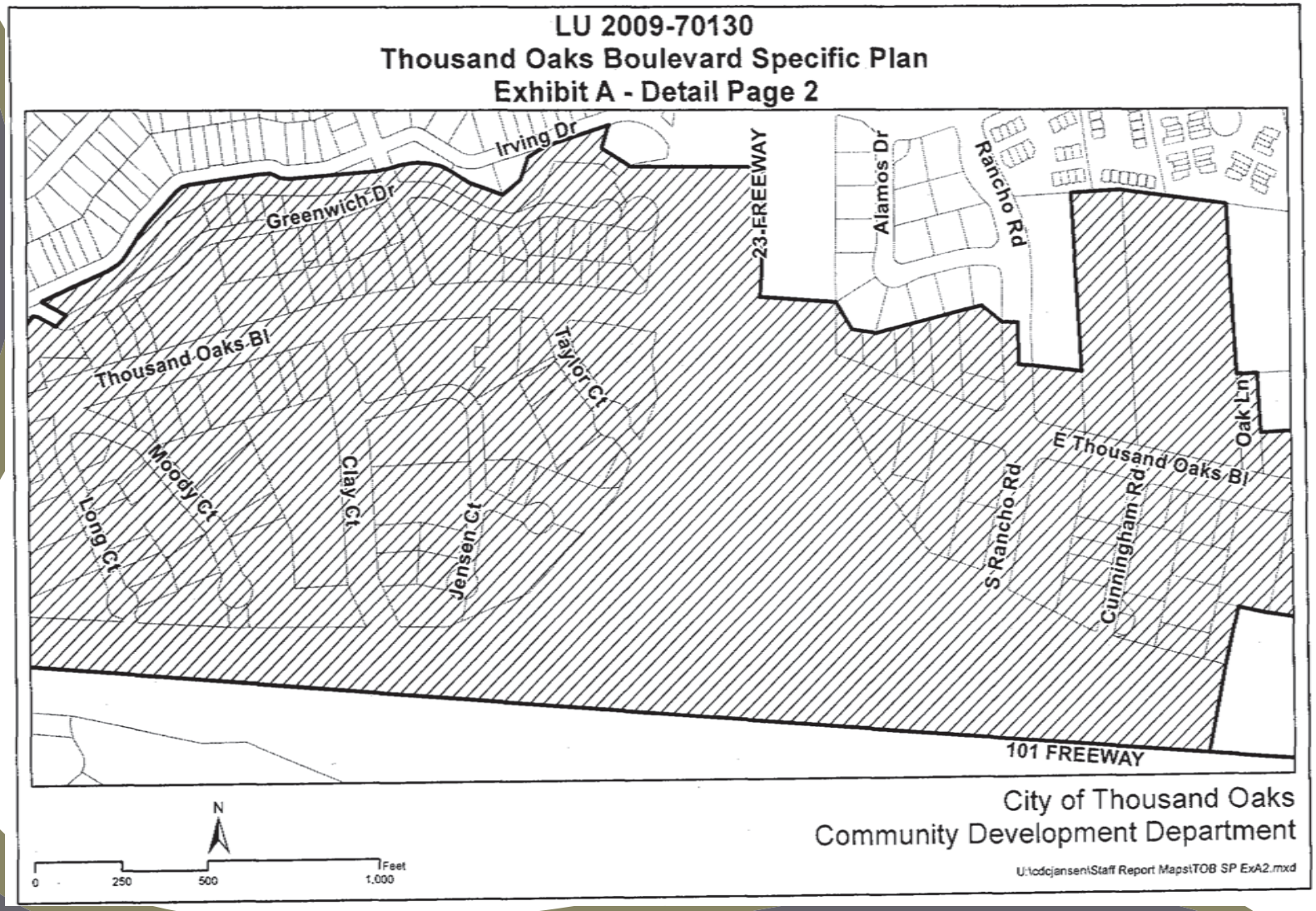
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Thousand Oaks, California.

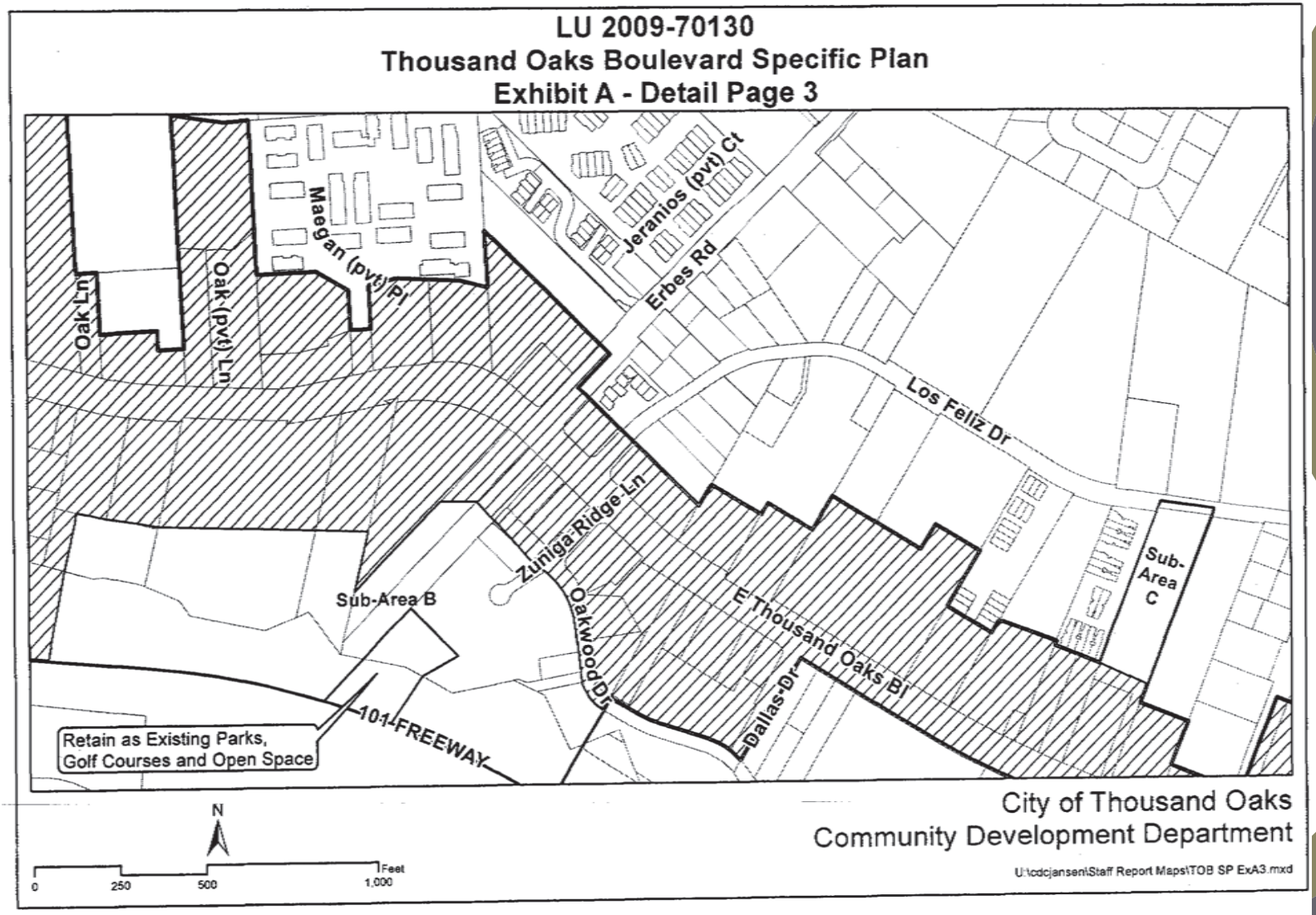
Linda Lawrence
Linda D. Lawrence, City Clerk
City of Thousand Oaks, California

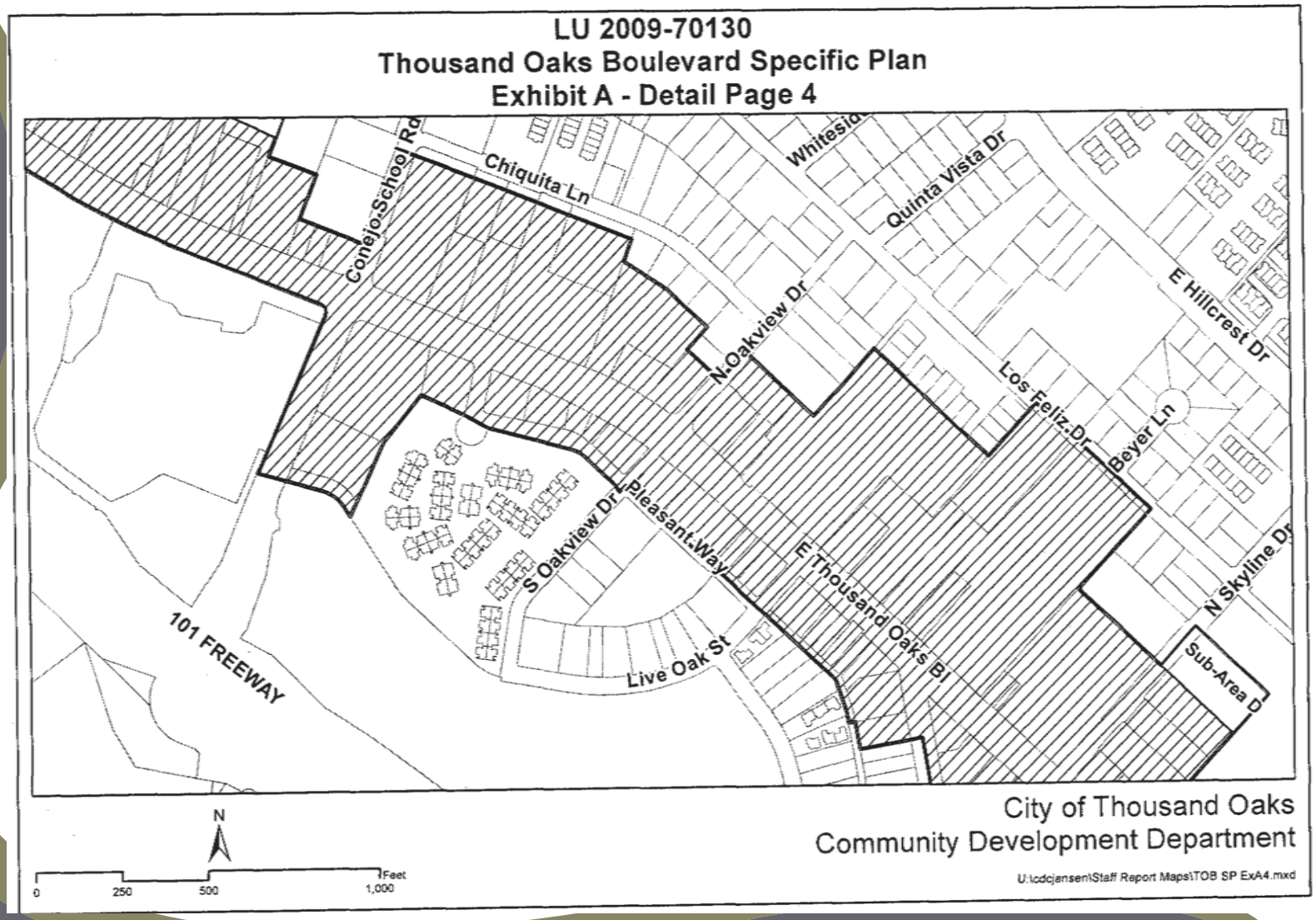
11/17/11
Date Attested

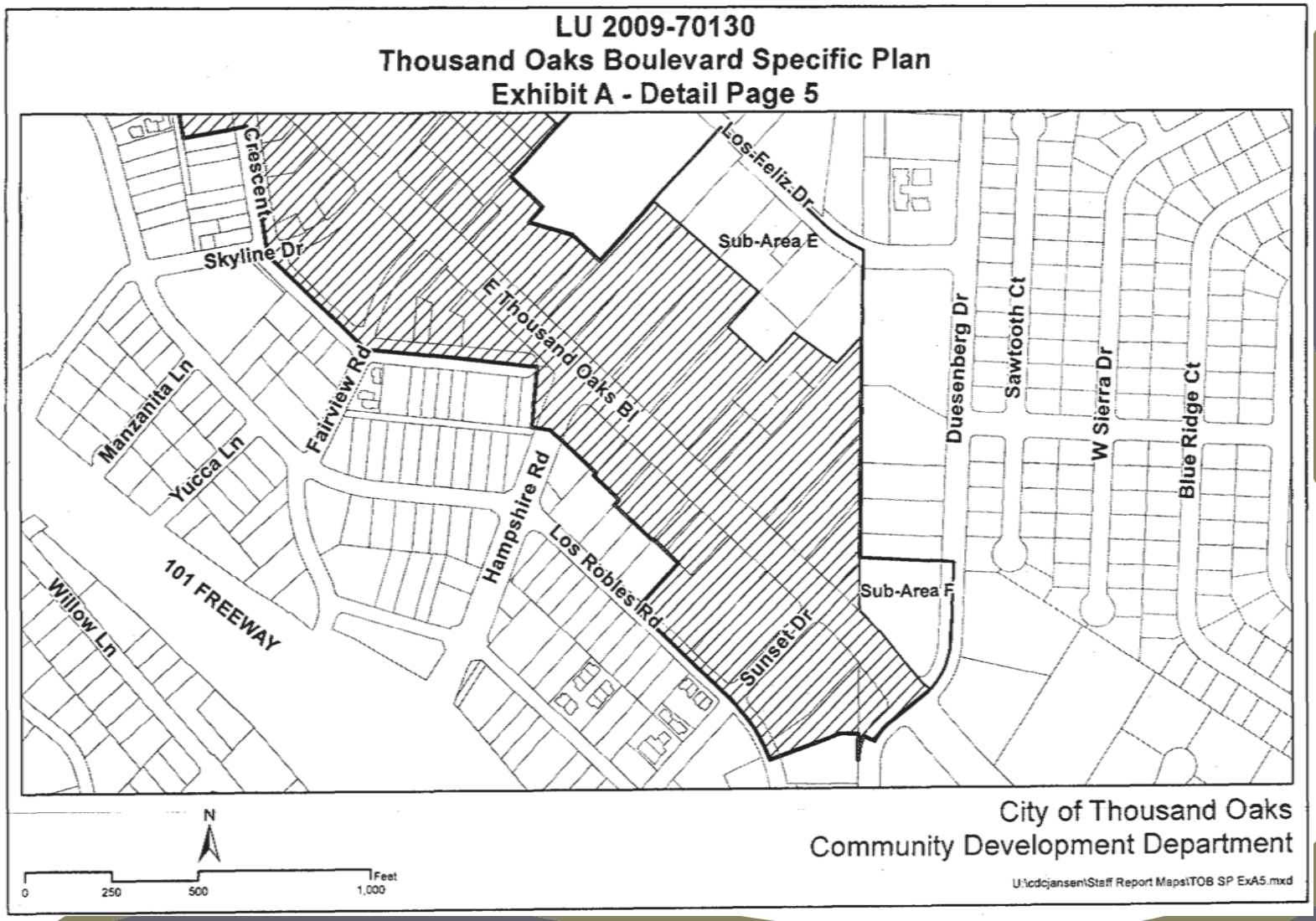

LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Overall Map
Sub-Area A
Moorpark Rd
Hodencamp Rd
23 FREEWAY
Thousand Oaks Bl
Hillcrest Dr
Sub-Area C
Erbes Rd
Conejo School Rd
Rancho Rd
Sub-Area B
Haaland Dr
Rolling Oaks Dr
Thousand Oaks Bl
Los Feliz Dr
Sub-Area D
Retain as Existing Parks, Golf Courses and Open Space
101 FREEWAY
Los Robles Rd
Sub-Area E
Sub-Area F
N
0
750
1,500
3,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjansen\Staff Report Maps\TOB SP Overall.mxd


LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Detail Page 1
Conejo Bl
Moorpark Rd
Plaza Way
Baker Av
Boardwalk Av
Parker Av
Sub-Area A
Thousand Oaks Bl
Lombard St
Hodencamp Rd
Flittner Cir
Irving Dr
Greenwich Dr
Moody Ct
Long Ct
101 FREEWAY
Rolling Oaks Dr
Haaland Dr
N
0
250
500
1,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjansen\Staff Report Maps\TOB SP ExA1.mxd


LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Detail Page 2
Irving Dr
Greenwich Dr
23 FREEWAY
Alamos Dr
Rancho Rd
Thousand Oaks Bl
Taylor Ct
Moody Ct
Clay Ct
Long Ct
Jensen Ct
S Rancho Rd
E Thousand Oaks Bl
Cunningham Rd
Oak Ln
101 FREEWAY
N
0
250
500
1,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjansen\Staff Report Maps\TOB SP ExA2.mxd


LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Detail Page 3
Oak Ln
Oak (pvt) Ln
Maegan (pvt) Pl
Jeranios (pvt) Ct
Erbes Rd
Los Feliz Dr
Zuniga Ridge Ln
Oakwood Dr
E Thousand Oaks Bl
Dallas Dr
Sub-Area B
Sub-Area C
101 FREEWAY
Retain as Existing Parks, Golf Courses and Open Space
N
0
250
500
1,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjansen\Staff Report Maps\TOB SP ExA3.mxd


LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Detail Page 4
Conejo School Rd
Chiquita Ln
Whitesid
Quinta Vista Dr
E Hillcrest Dr
N Oakview Dr
Los Feliz Dr
Beyer Ln
S Oakview Dr
Pleasant Way
Thousand Oaks Bl
N Skyline Dr
Sub-Area D
101 FREEWAY
Live Oak St
N
0
250
500
1,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjensen\Staff Report Maps\TOB SP ExA4.mxd


LU 2009-70130
Thousand Oaks Boulevard Specific Plan
Exhibit A - Detail Page 5
Crescent
Skyline Dr
Los Feliz Dr
Sub-Area E
E Thousand Oaks Bl
Fairview Rd
Manzanita Ln
Yucca Ln
Hampshire Rd
Los Robles Rd
Sunset Dr
Sub-Area F
Duesenberg Dr
Sawtooth Ct
W Sierra Dr
Blue Ridge Ct
101 FREEWAY
Willow Ln
N
0
250
500
1,000
Feet
City of Thousand Oaks
Community Development Department
U:\cdcjansen\Staff Report Maps\TOB SP ExA5.mxd

This page intentionally left blank.