

RESOLUTION NO. 91-172

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF THOUSAND OAKS ESTABLISHING
GUIDELINES FOR DEVELOPMENT WITHIN THE
CORRIDORS OF THE ROUTE 101 AND 23 FREEWAYS

WHEREAS, the City of Thousand Oaks is located within a large, broad valley, punctuated by knolls and major ridgelines; and

WHEREAS, this natural environment sets it apart physically and visually from other communities; and

WHEREAS, the goal of the City Council is to enhance the image of Thousand Oaks as a planned suburban community with a consciously maintained semi-rural character; and

WHEREAS, through good urban design, there can be created an overall freeway corridor image which will make Thousand Oaks visually distinct from surrounding communities, retaining the special qualities of the landscape which attracted people to the area originally, and generally improve the aesthetic conditions along the freeway corridors by providing a sequence of attractive views for visitors and residents alike; and

WHEREAS, to accomplish this, there is a need for special development standards which supplement those normally applied within the City, and will apply to parcels within the corridors of the 101 and 23 Freeways; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Thousand Oaks that the following guidelines for construction, development and landscaping within the freeway corridors are adopted for this purpose and shall apply to all property which is located wholly or partially within 1000 feet of the centerlines of the 101 and 23 Freeways.

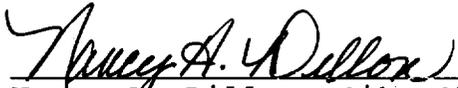
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PASSED AND ADOPTED this 23rd day of July, 1991



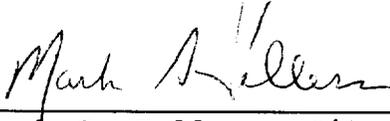
Frank Schillo, Mayor
City of Thousand Oaks, Calif.

ATTEST:



Nancy A. Dillon, City Clerk
City of Thousand Oaks, Calif.

APPROVED AS TO FORM:



Mark G. Sellers, City Attorney

APPROVED AS TO ADMINISTRATION:



Grant R. Brimbalk, City Manager

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CERTIFICATION

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

I, NANCY A. DILLON, City Clerk of the City of Thousand Oaks, DO HEREBY CERTIFY that the foregoing is a full, true, and correct copy of Resolution No. 91-172 which was duly and regularly passed and adopted by said City Council at a regular meeting held July 23, 1991, by the following vote:

AYES: Councilmembers Zeanah, Lazar, Lewis, Fiore and Mayor Schillo

NOES: None

ABSENT: None

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



Nancy A. Dillon, City Clerk
City of Thousand Oaks, California

***Denotes revision by Planning Commission

The following development standards are meant as guidelines and the City's Planning Commission and City Council may authorize waivers or reductions of any of the following standards in such situations as, but not limited to, when the visual mitigation purposes of these guidelines would not be advanced, or when the unique configuration of the property would prevent any reasonable development of the property consistent with such guidelines, or when the community benefit of the project justify such waivers or deviations.

Section A

SITE PLANNING

- (1) Buildings should be located on relatively level land, between knolls or on moderate slopes. They should not be placed on ridgelines, conspicuous hilltops or steep hillsides where potential silhouetting and extensive grading impacts could result. The plotting of any structures shall consider adequate backdrop to blend into the natural surroundings with a minimum of visual impact.
- (2) Building footprints shall reflect an integration of design that joins the buildings with the natural terrain. Extensive grading shall be avoided. The site's topography shall determine the form of architectural design.
- (3) All structures shall avoid large straight, blank facades; visual interest in design shall be provided by stepping the buildings back and creating more open space between the buildings and the roadway in both horizontal and vertical directions.
- (4) Building setbacks from the freeways and open spaces between buildings adjacent to the freeways shall be increased to allow for landscaping and reduced visual impact. Distances shall be determined by viewshed, site topography and configuration, and architectural design of the proposed buildings.
- (5) Buildings shall be oriented at angles to the freeways to reduce the exposed facades visible from the roadway. This shall also provide additional open space for innovative landscape designs and open up views to distant features.
- (6) Vehicle parking lots within the freeway view corridors shall be screened by utilizing combinations of earthen berms, landscaping (predominantly evergreen), and innovative decorative wall designs to reduce the visual impact of rows of glittering automobiles. Building

placement can also serve as a method of screening parking lots.

- *** (7) Exterior lighting fixtures shall be designed and placed in such a manner as to prevent spillage of illumination beyond the boundaries of the project site.

Section B

ARCHITECTURAL DESIGN

- (1) Building architecture shall make creative and innovative statements yet not appear as an imposition on the landscape. Buildings must be designed at a scale and manner that is sensitive to the terrain, reflecting an integration of architecture and topography.
- (2) Building architecture shall incorporate the use of design articulation to break up building mass into smaller components. The use of angled building corners, sloping facades, projecting and recessing of walls, opening sections of the buildings and the integration of landscape elements will help to reduce a bulky appearance.
- (3) Proper siting of buildings, allowing open sections within buildings or among groups of buildings, shall provide some form of visual relief and maintain views of distant features.
- (4) Building roof architecture shall be designed in a manner that is sensitive to both building and terrain. Exposure of large, expansive roof areas shall be avoided.
- *** (5) Roof designs shall maintain a proportional relationship to the scale and shape of the building walls. Sloped roofs are encouraged and will depend upon the site's topography, to avoid creating an imposing structure. The use of roof overhangs in proportion to wall heights is encouraged to integrate the building with the terrain by providing a lower perceived horizontal structure. Such designs are necessary to achieve greater effective shadow treatment to enhance the building's architectural facade and provide a perceived depth to the design.
- (6) Exposure of roof mounted mechanical equipment will not be permitted. Protective screening shall be integrated into the building's overall design of wall and roof components. The use of nonconforming separate roof screening attachments shall be avoided.

- (7) Upper floor levels on multi-story buildings should be stepped back from their base to open up the view corridor both horizontally and vertically.
- (8) The roofs of buildings which are constructed on land sloping up or down from the freeway shall be parallel to the natural topography in order to protect the line-of-sight within the view corridor. Projecting elements above roof lines shall be minimized and shall be integrated into the buildings's overall design.
- (9) Selective use of taller buildings (height overlays) will be considered only where there is sufficient visual backdrop and where important open views are not blocked.
- *** (10) Building designs, exterior colors and materials shall be selected so that they blend and integrate with the surrounding natural and man made setting, consistent with the City's image.
- *** (11) Exterior surface materials shall be of a non-glare finish, pursuant to the Precise Plan of Design. Windows shall be designed and oriented to minimize the reflective characteristics of the glass onto the freeway.
- *** (12) Where development is proposed in areas adjacent to existing land uses, building design, scale, use of material, color and landscaping characteristics shall complement the existing uses.
- (13) Building identification (signs) shall be selected in compliance with the City's Municipal Sign Ordinances, in particular that which pertain to the freeway corridor. Signs shall be designed to compliment the building's architecture and not impose a visual impact. Criteria for signage shall include: letter design, color, overall sign area in proportion to setback distances, illumination, sign area ratio to wall or fascia surfaces, and consistency in size and location with existing signs in the area.
- (14) Site planning and architectural treatment of buildings shall be employed to prevent the visual exposure of service bays, storage material, trash enclosures and loading and unloading activities from the freeway corridors.
- *** (15) Exterior illumination of structures shall be kept to a minimum and located primarily at building entrances and landscape features. Lighting should be indirect and recessed.

- *** (16) Illumination from within buildings should be controlled by window design, location, and tinting. Window glass should be designed to control spillage of light from interior spaces.

Section C

WALLS, BARRIERS, BERMS

- (1) Where barrier screening for visual or noise mitigation is necessary, such treatment shall consist of a combination of decorative walls, undulating berms of various heights and innovative use of combined evergreen and deciduous landscape plant materials.
- (2) Long and linear wall sections shall be avoided. These elements should be staggered by methods that provide both horizontal and vertical relief and landscaped with clusters of native plant materials. Use of various combinations of wall material is encouraged to achieve a greater aesthetic effect.
- (3) Vines and/or other clinging plant material shall be used to visually accent walls where space may preclude the use of other larger plants.
- (4) Planted, earthen berms shall take precedence over construction of walls, to emphasize the natural setting.
- (5) Screen walls shall consist of decorative materials that integrate and compliment the building's architecture.
- (6) All manufactured berms shall incorporate grading techniques which emphasize a natural condition. Manufactured slopes shall consist of undulating contours of various slope ratios. Use of boulders and other natural native rock material is encouraged.

Section D

LANDSCAPE PLANTING

- (1) Landscaping shall be used to complement and enhance building architecture, not to camouflage poor building design.
- (2) Landscaping shall be used to soften the visual impact of buildings, walls, grading and other site improvements.
- (3) The type of plant material, height and massing of vegetation should not dominate building structures but complement them.

(4) Plants shall be used which offer variety of color, shape and species with an emphasis on drought tolerant native plant materials. Plant selection shall also include an appropriate ratio of evergreen to deciduous for interest.

- *** (5) The planting of Oak trees should be implemented wherever possible to aid in the establishment and reinforcement of the City's image. This image can be further enhanced by the selective night-time lighting of signature oak trees.
- (6) Height of landscape planting should be controlled to maintain views of ridgelines and other scenic features from the freeways.
- (7) Solid rows of landscaped screening along continuous sections of the roadway should be avoided. Designs of plant materials should vary to provide interest, avoiding straight rows of trees or other vegetation.
- (8) Alternate groupings of plants and open spaces to frame and preserve distant views.
- (9) Monotonous repetitions in plant spacing should be avoided; the number and distance between adjoining plants should be varied.
- (10) Vegetation shall be planted behind and in front of buildings to soften hard edges of architectural design.
- (11) For in-fill projects, the selection of landscape material shall match or be compatible with established roadside and/or surrounding vegetation.

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