THOUSAND OAKS CITY COUNCIL

Supplemental Information Packet

Agenda Related Items - Meeting of October 22, 2019
Supplemental Packet Date: October 22, 2019

5:00 p.m.

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed, typically a minimum of two—one available on the Thursday preceding the City Council meeting and the second on Tuesday at the meeting. The Thursday Supplemental Packet is available for public inspection in the City Clerk Department, 2100 E. Thousand Oaks Boulevard, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2). Both the Thursday and Tuesday Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2100 E. Thousand Oaks

Americans with Disabilities Act (ADA):

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FOR: INCLUSION IN TUESDAY 10/22/19 SUPPLEMENTAL CITY COUNCIL PACKET

TO: THOUSAND OAKS CITY COUNCIL; CITY CLERK

FROM: Kristen Henson (501 S. Reino Rd PMB 357, Newbury Park, CA 91320)


OBJECTIONS TO WAIVERS AND CURRENT DEVELOPMENT DESIGN:

A.) THE CURRENT PROPOSAL is CONTRARY to the stated CITY GOALS and GENERAL PLAN POLICY

The core goals of the City as officially defined in city documents are to: “Maintain and enhance the present high quality, semi-rural single family residential character of Thousand Oaks Planning Area,” ¹ AND “Maintain and preserve existing neighborhoods through the application of appropriate zoning and development controls.”

THE GOAL OF THE CITY IS NOT TO MAXIMIZE TAX REVENUE AT THE EXPENSE OF HOME VALUES AND THE CHARACTER OF THE COMMUNITY.

B.) PARK PLACE VILLA PROPOSAL IS OUTSIDE OF ALREADY IDENTIFIED POTENTIAL NEW HIGH DENSITY HOUSING SITES

City staff already identified a number of potential sites for new high density housing = along the 101 corridor and nearby areas. Non residential sites identified as potentially appropriate for new housing were: near Oaks Mall, Westside Properties, and the former Kmart site. The Nazerbekian site, Westside Properties and Kmart sites would provide 19 acres of new housing. A maximum density of 30 units per acre would yield 570 units. ² There are already more than 500 apartment units in some stage of planning, development or construction in the city.

¹ Amendments to the General Plan Land Use Map and zoning for seven sites (LU 2017-70594/Z 2017-70622), Towne, Mark (Community Development Director), April, 2018 (p4)

² Initiation of Amendments to Land Use Element and Zone Changes at Various Locations (LU 2017-70594/Z 2017-70622), Towne, Mark (Community Development Director), January 9, 2018 (p4)
C.) HIGH DENSITY

This project being labelled Medium Density is MISLEADING AND FALSE. The maximum density allowed, even with a density bonus would be 34 units, however at the current proposed 37 units, according to the CDD Staff Report dated October 22, 2019, the ACTUAL density is 22/acre which falls into the same category as HIGH DENSITY (15+ units-30 units/acre)

While arguments are being made that the City needs more high density residential, on April 24, 2018, the City Council actually approved LOWERING density in seven areas and reducing housing capacity by 1088 units.

THERE ARE CURRENTLY MORE THAN 500 apartment units in various stages of the planning/construction process.

This proposed zoning change is not just from commercial to medium density residential, which would be consistent with the medium, low and very low density zoning nearby, but would convert it to a height/setback waiver residential development, which is typically only seen in areas along the 101 corridor within 1 mile of the freeway. This unsightly patchwork development would be approximately two miles deep into the heart of lower height lower density residential neighborhoods.
If current residents wanted to live in high density areas, that is where they would have purchased, rather than spending their savings to live in this picturesque low/medium density community.

**D.) HIGH HEIGHT**

This proposal exceeds the existing residential height across the street by 7-10 feet (depending on elevation. Currently Brighten Lane across the street is appx 25 ft high. These substantially taller structures would negatively impact views and create a dark, corridor like effect on the street. This would adversely affect the values of countless homes in the area, creating a huge eyesore that is totally out of character with any of the development nearby.
According to City documents: “The proposed building heights would exceed the maximum 25 feet in the RPD zone, and do not provide the additional side yard setbacks required for the height increase.”

Waiving setbacks at Brighten across the street from proposed site. Housing “on top of” the street.

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3 Allocation Approval (“Pre-screening”); Initiation of General Plan Amendment, and of Concurrent Processing for a Residential Project at 3801 Maurice Drive (RCA 2018-70458; LU 2018-70457) Applicant: Cohan Family Partnership Towne, Mark (Community Development Director), October 22, 2019 (p9)
Incongruity between Brighten Lane (25’) and neighboring houses. Proposed Park Place would be 7-10 feet higher than Brighten.

E.) ADDS TOO FEW RHNA UNITS TO JUSTIFY WAIVERS

This development would only add 4 RHNA units but would require multiple waivers, including upping the maximum legally allowed number of units (34 includes maximum density bonus) to 37 – making this a high density project which the Council has already stated is not in keeping with the character of the neighborhood.
F.) NOT SUBJECT TO RENT CONTROL

Because they are new construction, these apartments would NOT be subject to the current statewide rent control law (AB 1482). There has been no commitment from the developer to price the rentals or the for-purchase-townhomes at or below market value to help first time homebuyers and local renters.

G.) WHERE DO EXCEPTIONS STOP IN THIS PATCHWORK DEVELOPMENT MODEL?

There are currently more than 500 apartment units at some stage of development in the City. These developments require many exceptions and waivers that affect aesthetics, safety and our populations of protected trees. Not only is this Patchwork Development model unsightly and destructive to property values, but once zoning changes, waivers, and variances are made, where do the exceptions stop? Does that mean low density and open space areas will be gradually eroded and rezoned to pack in as many three story apartments as the city can whenever a developer says a project is not viable without providing endless Code waivers?

H.) THE REALITY OF HOUSING IN CA

The current traffic study and evaluation of this development are predicated upon outdated and totally unrealistic fairy tale models. The reality of housing costs and the shared economy means this is an era of not just of multigenerational occupancy, but of multiple families and paid guests occupying the same housing unit. It is not uncommon to see 6 or more people living in a three bedroom housing unit. 37 units does not add 69 cars, but more realistically would add more than 100 vehicles given that many units will be occupied by 3 or more driving individuals and the majority of people use their garages not for cars but for storage. EVEN THE BEST LANDLORD MAY HAVE LITTLE CONTROL OVER HOW MANY INDIVIDUALS ULTIMATELY OCCUPY THEIR RENTAL and parking at this overcrowded de facto high density site is sure to spill over onto already crowded neighborhood streets.
High height townhomes in Ventura Co.

I.) TRAFFIC DANGERS and FIRE EVACUATION

Currently the alley behind Albertson’s slated for parking spaces for the development is full of semi trucks doing grocery deliveries. Add to that all the extra traffic from the proposed complex and the proposed parking spaces in that alley and there will be accidents and substantial difficulty with ingress and egress. Furthermore, the additional traffic and parking congestion along Maurice Drive (which is where all the development overflow parking presumably will end up) will make an already dicey traffic situation even worse. Obviously, in the event of another firestorm emergency, vehicle access and the ability to evacuate the neighborhood is a tremendous concern.
Albertsons deliveries in the morning
J.) TRAFFIC SAFETY and PROPERTY VALUES

High height, *de facto* high density and *de facto* high occupancy residential dwellings erode property values. Having an apartment building and high height townhouses plopped down in the middle of medium and low density housing, blotting out the skyline and beautiful mountain vistas, along with all the resident and guest cars crammed up and down the street, will adversely impact child safety along this already busy pedestrian and traffic corridor and lower property values. Homeowners buy into this community because of its semi rural appearance, character and aesthetics. This complex would radically alter all three and betrays the homeowners who made the biggest investment of their lives purchasing their home based upon existing zoning. The homeowners along Walter Drive would be significantly impacted as much of their gorgeous views would be blotted out.
Camarillo near 101 Freeway, 3 story townhomes blotting out the view

**PROPOSED SOLUTION:**

To allow Mr. Cohan to develop the proposed site as 2 story apartments and 2 story townhouses at a maximum of 25ft in height in an architectural style consistent with adjacent Brighten Lane. This allows Mr. Cohan to make money, the city to gain tax revenue, prevents overcrowding, the destruction of views, and property value and would hopefully provide affordable housing.
TO COUNCIL: 10/22/2019
AGENDA ITEM NO.: 9.A.
MEETING DATE: 10/22/2019

LiUNA!
LOCAL 585  Feel the Power

October 22, 2019

Members, City Council
City of Thousand Oaks
2100 Thousand Oaks Blvd
Thousand Oaks, CA 91362

Anthony Mireles
Business Manager
Secretary Treasurer

Guillermo Ceja, Jr.
President
Field Representative

Alex Mireles
Vice President

Andy Castillo
Field Representative

Dear Mayor McCoy and City Council members,

On behalf of the Laborers, Local 585, I am writing to express our support for the Cohen Family Partnership’s proposal to build a 37-unit residential project. This residential housing project will provide critically needed housing for our region’s workforce and inclusionary housing options for low-income seniors and families.

As a board member of the Ventura County Housing Trust Fund and the Ventura County Workforce Development Board, I have first-hand knowledge of the intersectionality of workforce, housing, and transportation issues. Housing is in short supply for not only for starter families, but also middle-skilled wage earners that would like to call Thousand Oaks home. Many work in the region and would like to live here as well. Ventura County has one of the regions highest commuter quotients or rate of commuters coming in and outside of the county for work. Projects like the one on Maurice Drive have the potential to decrease traffic on our already congested roads and highways and provide housing for a workforce that is increasingly leaving the county, thereby impacting everyone’s quality of life.

The Laborers, Local 585 does not have any type of agreement to work on the construction of the project. We support the project because it is well planned, designed, and makes sense for the community and working families, such as those in my organization.

I urge you to support this project.

Sincerely,

Anthony Mireles
Business Manager
Secretary Treasurer
Laborers Local 585

Laborers’ International Union of North America
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