The Oaks Specific Plan
Specific Plan No. 23
Table of Contents

I. Introduction
1.1 Purpose and Authority........................................... I-1
1.2 Location and Summary
   1.2.1 Location....................................................... I-2
   1.2.2 Overview..................................................... I-5
1.3 The Oaks – Vision and Objectives
   1.3.1 Vision – Village of The Oaks.............................. I-8
   1.3.2 Objectives.................................................... I-13
1.4 Discretionary Actions and Approvals.......................... I-16

II. Context
2.1 Land Use and Site Conditions................................... II-1
2.2 Compliance with Planning and Policy Documents
   2.2.1 City of Thousand Oaks General Plan...................... II-7
   2.2.2 Thousand Oaks General Plan 2045 (TO2045) ............. II-13
   2.2.3 City of Thousand Oaks Municipal Code.................... II-15
   2.2.4 City of Thousand Oaks Measure E........................ II-15
   2.2.5 Guidelines for Development within the Corridors of
         the Route 101 and Route 23 Freeways..................... II-16
   2.2.6 Oak and Landmark Tree Preservation and
         Protection......................................................... II-16
   2.2.7 PPD Guidelines for Residential, Institutional and
         Industrial Projects............................................... II-18
   2.2.8 Standard Conditions for Commercial, Residential, and
         Industrial Projects............................................... II-18
   2.2.9 Guidelines and Standards for Landscape Planting and
         Irrigation Plans.................................................. II-18
   2.2.10 Manufactured Slope Separation Guidelines.............. II-19
   2.2.11 Thousand Oaks Boulevard Specific Plan.................. II-19
   2.2.12 Bicycle Facilities Master Plan.......................... II-20

III. Planning Components
3.1 Land Use Plan
   3.1.1 Introduction.................................................. III-1
   3.1.2 Planning Area 1 – Gateway................................ III-1
   3.1.3 Planning Area 2 – Industrial Park........................ III-4
3.2 Circulation Plan
   3.2.1 Vehicular Circulation........................................ III-6
The Oaks Specific Plan
Specific Plan No. 23
Table of Contents, Cont.

3.2.2 Parking .................................................. III-9
3.2.3 Pedestrian Circulation and Facilities ................ III-11
3.2.4 Public Transit ........................................... III-11

3.3 Landscape Plan
3.3.1 Landscape Concept Plan ......................... III-13
3.3.2 Planting and Irrigation Plan ...................... III-21
3.3.3 Oak and Landmark Tree Replacement Plan .... III-21
3.3.4 Thousand Oaks Boulevard and Lakeview Canyon
Road Interface ................................................ III-25

3.4 Grading Plan ............................................... III-28

3.5 Infrastructure Plans
3.5.1 Water Plan ............................................. III-31
3.5.2 Sewer Plan ............................................ III-33
3.5.3 Drainage Plan ........................................ III-33
3.5.4 Water Quality Plan ................................... III-36
3.5.5 Utilities and Public Services ......................... III-38

IV. Development Regulations
4.1 General Provisions and Definitions
4.1.1 General Provisions ...................................... IV-1
4.1.2 Definitions ............................................ IV-1

4.2 Development Standards – Planning Area 1 (Gateway)
4.2.1 Allowable Development ............................... IV-2
4.2.2 Permitted Uses ........................................ IV-3
4.2.3 Building Height ........................................ IV-4
4.2.4 Structural Setbacks ................................... IV-4
4.2.5 Building Separation ................................ IV-5
4.2.6 Lot Area and Lot Coverage ......................... IV-5
4.2.7 Private and Common Open Space .................. IV-5

4.3 Development Standards – Planning Area 2 (Industrial Park)
4.3.1 Allowable Development ............................... IV-6
4.3.2 Permitted Uses ........................................ IV-6
4.3.3 Building Height ........................................ IV-8
4.3.4 Structural Setbacks ................................... IV-8
4.3.5 Building Separation ................................ IV-9
4.3.6 Building Coverage .................................. IV-9

4.4 Parking
4.4.1 Parking Requirements ................................. IV-9
4.4.2 General Parking Design Requirements ........ IV-10
4.4.3 Parking Lot/Structure Design ....................... IV-11
The Oaks Specific Plan  
Specific Plan No. 23  
Table of Contents, Cont.

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.5 Signage</td>
<td>IV-13</td>
</tr>
<tr>
<td>4.6 Lighting</td>
<td>IV-14</td>
</tr>
<tr>
<td>4.7 Fences and Walls</td>
<td>IV-15</td>
</tr>
<tr>
<td>4.8 Wireless Facilities</td>
<td>IV-15</td>
</tr>
</tbody>
</table>

V. Design Guidelines and Standards

5.1 Introduction
- 5.1.1 Introduction
- 5.1.2 Design Excellence – Gateway and The Oaks

5.2 Site Planning Design Guidelines
- 5.2.1 General
- 5.2.2 Loading and Service Areas
- 5.2.3 Parking Lots and Garages

5.3 Architectural Design Guidelines
- 5.3.1 Multi-Family Residential
- 5.3.2 Industrial Park

5.4 Landscape and Open Space Design Guidelines
- 5.4.1 Paving
- 5.4.2 Walls and Fences
- 5.4.3 Site Furnishings
- 5.4.4 Planting
- 5.4.5 Soils
- 5.4.6 Irrigation

5.5 Lighting Guidelines

5.6 Sustainability Guidelines
- 5.6.1 Introduction
- 5.6.2 Landscape Sustainability
- 5.6.3 Energy Efficiency
- 5.6.4 Mobility Strategies
- 5.6.5 Heat Island Reduction
- 5.6.6 Water Efficiency
- 5.6.7 Materials Efficiency
- 5.6.8 Air Quality
- 5.6.9 Other

VI. Implementation and Administration

6.1 Phasing
- 6.1.1 Phase 1
- 6.1.2 Phase 2
The Oaks Specific Plan  
Specific Plan No. 23  
Table of Contents, Cont.

6.2 Specific Plan Administration  
6.2.1 Compliance with The Oaks Specific Plan. ............... VI-3  
6.2.2 Conflicting Provisions. ............................... VI-3  
6.2.3 Severability. ............................... VI-3  
6.2.4 Adoption. ............................... VI-3  
6.2.5 Special Use Permits and Other Permits ............................... VI-3  
6.2.6 Park Impact Fees. ............................... VI-3  
6.3 Specific Plan Minor Modifications and Amendments  
6.3.1 Minor Modifications. ............................... VI-4  
6.3.2 Major Modifications (Amendments) ............................... VI-5  
6.4 Parking Management Plan. ............................... VI-5  
6.5 Affordable Housing Plan. ............................... VI-6  
6.6 Maintenance of The Oaks. ............................... VI-7

EXHIBITS:

Exhibit I-1 Regional Location. ............................... I-3  
Exhibit I-2 Local Context. ............................... I-4  
Exhibit I-3 Proximity to Residential Projects. ............................... I-6  
Exhibit I-4 Adjacent Land Uses. ............................... I-7  
Exhibit I-5 Aerial View. ............................... I-9  
Exhibit I-6 Amenity Park & Paseo. ............................... I-10  
Exhibit I-7 View from Entry. ............................... I-11  
Exhibit I-8 Interior Courtyard. ............................... I-12  
Exhibit II-1 One Baxter Way. ............................... II-2  
Exhibit II-2 Reflecting Pond: One Baxter Way. ............................... II-3  
Exhibit II-3 Reflecting Pond: One Baxter Way. ............................... II-4  
Exhibit II-4 Wildlife at Reflecting Pond: One Baxter Way. ............................... II-5  
Exhibit II-5 Native and Nursery Trees. ............................... II-6  
Exhibit II-6 Progression of Tree Growth Timeline ............................... II-8  
Exhibit III-1 The Oaks’ Planning Areas. ............................... III-2  
Exhibit III-2 Planning Area 1 – Gateway. ............................... III-3  
Exhibit III-3 Planning Area 2 – Industrial Park. ............................... III-5  
Exhibit III-4 Vehicular Circulation & Access Plan. ............................... III-7  
Exhibit III-5 Street Sections. ............................... III-8  
Exhibit III-6 Fire Access Plan. ............................... III-10  
Exhibit III-7 Connectivity Plan. ............................... III-12  
Exhibit III-8 Illustrative Concept Plan. ............................... III-14  
Exhibit III-9 Landscape Concept Plan ............................... III-15
The Oaks Specific Plan  
Specific Plan No. 23  
Table of Contents, Cont.

Exhibit III-10 Understory Planting Plan ................................................ III-22  
Exhibit III-11 Planting Palette ................................................................. III-23  
Exhibit III-12 Existing Tree and Removal Plan ...................................... III-24  
Exhibit III-13 Replacement Tree Plan ....................................................... III-27  
Exhibit III-14 Conceptual Grading Plan .................................................... III-29  
Exhibit III-15 Slope Analysis ................................................................. III-30  
Exhibit III-16 Water Plan ........................................................................... III-32  
Exhibit III-17 Sewer Plan .......................................................................... III-34  
Exhibit III-18 Drainage Plan ..................................................................... III-35  
Exhibit III-19 Water Quality Plan ............................................................. III-37  
Exhibit III-20 Dry Utilities Plan ................................................................. III-40  
Exhibit VI-1 Phasing Sequence Diagram ................................................... VI-2

TABLES:

Table III-1 Thousand Oaks Boulevard and Lakeview Canyon Road Frontages – Enhancements to Landscape ................. III-25  
Table III-2 Comparison of Existing and Proposed Impervious Areas ........ III-36  
Table IV-1 Gateway Permitted Uses .......................................................... IV-3  
Table IV-2 Planning Area 1 Structural Setbacks ........................................ IV-5  
Table IV-3 Industrial Park Permitted Uses ................................................. IV-7  
Table IV-4 Planning Area 2 Structural Setbacks ........................................ IV-9

APPENDIX:

Appendix: “Gateway at The Oaks: Consistency with the Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways”
I. INTRODUCTION

1.1 Purpose and Authority

The Oaks Specific Plan ("Specific Plan") was prepared to facilitate the creation of the village of The Oaks. The intent of the Specific Plan is to be a regulatory document that will guide development of the village and to ensure that the design quality and character envisioned in The Oaks Specific Plan is implemented within both planning areas of The Oaks.

The Oaks Specific Plan was prepared under the authority of, and in accordance with, Sections 9-2.401 through 9-2.403 of the Thousand Oaks Municipal Code (TOMC). The Oaks Specific Plan will support implementation of the Thousand Oaks General Plan.

The Oaks Specific Plan was also prepared under the authority of, and in accordance with, Article 8, Sections 65450–65457 of the California Government Code. Section 65451 of the California Government Code requires that a Specific Plan contain text and diagrams as identified below. The Oaks Specific Plan was prepared in compliance with Section 65451. The Chapter(s) within The Oaks Specific Plan that address these requirements is also identified below (in parentheses).

(a) A specific plan shall include a text and a diagram or diagrams which specify all the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. (Refer to The Oaks Specific Plan Chapter III)

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan. (Refer to The Oaks Specific Plan Chapter III)

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. (Refer to The Oaks Specific Plan Chapter IV)

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3). (Refer to The Oaks Specific Plan Chapter VI)
The specific plan shall include a statement of the relationship of the specific plan to the general plan. (Refer to The Oaks Specific Plan Chapter II)

Section 65452 of the Government Code states that the specific plan “may address any other subjects which in the judgement of the planning agency are necessary or desirable for implementation of the general plan” (refer to The Oaks Specific Plan Chapter V which contains design guidelines for the village).

1.2 Location and Summary

1.2.1 Location

The Oaks is located in the southeast portion of the City of Thousand Oaks, north of the Ventura (101) Freeway (“101 Freeway” or “Freeway”), between the Westlake Boulevard and Lindero Canyon Road exits (Exhibit I-1, Regional Location).

In 1978, the Thousand Oaks City Council approved construction of a now existing office building to serve as the western headquarters for Prudential Insurance Company. The building was eventually sold to GTE (which became Verizon), and then One Baxter Way as sold to other entities. One Baxter Way, L.P. has been the property owner since 2007.

Land uses adjacent to The Oaks are identified below. The Oaks is situated as follows (refer to Exhibit I-2, Local Context):

On the south, toward the 101 Freeway, is a large, landscaped berm that includes the existing city entrance signs on the east and west ends of The Oaks. The lawn area is on a naturally elevated berm partially screening views from the 101 Freeway into The Oaks.

On the north is Thousand Oaks Boulevard and office space, elevated above The Oaks, but containing perimeter trees and vegetation, screening views into The Oaks.

On the west is The Promenade at Westlake (“Promenade”), an upscale shopping center containing a range of entertainment, retail, restaurants and other food service uses, with interior vehicular and pedestrian access, pursuant to “Easement Grant Deed, Declaration of Rights and Restrictions and Easement Quitclaim and Release” (“Easement”) for the “…purpose of vehicular and pedestrian ingress and egress to and from Thousand Oaks Boulevard”. The Easement provides access across the Promenade to The Oaks via a bridge crossing/driveway.
Chapter I – Introduction, Cont.
The Oaks Specific Plan

Exhibit I-1, Regional Location
The Oaks Specific Plan

Page I-3
Chapter I – Introduction, Cont.
The Oaks Specific Plan

Exhibit I-2, Local Context
The Oaks Specific Plan

Page I-4
Chapter I – Introduction, Cont.
The Oaks Specific Plan

On the east, beyond Lakeview Canyon Road, are light industrial research and development and office buildings; Equinox Westlake, a fitness establishment; and the Los Robles Regional Medical Center Rehabilitation Center.

Gateway at The Oaks is in a housing deficient area of the City of Thousand Oaks. The closest residential communities are over a half-mile from Gateway. As shown on Exhibit I-3, Proximity to Residential Projects, they include:

- **Country Club Estates** – 2,900 linear feet (with a driving distance from The Oaks of 3,000 feet)
- **Westlake Hills** – 2,600 linear feet (with a driving distance from The Oaks of 3,560 feet)
- **Stonybrook Townhomes** – 2,500 linear feet (with a driving distance from The Oaks of 4,300 feet)
- **Hidden Canyon** – 2,900 linear feet (with a driving distance from The Oaks of 4,400 feet)

1.2.2 Overview

The Oaks consists of 42.9-acres within two planning areas. Planning Area 1 contains the 8.8-acre Gateway. Consistent with the City of Thousand Oaks Municipal Code, Planning Area 2 (34.1-acres) is designated Industrial Park and includes the existing One Baxter Way office building (“One Baxter Way”) and a replacement parking structure to be provided for the office building (refer to Exhibit III-1, The Oaks’ Planning Areas). Additional industrial park uses within Planning Area 2, including expansion of One Baxter Way, may be developed in the future, and may be subject to an amendment to The Oaks Specific Plan (and associated environmental analyses).

The Oaks contains hundreds of mature oak and sycamore trees. The density of trees partially screens views into The Oaks from Thousand Oaks Boulevard and Lakeview Canyon Road. The adjacent Promenade is also visually screened due to the density of foliage. Along the southern boundary of The Oaks is a large, landscaped berm that partially screens views from the 101 Freeway into The Oaks (Exhibit I-4, Adjacent Land Uses).
Chapter I – Introduction, Cont.
The Oaks Specific Plan
Chapter I – Introduction, Cont.
The Oaks Specific Plan
1.3 The Oaks – Vision and Objectives

1.3.1 Vision – Village of The Oaks

The Oaks is designed to connect to and integrate with the properties comprising the original superblock at Westlake and Thousand Oaks Boulevards. Shared residential and industrial park uses on The Oaks 42.9-acre site is complementary to, and an efficient utilization of, one of the few remaining properties in the City that can provide quality housing without disturbing existing residential neighborhoods. During the day, The Oaks will be primarily used by the One Baxter Way office users and employees of the industrial park uses at One Baxter Way; during the evening and weekends, it will be primarily used by Gateway residents and guests. This land use pattern will also allow for multi-modal transit housing opportunities for One Baxter Way’s industrial park users that include walking and bicycling opportunities to the Promenade and other retail and offices along Thousand Oaks Boulevard. Vehicular and pedestrian access to and from Thousand Oaks Boulevard is provided by the Easement that connects The Oaks with the Promenade via a bridge crossing/driveway.

With Gateway, residents will have the opportunity to live within a large, wooded campus that connects housing with both workplace and commercial centers. Envisioned as a pedestrian precinct, residents will be able to move both on foot and by bicycle, reducing reliance on car travel.

Renderings depicting The Oaks are provided as Exhibit I-5, Aerial View, Exhibit I-6, Amenity Park and Paseo, Exhibit I-7, View from Entry, and Exhibit I-8, Interior Courtyard.
Chapter I – Introduction, Cont.
The Oaks Specific Plan
Chapter I – Introduction, Cont.
The Oaks Specific Plan

Exhibit I-8, Interior Courtyard

The Oaks Specific Plan
1.3.2 Objectives

The objectives of The Oaks Specific Plan are:

- **Design Excellence** – The design vision for The Oaks seeks to establish a connected, walkable, vibrant, and sustainable village that seamlessly melds the industrial park and residential uses into one cohesive destination. The design plan for The Oaks preserves and integrates the existing landscape elements and treats them as key features of The Oaks. Through this preserved landscape, there are moments where an architecturally attractive and welcoming building reveals itself. Most of Gateway's amenities have been provided in the open courtyard between the four residential buildings. The residential buildings have been designed with high-quality cladding materials, including fiber cement panels and exterior cement plaster.

The landscape elements will meander around Gateway and provide gathering points between the residential buildings, with elements such as: a residential amenity terrace, including seating, dining space, a fireplace and barbeques; a resort-style pool and spa area; open lawn for passive recreation and gathering; and a children's nature plan area. Additionally, the interior courtyards of the residential buildings have seating areas, additional outdoor kitchen and barbeque areas, fountains for pleasant acoustics, and beautiful landscape spaces. The amenities provided offer a spectrum of usage, from intimate seating spaces to group fun and entertainment, as well as active play. Moreover, Gateway is set within an immersive native landscape that fosters habitat, supports stormwater best management practices and expands the urban tree canopy. Gateway offers residents an immersive living environment that leverages the natural landscape and pedestrian access to both workplace and retail, creating a unique village experience.

With implementation of Gateway, a significant number of native oaks and sycamores will be planted south of One Baxter Way. In conjunction with future industrial park uses, the existing lawn area in Planning Area 2 will be replaced with native shrub understory, dramatically reducing water demand and expanding habitat.

- **Provision of Housing in Furtherance of RHNA** – Gateway at The Oaks will provide housing in furtherance of RHNA. Gateway includes thirty-four affordable homes, sixteen of which are designated for very low-income residents and eighteen of

---

1 Although the Specific Plan describes there are four buildings, two of the buildings are attached at the ground floor and are separated by an internal courtyard.
which are designated for low-income residents. The affordable homes are being provided without a request for a density bonus. Under State and City laws, Gateway is entitled to trade affordable units for increased density above the maximum allowed under the General Plan. In addition, State and City laws avail Gateway with incentives, including waivers of the City Municipal Code, its development standards, guidelines and policies. The affordable units are being provided, however, without request for any incentives or waivers. The provision of these affordable units represents an extraordinary public benefit to the City of Thousand Oaks.

- **Creation of Synergy Between The Oaks and Off-Site Office and Retail Uses** – Gateway will provide minimal distance between active job locations (including those within Planning Area 2) that will reduce car trips and promote walkability within The Oaks. Gateway will add to the customer base of the Promenade and other proximate retail uses within walking/bicycling distance (including those in the Thousand Oaks Boulevard Specific Plan area).

Walking and cycling pathways will connect uses at The Oaks. These amenities will allow residents to exercise and walk their pets. Gateway includes 154 long-term bicycle parking spaces for residents, and 22 short-term bicycle parking spaces near building entries and amenity areas for guests. Vehicular and pedestrian access is provided by the Easement across the Promenade which links to Gateway and Planning Area 2 (including the existing One Baxter Way) via a bridge crossing/driveway. This connection will facilitate synergy between the Promenade and The Oaks, and this connectivity will encourage a pedestrian friendly way of life. Windmill Canyon (and the Wishbone Trail) is accessible from Via Merida, across Lakeview Canyon Road at the eastern boundary of The Oaks.

- **Screening of The Oaks** – The Oaks contains hundreds of fully grown oak and sycamore trees. The density of these trees partially screens views into The Oaks from Thousand Oaks Boulevard and Lakeview Canyon Road. The adjacent Promenade is also screened from view due to the density of foliage along the common boundary. Along the southern boundary of The Oaks is a large, landscaped berm that also partially screens views from the 101 Freeway into The Oaks. In areas where the berm doesn't block views into The Oaks, there is dense landscaping that screens views from the 101 Freeway.

Consequently, Gateway's residential buildings (three-story), with finish floor elevations of 972 feet above mean sea level and 973.5 feet above mean sea level, and the replacement parking structure (4-story) with an approximate finish floor elevation of 955 feet above mean sea level, will be screened from views along the 101 Freeway (at an approximate elevation of 945 feet above mean sea level) by
the large, landscaped berm (with an approximate top of berm elevation of 1,000 feet above mean sea level), One Baxter Way, and its parking structure, preserving the existing viewshed from the 101 Freeway.

- Retention of the Vast Majority of Trees – When One Baxter Way and its ancillary parking were constructed in 1982, 578 trees were introduced to The Oaks. Within The Oaks, residential buildings and the parking structure for One Baxter Way have been placed in and around the existing trees to reduce to an absolute minimum the required removals and encroachments into the protected zone of oak and sycamore trees. Many of the removed oak and sycamore trees will be replaced within the boundaries of Gateway and around the One Baxter Way parking structure, with the remainder to be accommodated at an offsite location.

- Provision of Open Space and Amenities for Gateway Residents – Gateway includes recreational and amenity spaces for the future residents of Gateway to encourage social interactions and outdoor living. Open space that includes a wide range of seating areas varying in size, providing both small intimate spaces, as well as larger recreational/entertainment opportunities, is provided at Gateway. Open space amenities include outdoor kitchen areas with barbeques, a fireplace, a swimming pool and spa, sunning decks, fire pits, a dog park and a children's nature play area. In addition, there is an open turf area for picnics and active play. A walk-out roof terrace on buildings A2 and B1 will provide an intimate space for resident and guest social gatherings and relaxation overlooking the quiet courtyard below.

- Creation of a Sustainable Village – The landscape of Gateway will re-establish a native and climate-adapted plant palette that will greatly reduce exterior water needs. Further, the expanded landscape will augment the natural habitat for pollinators and local wildlife, increasing biodiversity and urban ecology to create a more resilient village for the future. The expansive landscape will also accommodate best management practices for storm water runoff through natural filtration and groundwater recharge. Walking paths and plazas will be both high albedo pavements to reduce heat island gain, and stone fines (i.e., decomposed granite) that will maintain permeability. Despite the removal of some existing trees, the replacement strategy, including both native and non-native species, will significantly grow the tree canopy at The Oaks, increasing shade and further supporting habitat. To achieve this walkable village, an appropriate blend of uses must exist at The Oaks. The addition of the residential component adjacent to, and northwest of, Planning Area 2 will assist in reducing vehicle miles traveled and will create a synergistic location with uses that complement and support one another.
1.4 Discretionary Actions and Approvals

Listed below are the required entitlements to implement all or portions of The Oaks Specific Plan, which include, but are not limited to, the following:

- **General Plan Amendment (LU) 2019-70563** – to change the land use designation for the 8.8-acre residential portion (Gateway) of The Oaks from Industrial to High Density Residential 15-30 dwelling units per net acre.

- **Zone Change (Z) 2021-70556** – to revise the zoning of The Oaks from Industrial Park (M-1) to Specific Plan to accommodate residential and industrial park components at The Oaks.

- **Specific Plan (SP) 2021-71106** – to provide a site-specific zoning document to implement the goals and policies of the General Plan and guide the orderly development of The Oaks, including regulations for land use, circulation, infrastructure, development standards, design guidelines and implementation measures.

- **Residential Planned Development (RPD) 2021-70558** – for the redevelopment of surface parking areas to provide Gateway with 264 dwelling units within four residential buildings, with subterranean parking and associated amenity spaces.

- **Development Permit (DP) 2022-70098** – for construction of a four-story parking structure for One Baxter Way. (Development permits will also be required for future industrial park uses in compliance with the existing project site zoning designation).

- **Land Division (LD) 2021-70557** – to subdivide The Oaks into two parcels; one 8.8-acre parcel for the four new residential buildings at Gateway, and one 34.1-acre parcel for One Baxter Way, its replacement parking structure and future industrial park uses in compliance with the existing project site zoning designation.

- **Protected Tree Permit (PTP) 2021-70559** – for the encroachment and removal of Oak and Landmark Trees affected by implementation of project.

- **Development Agreement (DAGR) 2022-70052** – to memorialize the terms, conditions and obligations of The Oaks and provide vesting development rights for all components, land uses, public improvements and associated benefits to the City of Thousand Oaks and the property owner.
• **Environmental Impact Report (EIR) 2021-71100** – The City will perform a comprehensive evaluation of the potential impacts of the project in accordance with the California Environmental Quality Act (CEQA) Guidelines and will determine if the project will have potentially significant impacts.
II. CONTEXT

2.1 Land Use and Site Conditions

The Oaks is situated on a 42.9-acre parcel that was originally planned by Prudential Insurance Company and initially contained its western headquarters. The Oaks currently contains One Baxter Way (an industrial office building) and its associated parking.

In 1978, the City Council approved the construction of the One Baxter Way (SUP 1977-348). Building permits issued in 1979 and 1980 reflect a total building area of 416,941 square feet. In 2006, the Planning Commission approved SUP 2006-70210, allowing multi-tenant use within One Baxter Way, with a total leasable area of 308,305 square feet. Due partially to the uniqueness of the large amount of unusable common area within the building, the City Council established a parking requirement for One Baxter Way which equated to 1,253 parking spaces (SUP 2006-70210).

One Baxter Way is one of the premier office buildings in one of the most recognizable locations in the Conejo Valley (Exhibit II-1, One Baxter Way). The beautifully landscaped site has an open campus feel. The north courtyard was recently refurbished, providing an outdoor picnic and lounge area for employees.

One Baxter Way has a reflecting pond area, consisting of three separate ponds, surrounding the south and east sides of the building (Exhibits II-2 and II-3, Reflecting Pond: One Baxter Way). The three ponds are interconnected to create an equal fill water line. In the summer of 2020, the ponds were restored with new grey liners to provide an infinity pool effect and to blend into the existing landscape. The ponds attract local wildlife, including egrets (Exhibit II-4, Wildlife at Reflecting Pond: One Baxter Way).

There are four beehives on the grounds of One Baxter Way that are maintained weekly and serve as a data point for places like NASA, National Geographic and MIT. The honey is harvested for the employees of One Baxter Way.

During construction of One Baxter Way and its ancillary parking, 578 oak and sycamore trees were planted. Exhibit II-5, Native and Nursery Trees, shows that of the 430 trees at The Oaks that are subject to regulation under the Thousand Oaks Municipal Code, 26 of them are native trees (based on a google aerial search of 1976). The remaining 404 trees are nursery trees. The google aerial search of 1976 also shows that the majority of trees within the existing drainage adjacent to The Oaks were planted.
Chapter II – Context, Cont.
The Oaks Specific Plan
Chapter II – Context, Cont.
The Oaks Specific Plan
Chapter II – Context, Cont.
The Oaks Specific Plan

Exhibit II-6, Progression of Tree Growth Timeline, photo-documents The Oaks from 1976 (prior to construction of One Baxter Way), during construction (1980), and post-construction. The post-construction photos document the tree growth from small growth (1994), medium growth (2005) and full growth (2020). These photos show that the construction of One Baxter Way introduced an urban forest, which is unique to Thousand Oaks.

2.2 Compliance with Planning and Policy Documents

2.2.1 City of Thousand Oaks General Plan

The Oaks Specific Plan has been prepared to reflect the requirements of the City of Thousand Oaks General Plan. The General Plan contains a range of goals and policies.

Goals and Policies of the Thousand Oaks General Plan (as adopted by Resolution 70-381 on December 22, 1970, as amended) that related to The Oaks are itemized below and The Oaks’ consistency with them is also documented:

1. **Goal:** To enhance and preserve the spaciousness and attractiveness of the Conejo Valley.

   **The Oaks’ Consistency:** The spaciousness and attractiveness of the Conejo Valley is unaffected by Gateway’s residential buildings and One Baxter Way parking (both structure and surface) because the perimeter trees and vegetation along Thousand Oaks Boulevard and Lakeview Canyon Road screen out most views from public streets, as well as almost all the nearby private properties. Adjacent to the 101 Freeway, The Oaks provides a large, landscaped berm that partially screens views from the 101 Freeway. Additionally, the dense existing landscaping along the Westlake Boulevard Freeway exit further screens views into The Oaks. The total mitigation requirement for removed oak and sycamore trees will be accommodated within the boundaries of Gateway – Planning Area 1 (PA1) and around the One Baxter Way parking structure, as well as within Planning Area 2 (PA2), between One Baxter Way and the 101 Freeway, providing additional screening and further insulating Gateway from the 101 Freeway and adjacent land uses.

   Within The Oaks, the densely wooded grounds are largely being preserved and retained. Gateway’s four residential structures have been carefully inserted in between the existing landmark trees, creating an environment unique to The Oaks that affords residents the opportunity to live in a bucolic, park-like setting, while being located centrally within the city.
Chapter II – Context, Cont.
The Oaks Specific Plan
2. **Policy:** Through good design and the implementation of appropriate development tools, a freeway corridor image will be created making Thousand Oaks visually distinct from surrounding communities, retaining the special qualities of the landscape, viewshed and open space which originally attracted people to the area.

**The Oaks’ Consistency:** Although the parking structure will be visible from the 101 Freeway, the Gateway residential buildings will have no effect on views from the 101 Freeway, as the residential buildings are located closest to Thousand Oaks Boulevard and Lakeview Canyon Road. The Oaks campus is surrounded with hundreds of mature oak and sycamore trees. The density of trees screens views into The Oaks from Thousand Oaks Boulevard and Lakeview Canyon Road. The adjacent Promenade is also screened from view due to the density of foliage. To the south of One Baxter Way and its parking structure, there is a large, landscaped berm that screens views from the 101 Freeway into The Oaks. In areas where the berm doesn’t block views into The Oaks, there is dense landscaping that screens views from the 101 Freeway. Existing and proposed buildings and structures within The Oaks will continue to be screened from view from the adjacent public rights-of-way.

3. **Policy:** Highly intensive land uses—major industrial and commercial centers—should be located in proximity to or within easy access of the Ventura Freeway corridor.

**The Oaks’ Consistency:** From an urban design standpoint, the location of The Oaks is ideal. The Oaks is immediately accessible to the 101 Freeway via the Westlake Boulevard and Lindero Canyon Road exits.

As part of its deliberations on the update to the Thousand Oaks General Plan, the General Plan Advisory Committee, Planning Commission and City Council all endorsed a preferred land use plan that The Oaks (exclusive of the 8.8-acre Gateway) should be designated as Industrial Flex, which allows (among other uses) industrial, R&D, offices and supportive retail with limited commercial. The development standards contained within The Oaks Specific Plan for Planning Area 2 mirror the existing Industrial Park zoning for The Oaks, with uses that are compatible with the City Council’s direction for The Oaks as part of the Thousand Oaks General Plan update.

4. **Policy:** The City shall continue to encourage light industries that are highly specialized, scientific or research-oriented.
The Oaks Specific Plan

Chapter II – Context, Cont.
The Oaks Specific Plan

The Oaks’ Consistency: Planning Area 2 is designated for Industrial Park uses. Future Industrial Park uses within Planning Area 2 will be those that emphasize the biotechnical field. The City of Thousand Oaks has become a hotbed for biotech growth and within a one-half-mile radius of The Oaks, there are a number of other biotech businesses, which makes The Oaks a perfect fit for biotechnical uses.

5. Policy: Industrial development should comply with the City’s height restrictions. Exceptions, through height overlays, may be appropriate under certain conditions.

The Oaks’ Consistency: The Oaks is currently within the Height Overlay Zone, as identified in the Thousand Oaks Municipal Code. This section of the Zoning Code allows parcels of two acres or more to have a maximum height of 75 feet. The existing development within One Baxter Way complies with these provisions. The Oaks Specific Plan includes new height standards where the height in PA 1 is limited to 50 feet and the height in PA 2 is unchanged from the existing condition. These requirements are set forth in in Section IV, Development Regulations, of this Specific Plan. All proposed development is consistent with these height requirements.

6. Policy: High density residential development will have a range of 15 to 30 dwelling units of any type per net acre and should be located primarily at sites accessible and close to major centers of activity and along the Ventura Freeway.

The Oaks’ Consistency: Gateway (with a density of 30 dwelling units per acre) is consistent with the principles of high density residential, as to its location on Lakeview Canyon Road and its one block proximity to the Westlake Boulevard interchange, as well as its location immediately adjacent to the Promenade.

7. Policy: The City shall preserve and protect the unique biodiversity of the City’s open spaces and wetlands, including natural arroyos and oak trees.

The Oaks’ Consistency: The Oaks does not contain any arroyos or drainage courses/features, although there is one drainage course/feature that occurs immediately off-site to the west (at the Promenade) that originates north of The Oaks and discharges into Westlake Lake. Of the 578 trees within The Oaks
(of which 430 are subject to regulation under the Thousand Oaks Municipal Code), nominally, 31 regulated trees will be removed (with many of the required replacement trees to be planted at The Oaks or at an offsite location [at a ratio of 3:1]). Gateway maximizes contiguous open space within its boundaries, maintaining the existing tree canopy and creating opportunities to expand the tree canopy and native landscape.

8. The Thousand Oaks General Plan's Scenic Highways Element (September 1974) identifies Thousand Oaks Boulevard and the 101 Freeway as being part of the “City’s Scenic Highway System”. The Goal of the Scenic Highways Element is to “…identify, establish, preserve and enhance a system of scenic highways within the City of Thousand Oaks”. Policy # 7, which states “Provide for architectural and design review of proposed development projects…within the corridor to insure that they are compatible with existing urban and natural surroundings, and enhance the scenic character of the highway corridor”. The Oaks Specific Plan contains detailed design guidelines to ensure that implementation of The Oaks Specific Plan will comply with the above policy.

Below are Policies from the Conservation Element of the Thousand Oaks General Plan (adopted October 2013) that related to The Oaks are itemized below and The Oaks' consistency with them is also documented:

9. **CO-1**: Future development and redevelopment of the existing built environment within Thousand Oaks should reflect sensitivity to its physical setting and natural scenic resources.

**The Oaks' Consistency**: The Conceptual Grading Plan for The Oaks is designed to respect existing grades, to minimize export quantities and to maintain existing drainage patterns. Grading is designed to preserve existing trees (to the extent feasible in building areas) and to preserve the large, landscaped berm along the southerly boundary of The Oaks (adjacent to the U.S. 101 Freeway) to screen The Oaks from passing traffic.

Landscape materials and design details will be used to enhance the natural setting of The Oaks. The design plan for The Oaks preserves and integrates the existing landscape elements and treats them as key features of The Oaks. Gateway is set within an immersive native landscape that fosters habitat, supports stormwater best management practices and expands the urban tree canopy.
10. **CO-2**: General Plan policies, zoning, development guidelines, architectural review standards and other regulations are appropriate for controlling development on flat land.

**The Oaks’ Consistency**: The design for The Oaks complies with City’s General Plan policies, zoning, development guidelines, architectural review standards and other regulations are appropriate for the development on flat land.

11. **CO-17**: Continue to ensure the provision of water in quantities sufficient to satisfy current and projected demand.

**The Oaks’ Consistency**: California Water Service provides water service to The Oaks. The environmental analysis includes an evaluation related to the impact on water resources.

12. **CO-18**: Continue to encourage water conservation measures in new and existing developments.

**The Oaks’ Consistency**: The Planting Plan for The Oaks includes both native and climate-adapted shrubs and groundcover. These species will minimize water consumption and require only modest maintenance. Shrubs and groundcover will be planted to ensure they share similar water requirements and common hydrozones with the existing and trees to be planted. As the native oak trees are particularly sensitive to water, shrubs requiring very low water volumes, or inert materials such as mulch or cobble, will be installed within the drip line.

All landscaping will be watered with an automatic, high-efficiency irrigation system that includes weather and flow sensors. Drip tubing and/or micro spray will be used to minimize over spray and evaporation.

All landscaping and irrigation improvements for The Oaks shall be designed and installed in accordance with the City of Thousand Oaks’ Guidelines and Standards for Landscape Planting and Irrigation (Resolution No. 2007-116). All landscape plans for The Oaks shall demonstrate compliance with the State of California Model Water Efficiency Landscape Ordinance (MWELO).
13. **CO-29:** Continue to protect oak and landmark trees and their habitat in recognition of their historic, aesthetic and environmental value to the citizens of Thousand Oaks, in particular Valley Oak habitat.

**The Oaks’ Consistency:** The Oaks contains hundreds of mature oak and sycamore trees. The design plan for The Oaks preserves and integrates the existing landscape elements and treats them as key features of The Oaks. Trees removed to facilitate the project will be replanted, consistent with City requirements.

14. **CO-39:** Support efforts to reduce greenhouse gas emissions, consistent with the intent of the State of California’s California Global Warming Solutions Act of 2006 (Assembly Bill 32).

**The Oaks’ Consistency:** The Oaks is required to meet the California Building Energy Efficiency Standards and CALGreen Building Standards (California Code of Regulations Title 24, Parts 6 and 11) to reduce environmental impacts, decrease energy costs, and create healthier living. Section 5.6, Sustainability Guidelines, of The Oaks Specific Plan lists the Oaks’ sustainable design features, some of which exceed CALGreen and other applicable requirements.

### 2.2.2 Thousand Oaks General Plan 2045 (TO2045)

The city is currently updating its General Plan. A series of meetings/study sessions have been conducted. At the City Council Housing Study Session on housing (February 11, 2020), the benefits of a diverse housing stock were identified as: provide housing options for young professionals, attract young families with children with affordable options and allow more residents to live and work in Thousand Oaks. The General Plan Advisory Committee (City Council Study Session, General Plan Update 2045, November 19, 2019) identified the following in relation to housing:

- Create a diversity of housing types and affordability levels, especially mixed use and multifamily development
- Revitalize underutilized land…with a diverse mix of uses including residential

At that same study session, opportunities afforded by the General Plan update were identified. Included in these opportunities were: an expansion of the “number and diversity of jobs with a focus on biotech”, as well as a “general expansion of the tax base”.

Among the “key strategies” identified by the General Plan Advisory Committee to achieve the vision for Thousand Oaks are:
Greater housing diversity
Offer more housing types like mixed use development and multifamily
Mixed use development (combat siloed areas)
Consider developing two downtowns/hubs, one being at Thousand Oaks and Westlake Boulevards
Encourage neighborhood character/sense of community in new development
Enable and encourage non-car transportation

The Oaks responds to all the above key strategies and opportunities, and the creation of the village of The Oaks will assist the city in implementing its vision for the future of Thousand Oaks.

The Planning Commission (April 26, 2021) reviewed land use alternatives for the General Plan update and made recommendations to the City Council. On May 25, 2021, the City Council endorsed a preferred land use map. With respect to The Oaks, the preferred land use map endorsed by the City Council designated the following land use classifications for The Oaks:

Gateway – Mixed-Use Low, which is described as:

This designation provides for neighborhood-serving goods and services and multi-family residential in a mixed-use format (vertical or horizontal) or as stand-alone projects...Allowed Uses: ...residential in multi-family buildings.... Density: >20.0 to 30.0 dwelling units per acre; Height (max): 50 feet.

One Baxter Way and the remainder of The Oaks – Industrial Flex, which is described as:

This designation allows industrial, R&D, offices, breweries and distilleries, supportive retail with limited commercial; Allowed Uses: light industrial, R&D, office, commercial; FAR: 2.0; Height (max): 75 feet.

The Oaks Specific Plan (Section IV) includes development standards for The Oaks that are compatible with the land uses endorsed by the City Council as part of its vision for TO2045.

On January 25, 2022, the City Council adopted the 2021-2029 Housing Element. Goal 1 states "Provide a wide range of housing opportunities for persons of all income levels". The Regional Housing Needs Assessment allocation for the City of Thousand Oaks includes a requirement to provide 1,129 low-income homes, as well as 1,492 above low-income homes. Gateway's provision of 34 affordable homes (sixteen of which are designated for very low-income residents and eighteen of which are designated for low-
income residents), as well as provision of 230 additional homes, will assist the City in achieving Goal 1 of the Housing Element.

2.2.3 City of Thousand Oaks Municipal Code

Title 9, Chapter 4, Planning and Zoning, of the Thousand Oaks Municipal Code, contains development standards and regulations that govern land use within the City. The Oaks Specific Plan contains development standards and land use regulations, included in Section IV, Development Regulations of The Oaks Specific Plan, that have been specifically tailored to implement the goals and vision for The Oaks. If a development standard or land use regulation contained within The Oaks Specific Plan conflicts with the requirements of Title 9, Chapter 4, Planning and Zoning, of the Thousand Oaks Municipal Code, the development standard or land use regulation contained within The Oaks Specific Plan shall take precedence. The requirements of the Thousand Oaks Municipal Code remain in full force and effect in cases where The Oaks Specific Plan is silent on a topic. For purposes of this Specific Plan, provisions within the “Residential Planned Development” (RPD) zone shall apply to PA1 where the Specific Plan is silent and provisions within the “Industrial Park Zone” (M-1) zone shall apply to PA2 where the Specific Plan is silent.

The Oaks Specific Plan is not contrary to, nor does it conflict with, the general purpose and intent of the Oak Tree Ordinance (Chapter 42 of Title 9 of the TOMC and the Oak Tree Preservation and Protection Guidelines, Resolution No. 201—14). Refer to Section 2.2.6 for additional City of Thousand Oaks Municipal Code requirements related to oak and landmark tree preservation.

2.2.4 City of Thousand Oaks – Measure E

In 1996, the City of Thousand Oaks adopted Measure E, which requires voter approval for projects that increase residential density and commercial acreage beyond the City’s General Plan as of November 5, 1996. An analysis completed by the city in 2017 found there were 5,400 dwelling units available under the Measure E limitations; the City Council reallocates the dwelling units available in the Measure E bank.

As part of that Resolution, the City Council approved LU 2019-70563 and RCA 2019-70561, allocating 264 residential dwelling units of Citywide Measure E residential capacity to Gateway.

2.2.5 Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways

In July 1991, the City of Thousand Oaks adopted Resolution No. 91-172, “A Resolution of the City Council of Thousand Oaks Establishing Guidelines for Development within the Corridors of the Route 101 and 23 Freeways”. In the recitals of the Resolution, the need for the Guidelines is stated as:

...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...

The Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways (“Guidelines”) apply “to all property which is located wholly or partially within 1,000 feet of the centerlines of the 101 and 23 Freeways”. The Guidelines pertain to The Oaks, as a portion of The Oaks is within 1,000 feet of the centerline of the 101 Freeway. The Oaks has been designed in full compliance with the Guidelines (for portions of The Oaks within 1,000 feet of the centerline of the 101 Freeway, as well as for Gateway). “The Oaks: Consistency with the Guidelines for Development within the Corridors of the Route 101 and Route 23 Freeways” (refer to Appendix), itemizes each of the Site Planning; Architectural Design; Walls, Barriers, Berms; and Landscape Planting guidelines and documents compliance with the Guidelines by The Oaks.

2.2.6 Oak and Landmark Tree Preservation and Protection

Article 42, Oak Tree Preservation and Protection, of the City of Thousand Oaks Municipal Code, pertains to “any oak tree of the genus Quercus including, but not limited to, Valley Oak (Quercus lobata), California Live Oak (Quercus agrifolia) and Scrub Oak (Quercus berberidifolia), regardless of size”. Section 9-4.4204(a) states that:

No person shall cut, remove, encroach into the protected zone, or relocate any oak tree on any public or private property within the City, unless a valid oak tree permit
Chapter II – Context, Cont.
The Oaks Specific Plan

has been issued by the City pursuant to the provisions of this chapter and the oak tree preservation and protection guidelines.

Article 43, Landmark Tree Preservation and Protection, of the City of Thousand Oaks Municipal Code, defines “landmark tree” as including specimens of the following species which have reached the designated maturity: *Platanus racemosa* (California Sycamore), *Umbellularia californica* (California Bay Laurel), *Juglans californica* (California Black Walnut), and *Heteromeles arbutifolia* (Toyon).

Section 9-4.4304(a) states that:

No person shall cut, remove, encroach into the protected zone, or relocate any landmark tree on any public or private property within the City, unless a valid landmark tree permit has been issued by the City pursuant to the provisions of this chapter. The status of major limbs or trees as deadwood must be confirmed by the City’s Landmark Tree Preservation Consultant.

In accordance with the Municipal Code, The Oaks will require the issuance of permits for oak and landmark tree removal and encroachment. To determine those requirements, the “Arborist Report for The Oaks, City of Thousand Oaks, California”, (Dudek, March 2022) was prepared to document trees within The Oaks. Within the 42.9-acres, the survey identified 578 trees. Of these, 430 trees (325 oak trees and 105 landmark trees) meet the criteria for regulation under the Municipal Code. The remaining 148 trees do not meet the criteria for regulation under the Municipal Code.

Per Municipal Code mitigation requirements, one 36-inch box and two 24-inch box oak trees (or like species) will be planted for every protected tree removed. Also pursuant to the Municipal Code, for every landmark tree removed, one 36-inch box and two 24-inch box sycamore (or like species) will be planted. Pruning of existing trees that have trunks located below the top of bank of the drainage is not anticipated. Should it be found pruning is required, all trees will pruned in accordance with Appendix F of the Arborist Report and ANSI A300 pruning standards. All pruning will be completed under the supervision of an International Society of Arboriculture (ISA) certified arborist. All pruning will be documented by the project arborist during the construction phase.

Refer to Section 3.1, Land Use Plan, and Section 3.3, Landscape Plan, for a discussion of oak tree and landmark tree removal/encroachment and mitigation of removals/encroachments.
Chapter II – Context, Cont.
The Oaks Specific Plan

2.2.7 PPD Guidelines for Residential, Institutional and Industrial Projects

On July 25, 2006, the City Council approved Resolution No. 2006-108, adopting guidelines and standards for evaluating the design and construction of residential, industrial, and institutional projects within the City. The purpose of these guidelines are to foster beautiful architecture with proper massing and forms, use materials compatible with the general aesthetic of Thousand Oaks, and to contribute to the cultural enhancement of the City. This Specific Plan supersedes these guidelines, but this document includes more comprehensive design guidelines and standards specific to the proposed architecture, as described in Chapter V of this Specific Plan.

2.2.8 Standard Conditions for Commercial, Residential, and Industrial Projects

On February 14, 1995, the City Council approved Resolution No. 95-20, adopting standard conditions of approval for commercial, residential, and industrial projects. Individual applications and subsequent permits within The Oaks shall comply with all applicable standard conditions of approval.

2.2.9 Guidelines and Standards for Landscape Planting and Irrigation Plans

On October 23, 2007, the City Council approved Resolution No. 2007-116, adopting revised guidelines and standards for landscape planting and irrigation plans.

The Oaks will be in full conformance with The City of Thousand Oaks' Guidelines and Standards for Landscape Planting and Irrigation Plans. Specifically, the plant material will be drought tolerant, incorporating both native and climate-adapted species suitable for The Oaks while ensuring a sitewide plant factor of 0.5 or less. Planting will be installed such that plants of similar hydrozones will be grouped together. All plant material will be watered by an automated, weather-based irrigation system utilizing drip tubing and/or micro sprays for understory planting and bubblers for trees. The irrigation system will include flow and wind sensors for optimum efficiency. The landscape and irrigation design will be compliant with the Model Water Efficiency Landscape Ordinance.
2.2.10 Manufactured Slope Separation Guidelines

The City Council adopted Resolution No. 79-365 on September 18, 1979. That Resolution established manufactured slope separation guidelines in hillside terrain. Although The Oaks has existing improvements and structures and most of The Oaks consists of slopes with less than 10% gradient, the grading design associated with the redevelopment areas will comply with the regulations in the Resolution. The Oaks will utilize manufactured slopes with a slope height of less than 25 feet. If a manufactured slope is greater than 25 feet in height, it will be screened from public view by the surrounding landscape buffer and existing terrain at The Oaks so that the slope is not visible from the 101 Freeway or adjacent perimeter streets, Thousand Oaks Boulevard or Lakeview Canyon Road. Contour grading techniques will be used to the extent practicable to blend manufactured slopes with the existing slopes and landscape areas.

2.2.11 Thousand Oaks Boulevard Specific Plan

The Oaks is outside the boundaries of the Thousand Oaks Boulevard Specific Plan (TOBSP) and is located over ¾ of a mile east of the TOBSP. However, as The Oaks is also partially located on Thousand Oaks Boulevard, the relationship between the two specific plan areas was closely evaluated as part of the development of The Oaks Specific Plan. The TOBSP (p. 37) states that the long-range vision for Thousand Oaks Boulevard is “...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”.

The TOBSP contains guidelines that are to “...act to guide the planning process...for creating a viable, self-sustaining, pedestrian safe and friendly downtown core.”

Gateway will add to the customer base of proximate retail uses within walking/bicycling distance (including those within the TOBSP area and at the Promenade).

Walking and cycling pathways connect uses at The Oaks. The existing Easement in favor of The Oaks provides vehicular and pedestrian access across the Promenade to and from Thousand Oaks Boulevard. This connection will facilitate synergy between The Oaks and proximate retail uses, and this connectivity will encourage a pedestrian friendly way of life.

A main objective of The Oaks is to ensure a walkable and connected village within which its diverse land uses can coexist. The provision of walking and cycling opportunities within The Oaks and to adjacent uses will promote the health and wellbeing of residents.
and employees alike, while simultaneously reducing vehicle miles traveled. The area around the Oaks is primarily office and commercial. Gateway will provide a much-needed residential population that will benefit local retail and commercial business, that will bring greater vitality and activation to the neighborhood through the establishment of a 24/7 campus.

2.2.12 Bicycle Facilities Master Plan

The main purpose of the City of Thousand Oaks Bicycle Facilities Master Plan (November 2010) is to “…encourage the development of an integrated bicycle system throughout Thousand Oaks with connections to other regional bike systems” (p. 8).

Thousand Oaks Boulevard adjacent to The Oaks contains a Class III Bike Route. A Class III Bike Route is identified as providing “…shared use with pedestrian or motor vehicle traffic and are identified only by bike route signing. Bike routes are typically along high demand corridors.”

The Oaks’ on-site access drives provide adequate space for both bicycle and vehicular travel with 25-foot minimum roadways allowing residents and employees use of their bicycles for transportation and connection into the City’s regional bikeway system, including the Class III Bike Route along Thousand Oaks Boulevard at the northerly boundary of The Oaks.
III. PLANNING COMPONENTS

3.1 Land Use Plan

3.1.1 Introduction

There are two geographical areas that constitute The Oaks, as shown on Exhibit III-1, The Oaks' Planning Areas. Both have a separate land use designation, which are designed to complement each other and to create a village atmosphere. Planning Area 1 contains 8.8 net acres and Planning Area 2 contains 34.1 gross/net acres. The Oaks' planning areas are discussed in detail in the following subsections.

3.1.2 Planning Area 1 – Gateway

Gateway provides 264 apartment homes in four complementary, low-rise residential buildings\(^1\) that are designed primarily with two- and three-story elements, situated over one level of underground parking. This building format focuses on the natural beauty of The Oaks and avoids large expanses of parking areas, as shown on Exhibit III-2, Planning Area 1 – Gateway).

Gateway will be a dynamic residential campus wherein its residential buildings are bisected by a generous, open amenity courtyard that will function as a hub for resident and social activities. The design will be compatible with that of One Baxter Way, while establishing its own unique character, with a modern architectural style that focuses on human-scaled elements. The residential atmosphere will sit nestled behind the mature perimeter oak trees and provide a convenient pedestrian connection to nearby retail and office spaces.

Gateway will create a series of moments along meandering pathways where the buildings are revealed within the dense landscape. The majority of Gateway’s amenities have been provided adjacent to the residential buildings or oriented from Gateway southwest parallel to the existing streambed (adjacent to The Oaks on the Promenade site). Buildings A2 and B1 (which are the westerly-most buildings) will have a roof terrace space on its corners, to both step down the massing and to provide engaging amenity spaces that overlook the new and existing landscapes surrounding Gateway. A tutoring center to accommodate the tutoring of students will also be provided.

---

\(^1\) Although the Specific Plan describes there are four buildings, two of the buildings are attached at the ground floor and are separated by an internal courtyard.
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

**Exhibit III-1 - The Oaks’ Planning Areas**
The Oaks Specific Plan
The design vision emphasizes enhanced open space between buildings, massing articulation, shadowed exterior wall features in the form of a saw-tooth façade design and higher-end textured materials (including vertical siding panels and 20/30 finish plaster). The exterior elevations are further enhanced with private balconies, ground floor patios and a stepped-down two-story element at the north corner of Building A2 and at the southwest corner of Building B1 that lessen the overall building scale and bring an engaging amenity roof terrace space at the corner that will enhance the visual connection to the expansive Gateway Garden.

Gateway provides housing near a workforce center. Affordable housing, as well as housing for other market segments that need housing close to a workforce center, is provided by Gateway. Gateway includes thirty-four affordable homes, sixteen of which are designated for very low-income residents and eighteen of which are designated for low-income residents.

3.1.3 Planning Area 2 – Industrial Park

The existing One Baxter Way industrial office building is in Planning Area 2. It was approved by the City Council in 1978, and building permits were subsequently issued in 1979/1980 for the construction of a 416,941-square-foot office building. In 2006, the Planning Commission approved SUP 2006-70210, allowing multi-tenant use within One Baxter Way, with a total leasable area of 308,305 square feet.

A parking structure for One Baxter Way will be provided in Planning Area 2 to replace existing parking that will be removed to accommodate Gateway. The staff report for the July 10, 2006, meeting of the Planning Commission reviewed the specific parking requirement that was approved by the City Council for One Baxter Way. According to the staff report, the specific parking requirement was approved in part due to the large amount of unusable common area within the building. Per the staff report, the “...project was completed with 1,253 parking spaces (including 60 tandem spaces) provided for the facility”.

As part of the Planning Commission’s review of the 2006 SUP, a parking analysis was prepared (Walker Parking Consultants). That analysis determined that multi-tenant use of the building would result in a parking surplus of 549 spaces (when fully occupied).

Parking to be provided within the structure (as well as surface parking at One Baxter Way) are discussed below in Section 3.2.
In addition to One Baxter Way and its parking structure, industrial park uses are allowed in Planning Area 2. The Thousand Oaks General Plan update process has identified all of Planning Area 2 as “Industrial Flex”. This designation allows industrial, R&D, offices, and supportive retail with limited commercial uses. The Oaks Specific Plan designates PA2 as industrial park, consistent with the municipal code, and compatible with the intent of the General Plan update land use classification, as shown on Exhibit III-3, Planning Area 2 – Industrial Park.

3.2 Circulation Plan

3.2.1 Vehicular Circulation

The Oaks is immediately accessible to the 101 Freeway via the Westlake Boulevard and Lindero Canyon Road exits. Primary vehicular access for The Oaks will continue to be via Baxter Way from two access points along Lakeview Canyon Road. Additional access is provided from Thousand Oaks Boulevard through Promenade Way via an existing access easement in favor of The Oaks, as shown on Exhibit III-4, Vehicular Circulation and Access Plan. An existing gate is open from dawn to dusk. No changes will be made to this existing access easement.

Gateway residents and guests will access the residential buildings via the driveway to the existing One Baxter Way parking area on Lakeview Canyon Road, which results in a complementary, beautified, and efficient use of that driveway onto a public roadway. During the weekday morning peak commuter period between 8:00 and 9:00 a.m., One Baxter Way and Westlake High School-related traffic is primarily arriving, while Gateway-related traffic is mostly departing, splitting southerly and northerly. Atypically, afternoon peak trips occur when Westlake High School (located immediately adjacent to The Oaks) closes between 2:00 and 4:00 p.m., which precedes Gateway returning home trips between 5:30 and 6:30 p.m.

Internal private drives are designed to accommodate daily vehicular traffic, bicycles, pedestrians and emergency access to Gateway as well as to uses within Planning Area 2, including One Baxter Way and its parking structure. As shown on Exhibit III-5, Street Sections, the internal drives will consist of 25-foot-wide, 30-foot-wide, 33-foot-wide, and 36-foot-wide roadways. The main entry drives from Lakeview Canyon Road will have wider widths, 33-foot-wide and 36-foot-wide access drives, as these primary roads funnel traffic into The Oaks. Branching off from the main entry drives are narrower access drives with 25-foot-wide and 30-foot-wide roadway to accommodate the variety of surface parking configurations off each access drive (single loaded, dual loaded and no on-street parking).
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-4, Vehicular Circulation & Access Plan

The Oaks Specific Plan
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-5, Street Sections
The Oaks Specific Plan
Additionally, portions of the access drives will have wider road widths to provide for turning movements of larger delivery trucks, trash trucks and fire/emergency vehicles. The conceptual design of the internal access roads has been approved by the Ventura County Fire Department for fire access and safety requirements, including minimum turning radii, road widths, fire lane markings, fire hydrant/standpipe locations and hose pull lengths, as shown on Exhibit III-6, Fire Access Plan.

Thousand Oaks Boulevard and Lakeview Canyon Road are main arterial streets, as shown in the Circulation Element of the General Plan, with 108-foot-wide and 84-foot-wide rights-of-way, respectively.

3.2.2 Parking

To replace existing surface parking areas, which will be part of Gateway’s residential area, a four-level parking structure will be constructed in the southwest portion of The Oaks to serve One Baxter Way. The parking structure in PA 2 will provide 925 parking spaces. Pedestrian access from the ground level of the parking structure to the ground level of One Baxter Way will be provided, with an at-grade crossing of its access street. This direct connection will enable employees and guests to conveniently access One Baxter Way from the parking structure. In combination with the 176 office surface parking spaces that will remain, and the construction of 178 new office surface parking spaces, a total of 1,279 parking spaces will be provided for the office use. The 1,279 office parking spaces to be provided exceeds the existing 1,245 office parking spaces by 34 spaces (per SUP 2006-70210, adopted by the City Council).

In addition to parking provided for the existing office building, parking will also be provided for Gateway. Parking for guests and residents of Gateway will be provided per the City of Thousand Oaks Municipal Code as follows: Buildings A1/A2 will provide 150 subterranean parking spaces for residents and Buildings B1/B2 will provide 124 subterranean parking spaces for residents; 29 surface parking spaces will also be provided for the residents’ use. An additional 132 surface parking spaces will be provided for the residents’ guests. Altogether, a total of 435 parking spaces will be provided for Gateway, meeting the municipal code requirement of 435 spaces without utilizing reductions offered by the State Density Bonus Law.

The potential for overflow parking from nearby uses was considered in the design of Gateway. Gateway parking areas have been designed with discreet and secure resident entries to limit access to the majority of residential parking spaces. The surface parking distributed around Gateway will be dedicated to either assigned resident parking or guest parking and will be clearly marked with restrictions to deter any parking overflow from surrounding uses from coming onto Gateway.
As part of reconfiguring The Oaks to provide Gateway and the One Baxter Way parking structure, on-site access roads and parking areas will be modified to integrate these features into the overall built area, as shown on Exhibit III-4, Vehicular Circulation and Access Plan.

3.2.3 Pedestrian Circulation and Facilities

The Oaks will provide superior pedestrian, bicycle, and vehicular circulation with linkages between The Oaks and Gateway amenities. Both walking pathways and bicycle routes are included to connect uses at The Oaks and Gateway amenities, as shown on Exhibit III-7, Connectivity Plan. A walkway is provided between the parking structure and One Baxter Way, providing direct access from the parking structure to One Baxter Way. Additionally, Gateway includes 154 bike parking stalls for residents and 22 short-term bike parking racks for guests (provided within 200 feet of the entrances to Gateway residences). These amenities will provide residents areas to exercise and walk their pets. Exhibit III-7 also shows connectivity within The Oaks and to off-site office and retail uses. The Easement between The Oaks and the Promenade allows vehicular, pedestrian and bicyclist ingress and egress to and from Thousand Oaks Boulevard. An existing gate access is closed from dusk to dawn for security at The Oaks. This connectivity will encourage a pedestrian friendly way of life.

3.2.4 Public Transit

Public transportation is conveniently available to serve The Oaks, with a bus stop located at the corner of Thousand Oaks Boulevard and Lakeview Canyon Road, with hourly stops along the Route 43 TOB Express, which connects to the Thousand Oaks Transit Center and its network of bus routes throughout the region. There is also a bus stop on Thousand Oaks Boulevard and Via Merida, with five other bus stops within approximately one-half mile, providing service connections along South Lakeview Canyon Road, Hampshire Road, Hillcrest Drive, Moorpark Road, Westlake Village and the Thousand Oaks Transit Center.
3.3 Landscape Plan

3.3.1 Landscape Concept Plan

The Oaks’ landscape concept is born from the natural vernacular of Thousand Oaks and the surrounding area. The dry rolling hills dotted with evergreen canopy trees, and the green ribbons that mark the ravines and swales form a pattern that is unique to the region. These influences formed the landscape approach for The Oaks, celebrating the native landscape as an expansive carpet on which both residential uses and industrial park uses reside.

The landscape concept is applied at two scales, more broadly linking The Oaks holistically as a village, and at the human scale, defining the sense of place for The Oaks, each of which is discussed below and shown on Exhibit III-8, Illustrative Concept Plan, Exhibit III-9, Landscape Concept Plan.

Landscape materials and design details will be used to enhance the natural setting of The Oaks (refer to Chapter V, Design Guidelines), provide safe pedestrian experiences, encourage social engagement, and reinforce a sense of community and connection.

Interior streetscapes and parking areas will be well shaded by a canopy of trees that increase the urban forest of Thousand Oaks, reduce heat and glare, and establish pedestrian and automobile traffic patterns into and throughout The Oaks.

The perimeter of The Oaks will provide residents and neighboring properties with a shared benefit of abundant planting areas, contributing to the aesthetic quality of the larger community. Entry points to the campus are defined by pedestrian-scaled walks, large trees, and extensive understory planting.

Village Scale

The Oaks is characterized most notably by the existing mature canopy trees that originated with the construction of One Baxter Way in the early 1980’s. The landscape vision builds on this vernacular, adding trees in loose drifts emulating the natural landscape of the region, and bringing in the next generation tree canopy. Reflecting resilience and sustainability, portions of the existing lawn, where the One Baxter Way parking structure is located, will be removed to accommodate the new trees, consistent with oak forest and native hillsides, reducing overall water demand.
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-9: Landscape Concept Plan
The Oaks Specific Plan
Pedestrian Scale

With the addition of Gateway to The Oaks, the broader landscape identity of the native hillside landscape is purposely translated to a more human or pedestrian scale to define key elements that characterize the residential identity. The sinewy quality of the natural landscape remains consistent as The Gateway Garden unifies Gateway, as discussed in detail below.

The Gateway Garden

The Gateway Garden is a naturalistic garden that links the residential buildings of Gateway, extending meandering pathways and low water use plant materials from the surface parking along Lakeview Canyon Drive, to the new parking structure for One Baxter Way. The linear garden, created for Gateway residents, immerses them in an undulating native landscape that recalls the colors, textures, and patterns of the local chaparral plant communities. This network of pathways and seating areas connect pedestrians to a collection of discrete residential amenities for passive recreation and gathering. Exhibit III-9, Landscape Concept Plan, establishes the elements of the Gateway Garden. Among the features of the Gateway Garden are:

- **Pool Terrace** – The Pool Terrace sits between the residential buildings as a unifying social element. Unlike the more common geometric pools, Gateway's pool draws influence from Thomas Church's iconic amoeba-shaped pool in the Donnell Residence, resembling a naturally occurring pond that lies between the residential buildings.
• **Residents’ Terrace** – The Residents’ Terrace is an elevated perch connected to the fitness and lounge spaces. The terrace includes a barbecue island and seating/dining areas.

• **The Green** – The Green is a central gathering lawn to provide both a passive recreation and an open play area for the residents.
• **The Oak Yard** – The Oak Yard is a children’s play space adjacent to The Green that will repurpose trees removed during construction to create adventure play elements for climbing and nature play.

• **Watershed Garden** – The Watershed Garden is a residential garden located adjacent to the One Baxter Way parking structure. Anchored by a series of existing canopy trees, the Watershed Garden offers an opportunity for native plant education within an intimate seating area organized around the lowest point of the Gateway Garden. The layout of plant material abstracts the idea of a pond or wetland that would be found naturally at the low end of a ravine or watershed.
- **The Patio** – The Patio is a small gathering space organized around a fire pit on the south side of the southern residential building. This space will create a unique sense of arrival for both existing and potential residents finding their way to the leasing office.

- **The Dog Park** – In order to maintain the quality of the landscape, a dedicated dog area is provided to offer residents a specific space for their dogs and to offer an additional meeting place for people. Artificial turf will not be utilized.
• The Courtyards – The courtyards form the central spaces around which residential buildings are organized. The spaces provide the most intimate and human-scaled spaces within The Oaks, and are focused on seating, small gathering, and outdoor dining for the residents.
3.3.2 Planting and Irrigation Plan

The Planting Plan for The Oaks, which describes the understory plant communities beneath the existing and oak, sycamores and complementary species to be planted (as shown on Exhibit III-10, Understory Planting Plan), includes both native and climate-adapted shrubs and groundcover (refer also to Exhibit III-11, Planting Palette). Care was taken in the development of the Planting and Irrigation Plan to ensure that impacts to the offsite drainage at the Promenade would not be impacted. These species will minimize water consumption and require only modest maintenance to ensure their success. The plant palette will enhance and expand the natural ecology for The Oaks, fostering habitat for birds, pollinators, and small animals. Shrubs and groundcover will be planted to ensure they share similar water requirements and common hydrozones with the existing and trees to be planted. As the native oak trees are particularly sensitive to water, shrubs requiring very low water volumes, or inert materials such as mulch or cobble, will be installed within the drip line.

All landscaping will be watered with an automatic, high-efficiency irrigation system that includes weather and flow sensors. Drip tubing and/or micro spray will be used to minimize over spray and evaporation.

All landscaping and irrigation improvements for The Oaks shall be designed and installed in accordance with the City of Thousand Oaks’ Guidelines and Standards for Landscape Planting and Irrigation (Resolution No. 2007-116). All landscape plans for The Oaks shall demonstrate compliance with the State of California Model Water Efficiency Landscape Ordinance (MWELO).

3.3.3 Oak and Landmark Tree Replacement Plan

During construction of One Baxter Way, 578 trees were planted. Under existing Thousand Oaks municipal code, 327 of these trees are now designated as protected oak trees and 93 protected landmark trees (92 western sycamore and one [1] California black walnut). With Gateway and the replacement parking structure for One Baxter Way, direct impacts to a majority of the regulated oak trees are avoided (as discussed in “Arborist Report for The Oaks, City of Thousand Oaks, California”). With the development of Gateway and the parking structure for One Baxter Way, five oak trees and 26 landmark trees will be removed, leaving over 92 percent of the protected trees preserved in place, as depicted on Exhibit III-12, Existing Tree and Removal Plan. Although not anticipated, if final design for Gateway and the parking structure result in additional tree impacts or if during construction, unforeseen tree impacts occur, a tree permit will be obtained, and mitigation will be provided.
### Exhibit III-11, Planting Palette

The Oaks Specific Plan
Per City mitigation requirements, one 36-inch box and two 24-inch box oak trees (or like species) will be planted for every oak tree removed, which means there will be 15 new oak trees (or like species) growing in the city. Also pursuant to the City of Thousand Oaks Municipal Code, for every landmark tree removed (Western Sycamores), one 36-inch and two 24-inch box sycamore (or like species) will be planted. With construction of Gateway and the One Baxter Way parking structure, 26 landmark trees will be removed and replaced with 78 new trees.

Thus, 78 new sycamore trees (or like species) and 15 oak trees (or like species) will be planted, a net gain of 62 trees in the city. These trees will be planted either within Gateway, around One Baxter Way or within an offsite location selected in conjunction with the Conejo Parks and Recreation District (Exhibit III-13, Replacement Tree Plan).

Although not anticipated, should additional protected trees need to be removed, each removed tree will be replaced, per City of Thousand Oaks’ requirements, with one (1) 36” box and two (2) 24” box trees. Replacement trees will consist of, in order of preference by the City, valley oak (Quercus lobata) and coast live oak (Quercus agrifolia).

### 3.3.4 Thousand Oaks Boulevard and Lakeview Canyon Road Interface

The existing landscape along the frontage of The Oaks with Thousand Oaks Boulevard and Lakeview Canyon Road was augmented in 2021, as documented in Table III-1.

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Size</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arctostaphylos ‘Emerald Carpet’</td>
<td>Carpet Manzanita</td>
<td>1-gallon</td>
<td>39</td>
</tr>
<tr>
<td>Ceanothus H. ‘Yankee Point’</td>
<td>Yankee Point California Lilac</td>
<td>5-gallon</td>
<td>29</td>
</tr>
<tr>
<td>Cistus salvifolius ‘Prostratus’</td>
<td>Sageleaf Rockrose</td>
<td>1-gallon</td>
<td>89</td>
</tr>
<tr>
<td>Erigeron karvinskianus</td>
<td>Santa Barbara Daisy</td>
<td>Plugs*</td>
<td>942</td>
</tr>
<tr>
<td>Galvezia speciosa</td>
<td>Island Snapdragon</td>
<td>1-gallon</td>
<td>157</td>
</tr>
<tr>
<td>Heuchera sanguinea</td>
<td>Coral Bells</td>
<td>1-gallon</td>
<td>146</td>
</tr>
<tr>
<td>Lomandra longifolia breeze</td>
<td>Dwarf Mat Rush</td>
<td>1-gallon</td>
<td>128</td>
</tr>
<tr>
<td>Muhlenbergia rigens</td>
<td>Deer Grass</td>
<td>1-gallon</td>
<td>170</td>
</tr>
<tr>
<td>Oenothera berlandieri</td>
<td>Mexican Primrose</td>
<td>1-gallon</td>
<td>300</td>
</tr>
<tr>
<td>Penstemon heter. Margarita Bop</td>
<td>Margarita Bop Beardtongue</td>
<td>1-gallon</td>
<td>125</td>
</tr>
</tbody>
</table>
Supplementing the existing canopy trees and understory planting with native and climate-adapted shrubs will provide additional screening of The Oaks as it matures. The planting enhancements extend the local landscape vernacular of planted parkways, medians, and setbacks, creating generous planted corridors that support habitat and beautify these important transportation corridors.

To protect the integrity of the buffer planting and minimize short cuts and the establishment of desire lines, a 60" steel picket fence will be installed at the back of sidewalk, outside of the public right-of-way, along both Thousand Oaks Boulevard and Lakeview Canyon Road (as shown on Exhibit III-9 Landscape Concept Plan). Care was taken in the placement of the perimeter fence to ensure that no impacts would occur to existing trees. The fence will maintain visual transparency, and allow plant material to grow through it, obscuring its visibility.

<table>
<thead>
<tr>
<th>Westringia fruiticosa</th>
<th>Coast Rosemary</th>
<th>15-gallon</th>
<th>25</th>
</tr>
</thead>
</table>
* Very small native species are often planted as plugs as larger specimens are often not available in nurseries.
Chapter III – Planning Components, Cont.

The Oaks Specific Plan
3.4 Grading Plan

The Conceptual Grading Plan for The Oaks (Exhibit III-14) is designed to respect existing grades, to minimize export quantities and to maintain existing drainage patterns. The Slope Analysis Map (Exhibit III-15) illustrates the slope percentages throughout The Oaks in its existing condition with One Baxter Way and its surrounding surface parking areas and common landscape/open space areas. Based on the Conceptual Grading Plan, approximately 84,481 cubic yards of material (earthen soil and asphalt from surface parking areas) will be exported from the site as part of the overall grading operation (including remedial grading and estimated soil shrinkage with recompaction) to accommodate Gateway and the One Baxter Way parking structure.

Grading is designed to preserve existing trees (to the extent feasible in building areas) and to preserve the large, landscaped berm along the southerly boundary of The Oaks (adjacent to the 101 Freeway) to screen The Oaks from passing traffic. Disturbance from grading activities will occur primarily in areas where surface parking for One Baxter Way is located. The approximate grading limits for Gateway and the replacement parking structure for One Baxter Way are shown on the Conceptual Grading Plan. Consequently, there will be minimal impacts to existing open space areas within The Oaks. Although The Oaks extends west within the School House Canyon drainage (located adjacent to The Oaks at its interface with the Promenade), grading and development will not go beyond the easterly top of bank to ensure that no impacts will occur to that drainage, nor will impacts occur to the dense landscaping along the edges of The Oaks.

As shown on the Conceptual Grading Plan, the large, landscaped berm along the southerly boundary maintains the visual barrier into The Oaks from the 101 Freeway. Additionally, the parking structure for One Baxter Way and the Gateway residential buildings will have a significant setback from the 101 Freeway, with the parking structure set back approximately 270 feet (from the closest point of the 101 Freeway to the parking structure) and the Gateway residential buildings set back approximately 950 feet (at the closest point of the 101 Freeway to the nearest Gateway residential building).

The residential buildings in PA 1 include two- to three-levels of residences and one subterranean level of parking. The maximum height of the residential buildings is no more than 50 feet above average finished grade, with the majority of the residential buildings’ height approximately 35 feet above average finished grade. The parking structure in PA 2 has an average height of 46’-8” above average finished grade.
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-14, Conceptual Grading Plan
The Oaks Specific Plan
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-15, Slope Analysis
The Oaks Specific Plan
A grading permit will be required, with a description of the grading activities, including haul route, number of truck trips per day, proposed hours of operation, traffic control measures and identification of a disposition location. Gateway and the One Baxter Way parking structure will not involve grading impacts to 25% or greater of the natural terrain.

3.5 Infrastructure Plans

3.5.1 Water Plan

California Water Service provides water service to The Oaks. Water facilities will be provided from the existing backbone infrastructure (8-inch and 10-inch lines) which serve One Baxter Way via its connection to the 12-inch water main in Lakeview Canyon Road (Exhibit III-16, Water Plan). Eight-inch water lines will loop the Gateway residential buildings and the One Baxter Way parking structure in the surrounding access drives, extending from existing on-site facilities, to provide a robust and redundant system for domestic, fire safety and irrigation services. Fire hydrants will be located along the on-site access drives, per Ventura County Fire Department requirements for spacing, access and fire flow for emergency services. Water stub outs for service from the water system will be provided to connect to future industrial park uses.
3.5.2 Sewer Plan

Triunfo Sanitation District provides wastewater service to The Oaks. Wastewater service will be provided by connecting into the 15-inch sewer main that runs along the northwest boundary of The Oaks (Exhibit III-17, Sewer Plan). Sewer connections from Gateway will be routed in the access drives to the existing sewer main. Provision of the parking structure for One Baxter Way requires the relocation of a segment of the existing sewer line that serves One Baxter Way. A sewer line will be rerouted around the south and west faces of the One Baxter Way parking structure in the surrounding access drives to provide service to One Baxter Way. A sewer stub out from the sewer system will be provided to serve the future industrial park uses in Planning Area 2.

3.5.3 Drainage Plan

The Oaks' drainage is tributary to School House Canyon, which feeds into the downstream lakes of Westlake Village, Lake Sherwood, and Lake Eleanor, that are connected by Potrero Valley Creek. As shown on Exhibit III-18, Drainage Plan, The Oaks has three main drainage areas. The eastern drainage area is the portion of The Oaks east of One Baxter Way along Lakeview Canyon Road, which drains to the ravine in School House Canyon, with flows generally running south to north. The northwest drainage area is that portion of The Oaks, north and west of One Baxter Way fronting along School House Canyon, draining with flows generally running east to west. The southern drainage area consists of One Baxter Way and the large, landscaped berm, which fronts along the 101 Freeway, with flows general running to the south and being collected in an inlet that connects into the 101 Freeway’s storm drain system.

As shown on the Drainage Plan, the on-site storm drain system will be reconfigured from the existing storm drain system to realign portions of the system which run through the Gateway residential buildings and the One Baxter Way parking structure. To minimize any disturbance to the natural drainage, the reconfigured storm drain system will utilize all existing outlet structures discharging into School House Canyon; therefore, no improvements are proposed within the drainage course.
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-17, Sewer Plan

The Oaks Specific Plan
3.5.4 Water Quality Plan

Currently, runoff from the large surface parking areas that serve One Baxter Way is conveyed and discharged into the natural arroyo in School House Canyon, along the western edge of The Oaks, without any stormwater treatment, which negatively effects the health of the arroyo’s habitat and downstream drainages. However, these large existing surface parking areas will be reduced in size and replaced with a parking structure and the Gateway residential buildings, resulting in an increase in pervious areas at The Oaks (as shown in Table III-2, Comparison of Existing and Proposed Impervious Areas) and better water quality for runoff discharged into School House Canyon and downstream drainages.

**Table III-2**
Comparison of Existing and Proposed Impervious Areas

<table>
<thead>
<tr>
<th>Existing Condition – Impervious Area*</th>
<th>Proposed Condition – Impervious Area*</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.8 acres</td>
<td>9.9 acres</td>
<td>-0.9 acres</td>
</tr>
</tbody>
</table>

*Of the approximate 14.2 acres of disturbance to accommodate Gateway and the One Baxter Way parking structure, 9.9 acres will be impervious

The Drainage Plan for The Oaks will recapture stormwater, with on-site design features that maximize landscape areas and tree canopies to allow runoff to infiltrate. This design will also minimize surface flows across impervious areas by retaining rainwater in storm events to minimize stormwater runoff throughout The Oaks.

Site design and buildings configuration minimize impervious surfaces by utilizing a four-level parking structure for One Baxter Way and subterranean parking for Gateway, thereby providing more landscape areas than the existing surface parking area configuration, to collect runoff and allow infiltration.

Additionally, Best Management Practices (BMPs) for stormwater treatment will be provided and the storm drain system at The Oaks will comply with Low Impact Development and Regional Water Quality Control Board regulations per the MS4 permit to mitigate site runoff and promote water quality (refer to Exhibit III-19, Water Quality Plan).
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-19, Water Quality Plan
The Oaks Specific Plan
3.5.5 Utilities and Public Services

**Electricity**

Southern California Edison (SCE) provides electrical service to The Oaks. Electrical service will be fed off the primary SCE Distribution Vault (5025023) located at the northwest corner of Thousand Oaks Boulevard and Lakeview Canyon Road, via a main line extension in Lakeview Canyon Road, which connects into the existing onsite system for One Baxter Way. To serve Gateway and the One Baxter Way parking structure (as well as future industrial park uses), existing on-site facilities will require relocation within the internal access drives to avoid conflict with portions of The Oaks where residential buildings will be located. Refer to the Dry Utilities Plan, Exhibit III-20, for locations and alignments of the electrical facilities.

**Natural Gas**

The Southern California Gas Company (SoCalGas) provides natural gas service to The Oaks. Gas service for Gateway will be extended from the north side of Thousand Oaks Boulevard in a main line in Lakeview Canyon Road with lateral connections into the residential buildings, as shown on the Dry Utilities Plan, Exhibit III-20. Service to One Baxter Way will be provided off the existing gas line extending from the 101 Freeway at the northwest corner of The Oaks. Existing service to One Baxter Way will be rerouted from its current alignment, which traverses its parking structure location, and will be located within the access drives, which run along the west and south sides of the parking structure to One Baxter Way’s gas meter at the west end of the building, as shown on the Dry Utilities Plan.

**Solid Waste**

Refuse and recycling collection is provided to The Oaks by Athens Services. Waste areas within The Oaks will contain separate bins for recycling and trash. Since landscaped areas will be maintained by a common association or a management company, landscape contractors will haul the green waste or will dispose of it in a dedicated green waste bin on-site. Organic waste will be services consistent with the requirements of Assembly Bill 1826. Recycling and other information how the project reduces waste can be found in Section 5.6, Sustainability Guidelines.

**Communications**

Communications services by Frontier will be provided to The Oaks via existing facilities located in the northeast corner of The Oaks which are fed off Lakeview Canyon Road.
Conduit for The Oaks services will follow the electrical alignment in the on-site access roads as shown on the Dry Utilities Plan.

Cable

Cable services by Spectrum will be provided to The Oaks uses via existing facilities located in the northeast corner of The Oaks which are fed off Thousand Oaks Boulevard. Conduit for The Oaks services will follow the electrical alignment in the on-site access roads as shown on the Dry Utilities Plan.

Public Services

The Ventura County Sheriff's Department provides law enforcement services to The Oaks. A substation for the Sheriff's Department is located at 2101 East Olsen Road in Thousand Oaks, approximately nine miles from The Oaks.

The Ventura County Fire Department provides fire and emergency response service to The Oaks. The nearest station (Station 31) is located at 151 Duesenberg Drive in the City of Thousand Oaks. This station is approximately one-and-one-half miles from The Oaks.
Chapter III – Planning Components, Cont.
The Oaks Specific Plan

Exhibit III-20, Dry Utilities Plan
The Oaks Specific Plan
IV. DEVELOPMENT REGULATIONS

4.1 General Provisions and Definitions

4.1.1 General Provisions

In accordance with the Thousand Oaks Municipal Code ("TOMC"), Section 9-4.2102 (Permitted Uses in Specific Plan Areas), The Oaks Specific Plan governs permitted uses. In case(s) of conflict between a provision(s) of The Oaks Specific Plan and the TOMC (or other City regulations), the provisions of The Oaks Specific Plan shall take precedence.

If the language contained within The Oaks Specific Plan is either unclear, undefined or vague, the Community Development Director, or designee, shall interpret the language. The determination of the Director may be appealed to the Planning Commission and then to the City Council. Once a determination is made by the City Council, that decision shall be deemed final.

4.1.2 Definitions

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

Average Finished Grade: Average finished grade shall mean the average height of finished grade at each individual building face identified in Building Height, below. Each building elevation may have one or multiple average finished grade heights.

Building Height: Building height shall mean the average height of all the individual building faces of a structure on each elevation (not including building faces less than 10 feet wide). Each building face measurement shall be measured from average finished grade to the top of the parapet. Mechanical equipment and parapets set back a minimum of ten (10) feet from the face of the building shall not be included in the height measurement, provided they meet the height projections exceptions identified in Section 4.2.3 of this Specific Plan. Mechanical equipment and parapets setback less than 10 feet from the face of the building shall be included in the height of the building.

In the Building Height Example graphic, below, the building height of this elevation would be taken by averaging the 30-foot-tall portion over 130 feet of the total 190-foot length (68.42%) and the 35-foot-tall portion over 60 feet of the total 190-foot length (31.58%). Thus, the average height is 30’ x 0.6842 plus 35’ x 0.3158 = 31.579 feet.
Building Height Example

**Floor Area Ratio:** The standard for building intensity of industrial park uses within The Oaks is measured as floor area ratio (FAR). FAR is a measure of the total amount of building space (or “floor area”) compared to the area of Planning Area 2 (or portion thereof).

### 4.2 Development Standards – Planning Area 1 (Gateway)

#### 4.2.1 Allowable Development

Planning Area 1 allows high density residential development, with a density of 30 dwelling units per net acre. Within the 8.8-acre Gateway, a maximum of 264 multi-family dwelling units are allowed. Of this total, thirty-four are designated as affordable, with sixteen residences designated for very low-income residents and eighteen residences designated for low-income residents (refer to Exhibit III-2, Planning Area 1 – Gateway).

This density for Gateway corresponds to the “Mixed-Use Low” density residential designation under consideration with the Thousand Oaks General Plan Update (TO2045).
Chapter IV – Development Regulations, Cont.
The Oaks Specific Plan

4.2.2 Permitted Uses

Permitted uses within Planning Area 1 are identified in Table IV-1.

Table IV-1: Gateway Permitted Uses

<table>
<thead>
<tr>
<th>Planning Area 1 (Gateway) Permitted Uses</th>
<th>Approval Required*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Nurseries (Child Care Centers)</td>
<td>SUPA</td>
</tr>
<tr>
<td>Dish antennas over 18 inches in diameter</td>
<td>SUPA</td>
</tr>
<tr>
<td>Dog parks</td>
<td>P</td>
</tr>
<tr>
<td>Fitness facilities, Accessory (Indoor or Outdoor)</td>
<td>P</td>
</tr>
<tr>
<td>Home occupations</td>
<td>HOP</td>
</tr>
<tr>
<td>Large Family Day Care</td>
<td>SUPA</td>
</tr>
<tr>
<td>Park and recreational facilities, accessory</td>
<td>P</td>
</tr>
<tr>
<td>Parking structures and surface lot(s)</td>
<td>DP</td>
</tr>
<tr>
<td>Places of worship</td>
<td>SUP</td>
</tr>
<tr>
<td>Multi-family residential</td>
<td>RPD</td>
</tr>
<tr>
<td>Residential Care Facilities (Small)</td>
<td>P</td>
</tr>
<tr>
<td>Roof-top open space. Any roof-top amenities with amplified sound require a SUPA.</td>
<td>P/SUPA</td>
</tr>
<tr>
<td>Water Supply, per limitations of Sec. 9-4.2106(o) of the TOMC</td>
<td>P</td>
</tr>
<tr>
<td>Wireless communications facilities</td>
<td>SUP</td>
</tr>
<tr>
<td>Wireless communications facilities, small</td>
<td>SWF</td>
</tr>
<tr>
<td>Any other use determined by the Community Development Director to be within the general purpose and intent of the Planning Area</td>
<td>SUPA</td>
</tr>
</tbody>
</table>

* P = Permitted  
DP = Development Permit (Planning Commission or CD Director per Sec. 9-4.2804(a)(1) of the TOMC)  
HOP = Home Occupation Permit (CD Director)  
RPD = Residential Planned Development Permit (Planning Commission or CD Director per Sec. 9-4.2804(a)(2) of the TOMC)  
SUP = Special Use Permit (Planning Commission)  
SUPA = Special Use Permit Administrative (CD Director)  
SWF = Small Wireless Facility Permit (CD Director or City Engineer)
Temporary Leasing Complexes

Except as identified in below, temporary leasing complexes within the Specific Plan area shall comply with Section 8-1203 of the TOMC:

- Temporary leasing complexes shall be permitted within the Specific Plan area.
- Temporary leasing trailers may also be permitted and shall adhere to the same standards as those for a temporary real estate sales trailer.

4.2.3 Building Height

Main Buildings/Structures – Shall be calculated as defined in Section 4.1.2 of this Specific Plan and shall be limited to fifty (50’) feet in height.

Accessory Buildings/Structures – Accessory buildings/structures include such uses as recreation structures, restroom buildings, carports, and similar facilities, and shall be limited to a maximum building height of fifteen (15’) feet.

Building Height Exceptions – Roof attachments such as flagpoles, towers, wireless masts, television antennas, and similar diminutive roof attachments, stairway and elevator towers, and mechanical equipment, mechanical equipment screening and parapets (provided the equipment and screening/parapets are set back a minimum of 10 feet from the face of the building), may be erected above the height limits provided such roof attachments or any other similar device shall not exceed twenty (20’) feet above the prescribed height limit. Flagpoles, freestanding or constructed below the roof line of a building, shall not exceed a maximum height of twenty-five (25’) feet, measured from the adjacent finished grade.

4.2.4 Structural Setbacks

Structural setbacks within Planning Area 1 are identified in Table IV-2.
### 4.2.5 Building Separation

There shall be a minimum of (20) twenty feet of building separation between primary residential buildings. No building separation is required between a primary residential building and an accessory building, or between two accessory buildings.

### 4.2.6 Lot Area and Lot Coverage

**Minimum Lot Area Per Unit** – The minimum lot area per unit shall be 1,000 square feet.

**Maximum Lot Coverage** – The maximum lot coverage shall be 40 (forty) percent.

**Maximum Floor Area Ratio** – The maximum floor area ratio shall be 0.80.

### 4.2.7 Private and Common Open Space

**Common Open Space** – A minimum of 100 square feet per unit shall be devoted to common open space (for use by residents and their guests only), such as pools, active recreation, passive recreation, seating areas, barbecues, common roof decks, courtyards, and other similar uses. Common open spaces shall have a minimum dimension of 20 (twenty) feet and a minimum size of 500 square feet per open space amenity area.

**Private Open Space** – When provided, there shall be an average of 50 (fifty) square feet per balcony, patio, or other private open space feature with a minimum dimension of 6 (six) feet in either direction.

---

**Table IV-2: Planning Area 1 Structural Setbacks**

<table>
<thead>
<tr>
<th>Setback</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback from Lakeview Canyon Road</td>
<td>20 feet minimum, measured from property line</td>
</tr>
<tr>
<td>Setback from Thousand Oaks Boulevard</td>
<td>20 feet minimum, measured from property line</td>
</tr>
<tr>
<td>Setback to interior property lines abutting the Specific Plan area boundary</td>
<td>20 feet minimum</td>
</tr>
<tr>
<td>Setback to Planning Area 2 boundary</td>
<td>20 feet minimum</td>
</tr>
</tbody>
</table>
4.3 Development Standards – Planning Area 2 (Industrial Park)

4.3.1 Allowable Development

Prior to the adoption of this Specific Plan, Planning Area 2 contains the existing One Baxter Way and allows additional Industrial Park uses, in accordance with SUP 2006-70210 and the existing zoning designation of M-1 (Industrial Park).

One Baxter Way was approved in 1978 under Special Use Permit (SUP) 77-348. Building permits issued in 1979 and 1980 reflect a total building area of 416,941 square feet. In 2006, the Planning Commission approved SUP 2006-70210, allowing multi-tenant use within One Baxter Way, with a total leasable area of 308,305 square feet.

The staff report for the July 10, 2006, meeting of the Planning Commission reviewed the specific parking requirement that was approved by the City Council in 1978 for One Baxter Way. As part of the construction of One Baxter Way, 1,253 surface parking spaces (including 60 tandem spaces) were provided, responding to the specific parking requirement adopted by the City Council.

Upon adoption of this Specific Plan, a parking structure for One Baxter Way will be allowed in Planning Area 2 to replace existing parking that will be removed to accommodate Gateway (refer to Section 4.5, Parking).

In addition to One Baxter Way and its parking structure, Planning Area 2 allows for additional Industrial Park uses. Future building additions to One Baxter Way are also permitted. Future Industrial Park uses and/or building additions to One Baxter Way would be required to undergo environmental review and obtain applicable planning approvals as required by the California Environmental Quality Act (CEQA) and in accordance with the provisions of this Specific Plan.

The Thousand Oaks General Plan update process has identified all of Planning Area 2 as “Industrial Flex”. This designation allows industrial, R&D, offices, and supportive retail with limited commercial uses. In accordance with the intent of the recommended General Plan update designation, Planning Area 2 will include Industrial Park uses that are consistent with the municipal code and compatible with the Industrial Flex designation, as shown on Exhibit III-3, Planning Area 2 – Industrial Park.

4.3.2 Permitted Uses

Permitted uses within Planning Area 2 are identified in Table IV-3.
## Table IV-3: Industrial Park Permitted Uses

<table>
<thead>
<tr>
<th>Planning Area 2 (Industrial Park) Permitted Uses</th>
<th>Approval Required*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative, business and professional offices</td>
<td>SUP</td>
</tr>
<tr>
<td>Alcoholic beverage production and storage (e.g., craft beer) – with incidental tasting, food service and retail sales, without live entertainment</td>
<td>SUPA</td>
</tr>
<tr>
<td>Alcoholic beverage production and storage (e.g., craft beer) – with incidental tasting, food service and retail sales, with live entertainment</td>
<td>SUP</td>
</tr>
<tr>
<td>Banks and similar financial services</td>
<td>SUP</td>
</tr>
<tr>
<td>Day Nurseries (child care centers)</td>
<td>SUPA</td>
</tr>
<tr>
<td>Dish antennas over 18 inches in diameter</td>
<td>SUPA</td>
</tr>
<tr>
<td>Health clubs, fitness studios, dancing schools, gymnasiums, martial arts studios (less than 10,000 square foot gross floor area)</td>
<td>SUPA</td>
</tr>
<tr>
<td>Incidental uses clearly incidental or accessory to the main permitted use and compatible with the area</td>
<td>DP/SUP (if within 400’ of a residential zone)</td>
</tr>
<tr>
<td>Laboratories, experimental</td>
<td>DP/SUP (if within 400’ of a residential zone)</td>
</tr>
<tr>
<td>Medical and dental laboratories</td>
<td>DP/SUP (if within 400’ of a residential zone)</td>
</tr>
<tr>
<td>Parking structures and surface lot(s)</td>
<td>P</td>
</tr>
<tr>
<td>Research and development, biotech, innovation industries, small-scale incubator industries and other similar uses</td>
<td>DP/SUP (if within 400’ of a residential zone)</td>
</tr>
<tr>
<td>Restaurants, cafes, coffee shops, and other specialized food and beverage service establishments without alcoholic beverage consumption (up to 0.5% alcohol by volume)</td>
<td>SUP</td>
</tr>
<tr>
<td>Restaurants, cafes, and other specialized food service establishments with alcoholic beverage consumption (greater than 0.5% alcohol by volume)</td>
<td>SUP</td>
</tr>
<tr>
<td>Technology and life sciences</td>
<td>DP</td>
</tr>
<tr>
<td>Trade and training schools</td>
<td>DP</td>
</tr>
<tr>
<td>Wireless communications facilities</td>
<td>DP/SUP (if within 400’ of a residential zone)</td>
</tr>
<tr>
<td>Wireless communication facilities, small</td>
<td>SWF</td>
</tr>
</tbody>
</table>
Planning Area 2 (Industrial Park) Permitted Uses | Approval Required
---|---
Any other use determined by the Community Development Director to be within the general purpose and intent of the Planning Area | SUPA

* DP = Development Permit (Planning Commission or CD Director per Sec. 9-4.2804(a)(1) of the TOMC)
SUP = Special Use Permit (Planning Commission)
SUPA = Special Use Permit (CD Director)
SWF = Small Wireless Facility Permit (CD Director or City Engineer)

4.3.3 **Building Height**

Building Height – The maximum permitted building height shall not exceed seventy-five (75’) feet in height as Planning Area 2 is designated with the Height Limit Overlay Zone. In accordance with Article 33 of the Municipal Code, the Height Limit Overlay Zone is “…intended to be applied as an overlay zone…where it may be appropriate to consider a waiver of the building height specified under the underlying…zone to a maximum of seventy-five (75’) feet. It should be noted that the height of the existing building is approximately 45 feet.

Building Height Exceptions – Roof attachments such as flagpoles, towers, wireless masts, television antennas, and similar diminutive roof attachments, and stairway and elevator towers, may be erected above the height limits provided such roof attachments or any other similar device shall not exceed twenty (20’) feet above the prescribed height limit.

Flagpoles, freestanding or constructed below the roof line of a building, shall not exceed a maximum height of thirty-five (35’) feet, measured from the adjacent finished grade.

4.3.4 **Structural Setbacks**

Structural setbacks within Planning Area 2 are identified in Table IV-4.
Chapter IV – Development Regulations, Cont.
The Oaks Specific Plan

Table IV-4: Planning Area 2 Structural Setbacks

<table>
<thead>
<tr>
<th>Setback</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setback from Lakeview Canyon Road</td>
<td>100 feet to centerline of street</td>
</tr>
<tr>
<td>Setback from U. S. 101 Freeway</td>
<td>100 feet to centerline of Freeway or 20 feet to edge of right-of-way, whichever is greater</td>
</tr>
<tr>
<td>Setback to interior property lines abutting the Specific Plan boundary</td>
<td>None</td>
</tr>
<tr>
<td>Setback to Planning Area 1 boundary</td>
<td>20 feet minimum</td>
</tr>
</tbody>
</table>

4.3.5 Building Separation

Buildings shall meet the separations required as part of the California Building Code.

4.3.6 Building Coverage

Buildings and other structures shall not occupy more than fifty (50%) percent of the area for which a development permit is issued. The remaining area shall be used for open area, automobile parking, and circulation. The portion used for automobile parking and circulation shall be completely improved, surfaced, and marked for such purpose.

4.4 Parking

4.4.1 Parking Requirements

Gateway

For multiple-family residential units:
- Studios: 1 resident space/unit
- 1-bedroom units: 1 resident space/unit
- 1-bedroom plus den units: 1 resident space/unit
- 2-bedroom units: 1.5 resident spaces/unit
- Guest parking: 0.5 spaces/unit
One Baxter Way

Due partially to the uniqueness of the large amount of common area within the building, the City Council established a specific parking requirement for One Baxter Way of 1,253 spaces. One Baxter Way shall continue to be subject to this parking requirement.

Industrial Park

Additional Industrial Park uses that increase the square footage shall be subject to the following parking requirements:

- Business and professional offices: 1 space for 250 square feet of gross leasable floor area.
- Laboratories: 1 for each 500 square feet of gross floor area or 1 for every 2 employees on the largest shift, whichever is greater, plus 1 for each company vehicle, plus 1 for each 250 square feet of gross floor area for incidental office use.
- Research and development: 1 for each 300 square feet of gross floor area, plus 1 for each company vehicle, plus 1 for each 250 square feet of gross floor area for incidental research and development use.
- Restaurants and similar dining establishments: 1 for each 45 square feet of customer area and 1 for each 250 square feet of all other floor area; no additional spaces are required for outdoor customer dining areas within the seating limits set forth in Section 9-4.2523(a)(1) of the TOMC.
- Technology and/or life sciences and/or laboratories: 1 space for every 500 square feet of net floor area. A total of 20 percent of the net floor area may be devoted to an accessory office use without providing additional parking spaces. However, an accessory office use which exceeds 20 percent of the net floor area shall provide parking for the entire use at a ratio of one space per 300 square feet of net floor area.
- All other uses shall be pursuant to Article 24 of the TOMC.

4.4.2 General Parking Design Requirements

Parking with The Oaks Specific Plan area shall comply with TOMC Section 9-4.2402, except for the following standards, which shall supersede parking requirements in the TOMC.

Compact Parking — Up to 35 percent of the required parking within Planning Area 1 and Planning Area 2 may be satisfied by compact parking.
Tandem Parking – Tandem parking is allowed within Planning Area 1, provided the space is assigned to the same unit. Planning Area 2 may allow for tandem parking, provided it is served by an on-site valet service and subject to the approval of an Administrative Special Use Permit.

Shared Parking Agreements for Planning Area 2 – 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. Such uses may develop shared parking agreements to satisfy the parking requirements of The Oaks Specific Plan, in accordance with the following:

a). A minimum of 50% of the required parking must be met within Planning Area 2. Required parking must be calculated based on the land use that demands the largest amount of parking.

b). The shared parking spaces must be within a 1,200-foot walking distance from the entrance(s) to the use(s) that are subject to a shared parking agreement.

c). If shared parking spaces are located on different lots, 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.

d). 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 parking needs.

e). Shared parking agreements shall be recorded in the Office of the County Recorder and shall not be assigned to any other property, amended, or terminated without the written consent of the City.

4.4.3 Parking Lot/Structure Design

Parking lots within The Oaks shall comply with General Design Standards of Parking Areas in Section 9-4.2405 of the TOMC, except for the following standards, which shall supersede said parking requirements:

• All parking lot areas used exclusively for parking and turnarounds shall be designed and improved with grades not to exceed a maximum of five (5%) percent slope.

• Grades exceeding five (5%) percent slope shall be discouraged but may be approved in special circumstances as determined by the Public Works Director and the Community Development Director.

• All driveways within a parking garage shall be designed with slopes not to exceed a fifteen (15%) percent slope.
To reduce visual impacts of large parking lots, retain protected trees and for the efficient utilization of parking to facilitate development within The Oaks Specific Plan area, a total of two (2) single-level “below-grade parking structures” are permitted within Planning Area 1. Both “below-grade parking structures” or “multi-level above-grade parking structures” are allowed within Planning Area 2, as defined under Section 9.4.2405.5 of the TOMC. Below are the standards for a parking structure within The Oaks Specific Plan area:

- No minimum lot size for projects proposing a parking structure.
- Parking structures shall be located to minimize visual impact from adjacent streets.
- Parking structures shall use landscape screening to reduce visual impact of the parking structure.
- The specific location of the parking structure shall comply with the Thousand Oaks Police Department security and safety requirements.
- Any exposed portion of the parking structure shall be designed to minimize the use of blank facades through the combined use of appropriate architectural treatment such as heavy textured concrete, planters, openings, indentations, and/or projections of exterior walls to provide visual interest.
- All parking stalls within below-grade parking structures shall be primarily used for residents, owners, tenants, and employees. Visitor parking is encouraged to be at grade or within upper levels of the parking structure. Appropriate signing and circulation access devices shall be installed to assure compliance with this requirement.
- Separations between a multi-level above grade parking structure and other buildings shall comply with the Uniform Building Code.
- The height of the parking structure shall comply with the height requirements identified within The Oaks Specific Plan.
- Where no rooftop parking structure landscaping is provided, there shall be a transfer of parking landscape requirements to visible ground level locations. A total of ten (10) percent of the above-grade parking structure footprint shall utilize additional landscape adjacent to the parking structure.
- Parked vehicles located on roof decks, and within multi-level above-grade parking structures, shall be screened from public view from the adjoining street levels on each parking level by using architectural treatments, landscaping planters, trellises and/or decorative screen walls.
- Appropriate security measures shall be incorporated into the design of parking structures, which may include, without limitation, location of entrances, exits and openings, the use of security video systems, security gates, fencing, lighting, security patrols, twenty-four (24) hour surveillance, limited hours of operation, graffiti control measures and other means deemed necessary by the Thousand Oaks Police Department.
Chapter IV – Development Regulations, Cont.
The Oaks Specific Plan

- An eight (8)-foot, two (2)-inch minimum vertical clearance shall be required for all entrances and exits, including turnaround areas for vehicular required access. The vertical clearance dimension shall be measured from the finished surface of the parking level to the lowest structural surface, or electrical, plumbing, mechanical or signage appurtenance above.
- Parking structures shall comply with the provisions of all parking requirements identified in the TOMC with regard to parking stall dimensions, aisle widths, disabled parking, and the general design requirements for parking areas.
- Grades within a parking structure shall meet the following criteria:
  - All non-ramp areas shall not exceed two and one-half (2.5%) percent slope.
  - Ramps with parking spaces shall not exceed a five (5%) percent slope.
  - Ramps with a non-skid surface and no parking spaces shall not exceed a fifteen (15%) percent slope.
- If an access ramp is provided to a public street, all access points shall meet sight distance requirements as specified in the City Road Standards and shall be designed to the satisfaction of the City Traffic Engineer.
- Loading/unloading activities may occur and trash enclosures and recycling bins may be located within the parking structure, provided circulation is not obstructed when the trash/recycling is staged or when loading/unloading activities occur.
- Surface water, rainfall, and other forms of water runoff must be collected and diverted to the storm drain system. Water runoff may not be directed to the wastewater system.
- Interior architectural lighting with a uniform lighting level shall be provided, in accordance with the Building and Security Ordinance, Section 8-1.22 of the TOMC.
- Stand-alone parking structures shall provide variations in finish materials and colors at public entrances that include use of accent tiles, floor pavers, and other special wall, floor, and ceiling finishes and colors. Parking structures surrounded by a building are not required to meet this requirement.
- Parking structures may include landscape planters, light wells, and other amenities that provide a visually pleasing aesthetic effect.
- Parking structures shall provide either natural or mechanical ventilation.
- No on-building identification or advertisement signs, except directional or parking entrance signs, shall be allowed on the exterior elevations of a parking structure.

4.5 Signage

Signage within The Oaks shall comply with signage requirements of the TOMC (including those within the Freeway Corridor Design Guidelines (Resolution No. 91-172), Architectural Guidelines for Commercial Projects (Resolution No. 2005-11), and Precise Plan of Design Review Guidelines for Residential, Institutional, and Industrial Projects.
(Resolution No. 2006-108)), except for the following standards, which shall supersede said signage requirements:

- Signage along the 101 Freeway: No freestanding sign shall be readable from the 101 freeway right-of-way and no freestanding sign may be placed on the freeway frontage.
- Total Sign Area: one (1) square foot of area for each linear foot of the width of the front of the building. Total Sign Area is for wall signs only and does not include Monument signs.
- Number of Signs: If the number of signs proposed on any façade is equal to two or more, a sign program for the building and site shall be required. Signage proposed shall include, but not be limited to:
  a). Text description,
  b). Pictorial representation of the location of all sign locations,
  c). Dimensions, color, letter style, letter height, and sign type of all signs to be installed in conjunction with all proposed signs.
- Monument signs shall be limited to no more than thirty-two (32’) square feet exposed surface area on one side (maximum height of six [6’] feet including the base). There will be no more than one (1) monument sign per vehicular entry from a public right-of-way (excluding the 101 freeway).

The Community Development Director may permit one single-faced sign on any portion of a site to advertise the sale or lease in total of the property, identify a construction project, or announce a building project. Such sign shall not total more than thirty-two (32’) square feet in sign area. No portion of any sign permitted pursuant to the provisions of this section shall have a height of more than eight (8’) feet. Such sign shall be removed in accordance with the provisions of Section 94.2304 of Article 23.

**4.6 Lighting**

Except as identified below, lighting shall comply with the applicable provisions of the TOMC:

- Outdoor lighting shall not be more than 2.00 foot-candle (fc) at the property line.
- Outdoor lighting shall be shielded in a manner that prevents a direct line between its luminary and Gateway’s residences.
- Parking Lot Lighting. All parking lot illumination shall comply with the City’s parking lot standards as identified in the City’s Security Ordinance utilizing decorative light fixtures with heights not to exceed sixteen feet (16’) in height. Special design features within the light fixture, including lens and shielding devices, shall be
provided to avoid an over intensity of illumination and to direct illumination in a downward direction.

- All lighting utilized shall be located within landscaped areas, three feet (3’) from parking surfaces with twenty-four inch (24”) high concrete pedestals.
- All pedestals shall be painted the same color which shall complement one of the main wall colors of the buildings.
- Where pedestrian walkways occur, the height of these fixtures may be reduced in proportion to human scale. Use of bollard type lighting for safety adjacent to driveways is also encouraged for pedestrian traffic circulation. All lighting attached to these features shall be decorative, oriented in a downward direction, and downward shielded.

**4.7 Fences and Walls**

Except as identified below, fences and walls shall comply with the applicable provisions of the TOMC:

- Conceptual design and guidelines for fences and walls are included in Section 5.4.2 of this Specific Plan.
- Fences and walls shall have a maximum height of six (6’) feet.
- 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.
- Perimeter fencing to be added along the Thousand Oak Boulevard and Lakeview Canyon Road frontages will be located at the back of sidewalk, outside of the public right-of-way, and will be designed to maintain visual continuity between The Oaks and the public right-of-way.
- Chain link fencing is prohibited.

**4.8 Wireless Facilities**

Wireless facilities within The Oaks shall comply with the design requirements and procedures found within Article 44 of the TOMC.
Chapter V – Design Guidelines and Standards
The Oaks Specific Plan

V. DESIGN GUIDELINES AND STANDARDS

5.1 Introduction

5.1.1 Introduction

This chapter of The Oaks Specific Plan contains architectural, landscaping, and sustainability design guidelines and standards. These guidelines and standards ensure that The Oaks will develop as a cohesive and high-quality village, while still allowing flexibility for creative design. The guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the development review process. The strongest level of design intent is specified by using terms such as “must,” “shall” and “prohibited.” Anything with a “must” or “shall” is required. Preferred design items are noted as “encouraged,” “recommended,” or as a guideline that “should” be included.

If the approving body (i.e., the Director of Community Development, the Planning Commission or the City Council, depending on the required review) finds that the plans are consistent with the overall intent and goals of the guidelines, the plans do not need to meet each design guideline within this Chapter. The design standards, however, provide a means to measure compliance with the Specific Plan’s design intent and, therefore, must be met to demonstrate compliance.

Images within this Chapter are conceptual and are intended to illustrate the design aesthetic of The Oaks. They are not intended to depict final design. Thousand Oaks City Council Resolution No. 2006-108 (Precise Plan of Design Guidelines and Standards) establishes guidelines and standards for evaluating new residential development throughout the city. Resolution No. 95-20 establishes guidelines and standards for evaluating new commercial and industrial development throughout the city. The Oaks’ design guidelines provide design guidance for residential and industrial park projects within The Oaks Specific Plan area. The design guidelines contained in this Chapter shall supersede those found in the Resolution No. 2006-108 and Resolution No. 95-20.

5.1.2 Design Excellence – Gateway and The Oaks

Gateway is designed within the context of The Oaks. The Oaks will connect to, and integrate with, the properties comprising the original superblock at Westlake and Thousand Oaks Boulevards, which also includes the Promenade.

The Gateway’s three-story residential buildings include massing breaks to create second-story elements and outdoor roof decks for the enjoyment of the residents. The buildings are situated over one level of underground parking to serve the residents. The Oaks includes hundreds of beautiful oak and sycamore trees that surround Gateway. The goal of Gateway is to provide an excellent human experience that marries the existing landscape (together with significant
augmentations to the landscape) with the buildings. As one navigates the meandering pathways, there is a sense of discovery as each outdoor space provides an opportunity with a range of amenities for enjoyment of Gateway residents and guests. The vision for Gateway emphasizes articulation, shadowed exterior features, higher-end textured materials, and 20/30 finish plaster with balconies, patios, roof terraces and corners, lowering the sense of height and massing.

New development within Planning Area 2 will be designed to complement and balance the existing One Baxter Way building. The vision for this area includes creating a campus environment with pathways, landscape, passive open spaces with outdoor seating and activity areas. The design of this area will include treatments on all visible facades from the public rights-of-way. These elevations will include massing breaks to reduce the visual appearance of the building, varying building materials to provide interest, and design that will enhance the pedestrian experience. Pedestrian connections will be provided to connect the buildings to each other and to other areas within The Oaks.

Beyond Gateway in Planning Area 1, specific site strategies will be applied to the landscape that leverage best practices for urban campus development. Required tree replacement will spur an expansion of the urban tree canopy to mitigate heat island effect and aid in air quality along the 101 Freeway.

5.2 Site Planning Design Guidelines

5.2.1 General

“Buildings” refer to all residential and industrial park buildings unless a specific building type is referenced.

- Buildings should be arranged to create a variety of outdoor spaces, including courtyards, plazas, eating areas, and/or usable open spaces that encourage human activity.
- Primary building entries should be oriented towards a pedestrian paseo, open space, or a pedestrian path.
- Common open outdoor spaces between buildings should be designed to be functional and should be programmed with functional amenities, so as not to appear empty or barren.
- Common open spaces between buildings should include site furnishings.
- Focal points and public site entrances should receive special landscape and/or architectural treatment to enhance the street scene.
- Architectural treatments, structures and/or landscape sheltering pedestrian walkways are encouraged.
5.2.2 Loading and Service Areas

- Appropriate loading and service areas should be provided for each building.
- New loading and service areas should be located on the side or rear of the building.
- Shielding new loading/service areas using walls, berms or landscape should be employed to limit views from streets.
5.2.3 Parking Lots and Garages

- Parking garages should be screened from public rights-of-way by buildings, landscape and/or other decorative elements.
- Ingress to and egress from parking areas and loading facilities shall be clearly marked with appropriate directional signage and/or pavement markings.
- Pedestrian routes shall have separate, well-defined and easily discernible routes throughout parking areas.
5.3 Architectural Design Guidelines

The Oaks is designed to provide a pedestrian friendly, village. Building design will embrace an urban, contemporary aesthetic, highlighted by clean lines, simple rectangular forms, and layers of colors and materials. New industrial park buildings within Planning Area 2 will be designed to be compatible with the existing contemporary architectural language of One Baxter Way. The architectural design guidelines in this section provide the framework for high-quality architectural design. These guidelines express the desired character of future development, ensure a consistent level of quality, and accommodate emerging architectural and product trends.

5.3.1 Multi-Family Residential

Building Orientation and Placement

- Buildings should be arranged to form outdoor spaces such as plazas, courtyards, pathways, and other amenity areas that encourage social activity and promote pedestrian connectivity.

Building Massing and Scale

- Elevations facing a street, drive or open space areas should have a massing or wall plane offset of a minimum of six (6) inches horizontally or vertically to help break up the overall mass of a building.
- Buildings should incorporate lower height elements to establish pedestrian scale, such as recessed massing, patios, and open-air decks. Front elevations (elevations facing the public right-of-way) shall emphasize the placement of living areas, entries, and windows to enhance the street scene.
Primary Entrances

- The entryway shall be clearly and architecturally delineated by building massing, material change, or some combination thereof.
- All primary entrances for multi-family dwellings shall provide the building identification.
- The entryway shall include either a light fixture, a recessed alcove, or an overhead canopy to help define the entry.
Façade Articulation

- All facades should be treated with an equal level of detail and articulation.
- Exterior elevations should include at least three (3) high-quality materials that accentuate or correspond to variations in building massing and plane changes but avoid a chaotic appearance by not having too many different materials.
- To provide variation on building elevations, every elevation will contain balconies, which shall have a minimum depth of six (6) feet.

Colors and Materials

- Building materials may include, but are not limited to, stucco, brick veneer, fiber cement, siding in vertical application, and metal cladding panel.
- Colors should be neutral tones or muted colors complementary to the building architecture.
- Utilize bright or dark colors for smaller massing elements, trim, or accents only.
- A single material or color shall not dominate an elevation.
- Material and color changes shall occur at inside corners or other logical locations.
- Bars and security grills on windows and doors are prohibited.
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

5.3.2 Industrial Park

Theme and Character

These design guidelines will ensure that the village of The Oaks is an environment that reflects the vision embodied in the following concepts:
- Develop a quality, cohesive design concept and identity for Planning Area 2.
- Ensure lasting value and quality design for industrial park uses.
- Building massing, scale and roof forms are required to be articulated when viewed from the public right-of-way.
- A theme wall/entry monument may be installed at a major project entry.

Site Design

The Oaks will allow for employment opportunities to be created within the city. Residents within Planning Area 1 will have the ability to access employment within walking distance, eliminating the need for vehicles.
- The industrial park land uses should connect to neighboring residential in Planning Area 1 and retail uses by facilitating pedestrian connections between the adjacent land uses.
- Site design should allow for appropriate interactions between buildings and activity areas, goods movement, vehicular access and parking, and pedestrian and bicycle travel.

Building Orientation

- Buildings should be oriented towards the public streets or internal drives to provide focus on the building entries.
- Windows and architectural accent features should face public streets or the 101 Freeway.
- Buildings should be oriented to define the street scene.

Example, common outdoor open space
Street Frontage and Parking Lots

- Building frontages along Lakeview Canyon Road should be designed with windows, entries, and architectural features to soften their appearance from the public view.
- Parking lots should be designed to accommodate adequate pedestrian walkways and service access.
- Large parking lots should be avoided; however, if necessary, a landscaped pedestrian walkway should be provided for safe access to buildings.

Loading, Storage Areas and Refuse Containers

- Loading docks and storage areas should be oriented away from adjacent streets or located within the building.
- Loading docks and refuse areas shall be screened from public streets using walls, landscaping, and/or equivalent features.
- The front doors of all residential units shall be located within 325 feet of all trash rooms within the building.
- Adequate room shall be provided for trucks maneuvering or waiting to unload.
- Attractive and durable materials shall be used when designing free-standing trash enclosure areas.
- Trash chutes shall have a door or partition at their exit that can be closed to prevent materials from exiting the chute while containers are being serviced.
- Refuse containers and equipment shall be easily accessed by service vehicles, but screened from view of the streets, parking lots, and connecting walkways using walls and/or landscaping.
- Screening details shall incorporate elements that are compatible with the architecture style of the building.
- Equipment and enclosures shall not be located near pedestrian walkways.
- An area shall be designated to collect and dispose of bulky items.
Building Design

- Building height variations, architectural projections, building pop-outs, stepping of floors, accent detailing, material changes, and color variety are encouraged to complement the surrounding land uses.
- Massing elements shall relate to the architecture style of the building and should be proportional and visually pleasing.
- Buildings that are visible from the public rights-of-way shall include architectural treatments to avoid long expanses of untreated walls, and break up building massing, using building height changes, projections, changes in color or texture or similar architectural treatments.
- Buildings should be softened by landscaping or incorporate small-scale elements such as windows, panels, entrances, and other details to avoid monotony.
- Building design should encourage the use of base and top treatments to help balance the "weight" of the building visually. Bases should appear to "ground" the building, while tops create a defined edge to the roofline.
- Base treatments may include changes in texture or material and enriched landscaping.
- Top treatments may also include changes in texture or material and may also include cornices or roof overhangs.
- Downspouts on elevations facing the public rights-of-way shall not be exposed.
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

Roof Form and Materials

- Roof forms should be simple and avoid a massive appearance.
- Buildings shall use height variations to break up the roofline and create a more interesting visual appearance.
- Roofing materials should be durable yet compatible to the building’s architectural style.
- Exposed roof access ladders are prohibited. Roof access shall be provided within the building or integrated into the design of the building.

Entry Design

- Building entries are encouraged to face key pedestrian walkways and paths that facilitate connections to the adjacent Planning Area or adjacent properties.
- Primary building entries shall be easily identified through the massing of the building.
- Greater height can be used to highlight and accentuate entries in the form of tower elements, building voids, a central mass, or an entry plaza.
- Secondary building entries may use smaller building masses to communicate their locations.

Material Changes

- Avoid the false appearance of lightweight veneers by hiding material changes through careful detailing.
- Material changes should not occur at external corners, but may occur at “reverse,” interior corners, or as a “return.”
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

Color

- For larger building surfaces, colors should be muted and softer colors used.
- Accent colors may include brighter and darker colors.

Parking/Loading Facilities

- Site entries shall complement the architecture by utilizing enhanced pavement treatment in vehicular areas, accent trees, and color planting.
- All outdoor refuse collection areas shall be visually screened by decorative block walls or landscape.
- All loading areas shall be visually screened from public view by buildings or by a minimum eight-foot-wall (8’). A line-of-sight study shall be provided as part of Design Review process to determine the final height of the wall.
- Landscaping should be incorporated to visually soften the appearance of screening walls.
- Driveways and parking areas should be separated from adjacent sidewalks or landscaped areas by a curb not less than six (6”) inches high.

Mechanical Equipment, Service, Waste and Utility Areas

- Screening of mechanical equipment, waste enclosures, service areas and other service-oriented building necessities shall be integrated into the site design and building design. The architectural style of the principal building should be reflected in the design of the screening, enclosures and/or service buildings.
- Large waste containers shall not be located between a street and the primary building entry (trash cans are acceptable).
- All roof-mounted equipment (excluding roof-mounted solar panels) shall be screened by parapets, screen walls, fencing, equipment wells, structural enclosures, or similar features and screened from view from Lakeview Canyon Road, Thousand Oaks Boulevard, and the 101 Freeway.
- On-site utilities should be installed underground where feasible and as permitted by the utility companies. Above-ground utilities (e.g., transformers, terminal boxes, meter cabinets) shall be screened or incorporated into landscape to the maximum extent allowed by the public utility. Any enclosures shall match the materials and colors of the building.
5.4 Landscape and Open Space Design Guidelines

5.4.1 Paving

The paving that unifies The Oaks is integral to establishing the entirety of the campus as cohesive pedestrian precinct and a walkable village. Additionally, it is the pedestrian walks that undulate and move through the landscape that abstract the idea of water movement synonymous with the canyons and larger watershed. As consequence, the paving materials, while subtle and modest, should be executed with care and refinement.

General Standards

- All new walkways are to be a minimum of sixty inches (60”) wide.
- New concrete paving shall be finished consistently across The Oaks.
- Paving joints will be sawcut and should reinforce the pedestrian scale. Stamped patterns are strongly discouraged.
- Paving materials should rely on their inherent components for their color and texture. Color additives are discouraged.
- Paving joints should respond to adjacent design elements and architectural features.
- Adjacent paving surfaces shall be flush.
- Where practicable, utility covers shall be infilled to match the adjacent paving.

Paving Materials

Paving materials for The Oaks shall be limited to the following:

- Natural grey concrete with top cast finish
- Seeded aggregate concrete
- Precast concrete pavers
- Precast concrete truncated domes
- Natural stone
- Ipe wood (or equivalent) decking
- Stone fines (non-stabilized and stabilized)
- Decorative pea gravel (<3/8”)
- Reinforced concrete grass pavers
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

Example, natural grey concrete
Example, precast concrete pavers
Example, precast concrete truncated domes
Example, seeded aggregate concrete

Example, natural stone
Example, stone fines (non-stabilized and stabilized)
Example, ipe wood decking
Example, decorative pea gravel

Example, reinforced concrete grass pavers
5.4.2 *Walls and Fences*

The use of both walls and fences should be judiciously considered so as not to adversely impact the existing and retained viewshed. Generally, the expansiveness of The Oaks' landscape, and that which it connects to beyond, should not be obscured or broken by vertical barriers such as walls and fences. Fences should remain transparent and inconspicuous, using open pickets and/or verticals, allowing views through the fences.

**General Standards**

- All fences shall maximize openness and transparency.
- Fences shall not exceed seventy-two inches (72”) in height.
- Fences shall be designed such that they discourage climbing.
- Pool enclosure fences shall meet all relevant Health Department requirements.
- Solid walls should only be applied where retaining is required at the perimeter of The Oaks and should not exceed forty-eight inches (48”) in height.
- Solid walls may be employed for trash and/or utility enclosures, if they are integrated into the building envelop.
- Free standing enclosures shall accommodate vertical planting such as vines.
- Materials for fences and walls shall be consistent with the architectural palette.

**Wall Materials**

Wall materials for The Oaks shall be limited to the following:

- Natural grey board form concrete
- Architectural masonry units

*Example, blackened or powder-coated steel pickets*

*Example, ipe wood*
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

5.4.3 Site Furnishings

The Oaks is to be a walkable, pedestrian campus that celebrates the natural landscape by encouraging residents, industrial park employees and visitors to wander. Seating is a vital element in the placemaking strategy, ensuring that the village supports both social and wellness goals. Moreover, The Oaks will emphasize bicycle use as an alternative to vehicles, so bike parking is also important.

General Standards

- A variety of seating typologies should be provided addressing a broad range of uses including, but not limited to, eating, resting, gathering, socializing, etc.
- Seating should be between sixteen (16") and twenty (20") inches above finished grade,
- A minimum of five (5%) percent of the total length of benches shall have backs to meet ADA requirements.
- Benches and seat walls shall meet ADA requirements and provide an adjacent space for wheelchair access and transfer.
- Material selection to consider the extreme heat common in Thousand Oaks.
- Precast and cast-in-place concrete benches should consider wood for the seating surface.
- Materials and furniture selection should complement the architectural language of The Oaks’ buildings.

Site Furnishing Palette

The site furnishing palette for The Oaks shall be limited to the following:

- Precast or cast-in-place concrete benches/seat wall
- Reclaimed timber
- Aluminum bistro tables/chairs
- Picnic tables
- Precast concrete truncated domes
- Aluminum bike racks
- Aluminum waste and recycling receptacles
- Drinking fountain
- Precast concrete or weathered steel fire pit
- Movable planters
Example, precast benches/seat wall

Example, reclaimed timber

Example, aluminum bistro tables/chairs

Example, drinking fountain

Example, precast concrete

Example, moveable planters

Example, picnic tables

Example, aluminum bike racks

Example, aluminum waste and recycling receptacles
Chapter V – Design Guidelines and Standards, Cont.
The Oaks Specific Plan

5.4.4 Planting (Refer to Chapter 4, Landscape Plan, for The Oaks Planting Palette)

Plant selection influences not only practical concerns like maintenance, but the character and identity of The Oaks. Plant selection, particularly tree selection, should consider longevity, ease of management and adaptability to site conditions.

General Standards

- The location of plantings shall respond to windows and doors, permitting paving at points of assembly and egress and consider views from inside the building, as well as location of utilities.
- At least ninety (90%) percent of the trees shall be canopy trees that shade open spaces, sidewalks, and buildings.
- Planting choices should be compatible with individual characteristics of The Oaks, such as topography, soil, drainage patterns and sun exposure.
- Shrubs and groundcover should be planted in masses of a single species or cultivar to create beds or drifts of plants.
- In addition to factors specific to The Oaks, plant selections should reinforce street hierarchy and block organization through species character, identity, and function.

Planting Dimensions

Planting dimensions for The Oaks shall be as follows:

- The minimum width of a planting area shall be three (3') feet.
- The minimum surface area of a planting area shall be fifty (50) square feet, excluding planters and tree wells.
- Minimum root ball sizes shall follow recommended California nursery standards.
- The minimum installation size for trees shall be a 36-inch box.
- The minimum installation size for shrubs shall be 5-gallon containers.
- The minimum installation size for groundcover and perennials shall be 1-gallon containers.

Drought Tolerance/Microclimate

- The plantings shall be adapted to the climate.
- Plants with high water demands shall be minimized, except for lawn areas that facilitate recreation.
- A minimum 80 percent of all planting shall be drought tolerant.
- A minimum 30 percent of all planting shall be native.
- Planting decisions should consider projected climate change.
• The plant palette should reflect the microclimate of the area, and the water needs of the associated tree canopy, both new and existing.

5.4.5 Soils

The landscape for The Oaks is primarily on-grade and occupies what has historically been successful landscape planting. Within Gateway, portions of the landscape will be installed on structure. To ensure these landscape elements achieve similar success to the on-grade landscape, careful consideration is to be given to the planting conditions and soil volumes provided.

General Standards

• The soil volume for each planting area shall be adequate to support the designed mixture of trees and shrubs.
• The minimum amount of soil volume for trees shall be based on the size of the tree at maturity:
  - 600 cubic feet for a small tree (less than 25 feet tall at maturity)
  - 900 cubic feet for a medium tree (25-40 feet tall at maturity)
  - 1,200 cubic feet for a large tree (more than 40 feet tall at maturity)
• Minimum depth for trees shall be forty-eight (48") inches.
• Minimum depth for shrubs shall be twenty-four (24") inches.
• Minimum depth for herbaceous plantings and ground cover shall be eighteen (18") inches.
• Minimum depth for lawn is fifteen (15") inches.

5.4.6 Irrigation

General Standards

• All planting areas, tree pits and planters shall be permanently irrigated.
• All planting areas, tree pits, and planters shall include proper drainage.
• A weather-based irrigation controller shall be used to limit unnecessary watering.
• Exterior water supply shall be metered separated from interior water supply.
• Drip tubing, micro sprays and tree bubblers shall be used, as practicable. Rotor spray heads are discouraged to avoid overspray and waste to evaporation.
• Irrigation systems should be designed for high water efficiency, using drip irrigation or similar technology.
• Spray irrigation should be limited to areas of lawn.
• Plant material of similar water requirements shall be grouped into hydrozones.
5.5 Lighting Guidelines

With the addition of residential uses at The Oaks, it becomes a 24-hour community. As such, site lighting must address wayfinding, safety, and comfort, in addition to creating a high-quality experience at night. Additionally, lighting typologies must also reinforce a pedestrian scale, while minimizing light pollution.

General Standards

- Light poles shall be consistent to provide uniformity throughout the village.
- Locate and design all lighting to prevent undesirable spillover.
- Cut-off shields shall be installed/maintained on each side of the light fixtures visible from the parapet wall surrounding the parking structure.
- Select and locate lighting fixtures to maintain the minimum foot-candle requirements for safety and security purposes.
- Bollard-style and wall-mounted light fixtures are encouraged to illuminate the parking structure in PA 2.
- Pole mounted lights beyond sixteen (16') feet in height are discouraged. Pole-mounted lights on the roof of the parking structure in PA 2 shall be limited to a total of six (6) light standards and shall not exceed ten (10) feet in height.
- Motion sensors shall be installed to limit operation of the lighting to times activity is detected on the roof of the parking structure. Lighting shall be off when no activity is on the roof (outside of office hours).
- With the exception of lights necessary for security purposes, timers shall be installed to limit operation of the lights on top of the parking structure past 9:00 p.m.
- Utilize pole- or bollard-mounted fixtures that are silver or white to reduce fixture visibility during daylight hours.
- Light standards are not allowed to be located at the end of landscape fingers.
- Landscape accent light fixtures should be black or bronze to better conceal fixtures within landscape.
- Provide high-efficiency, low-energy lamps.
- Lighting standards used to illuminate internal areas within each Planning Area shall be compatible with the architectural style of the building.
- Lighting sources shall be shielded, diffused, or indirect to avoid glare to pedestrians, bicyclists, and motorists.
- Architectural lighting of building facades is encouraged to enhance and emphasize the building and to provide identity.
- Adequate exterior building lighting shall be provided for general illumination, safety and security of entries, patios and outdoor spaces and landscape structures.
No roof illumination shall be permitted except as otherwise needed to comply with building security requirements. The design and location of such fixtures shall be subject to review and approval of the Community Development Department.

Wall-lighting fixtures at building entrance doors, loading areas, and outdoor areas within public view area shall not be permitted. Lighting may be provided by decorative downward shielded light fixtures, recessed in a downward direction from projecting canopies, recessed doorways, and window openings. Decorative architectural light fixtures shall be installed on the building walls. Architecturally designed fixed pendant and bracket light fixtures are permitted. The use of such lighting shall be designed to create a uniform illumination generally in a downward direction and not create illumination hot spots on adjacent surfaces.

**Lighting Palette**

The site lighting palette for The Oaks shall be limited to the following:

- Pole-mounted lights not exceeding sixteen (16’) feet in height (except for light standards on the roof of the parking structure in PA 2, which shall be limited to ten feet [10’] in height)
- Bollards
- Stake-mounted landscape up lights
- I-grade landscape up lights
- Catenary (string) lights
Example, pole mounted lights

Example, bollards

Example, stake-mounted landscape lights

Example, in-grade landscape lights

Example, catenary string lights
5.6 Sustainability Guidelines

5.6.1 Introduction

Smart growth is a planning paradigm that advocates thoughtful and sustainable development patterns and avoids urban sprawl to conserve resources, reduce environmental impacts, support livability, and achieve fiscal sustainability. The Oaks Specific Plan embraces the smart growth paradigm and requires sustainable building practices.

All new development within The Oaks Specific Plan area is required to meet the California Building Energy Efficiency Standards and CALGreen Building Standards (California Code of Regulations Title 24, Parts 6 and 11) to reduce environmental impacts, decrease energy costs, and create healthier living. The CALGreen Code sets forth mandatory and voluntary measures that address planning and site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality during and after construction. The Building Energy Efficiency Standards ("Title 24") outline energy/water efficiency and air quality requirements.

Title 24 does not require every efficiency item to be implemented. A certain threshold needs to be met and the property owner has the option to choose, via either the prescriptive or performance methods, which items to implement that meet the specified threshold.

Reflecting a commitment to enhance the health and well-being of building occupants, The Oaks is also committed to achieving Fitwel Certification. The Fitwell standard includes 55+ evidence-based design and operational strategies that enhance buildings by addressing a broad range of health behaviors and risks. Each strategy is associated with unique point allocations, based on the strength of associated evidence and the demonstrated impact on occupant health. This means the strategies planned to be implemented for The Oaks with stronger, multi-faceted impacts will receive more points. Fitwel addresses heath as an interconnected system, with no single dominant category or area of focus, and as such, all strategies are relevant to the success of The Oaks. The Oaks is targeting over 95 Fitwel points across all seven of its health impact categories, putting The Oaks well over the threshold for Fitwel Certification.*

5.6.2 Landscape Sustainability

- Native and Drought-Tolerant Landscaping with Efficient Irrigation Systems – All landscape planting within The Oaks will be either native, or climate-adapted such that irrigation can be minimized, particularly after the initial two-year establishment period. Moreover, employing an automated, weather-based irrigation system that utilizes high efficiency drip tubing and micro spray will minimize water waste and lead to an overall significant water use reduction.
• **Abundant Open Space, Vegetation and Tree Cover to Enhance Shade and Reduce Evapotranspiration** – A city’s urban tree canopy is one of its primary tools for mitigating urban heat island. Canopy coverage of 40% is shown to reduce the surface temperature by 10 degrees Fahrenheit. Minimizing the areas of hardscape, expanding the vegetated areas, and significantly increasing the tree canopy within The Oaks, significantly reduces the average temperature and increases total shade which has a net effect of lessening the demand for air conditioning, reducing energy demands.*

• **Water Quality Treatment for Stormwater Runoff** – Stormwater run-off from an 85th percentile, 24-hour storm event will be treated on-site before infiltrating or entering the public storm drain system, consistent with the Ventura County MS-4 Permit. The Oaks has expansive areas of landscape that maximize permeability and groundwater recharge, as well as allow first flush run off to be filtered naturally through and across the planting areas. Particulate matter and oils are significantly reduced through natural filtration. As such, the quality of stormwater leaving The Oaks will be improved. Furthermore, by providing more pervious areas (as compared to the existing site conditions), the total run-off volume from The Oaks would be less than the existing condition, improving capacity in the local storm drain system.

5.6.3 **Energy Efficiency**

Most buildings can reach energy efficiency levels that exceed California Title 24 standards, yet most only strive to meet the standard. It is reasonable to strive for energy reduction more than that required by Title 24 standards. The following strategies are included for The Oaks:

• Six percent (6%) of the parking spaces within the new industrial parking garage shall be pre-plumbed (or pre-wired) to accommodate EV charging. The percent of overall non-residential parking spaces dedicated to EV charging facilities may be reduced to five percent (5%) if all charging facilities provided are EV Fast Charging installations.*

• Ten percent (10%) of the parking spaces within the residential garages shall be pre-plumbed (or pre-wired) to accommodate electric vehicle charging. Building management could decide the appropriate charging devices that would best fit the tenants’ needs after the building has been leased.

• All new buildings shall include solar panels to reduce the energy demand on the power grid. The number of solar panels shall be determined during the Building Permit process and will be dependent on the location of required roof-mounted mechanical and ventilation equipment. The roofs of the buildings shall include flat or low-sloping roofs to allow for the greatest solar orientation possible. The minimum amount of energy produced by said solar panels shall meet all applicable requirements.

• Incorporate the use of Low-E windows or use Energy Star windows. Each dwelling unit shall have operable windows.

Page V-24
• Install high-efficiency lighting (e.g., LED lighting).
• Utilize passive sustainable design strategies to minimize overall energy consumption needed to heat and cool the building. These strategies include daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values (insulation rating).
• All new appliances within The Oaks shall be electric and Energy-Star rated*, including the possible use of induction stove technology.*
• Use a third party to complete the commissioning process activities for mechanical, electrical, plumbing, and renewable energy systems and assemblies.*
• Encourage coordination with SCE to identify opportunities to optimize energy infrastructure while minimizing cost and avoid barriers that may prevent future entry or expansion of energy efficient systems.*

Example, roof-mounted solar PV
Example, EV parking system
Example, cool roof installation
5.6.4 Mobility Strategies

- Provide indoor/outdoor bike parking – In addition to pedestrian infrastructure, bike infrastructure and other micro-transit strategies are key to reducing dependance on car trips. As a campus that integrates both residential and Industrial Flex uses, the inclusion of both long- and short-term bike parking is critical to reducing the obstacles to bicycles as an alternate commuting strategy. At a minimum, The Oaks shall provide the following bicycle parking spaces:
  - Short-term bicycle parking (bicycle racks) shall be provided for five (5%) percent of the non-residential parking spaces (ten [10] spaces minimum). A minimum of two (2) additional bicycle racks shall be provided within The Oaks for visitors of Gateway’s residents. Bicycle racks may vary in design and capacity and shall be secure, easily accessible and identifiable, and near building entrances.
  - Provide charging stations for EV bicycles.*
  - Long-term residential bicycle storage shall be provided at a rate of 0.5 spaces per residence.*The storage spaces shall be secured and may be located within the parking area or within the building. Long-term Industrial Park bicycle parking shall be provided for new Industrial Park buildings. Secured bicycle lockable enclosures, lockable bicycle rooms, or lockable and permanently anchored bicycles lockers shall be provided for five percent (5%) of the anticipated vehicular parking demand for the new building.

- Central location with readily accessible transit – The Oaks has immediate access to major vehicular corridors that support two important bus routes: The TOB Express and the Crosstown Route. Leveraging this infrastructure can further reduce reliance on single passenger vehicle trips.
- Provide a dedicated parking space for use by a car sharing program (e.g., Zipcar or equivalent).*

5.6.5 Heat Island Reduction

- Use low-albedo (reflection coefficient) materials in both paving, roofing, and building materials to reflect rather than absorb incoming solar radiation.

5.6.6 Water Efficiency

- Use low-flush toilets, low-flow shower heads and other water conserving fixtures and appliances. All fixtures shall meet applicable codes.
- Implement a landscaping plan with a plant palette that includes trees and major landscaping that will require minimal watering within 3-5 years of maturity.*
5.6.7 Materials Efficiency

- Where practicable, select sustainable construction materials and products by evaluating characteristics such as reused and recycled content, zero or low off gassing of harmful air emissions, zero or low toxicity, sustainably harvested materials, high recyclability, durability, longevity, and local production. Such products promote resource conservation and efficiency.
- Encourage the use of three-dimensional planning and other material efficiency strategies. These strategies reduce the amount of building materials needed and lower construction costs.
- Establish a construction waste recycling program with a local waste management company, with recycling no less than sixty-five percent (65%) of the construction waste generated by construction, excluding excavated soil and land-clearing debris.
- Incorporate recycled materials, rapidly renewable materials and durable materials into building, landscape and/or infrastructure design, where practicable.
- Incorporate regional or locally extracted or manufactured materials, where practicable.

5.6.8 Air Quality

- New buildings within The Oaks shall include enhanced air filtration systems.*
- All residential HVAC systems shall include high-quality filters for enhanced indoor air quality.*
- Provide a mat at each building entrance to reduce airborne dust.*

5.6.9 Other

- For each new building of greater than 25,000 square feet, provide a bulletin board, display case, or kiosk displaying transportation information that may include, but is not limited to:
  - Current maps, routes and schedules for public transit routes serving The Oaks.
  - Telephone numbers for referrals on transportation information, including numbers for the regional ridesharing agency and local transit operators.
  - Ridesharing promotional material.
  - Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
  - A listing of facilities or services available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at The Oaks.
- In accordance with LEED Guidelines, use cleaning chemical products that meet EPA Safer Choice Standard, Green Seal standards or UL Ecologo or cleaning devices that use only water, ionized water, electrolyzed water, or aqueous ozone and have third party-verified performance data equivalent to these standards.*
• Provide each tenant (at occupancy) a sustainability tool kit with educational materials to maximize energy efficiency, water efficiency and waste reduction.*

* Indicates items that are beyond current CalGreen Code requirements.
VI. IMPLEMENTATION AND ADMINISTRATION

6.1 Phasing

Implementation of The Oaks Specific Plan will occur in phases, to respond to market demand and to ensure that adequate infrastructure exists to support each phase. Phasing of The Oaks is described below and is shown on Exhibit VI-1, Phasing Sequence Diagram. Phases may overlap, including the construction of off-site and on-site infrastructure (including water, sewer, and storm drainage facilities).

6.1.1 Phase 1 — The One Baxter Way parking structure, and the revised circulation system to serve the parking structure (Planning Area 2), will be constructed to facilitate the decommissioning of surface parking for construction staging. Construction of the parking structure will require the removal of oak and sycamore trees, mitigation for which will occur in Planning Area 2, in conjunction with Phase 2.

6.1.2 Phase 2 — Portions of the existing surface parking areas will be razed, and the new residential buildings will be constructed (Planning Area 1). Phase 2 also includes infrastructure and circulation improvements to serve Planning Area 1 and modifications to One Baxter Way. Site clearing will require the removal of oak and sycamore trees, mitigation for which will occur in conjunction with Phase 2 and will be provided either by planting replacement trees within The Oaks and/or via the payment of in lieu fees.

Additional Industrial Park uses in Planning Area 2 may be delivered in subsequent phases. Future Industrial Park uses and/or building additions to One Baxter Way would be required to undergo environmental review and obtain applicable planning approvals as required by the California Environmental Quality Act (CEQA) and in accordance with the provisions of this Specific Plan. Concurrent with the development of Industrial Park building(s), the existing lawn area in Planning Area 2 will be replaced with native and climate-adaptive planting and walking paths.
6.2 Specific Plan Administration

6.2.1 Compliance with The Oaks Specific Plan – No building or grading permit(s) shall be issued by the City unless the buildings subject to such permitting comply with The Oaks Specific Plan.

6.2.2 Conflicting Provisions – In case(s) of conflict between a provision(s) of The Oaks Specific Plan and the Thousand Oaks Municipal Code (or other City regulations), the provisions of The Oaks Specific Plan shall take precedence.

6.2.3 Severability – If any part of The Oaks Specific Plan, or any future amendments thereto, is held to be invalid, illegal, null and void, or unenforceable, the remaining portions of The Oaks Specific Plan, and any future amendments thereto, shall remain in full force and effect to the fullest extent permitted by law.

6.2.4 Adoption – Upon the approval of Specific Plan No. 23 by the City, and pursuant to the provisions of California Government Code Section 65453, the City shall adopt an ordinance establishing Specific Plan No. 23 and codifying it as part of Title 9 (Planning and Zoning) of the Thousand Oaks Municipal Code.

6.2.5 Special Use Permits and Other Permits – Special use permits, variances, minor modifications, and other permits described within The Oaks Specific Plan or the Thousand Oaks Municipal Code shall be processed pursuant to Article 28 of the Code. Adherence to all application filings, fees, noticing procedures, and other procedural requirements described therein shall be required.

6.2.6 Park Impact Fees – The Thousand Oaks Municipal Code requires the payment of park impact fees (Article 26 of the zoning regulations) prior to issuance of building permits. In accordance with the provisions of Section 9-4.2607 of the Municipal Code, parkland dedication requirements may be satisfied via payment of in-lieu fees and credits for private open space (or a combination of the two). A range of open space (and amenities) are part of The Oaks. Payment of park impact fees for The Oaks shall be subject to the requirements under Article 26, except as follows, for which all park fees will be credited at 100%:
A. The Roof Terrace on buildings A2 and B1 (both residential), including seating, dining space, a fireplace, and barbeques.

B. Resort-style pool and spa area with sunning decks and fire pits, a children’s nature play area and a dog park.

C. Interior courtyards of the residential buildings with seating areas, outdoor kitchen and barbeque areas, a fireplace and bocce court and landscape spaces.

D. Open turf area for picnics and active play.

6.3 Specific Plan Minor Modifications and Amendments

6.3.1 Minor Modifications

Modifications to The Oaks Specific Plan may be approved administratively by the Community Development Director if the Director determines that the proposed modifications are minor in nature and in substantial conformance with the approved Specific Plan text, as well as its goals and objectives. The following items are examples of changes which may be construed as minor modifications for purposes of determining substantial conformance with The Oaks Specific Plan:

A. Realignment or modifications to the internal streets servicing The Oaks Specific Plan area, if approved by the City’s Traffic Engineer (or designee) and the Ventura County Fire Department.

B. Modifications to the Planning Area boundaries (up to 20%) to reflect specific on-site conditions or other unforeseen conditions.

C. Minor adjustments (up to 20%) to the building setback and height standards, and parking, signage, and landscape requirements.

D. Changes in design features such as paving, lighting, fencing, landscaping plans and/or alterations to elevations, floor plans, and site plans.

E. Minor adjustments to the design guidelines, grading plan and infrastructure plans.

F. Adjustments to phasing.
G. Reductions in required parking of up to 5% and minor adjustments which increase the number of compact parking spaces.

H. Similar modifications which the Community Development Director deems to be minor in nature.

6.3.2 Major Modifications (Amendments)

Future industrial park uses within Planning Area 2 may require an amendment to The Oaks Specific Plan. All modifications to The Oaks Specific Plan which are not determined to be minor modifications shall require formal amendment to The Oaks Specific Plan. Amendments to The Oaks Specific Plan shall be reviewed pursuant to the procedures established by Section 65453 of the State of California Government Code and in accordance Section 9-2.402, Specific Plan Application and Adoption, of the Thousand Oaks Municipal Code.

6.4 Parking Management Plan

The potential for overflow parking from nearby uses was considered in the design of Gateway. Gateway parking areas have been designed with discreet and secure resident entries to limit access to the majority of residential parking spaces. The surface parking distributed around Gateway will be dedicated to either assigned resident parking or guest parking and will be clearly marked with restrictions to deter any overflow parking from coming onto Gateway. The existing landscape buffer along Thousand Oaks Boulevard and Lakeview Canyon Road will be maintained and were enhanced with additional planting in 2021 to augment the visual screening of both the surface parking and Gateway residential buildings.

To protect the integrity of the buffer planting and minimize short cuts and the establishment of desire lines (i.e., short cut paths), a 60" steel picket fence will be installed at the back of sidewalk, outside of the public right-of-way, along both Thousand Oaks Boulevard and Lakeview Canyon Road. The fence will maintain visual transparency, and allow plant material to grow through it, obscuring its visibility.

The Easement between The Oaks and the Promenade allows vehicular, pedestrian and bicyclist ingress and egress to and from Thousand Oaks Boulevard. The existing gate is closed across this access from dusk to dawn for security at The Oaks.
6.5 Affordable Housing Plan

The Regional Housing Needs Assessment (RHNA), mandated by state law, quantifies the need for housing and informs land use planning in addressing identified existing and future housing needs resulting from population, employment, and household growth.

California Government Code, Title 7 (Planning and Land Use; Sections 65000 et seq.), Division 1 (Planning and Zoning), Chapter 3 (Local Planning), Article 10.6 (Housing Elements) states the following (Subsection 65584):

(a) (1) ...the share of a city or county of the regional housing need shall include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county.
(2) It is the intent of the Legislature that cities, counties, and cities and counties should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need, and reasonable actions should be taken by local and regional governments to ensure that future housing production meets, at a minimum, the regional housing need established for planning purposes.
(3) The Legislature finds and declares that insufficient housing in job centers hinders the state’s environmental quality and runs counter to the state’s environmental goals. In particular, when Californians seeking affordable housing are forced to drive longer distances to work, an increased amount of greenhouse gases and other pollutants is released and puts in jeopardy the achievement of the state’s climate goals...

Two of the City of Thousand Oaks’ most important goals from an urban planning perspective are to address the need for building more housing and to meet the City’s RHNA goals.

Gateway includes thirty-four affordable homes, sixteen of which are designated for very low-income residents and eighteen of which are designated for low-income residents. The affordable homes are being provided without a request for a density bonus. The affordable units are also being provided without a request for any incentives or waivers. The affordable homes at Gateway will remain designated as such for a period of fifty-five (55) years (commencing upon initial occupancy) and documented as such in an Affordable Housing Agreement to be recorded between the owner and the City.
6.6 Maintenance of The Oaks

The overall directive for maintenance of The Oaks is to ensure its high quality is enduring. Commencing with initial construction, all amenities will be maintained, repaired, or replaced and all landscaping in common landscape areas will be maintained, repaired, or replaced in accordance with reasonable maintenance standards which comply with the industry standard for common areas (amenities and landscape/open space) with comparable first quality “Class A” projects in Ventura County, or such other standards as mandated by the State of California.

After initial construction, buildings also will be maintained and repaired in accordance with reasonable building standards with comparable first quality “Class A” projects in Ventura County, or such other standards as mandated by the State of California.

Maintenance of private on-site utilities, including irrigation lines, sewer, storm drain and water quality treatment facilities, will be conducted in accordance with a regular maintenance schedule, consistent with City of Thousand Oaks Public Works standards and regulations, as well as specific manufacturer specifications for the various facilities.
Appendix
The Oaks Specific Plan

GATEWAY AT THE OAKS
Consistency with the Thousand Oaks Guidelines for Development within the Corridors of the Route 101 and 23 Freeways

The Guidelines apply “to all property which is located wholly or partially within 1000 feet of the centerlines of the 101 and 23 Freeways”. As such, the guidelines pertain to the Project (as the replacement parking structure is within the 1,000 feet of the centerline of the 101 Freeway). The intent of the Guidelines is to create an overall “…freeway corridor image which will make Thousand Oaks visually distinct from the surrounding communities”.

The Project has been evaluated for, and designed in compliance with, all the Guidelines. Below each Guideline is listed, and the Project’s compliance is documented.

Section A – Site Planning

1) Guideline: 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.

Compliance: The new 4-story parking structure is being placed on an existing parking lot site at a lower elevation that has a moderate slope; it is centrally located in a manner that allows the natural landscape to surround the structure. Residential buildings are located on the northern portion of the Project site, which also has a moderate slope. These residential buildings are 2-3 stories and will blend into the natural surroundings and will have a minimal visual impact.

2) Guideline: 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.

Compliance: Refer to Site Planning Guideline 1 compliance. Grading will be needed to remove the area beneath the residential buildings to provide subterranean parking. This will allow the Project to have a lower massing,
which is appropriate for the natural environment. The grade adjacent to the parking structure walls will vary, and, as such, will provide an opportunity for visual screening with planting and other enhanced materials to further unify the relationship between the natural terrain and the new architecture.

3) **Guideline**: 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.

**Compliance**: The parking structure is designed with low 3'6" walls painted to match the color of the existing office building that will give it a similar horizontal massing. Vertical massing elements will be used to break up the massing into an appropriate composition of horizontal and vertical elements that will avoid a long, linear façade. To keep the parking structure screened from the Freeway, it will not be stepped back.

The residential buildings have numerous plane changes and articulation within the massing of the exterior to ensure that there are no areas of blank facades. Variations in building materials will also be utilized.

4) **Guideline**: 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.

**Compliance**: The parking structure is set back approximately 450’ from the centerline of the Freeway. It will be significantly screened from the Freeway with the perimeter site berm and dense trees offering limited visibility and not negatively affecting the Freeway corridor image.

Residential buildings are set back more than 1,000’ from the centerline of the Freeway. As these buildings will be significantly screened from the Freeway by topography and landscaping, they will not affect the overall Freeway corridor image.

The existing image, which contains a beautiful rolling hill and dense trees, will remain as the view from the Freeway.
Appendix
GATEWAY AT THE OAKS
Consistency with the Thousand Oaks Guidelines for Development within the Corridors of the Route 101 and 23 Freeways, Cont.

5) **Guideline**: 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.

**Compliance**: Refer to Site Planning Guideline 4 compliance.

6) **Guideline**: 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.

**Compliance**: The Project is screened from the Freeway, so it will not affect the overall Freeway corridor image.

7) **Guideline**: 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.

**Compliance**: Lighting will be designed during the construction documentation phase of the Project, at which time compliance with this guideline will be documented.

Section B – Architectural Design

1) **Guideline**: 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.

**Compliance**: The design goal of the parking structure is to maintain a similar design sensibility to the language of the existing office building by creating elements of similar horizontal proportion, while adding a significant amount of landscape elements surrounding it to screen it and help it to integrate within its surrounding environment.

The residential buildings are designed with two- and three-story elements, situated over one level of underground parking to serve the residents. The goal of Gateway is to provide an excellent human experience that marries the
existing landscape (together with significant augmentations to the landscape) with the buildings. As one navigates the meandering pathways, there is a sense of discovery as each outdoor space provides an opportunity with different amenities for use by the Gateway residents and guests. The vision for the Project emphasizes articulation, shadowed exterior features, exterior cement plaster and other high-quality materials, with balconies, patios and roof terraces that lower the sense of height and massing.

2) **Guideline:** 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.

**Compliance:** The new residential buildings that compose Gateway are comprised of many design features that work to enhance the building articulation and massing, including plan notching, massing step-downs, angled or saw-toothed façade elements, building cornices, and material differentiation to help convey a more human-scaled architecture. Refer also to Site Planning Guideline 3 compliance.

3) **Guideline:** 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.

**Compliance:** Refer to Site Planning Guideline 4 compliance.

4) **Guideline:** 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.

**Compliance:** There is no roof on the parking structure, just the top level of parking which will not be visible on-site or from the streets surrounding the project. Residential buildings will have flat roofs that will be primarily filled with mechanical units and water heaters (and possibly solar panels). These will be screened by parapets that will have variations in the height to create visual interest. The amenity area in Building A1, and the western end of Building B1, will each have a roof terrace at the second floor as an amenity for residents and visitors.
5) **Guideline:** 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.

**Compliance:** The residential buildings provide a variety of different measures to break down the scale of the structures. In addition to the plane articulation, the roofline is broken up with a combination of sawtooth planes, horizontal eave elements, and vertical parapets to create visual interest and variation across the various building façades.

6) **Guideline:** 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.

**Compliance:** Refer to Architectural Design Guideline 4 compliance.

7) **Guideline:** Upper floor levels on multi-story buildings should be stepped back from their base to open up the view corridor both horizontally and vertically.

**Compliance:** Refer to Site Planning Guideline 3 compliance.

8) **Guideline:** 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’ overall design.

**Compliance:** The parking structure does not have sloped roofs or projections. Residential buildings do not have sloped roofs or projections. The two-story amenity volume at Building A1 and at Building B1 are design features providing visual interest adjacent to the main entry and central courtyard. They will also each have a roof terrace on the second floor that will be used
by residents and visitors. This is integrated into the overall design, and it will not be in the line-of-sight within the view corridor.

9) **Guideline:** 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.

**Compliance:** All buildings are significantly distanced from the Freeway and will have very limited visibility due to the site topography. None of the proposed structures will exceed 50’ in height.

10) **Guideline:** Building designs, exterior colors and materials shall be selected so that they blend and integrate with the surrounding natural and manmade setting, consistent with the City’s image.

**Compliance:** Refer to Architectural Design Guideline 1 compliance.

11) **Guideline:** 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.

**Compliance:** There are no windows on the parking structure. Residential buildings are designed with no glare finishes, and the materials and windows will be significantly screened from the Freeway.

12) **Guideline:** 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.

**Compliance:** Refer to Architectural Design Guideline 1 compliance.

13) **Guideline:** 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.
Appendix
GATEWAY AT THE OAKS
Consistency with the Thousand Oaks Guidelines for Development within the Corridors of the Route 101 and 23 Freeways, Cont.

Compliance: The signage design will be developed during or after the construction documentation phase of the Project and will be designed to comply with this guideline.

14) Guideline: 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.

Compliance: Refer to Site Planning Guideline 6 compliance.

15) Guideline: 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.

Compliance: The lighting design will be designed during the construction documentation phase of the Project and will be designed to comply with this guideline. Refer also to Site Planning Guideline 6 compliance.

16) Guideline: 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.

Compliance: Refer to Architectural Design Guideline 15 compliance.

Section C – Walls, Barriers, Berms

1) Guideline: 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.

Compliance: Wall barriers to reduce potential visual and noise walls are not needed. The Project design provides barriers in the form of the setback distances from the Freeway, as well as the landscape berm adjacent to the Project and the dense landscaping surrounding the Project.
Appendix

GATEWAY AT THE OAKS
Consistency with the Thousand Oaks Guidelines for Development within the Corridors of the Route 101 and 23 Freeways, Cont.

2) **Guideline**: 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.

**Compliance**: Large vertical massing elements are provided as part of the parking structure design to break the horizontality of the parking structure, and a significant amount of landscape is provided around the structure. Refer also to Architectural Design Guideline 1 compliance.

3) **Guideline**: Vines and/or other clinging plant material shall be used to visually accent walls where space may preclude the use of other larger plants.

**Compliance**: A significant amount of landscape around the Project is being provided, including large trees.

4) **Guideline**: Planted earthen berms shall take precedence over construction of walls, to emphasize the natural setting.

**Compliance**: There is an existing landscape berm that screens views into the Project site, which emphasizes its natural setting. The existing image, which contains a beautiful rolling hill and dense trees, will be what is seen from the Freeway.

5) **Guideline**: Screen walls shall consist of decorative materials that integrate and compliment the building’s architecture.

**Compliance**: Refer to Walls, Barriers, Berms Design Guideline 2 compliance.

6) **Guideline**: 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.

**Compliance**: Refer to Walls, Barriers, Berms Design Guideline 4 compliance.

**Section D – Landscape Planting**
1) **Guideline**: Landscaping shall be used to complement and enhance building architecture, not to camouflage poor building design.

**Compliance**: Refer to Architectural Design Guideline 1 compliance.

2) **Guideline**: Landscaping shall be used to soften the visual impact of buildings, walls, grading and other site improvements.

**Compliance**: The planting concept builds on the plant material on the Project site. The plantings maintain a ‘California Friendly’ drought tolerant characteristic, with numerous oak and sycamore trees planted in groves, not via row style planting. This style of planting allows for framing and preserving of distant views.

3) **Guideline**: The type of plant material, height and massing of vegetation should not dominate building structures but complement them.

**Compliance**: The Project’s plant palette is diverse in tree and planting shapes and sizes, foliage, and flower color, including both evergreen and deciduous tree species. This approach is used to enhance and complement the architectural facades.

4) **Guideline**: 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.

**Compliance**: The Project’s plant palette is diverse in tree and planting shapes and sizes, foliage, and flower color, including both evergreen and deciduous tree species. The proposed native and climate-adapted plant palette is in alignment with water conservation strategies and the evolution to a more resilient landscape in the long term. Refer also to Landscape Planting Guideline 2 compliance.

5) **Guideline**: 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.
Compliance: The Project contains hundreds of oak and sycamore trees, the density of which screen views into the Project from Thousand Oaks Boulevard and Lakeview Canyon Road. Selective lighting of specimen trees will further distinguish the City’s signature character. Refer also to Landscape Planting Guideline 2 compliance.

6) Guideline: Height of landscape planting should be controlled to maintain views of ridgelines and other scenic features from the freeways.

Compliance: The Project maintains the current views of hillsides. Refer to Site Planning Guideline 4 compliance. Refer also to Landscape Planting Guideline 2 compliance.

7) Guideline: 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.

Compliance: Refer to Site Planning Guideline 4 compliance. Refer also to Landscape Planting Guideline 2 compliance.

8) Guideline: Alternate groupings of plants and open spaces to frame and preserve distant views.

Compliance: Project plantings are of a natural character to maintain a more rural feel to the landscape and allow clusters of trees to frame vistas. Refer also to Site Planning Guideline 4 compliance.

9) Guideline: Monotonous repetitions in plant spacing should be avoided; the number and distance between adjoining plants should be varied.

Compliance: The Project’s plant palette is diverse in tree and planting shapes and sizes, foliage, and flower color, including both evergreen and deciduous tree species. Groupings of plants in a more natural layout, as opposed to rows, will maintain the Project site’s existing character.
10) **Guideline:** Vegetation shall be planted behind and in front of buildings to soften hard edges of architectural design.

**Compliance:** Plantings of varying species and sizes throughout the Project site will assure four-sided coverage, helping to accentuate and complement the architecture.

11) **Guideline:** For infill projects, the selection of landscape material shall match or be compatible with established roadside and/or surrounding vegetation.

**Compliance:** The Oaks is heavily wooded with oak and sycamore trees. The plant palette for the Project relies heavily on reinforcing that image with many of the same species. The added planting will increase the existing roadside and surrounding buffer, minimizing the visual impacts, while increasing ecological biodiversity and habit. Refer also to Landscape Planting Guideline 4 compliance.