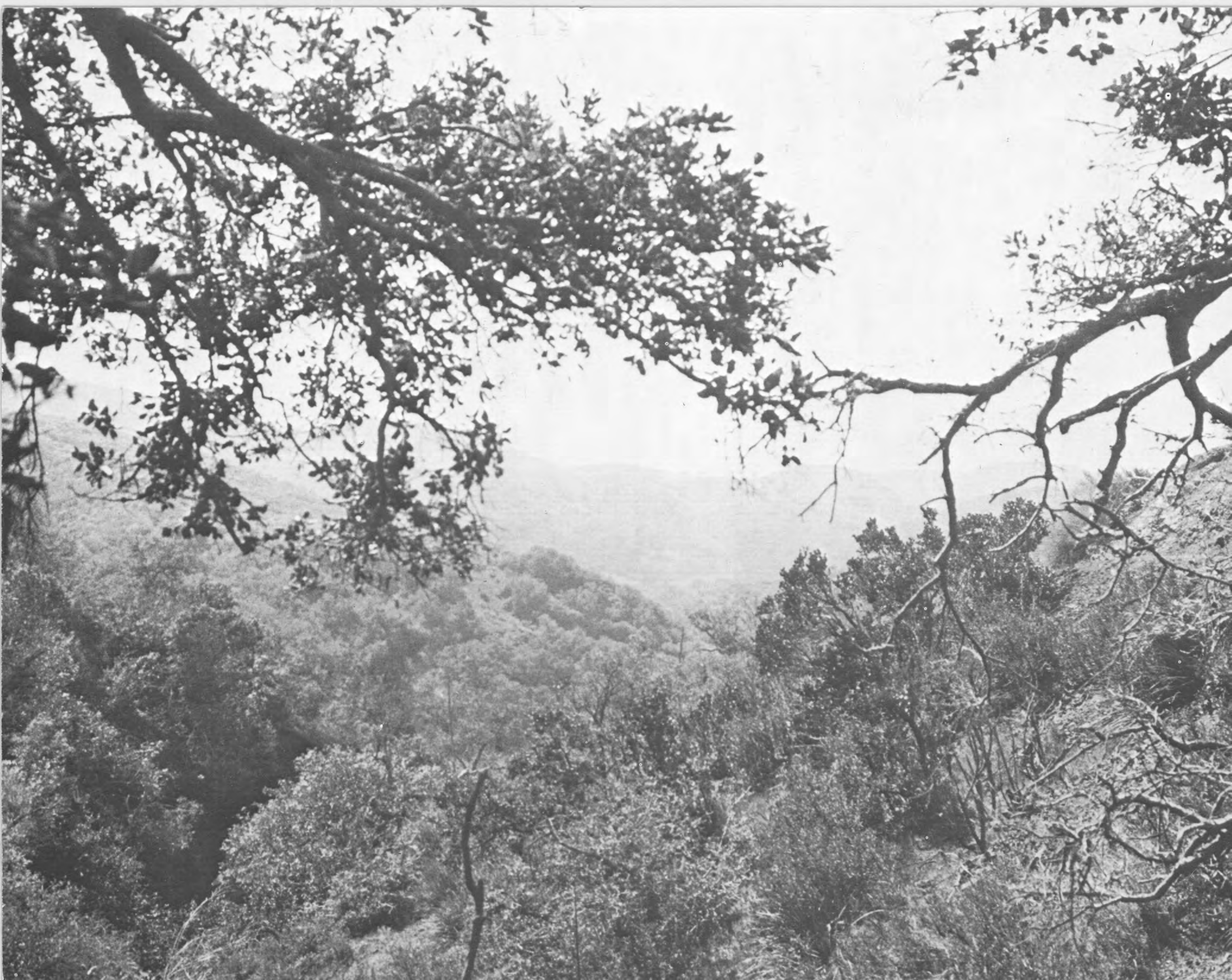




thousand oaks development plan



thousand oaks development plan

CITY OF THOUSAND OAKS CITY COUNCIL

May, 1967 Council

David F. Betts (Mayor)
Charles W. Cohen
Richard D. Hus
John D. Tapking
Alex T. Fiore

April, 1968 Council

Alex T. Fiore (Mayor)
David F. Betts
Charles W. Cohen
Raymond A. Garcia
Richard D. Hus

April, 1969 Council

Richard D. Hus (Mayor)
Charles W. Cohen
David F. Betts
Alex T. Fiore
Raymond A. Garcia

April, 1970 Council

Charles W. Cohen (Mayor)
Edwin A. Jones
Carroll M. Bowen
Alex T. Fiore
Raymond A. Garcia

CITY OF THOUSAND OAKS PLANNING COMMISSION

April, 1967

John Thompson (Chairman – left 7/31/67)
John R. Ebbinghaus (Chairman 8/7/67)
Arthur J. Kudla
Ronald Rule
Walter C. Wilcox, Jr. (appointed 4/10/67)
Charles L. Holbert (appointed 8/7/67)

April, 1968

John R. Ebbinghaus (Chairman)
Charles L. Holbert
S. John Peterson
Walter C. Wilcox, Jr.
Henry Still

April, 1969

Walter C. Wilcox, Jr. (Chairman)
John R. Ebbinghaus
S. John Peterson
Henry Still (left 5/26/69)
Dick Rosiejka (appointed 6/2/69)
Charles L. Holbert (left 11/3/69)
Mrs. Basil Tolle (appointed 11/10/69)

April, 1970

Dick Rosiejka (Chairman)
Mrs. Basil Tolle
Harry Hale
S. John Peterson
Martin Hartman

City Manager – Glenn Kendall

City Attorney – Raymond C. Clayton

City Clerk – Velma S. Quinn

Planning Department

Barry Eaton, Planning Director (1966–1970)

Philip E. Gatch, Planning Director (January, 1970–Present)

R. Terrance Lintern, Associate Planner, Advance Planning

Norman H. Emerson, Assistant Planner, Advance Planning

City of Thousand Oaks Policy Advisory Committee

The Consultants wish to express their appreciation to the many citizens of the Conejo Valley for their dedicated service as members of the City of Thousand Oaks Policy Advisory Committee.

The preparation of this report was financed, in part, through an urban planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

January, 1971

RESOLUTION NO. 70-381 OF THE CITY COUNCIL OF THE CITY OF THOUSAND OAKS, ADOPTING A GENERAL PLAN FOR SAID CITY INCLUDING A LAND USE ELEMENT, CIRCULATION ELEMENT, AND HOUSING ELEMENT.

WHEREAS, on the 6th day of August 1968, the City Council of the City of Thousand Oaks, upon recommendation of the Planning Commission, approved Contract Number LPO-P/292-CHS-1 between the State of California, State Department of Finance and the City of Thousand Oaks; pursuant to said contract, the United States Department of Housing and Urban Development supplied funds to the State Department of Finance for purposes of arranging a contract between themselves and the Leo A. Daly Company of San Francisco, California, a planning consultant, in which the City of Thousand Oaks would be a third party beneficiary, of consultant services to be rendered by said Leo A. Daly Company to the City of Thousand Oaks in conjunction with a General Plan under the "701" program of the Department of Housing and Urban Development, and

WHEREAS, pursuant to said contract, the Leo A. Daly Company made studies and prepared recommendations and met with a committee of members of the community as hereinafter described, and

WHEREAS, to assist the City of Thousand Oaks in the analysis and preparation of said Plan, an advisory committee of 100 citizens of said City was appointed by the City Council to review the studies and recommendations of the Leo A. Daly Company, and

WHEREAS, pursuant to the contract as above described, the Leo A. Daly Company, and their sub-contracted consultants, prepared and submitted to the Advisory Committee the following pertinent reports concerning the Land Use and Circulation Elements of the Development Plan:

- Attitude Survey Findings – Leo A. Daly Company, February 1969 – Marked Exhibit 1 to this Resolution.
- Inventory Report – Leo A. Daly Company, April 1969 – Marked Exhibit 2 to this Resolution.
- Alternative Land Use Concepts A, B and C – Leo A. Daly Company, June 1969 – Marked Exhibit 3 to this Resolution.
- Economic Analysis – Development Research Associates, June 1969 (Supplemental Memorandum, September 1970) – Marked Exhibit 4 to this Resolution.
- Memorandum Report – Leo A. Daly Company, December 1969 – Marked Exhibit 5 to this Resolution.
- Future Circulation Element Requirements – Wilbur Smith and Associates, January 1970 – Marked Exhibit 6 to this Resolution.
- Housing Element – Leo A. Daly Company, August 1970 – Marked Exhibit 7 to this Resolution.

Three copies of each of said exhibits are now and have been for the past 30 days on file with the City Clerk of the City of Thousand Oaks and are now and have been available for public inspection, and

WHEREAS, upon the consideration of all the above described reports, with the exception of the Housing Element, said Advisory Committee approved a General Plan and made favorable recommendations thereon to the Planning Commission, and

WHEREAS, pursuant to notice given on February 11, 1970, a meeting was held by the Planning Commission of the City of Thousand Oaks on February 21, 1970, at the Conejo Valley Community Center and continued to subsequent meetings thereafter at appropriate places designated by the Planning Commission and at said

herein described meetings, the relevant elements of the report and recommendations, as in part, herein described, were considered in the following order:

- Circulation Element, April 22, 1970;
- Housing Element, September 13, 1970, and November 23, 1970;
- Goals and Policies and Economic Analysis, October 19, 1970;
- Land Use and Circulation Elements, November 2, 1970, and November 23, 1970.

WHEREAS, at the meeting of the Planning Commission of November 23, 1970, tentative approval was given to said Land Use Element, Circulation Element, and Housing Element, and it was recommended that the City Council commence consideration of the goals and policies for said plan as set forth in its Resolution No. 181-70PC as adopted by said Commission on October 19, 1970, and

WHEREAS, at the Planning Commission meeting of December 7, 1970, the Planning Commission adopted Resolution No. 207-70PC which approved a General Plan as set forth in the therein described resolution and exhibits.

WHEREAS, the City Council, having held duly noticed public hearings on said Plan commencing on December 3, 1970, and continued from time to time at appropriate places and times designated by said City Council at said meetings the relevant elements of said report and recommendations as set forth in Resolution No. 207-70PC were considered, discussed and evaluated, and

WHEREAS, at the regular City Council meeting of December 22, 1970, said City Council approved in concept said General Plan as set forth in Resolution No. 207-70PC and instructed the City Staff to prepare this instant resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Thousand Oaks as follows:

- That the City Council of the City of Thousand Oaks hereby adopts the Goals and Policies for the Thousand Oaks Development Plan (General Plan) as set forth in Resolution No. 70-380 of this Council (Exhibit A) in the form as recommended and approved by the Planning Commission.
- That the City Council of the City of Thousand Oaks hereby adopts the Thousand Oaks Tentative Development Plan Map (Exhibit B) in the form as recommended and approved by the Planning Commission with the following modifications as recommended and approved by the Planning Commission:
 - There is hereby designated an overlay map showing those properties that are developed to their existing zoning that could conflict with the Development Plan Map. (Marked Exhibit B-1)
 - There is hereby designated medium density residential development for the area adjacent and south of the Los Robles Golf Course. (Shown on Exhibit B-1)
 - There is hereby indicated a small amount of medium density acreage adjacent to the commercial center at Kimber Drive and Reino Road. (Shown on Exhibit B-1)
 - There is hereby eliminated the Motion Picture Production classification from the M.G.M. property and it is hereby designated as a special study area. (Shown on Exhibit B-1)
 - There is hereby designated the developed high density residential property along the south side of Hampshire Road on

the Westlake property. (Shown on Exhibit B-1)

- There is hereby designated the "Greenwich Drive Area" as medium density residential in conformity with the Development study completed for that area. (Shown on Exhibit B-1)
- That the City Council of the City of Thousand Oaks hereby adopts the Circulation Element of the said Development Plan, as shown on said Development Plan Map in the form as recommended and approved by the Planning Commission, with the following modifications, as recommended and approved by the Planning Commission:
 - The proposed Village Lane – Thousand Oaks Boulevard intersection is hereby changed to reflect the approved Hillcrest Drive and Hodencamp Road alignments. (Shown on Exhibit B-1)
 - The proposed bridge extension of Janss Road onto the M.G.M. property is hereby deleted at least until a complete analysis of that property is conducted by the Planning Department, Planning Commission and the City Council.
- That the City Council of the City of Thousand Oaks hereby adopts the Housing Element of the General Plan as recommended and approved by the Planning Commission, with the direction that the inter-governmental approach will not be followed.
- That an ordinance of the City Council providing for a method of adoption and implementation of the General Plan for the City as recommended and approved by the Planning Commission, has been concurrently prepared and adopted.

BE IT FURTHER RESOLVED that by the adoption of this Resolution it is the intention of the City Council of the City of Thousand Oaks, upon recommendation and approval of the City Planning Commission, to comply with Section 65352 of the Government Code of the State of California and hereby to adopt a General Plan and the required elements of a General Plan as herein described so that any existing General Plan which the City may have, which is inconsistent with the one hereby adopted, be repealed or amended or modified to reflect the proposed changes.

This is to certify that the foregoing is a full, true and correct copy of Resolution No. 70-381.

PASSED AND ADOPTED this 22nd day of December, 1970

Charles W. Cohen, Mayor
City of Thousand Oaks

ATTEST:

Velma S. Quinn, City Clerk
City of Thousand Oaks

Approved as to Form:

Raymond C. Clayton, City Attorney

Approved as to Administration:

Glenn Kendall, City Manager

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the City Council of the City of Thousand Oaks at a regular meeting thereof, held on the 22nd day of December, 1970, by the following vote, to-wit:

AYES: Councilmen: Jones, Bowen, Garcia, Fiore and Mayor Cohen

NOES: Councilmen: None

ABSENT: Councilmen: None

Velma S. Quinn, City Clerk
City of Thousand Oaks

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foreword

THE CONEJO VALLEY TODAY AND TOMORROW

The Conejo Valley is now entering a time of rapid growth and change. Its population has increased five-fold since 1960, as people from Los Angeles to the south, from the San Fernando Valley to the east, and from elsewhere in the United States have moved here.

They have come seeking the distinctive advantages offered by the Conejo Valley — its great natural beauty, its access to ocean and mountain recreation areas, its clean air, and its spacious, semi-rural character.

This growth has brought prosperity to the Valley, but it also has brought a potential threat to the very qualities which have made the area so attractive. For if growth proceeds in a disorderly manner, without planning and provision of needed facilities, the inevitable result will be a recurrence of many of the problems the Valley's residents have sought to overcome — monotonous and undistinguished residential tracts, inadequate and inaccessible recreation facilities, poor transportation, smog, unsightly proliferations of commercial activity, inadequate schools, and high local taxes.

Fortunately, the citizens of the Conejo Valley have committed themselves to a course of action that is intended to maintain and enhance the area as an attractive, balanced living-working community in the future. Immediately upon its incorporation in 1964, the City of Thousand Oaks placed an effective planning program as a top priority item for municipal action. Moreover, the major land developers in the area have established a pattern of the planned coordinated development of diversified communities.

Problems already exist in the Thousand Oaks Planning Area — structural deterioration, obsolete patterns of subdivision, conflicts between residential and commercial uses. And there is an increasingly urgent need for housing that is affordable by lower

and moderate-income families, who seek employment in the Conejo Valley. Because the Thousand Oaks area is in its early stages of growth, its problems can be dealt with before they deter the area's ultimate development.

The Thousand Oaks Development Plan is intended as a vehicle by which the citizens of the Conejo Valley can act together to achieve their goals for the community. The Plan has been prepared through the cooperative efforts of citizens, working with the planning consultant and public officials. Continuation of responsive relationship among people, planners, and officials will be essential as the proposals of the Development Plan are translated into reality in the coming years.



goals for the thousand oaks planning area

1

The citizens of the Conejo Valley, acting through their representatives on the Policy Advisory Committee, have set forth seven basic goals for the development of the Thousand Oaks Planning Area (the major portion of the Valley within Ventura County). These goals were defined and adopted at a series of planning seminars in which the Committee, other citizens from the Planning Area, and the planning consultants participated. The Policy Advisory Committee itself consists of approximately 100 members representing a broad cross-section of the area, including the Thousand Oaks City Council and Planning Commission and members of active community organizations.

These goals have guided the preparation of this Development Plan:

- To enhance and preserve the spaciousness and attractiveness of the Conejo Valley in accommodating future growth.
- To provide an adequate and integrated transportation system consistent with the Valley's form and needs.
- To provide adequate commercial facilities to satisfy the Valley's mercantile needs, arranged and located to provide proper access and compatibility with adjoining uses through design.
- To further encourage and develop the sense of community identity and foster willingness to participate in Valley affairs.
- To provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural, and recreational facilities.
- To provide a permanent park and recreational system of sufficient size and quality to serve adequately the Valley's needs, and consistent with the rising expectations of the community.
- To develop additional tools enabling commercial and industrial (as well as residential) developments to grow and flourish in an efficient and compatible manner.

policies for the thousand oaks planning area

2

Following their review of all elements of the Thousand Oaks Development Plan, the City of Thousand Oaks City Council and Planning Commission established a number of development policies reflecting the City's commitment to achieve the seven basic goals developed by the Policy Advisory Committee. During the establishment of the development policies, it was the desire of the City Council and Planning Commission to add the following goal:

To provide a high quality environment that at all times is healthful and pleasing to the senses of man, and to understand the relationship between the maintenance of ecological systems and the general welfare of the people of the Conejo Valley.

The following resolution states officially the goals and policies for the Thousand Oaks General Plan.

RESOLUTION NO. 70-380 THE CITY COUNCIL OF THE CITY OF THOUSAND OAKS ADOPTING THE GOALS AND POLICIES FOR THE THOUSAND OAKS GENERAL PLAN.

The City Council of the City of Thousand Oaks, California, does resolve as follows:

WHEREAS, it is deemed necessary in accordance with the California State Government Code, Title 7, Chapter 3, Section 65302, that the General Plan for the City of Thousand Oaks, shall contain a "Statement of Development Policies";

WHEREAS, a legal public hearing on this matter was held by the City Council of the City of Thousand Oaks, California, on the 17th day of December, 1970, after proper notice of said hearing was made as may be evidenced by documents on file, and

WHEREAS, the City Council has reviewed and studied Planning Commission Resolution No. 181-70PC, as it relates to the elements of the Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council has adopted certain goals and policies for the Thousand Oaks General Plan as set forth below:

GOALS

- To enhance and preserve the spaciousness and attractiveness of the Conejo Valley in accommodating future growth.
- To provide an adequate and integrated transportation system consistent with the Valley's form and needs.
- To provide adequate commercial facilities to satisfy the Valley's mercantile needs, arranged and located to provide proper access and compatibility with adjoining use through design.
- To further encourage and develop the sense of community identity and foster a willingness to participate in Valley affairs.
- To provide the framework for a planned and unified community containing a balance of living, working, shopping, educational, civic, cultural, and recreational facilities.
- To provide a permanent park and recreational system of sufficient size and quality to serve adequately the Valley's future needs, and consonant with the rising expectations of the community.
- To develop additional tools enabling commercial and industrial (as well as residential) development to grow and flourish in an efficient and compatible manner.
- To provide a high quality environment that at all times is healthful and pleasing to the senses of man, and to understand the relationship between the maintenance of ecological systems and the general welfare of the people of the Conejo Valley.

POLICIES

General Development Policies

- This Plan is a guide for future development, and its accompanying land use map will not be seen as a zoning map.
- That the basic form of the Planning Area would consist of open space surrounding the developed parts of the community. This open space would include existing and proposed parks and hillsides not suitable for development.
- That most of the area's highly intensive uses – industrial and commercial areas, shopping centers, and high density housing – would be located in a corridor form along the Ventura Freeway. Furthermore, provisions would be made for two regional commercial cores at sites oriented to the Ventura Freeway.
- That a "T"-shaped highway system, the Ventura and Conejo Creek Freeways, would provide access to and from the Valley and connect parts of the area together.

Residential Policies

- An appropriate housing mix of 80% single family units and 20% multiple family units would be established for the Planning Area. Single family units will consist of detached single family homes; but attached units, townhouses, rowhouses, and modular type housing may be considered as single family units provided that such units do not exceed 20% of the total single family residences, and that they are developed at a density not to exceed seven units per net acre. Multiple family units will include all other forms and types of residential development.
- Very Low Density
Very low density shall mean development of

between 0 and 2 dwelling units per net acre in areas of 10% to 25% hillside slopes; a very low density will predominate. Such a density shall be characteristic of large single family estate lots and equestrian estates. Within steeper slope areas, clustering of single family units could be achieved through density transfer procedures.

- Low Density

Low density development shall mean from 2 to 4.5 dwelling units per net acre. Such density would include predominately detached homes or attached homes, provided that not more than two walls are common to other dwellings and that each home has a private yard.

- Medium Density

Medium density development shall mean from 5 to 15 dwelling units per net acre which may include townhouses, garden and condominium apartments, and mobile home units. Medium density areas should be located predominately near major centers of activity, except that mobile home units will be located in the appropriate topographic setting.

- High Density

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 that are accessible and close to major centers of activity and along the Ventura Freeway.

- Hillside Development

- Residential development would be relatively compact in valleys and along hill-sides and most areas of steep topography would be reserved for open space.
- Very low density housing would be located in the surrounding mountains in pockets of potentially developable land.

- Hillside development criteria would promote high standards and encourage innovative design and use.

- Housing

- Maintain and further enhance the present high quality semi-rural single family residential character of the Thousand Oaks Planning Area.
- Strive to provide, in a balanced manner that is consistent with the economic and social requirements of the people of the Thousand Oaks Planning Area, a choice of adequate housing in a variety of locations and types for all residents regardless of age, income, or ethnic background.
- Upgrade substandard neighborhoods throughout the Planning Area in order to prevent their further deterioration and development into costly and permanently blighted areas.

Commercial Policies

- Two regional shopping centers and smaller neighborhood centers at appropriate locations as dictated by density and convenience, together with strip and other small commercial uses at appropriate sites along major roadways.
- The major core area at the intersection of Thousand Oaks Boulevard and Moorpark Road would be strengthened with new commercial facilities. This may also include a plaza center.
- Strengthen the axis between the commercial core areas by improving and rebuilding unattractive and underdeveloped areas along Thousand Oaks Boulevard.

Industrial Policies

- Expansion would take place in two major complexes along the Ventura Freeway at the western and eastern ends of the Planning Area (Rancho Conejo and Westlake industrial areas), and possibly adjacent to the proposed Tierra Rejada Airport north of the Planning Area.
- Industries should generally continue to be light industries highly specialized, scientific or research-oriented firms.

Institutional – Governmental Policies

- There will be a need for additional floor space in the Civic Center by 1985, beyond that provided for in the current building design. This additional space along with a civic auditorium, can be accommodated on the existing site.
- Schools needed by 1985 – 16 elementary, 4 junior highs and one high school (for holding capacity) – additional 13 elementary, 4 junior highs, and one high school.

Recreational, Parks, and Open Space Policies

- An Open Space System will include existing parks, committed park lands, future parks, golf courses, and small pockets of residentially developable land at very low density.
- A majority of the open space acreage would remain in the hands of private owners.
- In mountainous areas with more than 25% slope, development should be controlled through appropriate hillside policy.
- Locate neighborhood parks and open space within walking distance of residential areas.

- A system of equestrian and hiking trails should be implemented using utility easements and open space reserves.
- An Open Space System would extend into the community and adjoining school sites.
- Encourage pedestrian ways from residential into commercial areas.
- Encourage a variety of cultural, recreational and historical facilities in a variety of locations.

Transportation Policies

- Street realignments and extensions focus on the core area on Thousand Oaks Boulevard and Moorpark Road, the Old Town area along east Thousand Oaks Boulevard, and the Greenwich Village area.
- The improvement of the intra-valley circulation system would be facilitated by the Capital Improvement Program.
- The Concept C development pattern would encourage a variety of mass transit facilities.
- Encourage a variety of transportation modes.

Special Studies

- Historic Preservation – Historical preservation areas must be preserved by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.
- Beautification – Regulatory ordinances should be reviewed for their effect on physical design and the environment with special attention to air, water, land and noise pollution; and the preservation of the natural environment, as the design and relationships of buildings and public facilities.

This is to certify that the foregoing is a full, true and correct copy of Resolution No. 70-380

PASSED AND ADOPTED this
17th day of December, 1970

Charles W. Cohen, Mayor
City of Thousand Oaks

ATTEST:

Velma S. Quinn, City Clerk
City of Thousand Oaks

Approved as to Form:

Raymond C. Clayton, City Attorney

Approved as to Administration:

Glenn Kendall, City Manager

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the City Council of the City of Thousand Oaks at a regular meeting thereof, held on the 17th day of December, 1970, by the following vote, to-wit:

AYES: Councilmen: Jones, Bowen,
Garcia and Cohen

NOES: Councilmen: None

ABSENT: Councilmen: Fiore

Velma S. Quinn, City Clerk
City of Thousand Oaks

summary of development plan recommendations

3

The Thousand Oaks Development Plan provides a long-range comprehensive guide for the coordinated growth of the community. It recommends policies for land use and facilities in the Planning Area, in order to create an attractive, efficient, and satisfying environment. The plan has evolved through a step-by-step process, in which citizens have been fully involved in each phase — goal definition, data collection and analysis preparation of tentative recommendations, and formulation of final plans.

The plan is directed toward the target year of 1985. It distinguishes between a population forecast of 120,000 — 140,000 for that year and an ultimate holding capacity population of 180,000 — 200,000 for the Conejo Valley. The lower range of figures are based upon market projections, and the higher range figures are based upon the residential capacity of the Valley according to topography. It is recommended that the lower figures be used as a general guide for the area's development, in order to maintain desirable standards of open space and environmental quality. However, the plan provides for facilities and a circulation system that could accommodate the holding capacity population as well.

The basic spatial form of the Planning Area proposed by the plan consists of a ring of open space surrounding the developed parts of the community. This ring would include existing and proposed parks and hillside areas not suitable for construction. A "T"-shaped transportation system, the Ventura and Conejo Creek Freeways, would provide access to and from the Valley and link parts of the area together. Most of the area's highly intensive uses — industrial and commercial areas, shopping centers, and high-density housing — would be located in corridor form along the Ventura Freeway.

The plan makes the following major recommendations for the primary categories of land use and improvements:

Residential

A great variety of sites for housing would be provided in the Development Plan. In general, residential development would be relatively compact, in valleys and along hillsides, and most areas of steep

topography would be reserved for open space. However, there would be opportunities for housing at very low densities in the surrounding mountains, in pockets of potentially developable land. Special hillside development provisions will assure high standards in these areas and encourage innovative design.

The amount of medium-density and high-density housing would increase, in response to changing life patterns of Valley residents. This housing would be located primarily at sites that are easily accessible and close to major centers of activity — along the Ventura Freeway and adjacent to shopping centers. By 1985, there would be a total of 28,200 single family units and 4,900 multiple units in the Planning Area.

Commercial

To meet the area's growing need for all types of commercial facilities, the Development Plan proposes two regional shopping centers and strong neighborhood centers at nine locations, together with strip commercial uses at appropriate sites along major roadways.

The major regional core of the Planning Area, at the intersection of Thousand Oaks Boulevard and Moorpark Road, would be strengthened with new commercial facilities and the new Civic Center. Nearby could be a new Plaza Center with small shops and cafes, and a series of office centers, all in a landscaped setting. The plan proposes strengthening the axis between this commercial core and the area's other regional center, at the Ventura-Westlake Boulevard interchange, by improving and rebuilding unattractive and underdeveloped areas along Thousand Oaks Boulevard.

Industrial

Industrial expansion would take place in two major complexes along the Ventura Freeway, at the western and eastern ends of the Planning Area. These complexes would include the existing Rancho Conejo and Westlake industrial areas. Industries in the Conejo Valley will continue to be highly specialized — generally light industrial, scientific, or research-oriented firms, that are nuisance-free and that

can be accommodated in attractive structures in landscaped settings.

Institutional-Governmental

The City of Thousand Oaks will locate its new Civic Center on a 20-acre site on Village Lane, west of Moorpark Road. Studies conducted by the planning consultant indicate that there will be a need for additional floor space in the Civic Center by 1985, beyond that provided for in current building designs. This additional space, along with a civic auditorium, could be accommodated on the existing site.

The Development Plan also proposes a second public auditorium at a separate site, and local Community Center buildings containing meeting rooms and other facilities for civic and cultural events. Three Community Centers will be needed by 1985, and another two to serve the holding capacity population of 180,000.

School sites are recommended for facilities to meet needs under the 1985 population forecast of 120,000: 16 elementary schools, 4 junior highs, and one senior high. If the area reaches its ultimate holding capacity population, more schools would be required: 13 elementary, 4 junior highs, and one senior high. Wherever possible, the plan proposes school sites that adjoin the recommended Open Space System.

Recreation — Parks — Open Space

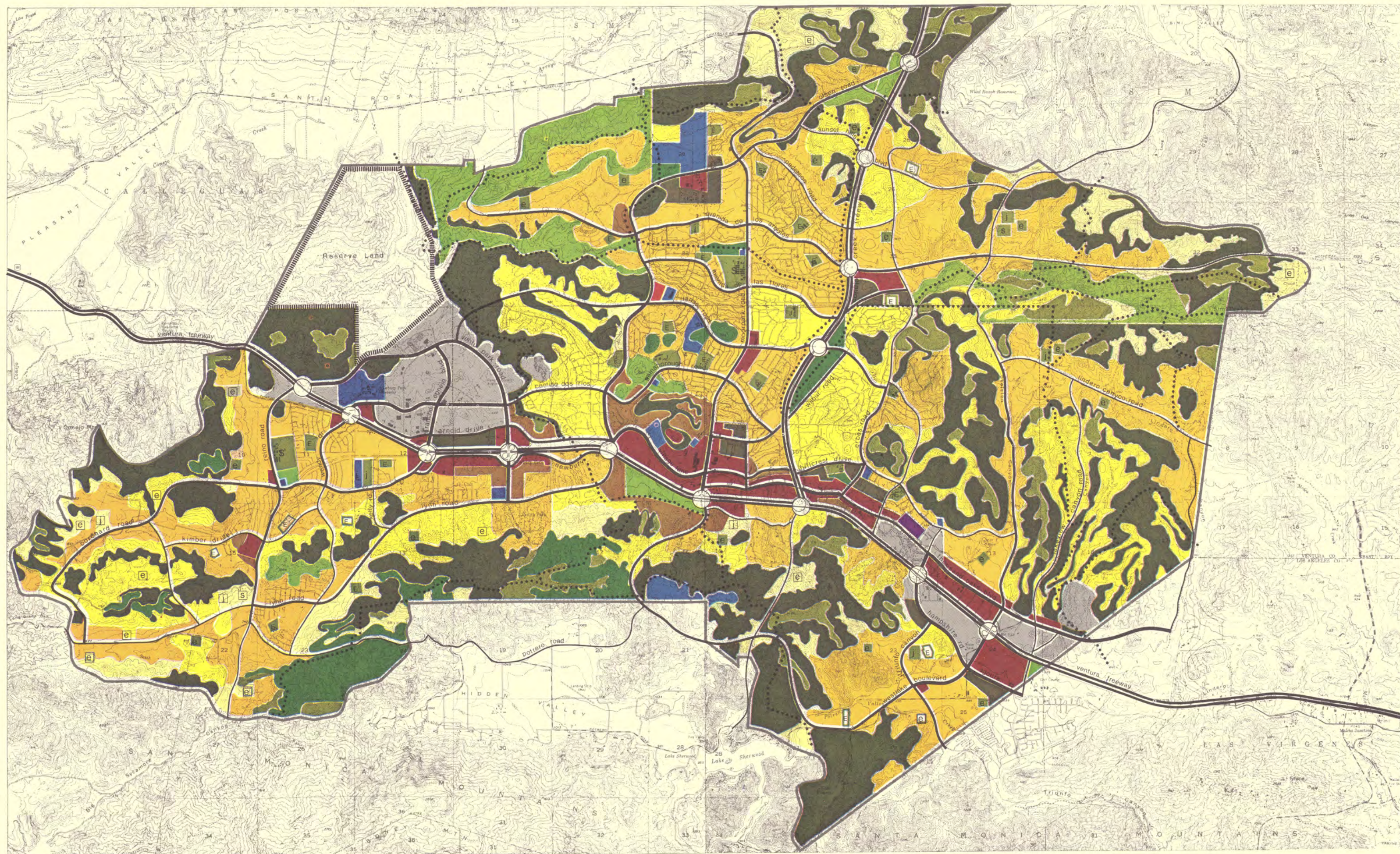
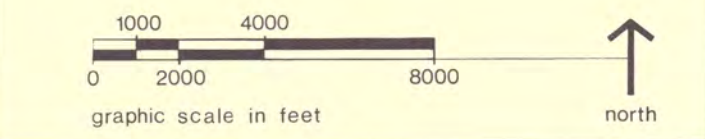
The Open Space System proposed by the Development Plan includes existing parks, committed park lands, future parks, golf courses, small pockets of residentially developable land at very low densities, and undevelopable lands to remain in private ownership. Only a small proportion of the system is recommended for acquisition by the Recreation and Park District. The great majority of the acreage would remain in the hands of present owners, subject to normal regulations governing land use and development.

Additional land for active recreation, totaling 415 acres, would be acquired by the Recreation and Park District. Another 500 acres proposed for pas-

thousand oaks development plan
thousand oaks, california

development plan

- RESIDENTIAL**
 - high density (15-30 du/net acre)
 - medium density (5-15 du/net acre)
 - low density (2-4.5 du/net acre)
 - very low density (0-2.0 du/net acre)
 - reserve (to be developed at 0-2.0 du/net acre for ultimate need)
- COMMERCIAL**
 - COMMERCIAL
 - COMMERCIAL-INDUSTRIAL
 - INDUSTRIAL
 - INSTITUTIONAL
- EXISTING SCHOOLS**
 - E elementary
 - J junior high
 - S senior high
 - site and facilities
 - site
- PROPOSED SCHOOLS**
 - e elementary
 - j junior high
 - s senior high
 - site and facilities (1985 need)
 - site and facilities (ultimate need)
- OPEN SPACE SYSTEM**
 - existing parks and golf courses
 - proposed parks and recreation areas
 - residentially developable land (to be developed at 0.2-1.0 du/net acre for ultimate need)
 - undevelopable land
 - hiking and riding trails
- MAJOR CIRCULATION SYSTEM**
 - interchange
 - freeway
 - six lane road
 - four lane road
 - two lane road
 - PLANNING AREA BOUNDARY



sive recreation might be made available by use easements obtained by the District, County, or State Park systems. Privately owned land in mountainous areas with more than 25 percent slope would be the major source of open space. Development of this land should in general be controlled through appropriate hillside standards.

A system of equestrian and hiking trails, linking sections of the Planning Area with each other and with the National Scenic Trail System, is also proposed.

Transportation

The Development Plan proposes no new freeways or other major transportation facilities. However, it does call for extensive changes in the Valley's internal circulation system. Street realignments and extensions that are proposed as part of the redesign and improvement of the core area, focus on the Old Town Area along East Thousand Oaks Boulevard and the Greenwich Village area. Other improvements and extensions of arterial and collector streets are recommended, to serve developing parts of the Planning Area.

Special Studies

The planning consultant undertook a number of other special studies that produced findings and recommendations affecting the body of the plan. These included a study of historic and cultural preservation and a report on beautification.

In the historic and cultural preservation study, the consultant briefly evaluated and described a number of both man-made and natural landmarks in the Conejo Valley. They are presented for preliminary consideration, for use in establishing a historical preservation program involving legislative controls, tax incentives, direct acquisition by a public agency, and private initiative.

In the beautification study, the consultant conducted a preliminary survey of conditions that mar the natural beauty of the area, and prepared recommendations for remedial action and controls over future development. These findings and proposals included the subjects of air, water, and land pollution and

the preservation of the natural environment, as well as the design and relationships of buildings and public facilities.

Implementation

The Development Plan recommends first steps in effectuation, as a means of translating the plan's policies into specific actions. Two separate reports were prepared: The Capital Improvements Program, to coordinate decisions on public investments, and proposed Land Development Guidance Techniques, to guide private decision-making.

The Capital Improvements Program report includes an analysis of the City of Thousand Oaks' past, present, and future revenues and expenditures. It outlines projects needed to achieve the Development Plan in two phases: a relatively detailed five-year program for 1970-1975, and a priority list of projects for the next 10 years, 1975-1985.

The proposed Five-Year Capital Improvements Program includes projects that are most essential to the City's growth. It is anticipated that this program could be financed from current revenues, without general obligation bonds or a City property tax, unless additional projects or an accelerated program are desired. The program estimates costs for individual projects, including a total of \$1.4 million for streets, \$1.5 million for parks, and \$1.5 million for public buildings. Since completion of the Five-Year Capital Improvements Program estimates for parks and public buildings, Conejo Valley residents have successfully passed a bond issue giving \$3.9 million to the Conejo Park and Recreation District for a five-year park and public building program.

Projects, in order of priority, are also recommended for the 1975-1980 period and the 1980-1985 period. These projects include all improvements necessary to carry the Development Plan to its target year of 1985.

The recommended Land Development Guidance Techniques focus on hillside development. This is a particularly critical issue in the Conejo Valley, where hillside areas comprise more than half of the total land. These areas are just now beginning to be

developed, and public concern is increasing over the serious environmental problems that can arise from improper use of hillside terrain — scarring soil erosion, disregard of natural contours and plant life, inadequate circulation, and poor design relationships between buildings and the land.

The report recommends controls specifically designed for hillside development. They would provide for certain variations from standard zoning and subdivision controls, which are intended mainly for flat land, and at the same time protect and enhance the Valley's hillsides. Lot design controls would establish maximum population levels in areas of a certain slope. Generally, the steeper the slope, the more land would have to remain in its natural state. Bonuses would be offered to developers, allowing them to increase the total number of units per site if more than the minimum amount of land were left in a natural state or devoted to recreation.

Standards for streets, pedestrian circulation, street lighting, utilities, cut and fill slopes, and erosion control are also recommended. These are designed to apply particularly to hillside conditions.

The Thousand Oaks Development Plan has evolved through the process of Cooperative Planning, in which citizens have been fully and effectively involved. The plan seeks, most of all, to move the community toward the goals that have been enunciated by its citizens — enhancing the area's attractiveness, providing adequate transportation and commercial facilities, encouraging a sense of community identity, providing a unified balance of living and working conditions, expanding the park system, and assuring economic growth.

background for planning 4

Thousand Oaks, located in Ventura County, attests to the County's claim that it is now California's most rapid growing population area. In a community where development is in a constant state of change, it is essential to have accurate, up-to-date information about conditions and trends affecting the Development Plan. Extensive research and analysis were conducted for the Thousand Oaks Planning Area — on its history, physical characteristics, population, economic conditions and prospects, public services, and governmental structures.

This section presents only the highlights from the various studies conducted as background for the Development Plan. More detailed information is available in the separately published study reports, listed at the end of this document.

Growth and Dynamics of the Los Angeles Region

The Greater Los Angeles Region had a population of more than 11,640,000 by the end of 1970, according to an estimate of the Los Angeles Chamber of Commerce. The two core counties, Los Angeles and Orange, contained more than 8,500,000 persons. The remainder lived in the three peripheral counties, Ventura, Riverside, and San Bernardino.

The peripheral counties have experienced especially rapid growth in recent years, as land in the core counties has become saturated and population has "spilled over" into less fully developed areas. Since 1967, when Ventura County's population growth rate outpaced Orange County's annual increase, Ventura has been the most rapidly growing county in the State.

The phenomenal growth of the Los Angeles region has come about largely because of the movement of people from elsewhere in the United States. More than 1,600,000 persons migrated to the area between 1950 and 1965. During one five-year period, between 1955 and 1960, more than a million in-migrants, nearly half from the midwestern and middle Atlantic states, settled in Los Angeles and

Orange counties. Although the rate of growth subsided in the 1960-1965 period, the total migration during those five years was well over half a million persons — 135 percent more than the migration into the New York, Philadelphia, Chicago, and Detroit areas combined.

Jobs, especially the relatively high-paying ones in defense and space-related industries, were the main reason why people moved to the Los Angeles region. Another factor attracting in-migration is the area's "style of living" — its low-density single-family residential areas, shopping centers, and industrial parks, linked together by a comprehensive freeway system.

Ventura County has particular advantages for residential development in the region. It is relatively smog-free, it has a pleasant climate year-round, and it is near ocean and mountain recreation areas. Also, large ranch properties have recently been made available for large-scale housing construction. These factors, together with the natural spill-over of residential development from the rest of the Los Angeles area, underlie Ventura County's current leading rate of population growth among the five counties.

By contrast, in the first three decades of this century, Los Angeles County had the highest rate of population growth in the region. In the 1930-1940 decade, Riverside was the leading county, followed by San Bernardino County in the 1940-1950 decade and Orange County between 1950 and 1960. Ventura County's present leading position represents a westward shift in orientation of growth in the area.

The San Fernando Valley, immediately east of the Ventura-Los Angeles County line, is approaching saturation. Between 1960 and 1970, population in that valley grew by 24 percent (from 1,067,000 to 1,333,000 persons). In the same period, Ventura County population increased by almost 95 percent (from 199,138 to 389,020). Nearly half of these new Ventura residents settled in the southeastern portion of the County, the Simi Valley and the Thousand Oaks area.

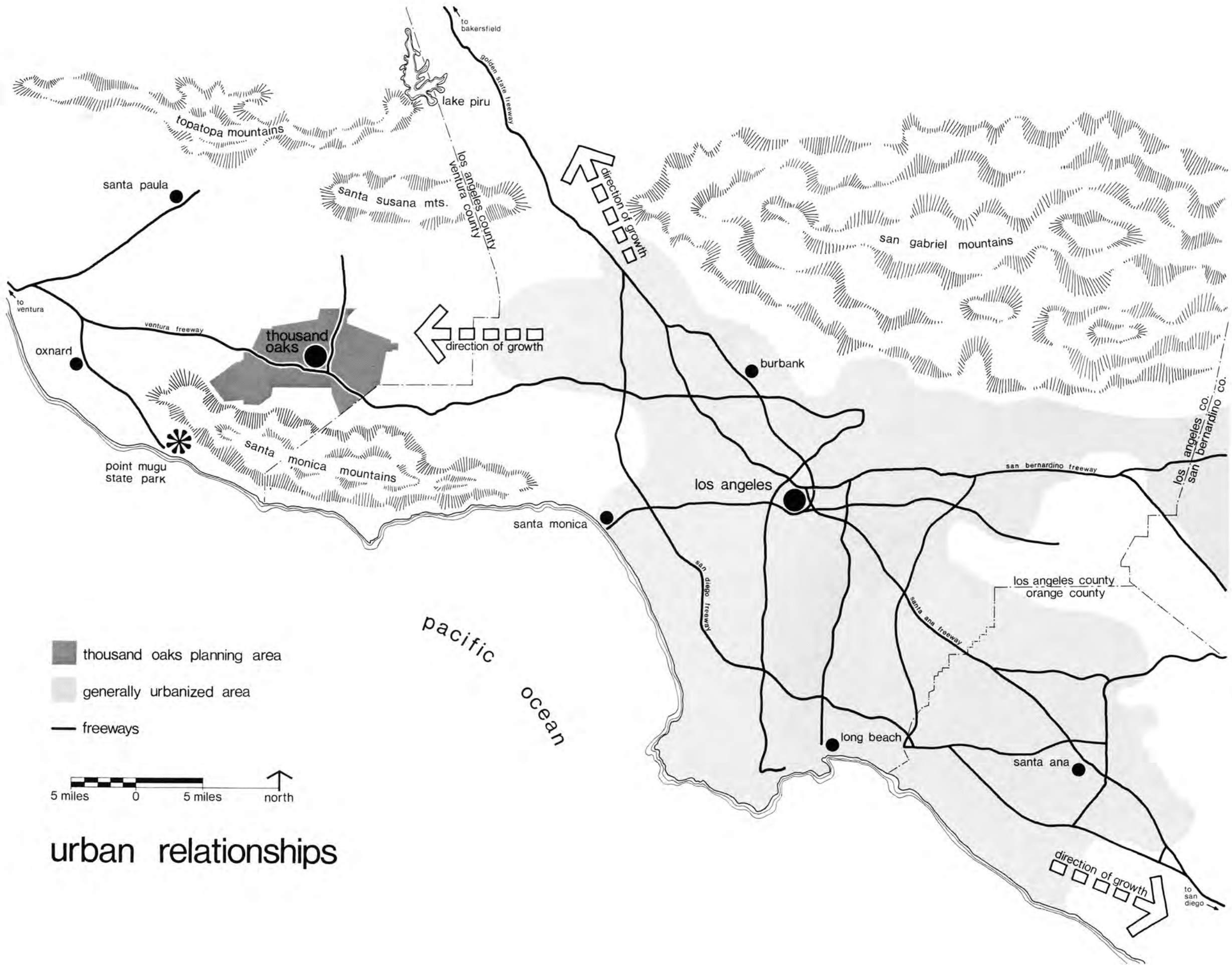
History of the Thousand Oaks Planning Area

The first recorded permanent settlement of the Conejo Valley was in 1875, when James Starr Newbury constructed a post office. Before that, the Chumash Indians had made seasonal food-gathering trips to the Valley from their settlements along the Pacific Coast, and later the Spaniards had grazed their cattle and sheep here.

Soon after Newbury's post office was constructed, the Stage Coach Inn and the original Timber School were built. The Inn served the increasing number of travelers along El Camino Real, and a second, somewhat modified, structure still exists in Ventu Park, about 200 yards south of the original location. Other surviving landmarks of these early years include Russell Cemetery, where many of the Conejo Valley's pioneers are buried, and the old rock-constructed Hall home, typical of early building materials.

The Conejo Valley consisted of the small community of Newbury Park and large ranches until about 1937, when Thousand Oaks began developing adjacent to U. S. Route 101. Both Thousand Oaks and Newbury Park grew gradually, with the development of several minor subdivisions. In 1958 the Ventura Freeway was constructed, which greatly accelerated growth in the Planning Area.

The Conejo Valley has historically consisted of large land holdings, since the years of Spanish rule in California. In the late 1950's, approximately 25,000 acres of land in the Planning Area were still under the control of two long-standing major ownerships, the Janss Corporation and the Albertson Ranch. In 1960 the Janss Corporation began construction of Janss-Conejo, designed to become a complete "new town" with an ultimate population of 60,000 and a wide range of living, working, shopping, and recreational facilities. Its first stages included several residential subdivisions, a golf course, and an industrial park. Westlake, another new community partially in Ventura County and partially in Los Angeles County, was started by the American-Hawaiian Land Company on the Albertson Ranch property in 1965. Its original development included residences with a commercial-educational-recreational core area.



urban relationships

The City of Thousand Oaks was incorporated in October 1964. Its recent growth has been phenomenal. Between 1960 and 1970 the population of the Planning Area (the Conejo Valley) increased from 9,446 to 47,930. This was an average rate of 22 percent annually – more than nine times the growth rate of California and nearly 20 times the growth rate of the United States.

Today, Thousand Oaks is still in a very early stage of its full development. The Conejo Valley has been able to avoid many of the problems confronting other newly built suburban areas, primarily because of the large-scale land planning and the effective industrial promotion of the new town developers. Consequently, the Planning Area has a light industrial base of nearly 30 plants, a basic road structure, and educational and park systems. By contrast, many other sections of new development are characterized by small subdivisions, separated by vacant land, unserved by adequate public facilities, and without related industry to provide an employment and tax base.

Physical Characteristics and Land Use

The Conejo Valley, which constitutes the Thousand Oaks Planning Area, has strong, distinctive natural features – mountains, lakes, rolling hills, oak-studded mesas, and clearly defined entrance points into the Valley. These features can set the area apart from the generally undistinguished urbanizing strip extending from Santa Barbara to San Diego, if new development is properly related to natural characteristics.

The Valley is about 9 miles long and 7 miles wide. It is elevated above the flat Oxnard Plain, which extends to the Pacific Ocean 8 miles to the west. It is framed by mountain ridges – the Santa Monica Mountains to the south, Conejo Mountain to the west, Mountclef Ridge to the north, and the Simi Hills to the east. Altitude along the valley floor generally ranges from 600 to 900 feet above sea level.

The motorist enters the Conejo Valley from Los Angeles via the Ventura Freeway (U. S. 101). For many years, the great pastoral spaces of the Albertson Ranch distinguished the Valley from areas to the east. However, housing, commerce, and industry are now

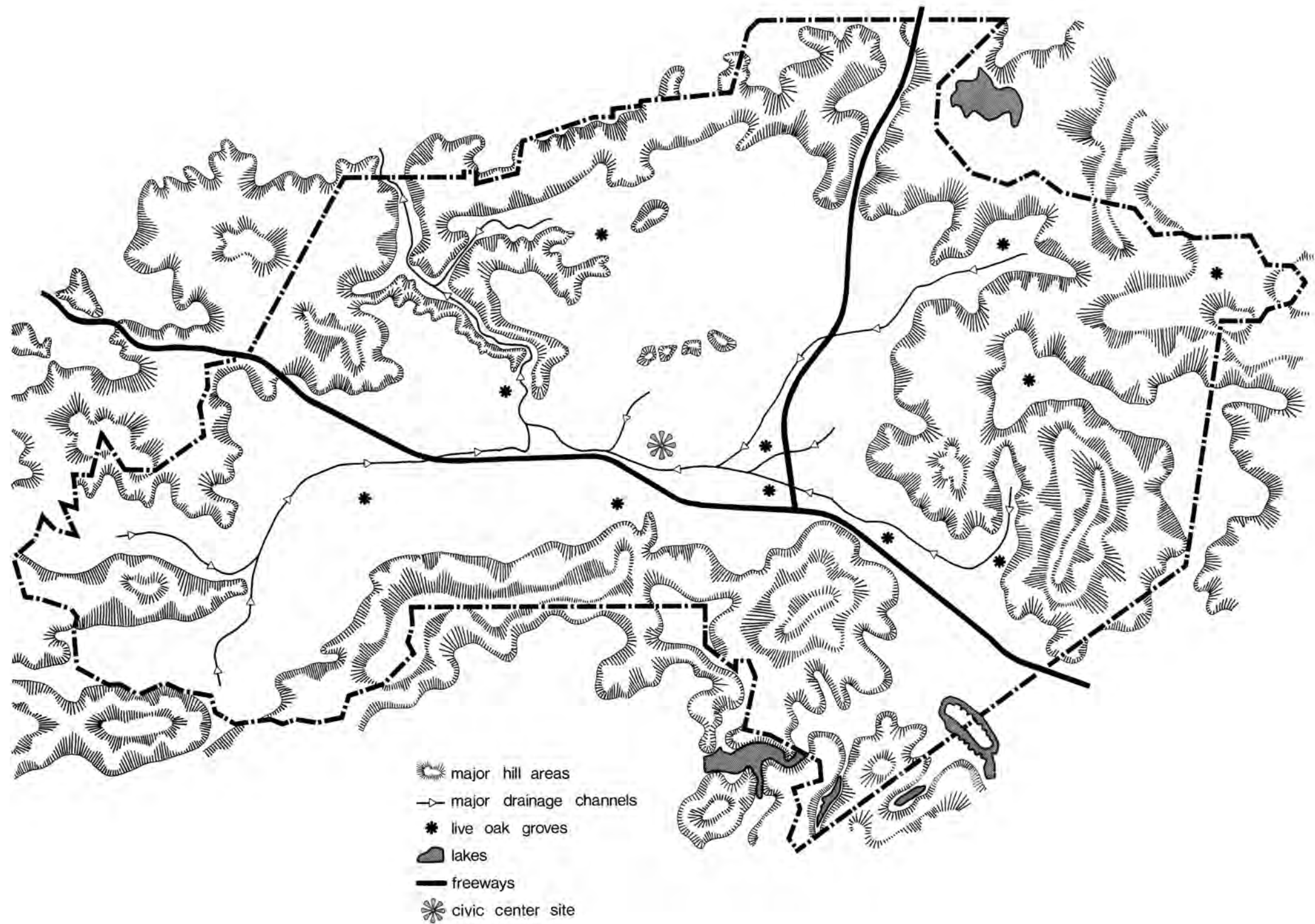
replacing cattle grazing, and the space that formerly separated the communities of Newbury Park and Thousand Oaks is now disappearing along the freeway.

Entering the Valley from the west along the Ventura Freeway, the motorist gets his first view of the Valley when he reaches the top of the Conejo Grade. The major visual features at this point are the Santa Monica Mountains and the roads and buildings of Newbury Park. At the Moorpark Road entrance to the Valley from the town of Moorpark there is an abrupt, unpleasant visual change as overhead utility wires and an asphalted median strip announce the beginning of the urbanized part of Thousand Oaks. The landscaped Olson Road entrance from Simi Valley, the Long Grade Canyon Road, and Decker Road offer attractive entrances into the Valley. Decker Road, in particular, offers views of Lake Eleanor backed by sheer cliffs.

Several man-made lakes have been developed in the Conejo Valley for various purposes in recent years. All of the publicly visible lakes are in the southeast corner of the Planning Area. Lake Bard, behind a ridge of the Simi Hills, is used as a municipal water reservoir. Another man-made body of water, Shadow Lake, was constructed only to be replaced by tennis courts later.

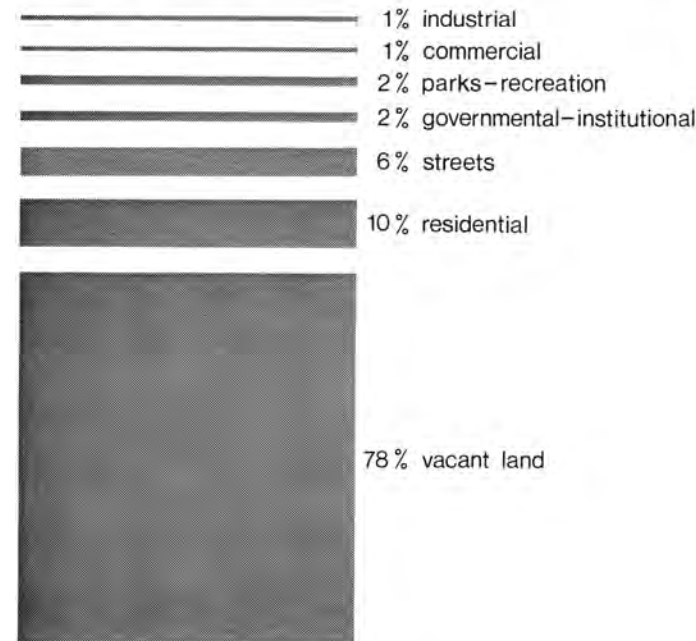
Many live oaks are found along Thousand Oaks Boulevard and scattered throughout “Old Town” and adjacent areas. There are several thick oak groves in undeveloped portions of Skeleton and Hill Canyons and along the Albertson Motorway. In the Playland section of the Lang Ranch, which contains probably the most scenic of all the oak groves in the Planning Area, there is an opportunity to integrate existing trees into later community development.

Approximately 7,800 acres (20 percent) of the Conejo Valley’s 60 square miles have been developed. The most intensive construction has occurred in the Central Thousand Oaks, Greenwich Village, and Old Town areas. Here, along U. S. 101 (El Camino Real), was the location for the first housing to be built in the Valley. Since this central section contains the oldest buildings in the Planning Area, it also contains



dominant physical characteristics

existing land use distribution – 1969



the most extensive problems of structural deterioration and obsolescence.

In the late 1950's and early 1960's, residential development took place along Moorpark Road, then into the Potrero and Russell Valleys. In the mid-1960's, for the first time, a hilly part of the Planning Area, Sunset Hills, was developed for housing.

Nearly half of the developed land in the Planning Area is used for housing – typically single-family homes of wood frame construction on 7,000 to 10,000 square foot lots. Unlike the Simi Valley, where pockets of vacant land separate residential tracts, development in the Conejo Valley is relatively compact, reflecting the control over timing exerted by major landowners. Today some 14 subdivisions are being developed in the Planning Area, with homes ranging in price from \$15,750 to \$80,000 and over.

Land in street and freeway rights-of-way is the second largest land use in the Planning Area. In 1969, park and recreational land covered 774 acres, with almost all of the developed acreage within Wildwood and Conejo Community Parks. Undeveloped recreational land includes the Potrero Regional Park and several neighborhood park sites. Developed public and private school sites, with nearly 800 acres, are the major type of government-institutional use.

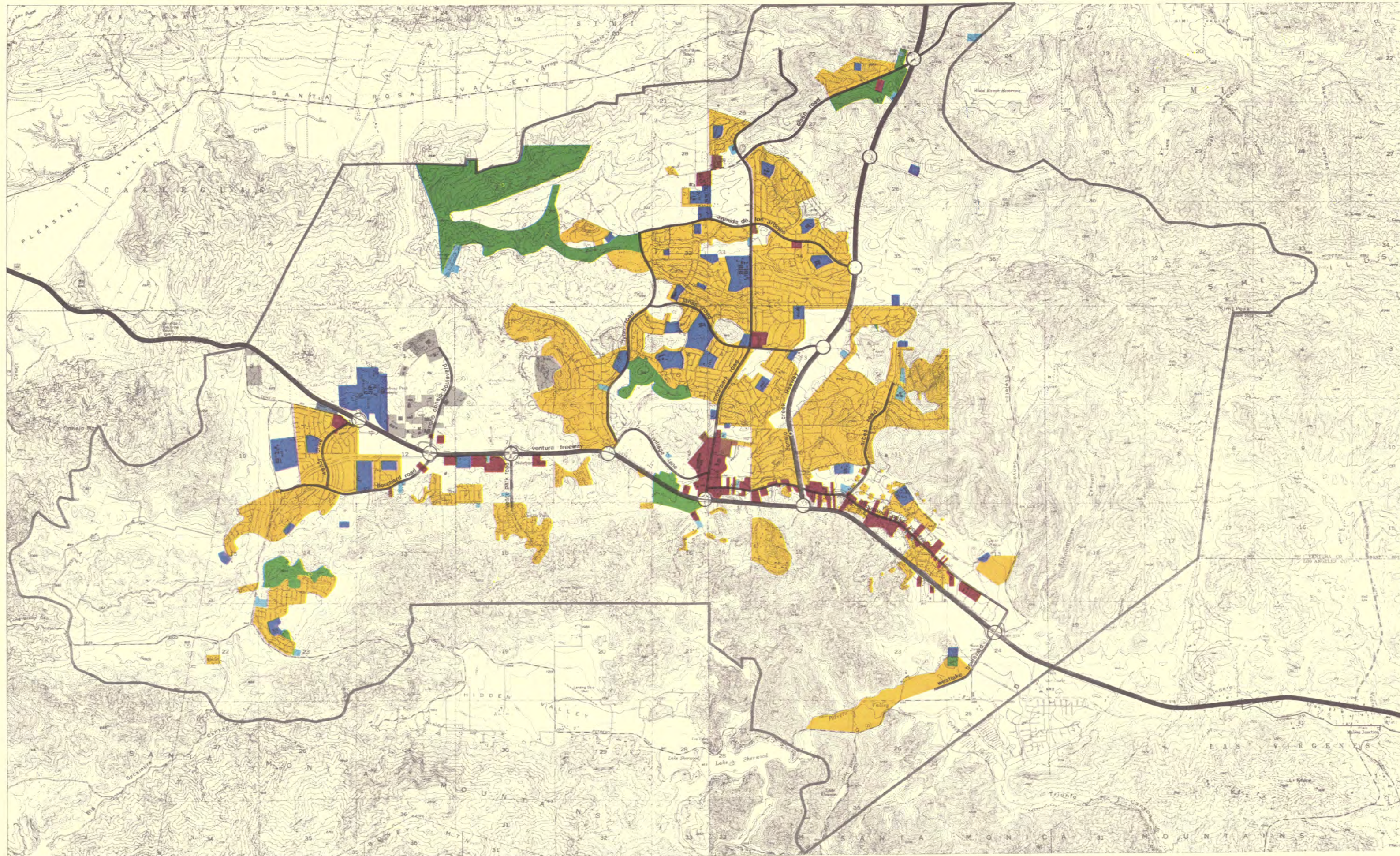
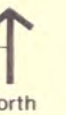
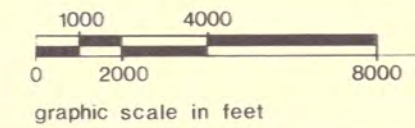
Commercial uses, most of which are in strips along U. S. 101 in Thousand Oaks and Newbury Park, occupy 421 acres. Several shopping centers have also been developed in recent years – Conejo Village and Park Oaks along Moorpark Road, Westlake Center, and others on Avenida de Los Arboles, Wendy Drive, and Mountclef Boulevard. There have also been new, specialized commercial forms developed recently, such as the Westlake Auto Center and the office complex near the intersection of Thousand Oaks Boulevard and Moorpark Road.

In 1969, industry occupied 258 acres of land, in two large, relatively flat tracts with immediate access to the Ventura Freeway – the Rancho Conejo and Westlake Industrial Parks.

thousand oaks development plan
thousand oaks, california

1969 generalized existing land use

-  single family residential
-  multiple family residential
-  commercial
-  industrial
-  school
-  public
-  park and recreation
-  freeways
-  major streets



Of the 30,700 acres of undeveloped land in the Planning Area, more than 16,000 acres are in mountainous sections generally unsuitable for construction. Some undeveloped land is still used for sheep and cattle grazing.

Within the Planning Area, about 28 percent of the land is level terrain (slopes less than 10 percent), 30 percent is gently rolling to hilly (10 to 25 percent slope), and 42 percent is mountainous (more than 25 percent slope). Most of the development to date has occurred on level and gently rolling land. Although landslides have not been a hazardous problem to date, they have occurred in the area, most commonly in the undeveloped, hilly area north of U. S. Route 101 and east of Erbes Road. There are a few scattered areas of potential flooding along the floors of natural drainage channels.

Transportation

Four basic types of transportation systems link the Los Angeles Region and the Thousand Oaks Planning Area with external points and connect the various sub-areas with each other internally – freeways and highways, airports, railroads, and water port facilities.

Freeways and major highways have become the dominant system for commercial and personal transportation within the Los Angeles Region since the end of World War II. In 1970, only 0.5 percent of the person trips in Ventura County were made by modes of travel other than the automobile (such as bus, rail, or air). There is an average of 10 auto trips each day per dwelling unit in the Thousand Oaks Planning Area.

Freeway routes in the Planning Area are Route 101 (Ventura Freeway) serving east-west traffic, and State Route 23 (Conejo Creek Freeway), which runs north and south. Major north-south streets in the area are Moorpark, Olson, and Lynn Roads. Thousand Oaks Boulevard is a major east-west facility adjacent to the Ventura Freeway. Major streets have generally been developed at the time construction occurs on adjacent land. As a result, many of the potential major routes are discontinuous or unequally developed on both sides. In newer sections of the Planning Area, housing has been planned so that it

does not front on major streets, thus effectively separating through and local traffic.

There are no operating airports within the Thousand Oaks Planning Area today. The previously operating Rancho Conejo Airport, a small privately owned field, has been closed. After a study of airport needs in the rapidly growing southeast portion of Ventura County, the Board of Supervisors recommended the Tierra Rejada Valley, north of Thousand Oaks, as a site for a new air field. It would provide general aviation service for the Thousand Oaks, Simi, Moorpark, and Camarillo areas. Its first stage would consist of a single runway and related facilities. Later it could be expected to include helicopters and facilities for Vertical- or Short-Take-Off-Landing aircraft connecting with the Ventura County Airport at Oxnard, Hollywood-Burbank, Los Angeles International, and the supersonic jet port proposed for the Antelope Valley.

Port Hueneme, about 25 miles from Thousand Oaks on the Pacific Coast, is the only major deepwater facility between Los Angeles and San Francisco. Planned additions to the freeway system will improve access from the Thousand Oaks Planning Area to this port and to existing and proposed airport facilities.



There are no rail facilities in the Conejo Valley, but connections to the Southern Pacific and Santa Fe Railroads are possible, eight miles west of Thousand Oaks or directly north in Moorpark and Simi.

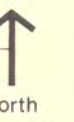
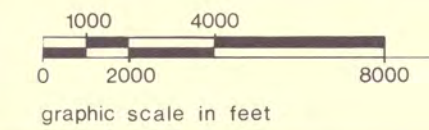
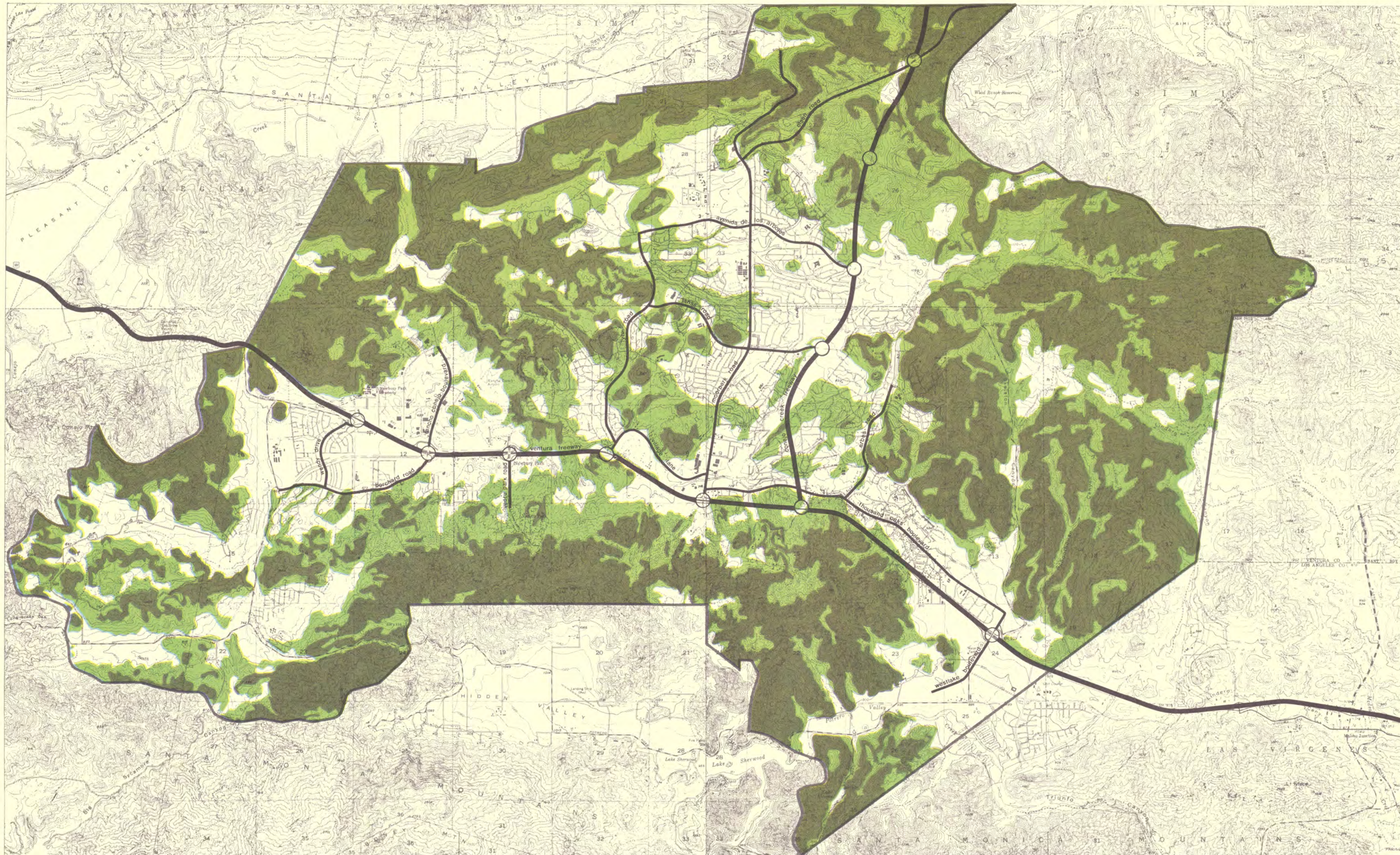
Population: Characteristics and Projections

The growth of Thousand Oaks, and the entire Planning Area of the Conejo Valley, has been extremely rapid – on the order of a five-fold increase since 1960. Essentially, the community as it exists today has developed only since 1960. Thousand Oaks, incorporated in 1964 and the only city in the Planning Area, contained a population of 34,485 according to the 1970 U.S. Census. This is more than two-thirds the total Valley population of approximately 47,000.

Young families, with relatively high incomes and high proportions of professional and managerial workers, have constituted most of this growth. In 1969, the

slope analysis

-  0-10 percent
-  10-25 percent
-  25 percent and over
-  freeways
-  major streets



median family income in Thousand Oaks was about \$14,625 – 50 percent above the Los Angeles County level. There are very few communities in the Los Angeles region with incomes this high.

The median age in Thousand Oaks in 1969 was 22.0 years, representing a very young population. Comparable figures are 28 years in the total United States, 28 years in Manhattan Beach and 24 years in Yorba Linda, two other suburban communities in the Los Angeles region.

Other present characteristics are indicative of the young, high-income family population of the Planning Area. An estimated 80 percent of the housing units in the Planning Area are of single-family individual ownership type, including townhouse and condominium units, compared with 75 percent in Manhattan Beach and 68 percent in Los Angeles County. About 91 percent of the families in the Area own their own homes. There are an average of 4.2 persons per household in Thousand Oaks, including 1.5 school-age children, both also very high figures. Only about 10 percent of the Thousand Oaks households have heads who are single, separated, divorced, or widowed, compared with 26 percent for the nation as a whole, another reflection of the fact that the Planning Area contains relatively few rental or multi-family housing units.

Education levels in Thousand Oaks are also high; nearly half the heads of households have had four or more years of college. This is directly related to the fact that the Thousand Oaks economy is most heavily supported by the aerospace and other advanced technology industries. About one-third of the heads of households work in these kinds of firms, another 15 percent are government employees, and nearly 10 percent are professionals.

Only a few scattered sections of the Planning Area are exceptions to the overall character imparted by young, upper-income families. In the "Old Town", Ventu Park, and earlier subdivisions, there are some deteriorating conditions, and the population is characterized by a higher age group, many retired, and lower income levels.

Population projections for the Planning Area, prepared by Development Research Associates for the planning consultants, were based on the share of projected State and regional population growth which the Conejo Valley can be expected to capture. It is estimated that population in the Thousand Oaks Planning Area will increase by between 4,500 and 7,000 persons per year between 1970 and 1985. This growth will create a demand for another 1,100 to 1,700 housing units per year to 1985, to a maximum housing stock of 30,000 to 40,000.

It is anticipated that an increasing share of new housing units in the future will be apartments. Today, there are relatively few rental units in the Conejo Valley, and single-family housing is priced out of the reach of perhaps 30 percent of the market demand in the area. Multiple family type dwellings will probably be built to meet this demand as the key developers complete their plans for large holdings and smaller developers come to recognize market potential. Because the nearest lower-cost single-family housing will probably continue to remain in parts of the San Fernando and Simi Valleys, there will be a greater demand for apartment type housing in the Conejo Valley than in an area where lower cost sales housing is available. Thus, it is expected that apartment units will probably average 20 percent of the total housing units built in the Planning Area between 1970 and 1985.

The Economy: Characteristics and Projections

The Thousand Oaks Planning Area has already begun to emerge as an economically balanced community, largely because of the successful efforts of major land owners to attract industry as part of large-scale development plans. Industrial location and expansion in the Conejo Valley have improved the tax rate structure for the home owner here.

Unlike many newly built areas, the Conejo Valley does not lack manufacturing jobs. They account for more than 40 percent of the Area's employment. Among the major employers are research and development plants such as the North American Aviation Science Center, Northrop-Ventura, I.B.M., Capitol Record Club, Talley Corporation, Westland Plastics,

Semtech, and Technology Instruments Corporation. These firms have established a pattern of attractive, nuisance-free light industrial uses in the Planning Area. The Conejo Valley is generally unsuitable for manufacturers of heavy materials, because of a number of factors – topographic and soil conditions, limited water supplies, and the lack of industrial waste treatment facilities.

The employment base of the Planning Area is also well-balanced in the types of jobs held. The proportions in manufacturing, government, trade, and other categories are close to proportions in Los Angeles County and the State at large, a further indication of a balanced economy in the Planning Area. The proportion of service jobs is relatively low in the Conejo Valley, probably because it is still in early stages of development.

Only half of the Conejo Valley jobs are filled by Conejo Valley residents, and most of these are women workers. Nearly three-fourths of the male workers are employed outside the Valley. A large number of manufacturing jobs provided within the Conejo Valley are apparently filled by workers from the San Fernando and Simi Valleys. These areas are within relatively easy commuting distance of the Conejo Valley, and they offer much more readily available lower-cost housing.

Thousand Oaks workers, most of whom do not have jobs within the Conejo Valley, travel relatively long distances to their places of employment. The median commuting distance is 25 miles among male employees, and the median commuting time is 33 minutes. About 30 percent commute to West Los Angeles, Central Los Angeles, Southern Los Angeles, and beyond.

In personal interviews, managers of Conejo Valley industrial plants were asked the reasons for locating plants here. Among the most commonly mentioned reasons were “a pleasant environment”, “no smog”, “availability of highly specialized, technically trained labor”, and “cheaper land”. The lack of railroad and airport transportation in the Conejo Valley has been a significant reason for many industrial establishments

not to locate here, and a major complaint of those who are here. Another concern expressed by many industrial managers in the Planning Area was regarding the shortage of single-family housing in the \$15,000 to \$25,000 range and the lack of available family-type apartments and rental housing. These housing market conditions have made it difficult for industries to recruit competent skilled labor and “junior” engineers. Many prospective employees, finding there was no affordable housing available in the Conejo Valley, have rejected job offers.

Development Research Associates have estimated that there will be a demand for about 40 to 60 additional acres of land for industry each year, between 1968 and 1985.

Commercial development in the Conejo Valley is still in a relatively early stage. Department stores, restaurants, other service establishments, and automotive goods stores are still in short supply. The demand for retail space projected by Development Research Associates will be met largely within shopping centers such as Conejo Village, Village Square, and Westlake. However, some additional “strip commercial” development, such as that found along Thousand Oaks Boulevard now, will be needed in the future – an estimated 2.5 acres per thousand population.

The proposed new airport in the Tierra Rejada Valley would probably have little economic impact on the Thousand Oaks Planning Area, although it would be an added convenience for the industries already here. The future effects of new developments in the tourist industry, which could be substantial in the Conejo Valley, are still difficult to estimate.

Public Services: Schools, Parks, Protection, Utilities

Four public school districts serve the Thousand Oaks Planning Area: the Timber School District, Valley Oaks Union School District, Oxnard Union High School District, and the Ventura County Junior College District. The new Ventura State College north



of the Planning Area, expected to be completed by 1975, will also serve Thousand Oaks residents.

Not surprisingly, Conejo Valley schools have experienced tremendous enrollment increases in recent years, paralleling the great increases in the number of young families. Between 1964 and 1970, enrollments in the Timber District more than doubled. Some of the schools in these districts face problems of insufficient sites and excessive enrollments. The High School District, which operates two schools in the Planning Area, experienced an enrollment increase of nearly 40 percent between 1964 and 1970. Moorpark College, operated by the Junior College District, has a current enrollment of 4,700, about half of whom are from the Thousand Oaks area. Private educational facilities in the Planning Area include California Lutheran College, with an enrollment of 1,100; Newbury Park Academy, a boarding and high school with 250 students; and La Riena High School with an enrollment of 120.

Four types of park and recreational facilities serve the Conejo Valley: state recreational areas, regional parks, community parks, and neighborhood parks. Point Mugu State Recreation Area, the first phase of which will open in the summer of 1972, will be the largest such facility along the Southern California coast. It will provide facilities for swimming, nature study, riding, hiking, camping, and other activities. Although it is not within the Planning Area, it will be of direct benefit to Thousand Oaks residents. However, access from the Planning Area will be a problem until a northern entrance road is built.

There are four regional parks in various stages of development within and adjacent to the Planning Area:

- Conejo Park — 93 acres planned to date, 27 acres developed
- Wildwood Park — 900 acres planned to date, 800 acres are developed (useable)
- Camarillo Grove Park — 88 acres planned to date, 26 acres developed
- Potrero Park — 83 acres planned to date, none developed

Three new regional facilities are proposed in the Ventura County Planning Commission's 1968 General Plan For Parks:

- Albertson Ranch Park, including Lake Eleanor — 400 acres
- China Flat Park — 800 acres
- Santa Rosa Valley Park — 50 acres (recently 687 acres of Lang Ranch have been added)

The Conejo Recreation and Park District now operates or controls: (1) 157 acres of Community Park Lands — 65 acres are owned by the District and 92 acres are owned by Ventura County; and (2) 106 acres of Neighborhood Park Lands — 49 acres are owned by the District and 57 acres are committed or proposed.

The District's 1970 updated General Plan report recommends the addition of:

- 41 acres for Neighborhood Parks
- 29 acres for Community Parks
- 40-80 acres for Playfields
- 125 acres or 18 holes for a Public Golf Course

Four existing fire stations and one under construction, each with a service radius of about two miles, provide protection for the Thousand Oaks Planning Area. Because of the relationship of these stations to major roads and topographic features, the Planning Area is well-served. Police services within the incorporated area of Thousand Oaks are contracted from the Ventura County Sheriff's Office. Four 24-hour per day patrol cars operate from the new East Valley Station on Olsen Road.

The City of Thousand Oaks owns the major sewer system within the Planning Area. Collectors, serving the three major drainage areas of the Valley, terminate in the Hill Canyon treatment plant. With the completion of a new treatment plant in December 1970, the sanitary system will be capable of serving a drainage area population of 100,000. A proposed central treatment facility along the Oxnard Coast,

which would discharge effluent into deep water, has not been started because of lack of financing.

Water for the Thousand Oaks Planning Area, originating from the Colorado River, will be supplemented by northern California water when the State Water Plan is completed by 1980. Water is sold by the Calleguas Municipal Water District to four retailers in the Thousand Oaks area. The present system reflects previous uncoordinated conditions. Small developers installed their own systems. Pipe sizes varied, without regard to future needs, and some installations were substandard. Efforts are now under way to improve water service by making it the responsibility of a single public agency.

The City of Thousand Oaks has adhered to a policy of no property tax, obtaining revenues instead from sales taxes, fees, and other sources. In spite of this fact, Thousand Oaks is definitely not a low-cost city. Among five other cities to which it was compared for the 1967-68 fiscal year (Camarillo, Oxnard, Ventura, Santa Monica, and Manhattan Beach), Thousand Oaks ranked third highest in actual total tax rates. Altogether, the resident of Thousand Oaks pays taxes to more than a dozen separate local taxing bodies. There is no unified school system and many traditional city services (recreation and parks, library, street lighting, fire protection) are provided by special taxing districts.

Summary of Issues for the Development Plan

These conditions and trends depict the Thousand Oaks Planning Area as a generally physically attractive, economically prosperous community. And the fact that the Area is in an early stage of development is an advantage, since many difficulties can be anticipated and avoided.

However, these studies also revealed a number of important existing and potential problems facing the Planning Area. The Development Plan must confront these issues if the Area is to reach its full potential, and if the citizens' goals for development of the area are to be attained.

Physical Issues

- Conditions in "Old Thousand Oaks", "Old Newbury Park", and early underdeveloped subdivisions are rapidly deteriorating.
- The growth of early commercial areas were in an unplanned fashion, which lead to sprawl and ugliness.
- State and County plans for additional freeways and major thoroughfares in the Planning Area have given inadequate attention to their effects on adjacent residential, commercial, and industrial areas, and on natural features.
- The Area's natural beauty, unique topographic features, and semirural character are being threatened by misuse, waste, and erosion.





- There is no system for planning and programming municipal capital improvements in an orderly way.
- There is a lack of coordination between developers of the two major community complexes and the smaller land owners between and around them.

Social Issues

- The housing market virtually excludes lower income families and individuals from the Planning Area. This fact presents problems – in both recruiting and general policy – to private industries and government employers.
- Residents of planned communities tend to have major identity and interest in their own neighborhoods, rather than in the total Thousand Oaks-Conejo Valley community.
- The great influx of young families and the resulting demand for more and better services, roads, schools, parks, and cultural facilities is creating a growing financial burden for the City of Thousand Oaks and the other governmental agencies serving the Planning Area.

Economic Issues

- The rapid growth of the Planning Area has continued without detailed economic analysis, upon which to determine the residential, commercial, and industrial requirements for an economically balanced and stable community.
- The lack of local policies to guide and implement the Planning Area's tremendous economic potential can have a damaging effect on the character of the Area.
- With the commitment to remain a "no property tax" city, Thousand Oaks faces serious capital improvement decisions for the physical and economic development of the Planning Area, especially in the early years of rapid growth and limited sales tax.

the thousand oaks development plan

5

The Thousand Oaks Development Plan is a long-range, comprehensive guide for the coordinated growth of the community. It sets forth policies for land use and facilities in the Planning Area, in order to create an environment that is attractive, efficient, and satisfying to its citizens.

Because the plan is long-range, it is necessarily general rather than precise. Because it is comprehensive, it necessarily involves all of the individual elements that comprise the Conejo Valley in relation to each other. The plan seeks a balance, to assure that all elements have been duly considered.

The Development Plan has evolved through a step-by-step process, leading from goal formulation, data collection and analysis, and tentative recommendations to successively more detailed and final versions of the plan. This process is described more fully in a later section of this report. Through Cooperative Planning, citizens have been fully involved in each step of the process. Thus, a variety of points of view have been brought to bear on the Development Plan, which the planning consultant believes now expresses the will of a majority of Conejo Valley residents.

The Plan will provide a great service to the Thousand Oaks community if it promotes an understanding of the need for guidelines. Such guidelines have prime value to the Planning Commission and the City Council as they consider zoning, subdivisions, or other land developments. Likewise, these guidelines will establish parameters for private developers.

The plan itself is a guide. It endeavors to accommodate all of the uses which will be required by 1985 to provide for an orderly and harmonious community. Each of the recommended uses have been quantified and related to produce a balance. The plan is not a zoning plan, although it suggests recommended locations which are frequently misinterpreted as zoning. The plan should be used by the Planning Commission as a guide in evaluating individual zoning requests and initiating rezoning upon the Commission's own motion.

The following sections describe the Development

Plan. In some instances, distinctions are made between the target population forecast of 120,000 to 140,000 by 1985 and the "holding capacity" population of 180,000 to 200,000 from the Conejo Valley's 1970 population of approximately 47,000. The planning consultant believes that the lower set of figures, 120,000 – 140,000, should be used as a guide in seeking to preserve the open spaces and high quality environment which now characterize the Planning Area. However, there is nothing magical about the 120,000 figure, and the area could accommodate up to 180,000, and retain its attractiveness if development is carefully planned. The Development Plan has been prepared to show residential development for 120,000 population, as well as residential development under the 180,000 holding capacity. Other elements of the plan – public facilities, commercial centers, and circulation – remain the same, since they have been designed to accommodate adequately a population of more than the 180,000 holding capacity figure.

Population and Employment

The holding capacity population figure of 180,000 is based upon detailed analysis of the topography in the Conejo Valley, provided by the County Planning Commission to the planning consultant. All of the land in the Planning Area was classified into three slope gradients: 0-10 percent, 10-25 percent, 25 percent and over. For each of these categories the consultant quantified and analyzed the extent of present development and undeveloped land and made allowances for required circulation. Densities were assigned to allow for higher density in the flatter terrain and lower density for hillside areas. Family sizes were assigned: 3.8 persons per single family unit, 1.8 persons per multiple family unit. These computations provided a population capacity for potential developable land, which when added to the existing population gave a total holding capacity of 180,000.

At the same time that this information was being compiled, Development Research Associates conducted their population forecast study. As indicated in their Economic Report, they projected a population demand by 1985 ranging between 120,000 and

160,000. This assumed that the Valley would receive its proportionate share of the growth anticipated for the region. Market research conducted for this study also indicated a strong demand for quality in all respects of the environment – housing, facilities, and services. It would follow that to meet this demand there should be controls over residential development, to assure that natural features and open space are preserved, and to prevent housing construction from stair-stepping upward until the hills are obliterated by rooftops.

Restraining population growth is one way of helping to preserve environmental quality. But it is only a partial means. Population is a function of density, and without appropriate density guidelines part of the hillsides could eventually be developed in an undesirable fashion, even though total population remained low. Moreover, there have been objections to the low population figure on the grounds that it would impede land development and deter shopping center tenants.

The planning consultant believes that the 120,000 population forecast represents a reasonable figure which was prepared in a competent professional manner. Maintaining relatively low densities and total population would help to preserve the high environmental quality that sets apart the Conejo Valley from other sections of the Los Angeles region. With application of appropriate guidelines, a total population larger than 120,000 could be accommodated without deterring the achievement of community goals. A variation of the Development Plan has been prepared which shows how the holding capacity figure of 180,000 could be achieved through residential development. The public and private facilities and circulation system proposed for either the 120,000 or the 180,000 population totals would be adequate for a higher total population than the Planning Area's holding capacity.

Employment in the Thousand Oaks Planning Area is expected to reach 50,000 to 60,000 by 1985, from the estimated total of approximately 9,500 jobs in 1968. This growth would come about as the result of the expansion and filling in of the two proposed

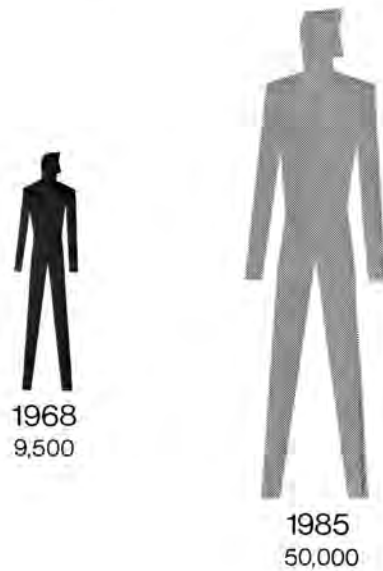
major industrial areas, along the Ventura Freeway at the eastern and western ends of the Planning Area. Commercial and commercial-industrial development would also take place in a corridor form along the Ventura Freeway through the entire Planning Area.

Today, nearly half of the jobs in the Conejo Valley are filled by people who live elsewhere. In the future, it can be expected that a greater proportion of local jobs will be held by local residents, as the housing market shifts to meet the presently unfilled need for multiple-family housing. Proposed multiple-family housing, including some near major industrial complexes, would help to fill some of the housing gap.

Spatial Form

The physical form of the Thousand Oaks Planning Area proposed by the Development Plan is derived from the analysis of various alternative form concepts with the Policy Advisory Committee. Essentially, the plan seeks to attain the community development goals defined by the Committee.

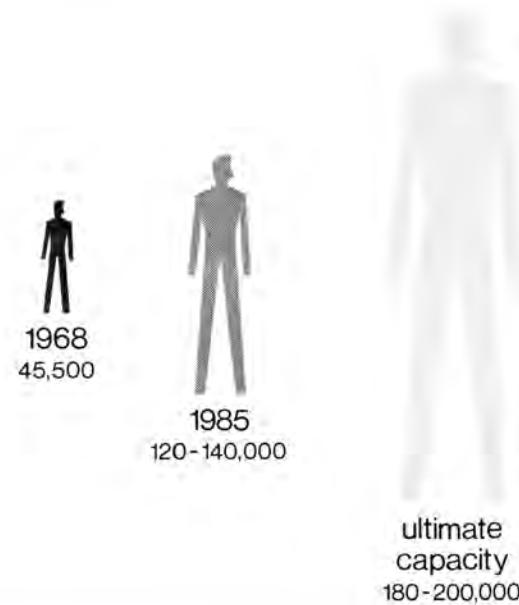
employment



The basic design of the Conejo Valley would consist of a ring of open space surrounding the developed parts of the community. This open space would include existing and proposed parks and hillside areas not suitable for construction. Fingers of open space, including hiking and equestrian trails, would extend into the community and adjoin school sites.

A "T"-shaped transportation system, the Ventura and Conejo Creek Freeways, would provide access to and from the Valley and link parts of the Planning Area together. Most of the area's highly intensive uses — industrial and commercial areas, shopping centers, and high-density housing — could be located in corridor form along the Ventura Freeway, where accessibility is good. Two regional commercial cores would focus on the freeway interchanges at Moorpark Road and Westlake Boulevard. The Conejo Creek Freeway would link Thousand Oaks with the Tierra Rejada Airport and industrial area to the north. Thus, heavy traffic going to and from these centers of activity would be diverted away from residential areas.

population



Improvements along the Ventura Freeway would greatly enhance the community's appearance to the motorist. Presently run-down, underdeveloped residential areas along the Freeway and Thousand Oaks Boulevard would be replaced with attractive commercial and commercial-industrial buildings. New high- and medium-density housing along the Freeway in the central and western parts of the Planning Area would meet future needs for multiple-family housing, in addition to improving the area's appearance.

A great variety of sites for housing would be provided in the Development Plan. In general, residential development would be relatively compact, in valleys and along hillsides, and most areas of steep topography would be reserved for open space. However, there would be opportunities for housing at very low densities in the surrounding mountains. In predominantly mountainous areas there are pockets of potentially developable land, where unique types of housing could be built, using innovative and flexible lot and street arrangements.

The proposed spatial form of the Conejo Valley would decisively move the community toward its specified goals — of enhancing the area's attractiveness, providing adequate transportation and commercial facilities, encouraging a sense of community identity, providing a unified balance of living and working opportunities, expanding the park system, and assuring economic growth.

Distribution of Land Use

Residential

Residential areas designated in the Development Plan are related to three primary factors: locations of existing housing, topography, and proximity to areas of highly intensive use.

First, the plan has been shaped by existing residential areas, both fully and partially developed, that are in suitable locations. The plan accepts these areas as an established factor in the community's development, rather than attempting to impose an

inflexible set of design and location standards that are unrelated to present conditions. For example, a centrally located residential area east of the Conejo Creek Freeway and north of Hillcrest Boulevard would theoretically be a suitable location for medium density housing, because of its proximity to major activity centers. However, the fact is that this area has been subdivided, and is partially developed, according to standards of very low density. The plan places the section in this category, rather than increasing the density and possibly impairing the development of an attractive residential area.

Other areas, now residential but subdivided with low standards and still underdeveloped are recommended for continued residential use, but redesigned through rezoning or the official map. In the Ventu Park area, a residential urban redevelopment project is proposed. These recommendations are described in the section of this report on Problem Areas.

Second, the plan recommends that various residential density standards be related to topographical slope. For example, land having a slope of 0-10% is considered to be flat and would be characterized by the predominate development of single-family detached units having a density up to 4.5 dwelling units per net acre. In addition to the predominate single-family units, there would be the development of multiple family residential units having a density up to 30 dwelling units per net acre.

Land having a slope in excess of 10% is designated as the Hillside Development District. Densities within this District would vary. Where land is nearer the 10% slope gradient, single family detached units would be developed at a density of 2.0 dwelling units per net acre. Where land becomes steeper, cluster developments having a variety of residential types would be encouraged, and their density would be based upon one dwelling unit per net acre.

The densities proposed for the 0-10% and 10-25% slope areas were based mainly upon special studies of existing development conducted by the planning consultant. However, experience in developing terrain with more than a 25% slope is rather limited in

the Conejo Valley. At least there is very little evidence of conscientious efforts to preserve the integrity of the hillsides in developing such terrain.

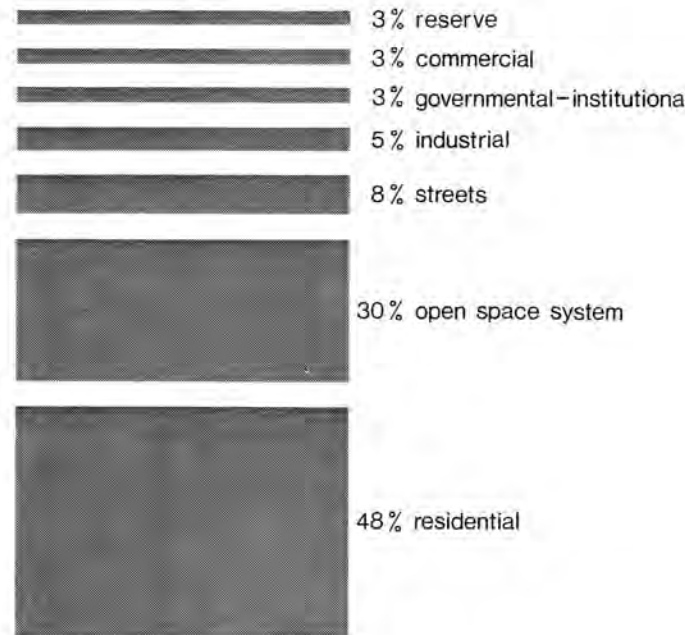
The planning consultant has conducted a series of meetings with major land developers to discuss problems of hillside use. As a result of these meetings the Development Plan recommends:

- The establishment of Hillside Areas within the Conejo Valley.
- The designation of maximum population levels for sub-areas within the Hillside Areas.
- The provision for cluster development of mixed residential types within these sub-areas, as an option to the conventional single residential building type.
- The prohibition of development on land with a slope of more than 25 percent, unless the City deems the proposed development to be compatible with community goals.

The population levels for the Hillside Areas are based upon a density of one dwelling unit per one acre of developable land in the designated open space system (or two units per acre of land with 10 to 25% slope). An average of 3.8 persons per unit is assumed. Developable land includes acreage within the Hillside Areas which is not required as part of the Open Space System. It includes pockets of developable land in an otherwise predominately mountainous area, or land within the 10 to 25% slope category. It is strongly recommended that the great majority of the land with a grade of more than 25% remain undeveloped, in order to enhance and preserve the attractiveness and spaciousness of the Valley.

Third, the Development Plan calls for an increase in the amount of medium-density and high-density housing in the Conejo Valley. It would be located primarily at sites that are easily accessible and close to major centers of activity — along the Ventura Freeway and adjacent to shopping centers. Medium-density areas, with 5 to 15 units per net acre, would include detached homes on small lots, duplex

proposed land use distribution



units, townhouses, and garden-type apartments. High-density areas would include multiple-family housing in structures with three or more units, and would be characterized by either garden-type apartments or high-rise.

There has been considerable discussion of the "mix" of single-family and multiple-family housing in the Development Plan. Today, 20 percent of all dwelling units in the Conejo Valley are multiple-family. Development Research Associates has projected a mix of 18% multiple-family and 82% single-family by 1985, to fill unmet needs and allow for changes in future living patterns. This would represent a total of 28,200 single-family units and 4,900 multiple units in the Planning Area.

By contrast, plans prepared by major developers indicate the Valley would eventually have a mix of 65 percent multiples and 35 percent singles — completely reversing the projections based on future housing demand. This would mean constructing 29,450 multiple-family units, in addition to the 3,050 now in the Valley. Only 5,500 more single-family units would be built, in addition to the present supply of 12,400.

It is clear that there is a great and growing demand for multiple-family units in the Thousand Oaks Planning Area. The character of these units, as they are designed today, is compatible with an area of predominantly single-family homes. Today's apartments are mainly occupied by young single people, young married couples, and elderly people whose children are grown and gone. Most tenants of modern apartment developments are not transients, but permanent residents who will remain for a number of years, until a change in job or family status necessitates a move. Also, many large apartment complexes today offer a variety of amenities that the single-family homeowner could not afford — health clubs, sauna baths, tennis courts, putting greens, large swimming pools — all placed in attractive, well-designed cluster arrangements.

Even though well-designed apartment complexes can be clearly compatible with single-family areas, it is recommended that the housing mix indicated in the Development Research Associates projections, (18 percent multiple-family, 82 percent single-family) be used as a guide for the Valley's growth. The mix resulting from contemplated plans of major developers (65 percent multiples, 35 percent singles) would not be in relation to projected market demand. Moreover, such a drastic shift in housing composition could well place in jeopardy the community goal of preserving and enhancing the area's spaciousness and attractiveness.

Commercial

There is a potential demand for substantial expansion of commercial and office space in the Thousand Oaks Planning Area. Development Research Associates projects that by 1985 there will be a need for 3.4 million square feet of retail space (compared with one million in 1969); for 1.2 million square feet of services such as hotels and motels (compared with 300,000 square feet in 1969); for 1.9 million square feet of office space (compared with 400,000 square feet in 1969), and for 300 more acres of strip commercial develop-

ment, in addition to the 1969 total of 175 acres. To accommodate this demand, the Development Plan proposes two regional centers and strong neighborhood centers at nine general locations, together with strip commercial uses at appropriate sites along major roadways.

The major regional core in the Thousand Oaks Planning Area now centers on the intersection of Thousand Oaks Boulevard and Moorpark Road. The Conejo Village and Village Square shopping centers are located here. The Development Plan proposes strengthening this area by providing for additional commercial facilities to the west, adjoining the new Civic Center.

East of Moorpark would be a new Plaza Center, containing shops, boutiques, restaurants, outdoor cafes, small craft shops, and other commercial facilities, with landscaped walkways and sitting areas. A series of office centers would be developed on the south side of Thousand Oaks Boulevard between Moorpark Road and the Conejo Creek Freeway. These centers would also be in park-like settings, continuing the theme of the Plaza complex.

The other regional center designated in the plan focuses on the interchange of the Ventura Freeway and Westlake Boulevard. The Westlake Shopping Center is to the southeast of this interchange, and the automobile center to the northwest. The plan proposes strengthening the axis between these two regional centers, by improving and rebuilding unattractive and underdeveloped areas along Thousand Oaks Boulevard and the Freeway with modern, attractive industrial parks and strip commercial areas.

The general locations proposed for strengthening neighborhood centers would meet convenience goods shopping needs for Valley residents. Together with the regional centers and strip commercial development, they would meet shopping needs for a population at the holding capacity level of 180,000. High-density housing is proposed adjacent to some neighborhood shopping centers, and others would have nearby Community Center buildings, for local civic and cultural activities.

Industrial

By 1985 there will be a demand for 1,100 acres of industrial land in the Thousand Oaks Planning Area, compared with 258 acres in use in 1969. The Development Plan provides for industrial expansion in two major complexes along the Ventura Freeway. They would be at the western and eastern ends of the community, including the existing Rancho Conejo and Westlake industrial areas. Additional industrial development may take place near the Tierra Rejada Airport north of Thousand Oaks. Although this complex is outside the Planning Area, it will be immediately accessible via the Conejo Creek Freeway and thus will have an impact on this area's economy and employment.

Industries' building plants in the Conejo Valley will probably continue to be highly specialized — generally light industrial, scientific, or research-oriented firms, that are nuisance-free and that can be accommodated in attractive structures in landscaped settings. This trend can be expected because this particular character has already been established in the Valley's industrial areas, and because the Planning Area lacks certain basic requirements for heavier industry, such as a plentiful water supply, appropriate soil conditions, and rail transportation.

Institutional-Governmental

The City of Thousand Oaks is locating its Civic Center on Village Lane, west of Moorpark Road, where the City has received a donated 20-acre site, with an option to acquire an adjoining 10 acres. A national design competition was held for the Civic Center, and the selected proposal provides for a gross area of 40,000 square feet in Phase I and a gross area of 110,000 square feet in Phase II. The Civic Center will contain the administrative offices of all City of Thousand Oaks departments and agencies, courts, and local service offices of County and Federal agencies.

After selection of the winning design, the planning consultant was asked to conduct a study of the Development Plan. The consultant forecast the

number of government employees needed to serve the projected future population, and related these figures to floor space per employee. It was found that a total of 214,500 square feet of gross floor space would be required under the projected 1985 population of 120,000, and a total of 313,500 square feet would be needed at the Planning Area's ultimate holding capacity of 180,000 persons. It is evident that the Civic Center will need to be expanded beyond the presently called for 110,000 square feet by 1985. However, the 20-acre site is adequate to accommodate building floor space at either of the two future population levels, since the expanded center could be of a "step-down" or "incline" design appropriate to the hillside site.

The planning consultant also conducted a study of future needs for cultural facilities in Thousand Oaks. The Civic Arts Complex Study Committee, organized by the Arts Council of the Conejo Valley, had previously distributed a questionnaire to civic, cultural, service, religious, political, and special interest organizations to learn their needs for cultural facilities. The three most frequently mentioned categories were meeting rooms, auditoriums, and coffee lounges.

In their report on the Civic-Cultural Center Study, the planning consultants recommended two auditoriums, one large (2,500 seats, requiring 6 acres) and one small (1,500 seats, requiring 4 acres). Either of these two auditoriums could be located on the Civic Center site, in which case it would supplant the 400-seat facility now planned for the Civic Center. The other auditorium could be located near one of the higher education institutions in the Planning Area, such as the California Lutheran College.

Community Center buildings would contain meeting rooms, kitchens, and other facilities for local civic and cultural events. Each Community Center would normally serve an area of 40,000 to 60,000 population. By 1985 three such new buildings will be required, with provision for two additional centers when the Planning Area reaches its ultimate holding capacity. One Center now exists as part of the Community Park, and a second is located in Borchard Park, south of the Newbury High School.

The Development Plan proposes two additional Centers by 1985, one north of the Thousand Oaks High School, and another either adjacent to the Conejo School or at the projected intersection of Hampshire with Hillcrest Drive. The latter Community Center would be ideally located to serve elderly citizens, many of whom live in this portion of the Valley.

The school districts serving the Thousand Oaks Planning Area have established the practice of working with land developers in early stages of planning, to assure that adequate school sites are obtained early enough to accommodate students when new homes are occupied.

The area now contains 13 elementary schools, 4 junior high schools, and 2 senior high schools. The Development Plan recommends sites for additional facilities to meet needs under the 1985 population forecast of 120,000 persons: 16 elementary schools, 4 junior high and one senior high. Three of these facilities, in elementary school, junior high, and senior high, could be grouped together as an educational park in the Lang Ranch area. This arrangement would create an attractive focal point of community interest and activity, in addition to allowing certain economies in the use of facilities.

The plan also indicates additional locations for schools that will be needed to accommodate students under the Planning Area's ultimate holding capacity of 180,000: 13 elementary schools, 4 junior highs, and 1 senior high.

Wherever possible, the plan proposes school sites that are adjacent to the recommended Open Space System. In this way, maximum use can be made of both kinds of facilities. Students can use park space and athletic fields for play and recreation, and the community at large can use school buildings in conjunction with recreational activities during times when school is not in session.

Recreation - Parks - Open Space

The Open Space System delineated by the Development Plan includes existing parks, committed park

lands, future parks for both active and passive recreation, golf courses, small pockets of residentially developable land at very low densities, and undevelopable lands to remain in private ownership. The system has been designed to achieve four objectives:

- To preserve the natural and scenic beauty of the Conejo Valley.
- To preserve natural and man-made landmarks.
- To direct and control urban development.
- To provide a source to meet future recreational needs of the increasing population.

The open land is critically important to preserve and enhance the Conejo Valley's unique beauty and spaciousness, which were major factors in attracting many present residents of the area. However, only a small proportion of the Open Space System is recommended for acquisition by the Recreation and Park District. The great majority of the land would remain in the hands of present owners, subject to normal regulations governing land use and development. In this regard, it is especially important to re-evaluate present zoning to assure appropriate control over intensity of use, and to establish suitable standards for hillside development.

Land areas recommended for acquisition by the Recreation and Park District for active recreational needs were located according to three criteria: (1) an equitable geographic distribution in relation to existing or committed parks, (2) areas visible and readily accessible from the proposed circulation system, and (3) areas with suitable topography for active recreation. These areas should be acquired at an early date, through direct negotiations by the Recreation and Park District. Federal funds, which can cover up to 50 percent of park land acquisition costs, should be sought for this purpose.

The land recommended for passive recreation could be part of either the District, County, or State park system. These lands might best be reserved for this purpose by merely obtaining use easements for extended periods. Tax relief could be extended to the

property owner for the duration of the easement, as in the dedication of land under the Williamson Act.

Undevelopable land in mountainous areas with more than 25 percent slope would be the major source for the Open Space System. Development of such land should generally be prevented, through appropriate hillside controls. There are, however, some sections within mountainous areas which could be considered for construction – usually ridge tops or extended ridge noses. The plan designates these areas as residentially developable land.

A study by the Thousand Oaks planning staff shows that practically all of the land designated for the Open Space System is now zoned R-A, housing on one-acre lots. None is zoned for multiple-family or commercial use. Another study, by the planning consultant, indicates that about half of the land in the system is now owned by one of four major developers – Janss, William Lyon, Lang Ranch, and Westlake. Another 15-20 percent of the land consists of large tracts, each with one or two owners, and the remainder is under multiple ownership.

The Development Plan also calls for a system of riding and hiking trails, prepared by the Conejo Recreation and Park District. They would link Thousand Oaks with the Point Mugu State Recreational Facility, the Westlake area, Los Angeles County, and the Simi and Santa Rosa Valleys. Portions of the trail network would connect with the Pacific Crest Trail of the National Scenic Trail System.

Transportation

The major transportation facility serving the Thousand Oaks Planning Area now is the Ventura Freeway (U.S. 101), leading to Los Angeles to the east and to the Pacific Ocean to the west. It has been widened from four to eight lanes east of Moorpark Road. The Conejo Creek Freeway, opened to traffic between the Ventura Freeway and State Route 118, connects with the site of the proposed Tierra Rejada Airport and nearby industrial area to the north of Thousand Oaks.

FUTURE PARK AND SCHOOL NEEDS

Schools	today	1985
elementary	13	38
junior high	4	9
senior high	2	4

Parks	today	1985 (acres)
neighborhood parks	112	400
community parks	30	150

The roadway network designated by the Development Plan consists of four categories: freeways, which provide for rapid movement of large volumes of through traffic; arterial streets, which serve through traffic within the Planning Area, connect with freeways, and provide access to major business, industrial, and residential developments; collector streets, which connect arterial streets with local streets and provide access to abutting property; and local streets, used for property access only.

No new freeways or other major transportation facilities are proposed in the Development Plan. However, it does call for extensive changes in the internal circulation system of the Conejo Valley.

East Thousand Oaks Boulevard, extending through the Old Town area, would be classified as a primary street with a landscaped median. Also as part of the improvement of the Old Town area, Los Feliz Drive would be extended northward as a collector, and Hillcrest Drive would be classified as a secondary road. An additional collector, a partial loop, would connect with all three east-west arteries and extend west to Conejo School Road, which would extend south of the freeway to Hampshire Road.

These and other street improvements and extensions are described in detail in two study reports – “Future Circulation Element Requirements” and “Capital Improvements Program”.

Housing Element

As a supplement to the Thousand Oaks Development Plan, the planning consultant prepared a special study to identify housing problems and opportunities in the Conejo Valley. In accordance with the State of California’s “Policy Statement Regarding Housing Element Requirements,” the general structure of a housing element is defined to consist of the following:

- “An identification of housing problems and a preliminary statement of community housing goals.
- An indication of probable solutions to the identified problems.
- A detailed work program for preparation of a of the community, in accordance with the desires and needs of the community.
- Evidence of coordination with established regional agencies, housing authorities, citizens’ groups, and producers.”

The State’s policy statement further provides “. . . guidelines must be flexible and broad because California communities have widely varying problems, requirements, and characteristics. Each community must feel free to design its own solution to its special problems if the purpose of the housing element legislation is to be realized.” The Housing Element for the City of Thousand Oaks incorporates all of the criteria mentioned above.

In the recently released “Ventura County General Plan Housing Element,” the results of a general study of the Conejo-Coastal Planning Area (an area that includes the Thousand Oaks Planning Area) show that in the City of Thousand Oaks, there is an immediate need for 300 dwelling units. Two-thirds of this housing deficiency results from the need to replace 200 dilapidated dwelling units. The remain-

ing one-third of the existing deficiency results from the need to create a five percent (5%) vacancy rate in the City – a level of vacancy considered by the Federal Department of Housing and Urban Development to be adequate to facilitate residential mobility and a choice in the cost, location, and quality of housing accommodations. For the Conejo-Coastal Planning Area (excluding the City) the County report estimates that in 1970 there is an immediate need for 80 dwelling units – 45 dilapidated units need to be replaced, and 35 units are needed to create a five percent (5%) vacancy rate. For the total Conejo-Coastal Planning Area, the majority of which is made up of the Thousand Oaks Planning Area, the County report estimates that in 1970, there is an immediate need for 380 dwelling units.

Compared with the immediate total housing needs of Ventura County (5,795) as well as with those of the Southern California Association of Governments (SCAG) region (500,000), the Thousand Oaks Planning Area housing deficiency does not appear to be significant at the present time. However, if a program to correct the negative conditions contributing to the present housing deficiency is not initiated during the Planning Area’s early stages of development, the future growth envisioned for Thousand Oaks could eventually compound the present deficiency into serious proportions that could eventually become an eroding factor upon the character and quality of environment that is desired by Planning Area residents and that has been reflected in the Thousand Oaks Development Plan.

The Thousand Oaks Housing Element therefore concerns itself with providing a direction that will prepare the City for the future – the time when the location of more industries and businesses in the Planning Area will create more jobs; which in turn will bring to the Planning Area more families, each having different social, cultural, and economic needs; which in turn will generate the demand for a variety and choice of housing commensurate with their individual needs. More specifically, this report identifies existing housing problems as well as outlines a probable approach adequate in scope to solve the existing and projected Planning Area housing problems.

About 40% of the total projected demand for dwelling units through 1975 will be required to serve the needs of families with incomes of \$10,000 or less. Almost 12% of the total 1975 demand will be for families with incomes less than \$5,000 — one-half of which will meet the needs of families having net incomes of less than \$3,000. Relating this demand to the purchasing ability of these income groups, we find that those families having an income of \$10,000 can afford a \$25,000 home. Those families with an income of \$5,000 can afford a \$12,500 unit; while those with an income of less than \$3,000 can afford only a unit costing \$7,500. (This assumes that the home purchasing ability is based on two and one-half times a family's annual income.)

Net Household* Income	Total Dwelling Units Needed Through 1975	Percent of Total Units
0 — \$ 2,999	280	6.0
\$ 3,000 — \$ 3,999	120	2.6
\$ 4,000 — \$ 4,999	155	3.3
\$ 5,000 — \$ 5,999	165	3.6
\$ 6,000 — \$ 6,999	170	3.7
\$ 7,000 — \$ 7,999	205	4.4
\$ 8,000 — \$ 8,999	325	7.0
\$ 9,000 — \$ 9,999	420	9.1
\$10,000 — \$14,999	1,550	33.4
\$15,000 and Over	1,245	26.9
Total	4,635	100.0

* Represents actual take home pay after taxes.

In order to obtain a more-in-depth perspective with regard to correcting the Thousand Oaks' housing problems, the following alternate actions are set forth as suggested probable solutions to be explored and initiated by the City to remedy Planning Area housing problems.

PROBLEM: No housing for lower income groups.

ALTERNATE ACTIONS:

- The City of Thousand Oaks could create, under the authority given it by the California Health and Safety Code, its own local housing authority to provide housing for lower income groups.

- The City could create a "land bank" for purposes of acquiring in advance, land for public projects. Land could be acquired through such methods as excess condemnation, outright purchase, tax delinquency sales, and gifts. All land would be acquired in accordance with an official adopted plan. Should the policies and plans under which the land was purchased change, the land could be sold at discounted prices to private developers who would commit themselves to building housing for low and moderate income groups.
- The City could continue to encourage the private housing market to provide moderate income single-family housing, ranging from \$19,000 to \$21,000 and, through policy change, designate other land for high density multiple-family projects, which could meet certain other lower income housing demands.
- The City could encourage the implementation of such new and innovative construction techniques as "pre-fabricated", "modular", or "manufactured" housing by adopting more flexible zoning and subdivision regulations, and by supporting the new California Factory-Built Housing Law, which seeks to provide uniformity in building codes throughout the State.

PROBLEM: No housing for the retired or elderly.

ALTERNATE ACTIONS:

- The City of Thousand Oaks could encourage non-profit organizations to construct senior citizen housing by assisting them in acquiring federal assistance loans.
- The City of Thousand Oaks housing authority and non-profit groups could purchase or lease housing that can be rehabilitated and then either sold or leased to elderly and other low-income families.

PROBLEM: Lower income families live in environmental conditions substandard to other residential neighborhoods.

ALTERNATE ACTIONS:

- The City of Thousand Oaks could create, under the authority of the California Community Redevelopment Law, a City Redevelopment Agency which could plan, develop, re-plan, redesign, clear, reconstruct, or rehabilitate officially designated blighted areas within the City.
- The City of Thousand Oaks could assist lower income families living in deteriorating neighborhoods to individually obtain federal rehabilitation grants and loans that would enable them to improve their property.
- The City of Thousand Oaks could encourage residents in deteriorating or blighted neighborhoods to form a non-profit corporation to undertake the redevelopment of their neighborhood.
- The City of Thousand Oaks could give priority to deteriorating neighborhoods when programming expenditures for streets, utilities, street lighting, and beautification.
- The City of Thousand Oaks could adopt Greenwich Village Drive Area Plan and apply these concepts to other substandard areas.

PROBLEM: Higher development costs price single family homes out of the reach of low and moderate income groups.

ALTERNATE ACTIONS:

- The City of Thousand Oaks could, through a "land bank", sell land at discounted prices to those developers who would commit themselves to constructing housing for low and moderate income groups.
- The City of Thousand Oaks could promote the adoption of more flexible zoning and subdivision regulations to permit a broader range of housing to be constructed.

PROBLEM: No use of State and/or Federal assistance programs for providing housing to lower income groups.

ACTION:

- The City of Thousand Oaks could take advantage of those Federal programs for housing low and moderate income families that provide low interest, long-term loans to finance the construction of low rent housing, or that provide grants to develop and demonstrate new or improved means of constructing housing.

**Work Program For Preparing
A Complete Housing Plan**

The work program would be composed of the following parts:

- I. Analysis of Existing Housing Conditions
- II. Forecasts and Projections

Upon completion of Parts I and II, the Planning Staff would analyze and evaluate the gathered data. Following this evaluation, the City would begin preparation of a City-wide plan and implementation programs to solve housing problems.

During preparation of such a plan, all data would be coordinated with housing programs of Ventura County and the Southern California Association of Governments (SCAG). It is anticipated that the work program outlined could be completed by 1972.

Development Plan Effectuation

A plan is useful only if its recommendations affect what happens in the real world. Too many master plans and general plans have been laboriously prepared, expensively printed, and announced with great fanfare, then set aside and used only to adorn walls and bookshelves. This is because too often the plan is not carried an important step beyond general goal statements and policy recommendations, to show how these broad guidelines should affect specific decisions being made by public agencies and private investors.

The Development Plan seeks to take this important step of bridging plan and actions, by recommending

first steps in effectuation. The Capital Improvements Program recommendations are intended to guide decisions on public investments, and the proposed Land Development Guidance Techniques pertain to regulations over private development.

Capital Improvements Program

The Capital Improvements Program is probably the most important implementation aid to a community for achieving the goals and objectives of its plan. It is the vital bridge between the plan and actual construction of public improvements.

A separately published program, prepared by the planning consultant, outlines capital improvements in two phases: a five-year schedule, in which the preliminary cost, recommended priority, and recommended financing method of each project is described; and a 10-year schedule, in which projects are arranged by priority.

The primary objective of the program is to help the community to obtain the facilities it wants and needs, related to what it can afford. The program also assures that available funds go to most urgently required projects, and that these funds will be available when they are needed. It assists the City to plan for and regulate both capital and operating expenditures, and to coordinate its projects with those of other governments.

Many benefits arise from the use of a Capital Improvements Program. Manpower and equipment can be used efficiently through logical scheduling of projects. Land needed for projects can be purchased in advance, while it is still available and undeveloped. The program facilitates financial planning by the City over an extended period of time, and thus helps to produce a more stable tax rate. It also enables private investors to plan more confidently for the future, especially when the Capital Improvements Program is clearly related to the Development Plan.

Municipal revenue for the City of Thousand Oaks has increased 2.5 times since its incorporation five years ago. Because of the City's policy of "no prop-

erty tax," it has relied on other sources of income. Between 40 and 50 percent of its revenue has been from General Fund sources: sales tax, occupancy tax, cigarette tax, transfer tax, licenses and permits, and franchises. Utilities Department revenue, from water and sewer charges, has contributed 15 to 35 percent of the total. However, for the 1969-70 fiscal year it is estimated that Utilities income will exceed that obtained from the General Fund. Revenue from State subventions from Motor Vehicle Tax and traffic fines has ranged between 7 and 10 percent of the total, and Lighting Districts and Special Maintenance Districts represent between 1 and 2 percent.

In the future, revenues from these sources are conservatively estimated to increase to \$13.2 million by 1974-75, compared to \$4.4 million in 1969-70. The General Fund will account for about 40 percent of total revenue over the next five years, because of the expansion of retail facilities in Thousand Oaks. Other sources of income are expected to increase in direct proportion to population growth.

City government expenditures, like revenues, have increased 2.5 times since the City's incorporation. About half of all operating expenditures have come from the General Fund. Operating expenditures over the next five years are expected to triple, with the General Fund representing 45 percent of the total, sewers 30 percent, water 18 percent, Gas Tax and Traffic Safety 5 percent, and Special Districts 2 percent.

Since 1966-67 the number of taxing code areas within the City of Thousand Oaks has increased from 8 to 60. Although the City itself does not have a property tax, other government units do, such as school and park districts. Fluctuations in the tax rate are somewhat related to changes in the assessed valuation of property. Since 1964-65 school taxes have represented well over half of the total tax rate. The remaining half includes a wide range of services provided by the County or by special districts such as Library, Fire, and Recreation.

Thousand Oaks has successfully used a "pay-as-you-go" method of financing public works, by allocating

part of the General Fund to a capital improvement account. This is the least expensive way of financing improvements, since interest costs are avoided.

It appears that the City will be able to finance the projects outlined in the Five-Year Capital Improvement Program through the "pay-as-you-go" method. However, if the community desires additional facilities and services or an accelerated program, it may be necessary to incur indebtedness through general obligation bonds. Repayment of such bonds is usually through a property tax, although sometimes other sources such as sales tax are pledged. General obligation bonds require a two-thirds vote of the electorate, which is often difficult to obtain.

Revenue bonds are another source of financing capital improvements such as sewers, water improvements, toll bridges, and parking garages, which generate enough income to pay off the bonds. These bonds require a simple majority vote of the electorate and are not included in the debt limitation on the City. Special assessment districts are another means of financing improvements that benefit one particular area rather than the City as a whole. Federal grants also pay for some types of projects, although frequent changes in Federal programs and competition among cities for grants makes this a generally unreliable means of support. Private developers share in the cost of some improvements and services for new residential areas, under a cooperative arrangement used by the City of Thousand Oaks.

Proposed Five-Year Capital Improvements Program, 1970-1975

Major projects that are needed to carry out the recommendations of the Development Plan and that are most essential to the City of Thousand Oaks' growth during the next five years are outlined below. Cost estimates may vary from those included here, depending on current economic conditions and detailed working drawings. However, these estimates provide a reasonably accurate basis for the program. It is anticipated that the five-year program can be financed from current revenues, without use of general obligation bonds or imposition of a City

property tax. It is assumed that the Recreation and Park District will continue to be a separate body over the next five years, although it may become a part of the City government in the future. The Five-Year Capital Improvement Program is shown both in table and map form.

Streets. The City's share of the five-year program for streets is estimated to be \$1.4 million. This would require an annual allocation from current revenues of between \$285,000 and \$325,000 for a series of improvements designed to complete the street network as it relates to existing and potential land development.

Parks. Since preparation of the Five-Year Capital Improvements Program, Conejo Valley voters have passed a \$3.9 million bond issue which will enable the Conejo Park and Recreation District to develop those park and recreation facilities outlined in the five-year program. It is anticipated that additional funds for park, recreation, and open space can be obtained through the federally assisted Open Space Land Program which would permit grants up to 50 percent of land acquisition costs. Thousand Oaks would clearly meet the federal requirement that such open space projects be part of a comprehensively planned program.

Public Buildings. Three new Community Center buildings are proposed, at a total estimated cost of \$1 million. One is built on existing park land, in Borchard Park, and another in the proposed Acorn Acres Park. Both of these buildings were included in the Recreation and Park District's bond program. The third Community Center would be located either on the site of the Conejo School or nearby. It is assumed for purposes of this study that private land acquisition would be required. Federal funds are now provided for up to two thirds of construction costs of multi-purpose neighborhood centers. The availability of these funds for the City of Thousand Oaks should be investigated.

A small 1,500-seat auditorium is recommended for construction within the next five years. Its cost is estimated at \$525,000.

It is recommended that the third Community Center and the small auditorium be financed by general obligation bonds added to the Recreation and Park District's current pending submission. Together with the two recommended additional park improvements, this would add \$2.5 million to the present \$3.3 million proposed program of the District.

Priority for Improvements, 1975-1985

A listing has been prepared of all capital improvements needed to carry the Development Plan to its target year of 1985, beyond those proposed in the 1970-1975 program. These projects have been arranged in order of priority, with those most critical to the City's subsequent development included in the 1975-1980 period. The projects principally relate to streets, parks, and public buildings. Details for the priority listing are included in the "Capital Improvements Program" report.

Land Development Guidance Techniques

The total environment of the Thousand Oaks Planning Area has been and will continue to be shaped primarily by the decisions made by private developers. These decisions are regulated by public controls, designed to protect the general health, safety, and welfare, and to preserve and enhance the beauty and character of the Conejo Valley.

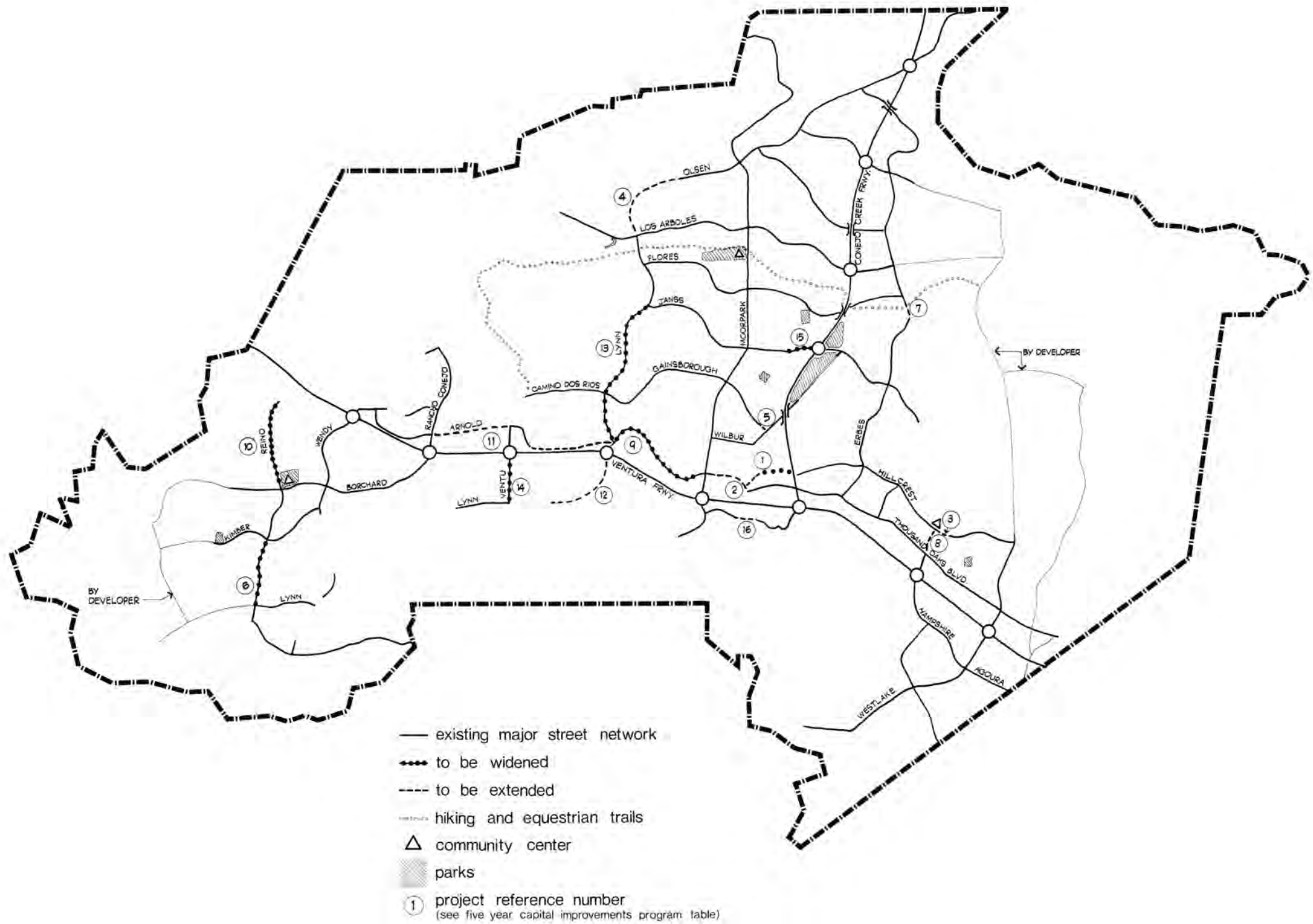
As part of the preparation of the Development Plan, the planning consultant conducted a special study of land development controls, to determine the adequacy of present controls and to recommend changes needed to implement the plan.

Attention was focused on hillside development controls. Hill areas comprise more than half of the total land within the Planning Area. They are a natural asset which contribute to the character of the Valley and favorably affect the value of property. However, there are now no specific guidelines governing the development of these areas. Hillside development has generally had to comply with regulations of the Thousand Oaks Subdivision and Zoning Ordinances, both of which were originally prepared for flat land conditions.

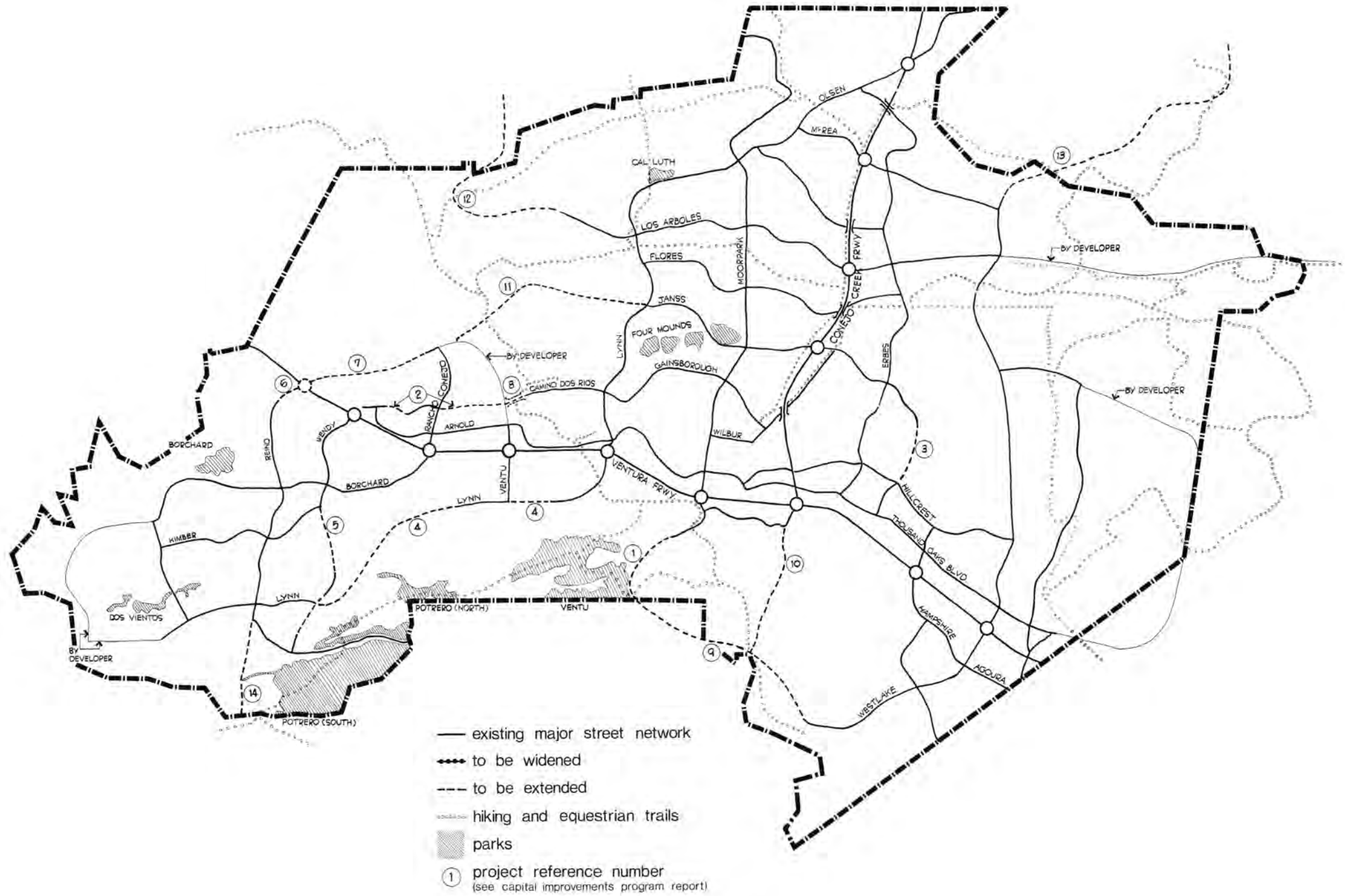
five year capital improvements program

PROJECT	TOTAL COST	FISCAL YEAR					METHOD OF FINANCING			
		1970 1971	1971 1972	1972 1973	1973 1974	1974 1975	Current Revenues	Bonds	Developer	Assessment District
STREETS										
1. Hillcrest Dr. (Conejo Creek Freeway to Village Lane) *	385.0	115.0	60.0	150.0			325.0		60.0	
2. Thousand Oaks rerouting to Village Lane (formerly Hodencamp) *	90.0		90.0				90.0			
3. Hillcrest Dr. (easterly connection)	13.0	13.0					13.0			
4. Lynn Rd. (Olson connection)	250.0		25.0	50.0	50.0		125.0			125.0
5. Gainsborough connection to Wilbur	40.0		40.0				40.0			
6. Reino widening (Kimber to Lynn)	90.0		90.0				90.0			
7. Erbes extension northerly to Lang Ranch *	30.0			30.0			30.0			
8. Hampshire (Thousand Oaks Blvd. to Hillcrest)	32.0			32.0			32.0			
9. Village Lane widening (Conejo Dr. to Lynn)	120.0			25.0			25.0		95.0	
10. Reino widening (Borchard to Conejo Rd.)	90.0					20.0	20.0		70.0	
11. Arnold Dr. (Lynn Rd. to Rancho Conejo) *	350.0					50.0	50.0		300.0	
12. Lynn Rd. (Ventura Freeway South to County Line)	200.0					200.0	200.0			
13. Lynn Rd. widening (Janss to Village Lane)	250.0	80.0					170.0			
14. Ventu Park widening (Ventura Freeway south to Lynn)	100.0						100.0			
15. Janss Rd. widening (Windsor to Conejo Freeway) *	32.0						32.0			
16. Modoc - Rolling Oaks connection	26.0						26.0			
Streets Sub-Total	2,098.0	208.0	305.0	287.0	320.0	328.0	1,448.0		525.0	125.0
Plus, other streets already programmed	115.0	115.0					115.0			
TOTAL STREETS	2,213.0	323.0	305.0	287.0	320.0	328.0	1,563.0		525.0	125.0
PARKS										
Acorn Acres, acquisition partial development	1,095.0	1,095.0							1,095.0	
Wildwood, partial development	110.0	110.0							110.0	
Acquisition and development of parks adjacent to Glenwood and Waverly Elementary Schools	475.0	475.0							475.0	
Borchard Park, complete	400.0	400.0							400.0	
Wildwood Neighborhood Park, complete	66.0	66.0							66.0	
Develop parks adjacent to schools	330.0	330.0							330.0	
Janss - Conejo Playfield	1,440.0						1,440.0		1,440.0	
Riding/Hiking Trails	90.0						90.0		90.0	
TOTAL PARKS	4,006.0	2,476.0					1,530.0		4,006.0	
PUBLIC BUILDINGS										
Acorn Acres Community Center	300.0	150.0					150.0		150.0	
Borchard Community Center	350.0	350.0							350.0	
Old Town Community Center	350.0						350.0		350.0	
Small Auditorium (1500 seats)	525.0						525.0		525.0	
TOTAL PUBLIC BUILDINGS	1,525.0	500.0					1,025.0		1,525.0	

* NOTE: Since preparation of the Capital Improvements Study Report, there have been changes in the status and nature of these improvements.



five year capital improvements program



ensuing ten year priority program

Public concern has grown in the Conejo Valley for the preservation of the hill areas in their natural form and for the elimination of land development problems which manifest themselves most seriously in hillside areas — unsightly and unstable cuts and fills, surface and storm water drainage, sewage disposal, fire fighting, and the disposition of unused land.

For several years most of the developable land in the area has been under the control of two major owners, who have consistently maintained a high quality of development. However, to date these owners have concentrated on the development of flat lands. Only recently have they begun using the hillside portions of their holdings. Realizing that hillside areas require special treatment, developers have expressed their concern for the lack of design standards to provide for a flexible approach that is equitable and at the same time contributes to the preservation of the hillsides.

Because of the lack of definitive standards, many deviations (primarily related to road and lot design standards) from existing applicable ordinances are requested. This places the City planning staff and Planning Commission in the awkward position of having to evaluate design proposals and arbitrarily render decisions which are often beyond their primary responsibility.

The regulations and standards governing land development in both flat and hilly portions of the Planning Area are found in several separate documents — the Zoning Ordinance, Subdivision Ordinance, Grading Ordinance, Utilities Ordinance, and an ordinance requiring a review of precise plans of design. It is cumbersome and difficult to use these various documents, especially since they are not graphically illustrated.

It is therefore recommended that all existing and proposed land development regulations and standards be consolidated into one major document known as "Land Development Regulations." It should be clearly organized, easy to understand, and illustrated to portray design standards.

Creation of a Land Development Review Board to advise the Thousand Oaks Planning Commission on all future major land subdivisions is also proposed. The board would include representatives of appropriate City departments and agencies, an area developer, and independent professionals and citizens.

Recommended principles, regulations, and standards for hillside development are described in a separately published report.

development plan preparation

6

Summary of the Work Process

The Thousand Oaks Development Plan has evolved through the process of Cooperative Planning, providing for full citizen involvement during all stages of plan preparation and implementation.

As shown on the accompanying diagram, the plan was developed in three phases: Evaluation, Special Studies, and Implementation. A time schedule was maintained throughout the 65-week period, to assure that each contribution to the Cooperative Planning process would be made at a time when it would be most useful and effective. Basic information about conditions and trends (from the planning consultants) and about goals and objectives (from the citizens) was obtained early, when preliminary planning concepts were being devised. Reviews with citizens (through the Policy Advisory Committee) were held at critical junctions of the planning process – such as for the selection of a general development concept and for the approval of a preliminary Development Plan map – before the planning consultants proceeded with the next, more detailed step.

These formal review sessions were conducted as planning seminars with the Policy Advisory Committee and other interested citizens. In addition, informal contact has been maintained between the planning consultant and the citizens of Thousand Oaks throughout the period. The Policy Committee has been kept informed of study findings as they become available, and the consultant and City Staff have provided explanations for interested citizens and groups upon request. Conversely, citizens offered comments and information on a continuing basis.

The time schedule also assured that citizens had adequate time to review and comment on the materials prepared during the Cooperative Planning process – the basic economic, land use, and population studies; findings from the Attitude Survey; reports on Alternate Development Concepts; reports on Problem Areas and other special studies; the preliminary Development Plan; and finally the recommendations pertaining to ordinances which will implement the plan.

The next step in the Cooperative Planning process was the adoption of the Plan itself by the Planning Commission and City Council. Now it will be necessary for the City of Thousand Oaks to consider revising certain ordinances, such as those pertaining to subdivision and hillside regulations, in accordance with the Plan.

Even though the Development Plan has been adopted and the legislation to implement it is going into effect, this does not mean that the Cooperative Planning process will have ended. In a community such as Thousand Oaks, where changes are rapid and sometimes unanticipated, it is necessary to maintain an on-going process of plan review and revision, to assure that the Development Plan continues to be a vital, usable instrument.

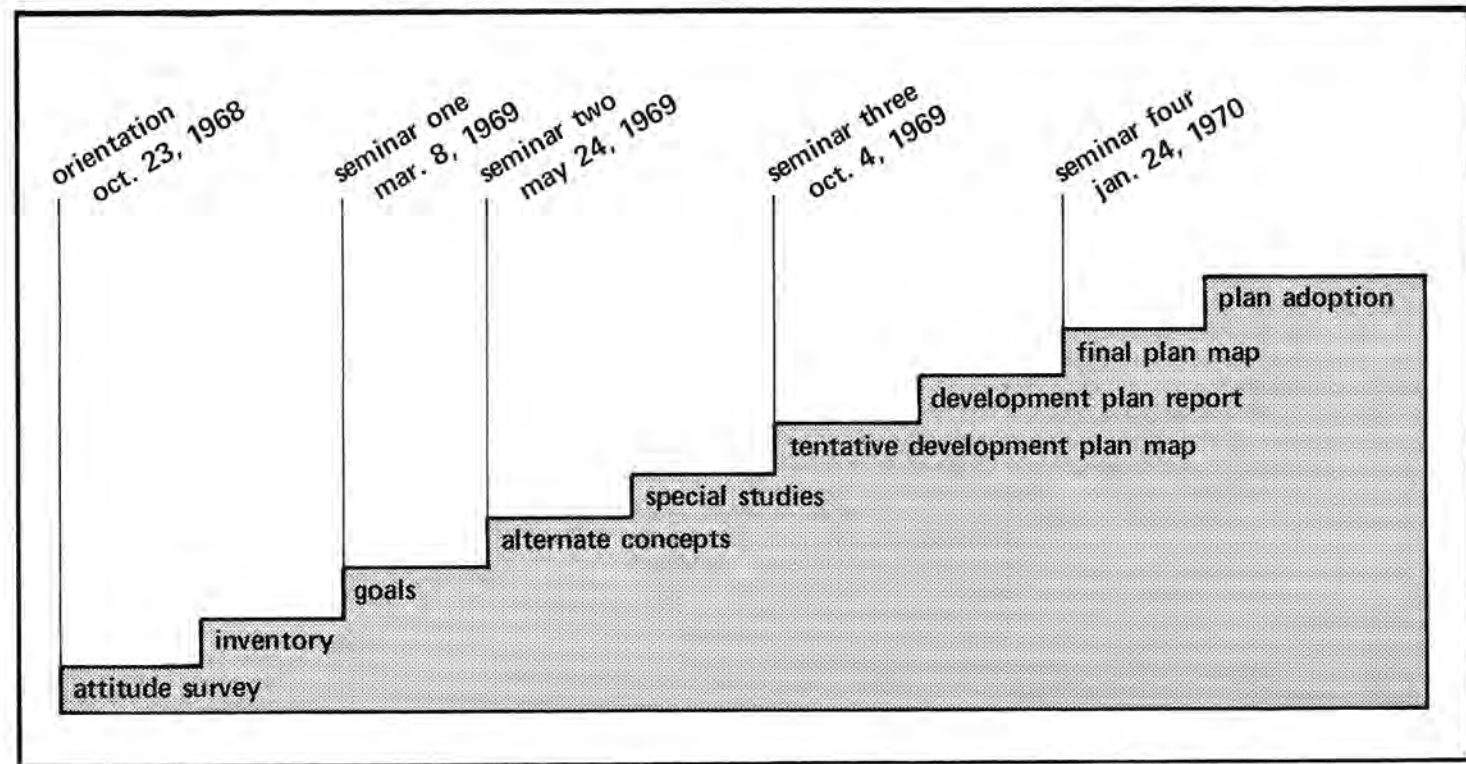
Assisting the Leo A. Daly Company, the planning consultant, during the planning period were Develop-

ment Research Associates, economic consultants, and Wilbur Smith and Associates, consultants in traffic engineering.

Community Participation in the Planning Process

The citizens of Thousand Oaks have participated fully in the Cooperative Planning process. They gave early evidence of their support for planning soon after the City was incorporated in 1964, when a professional city planner was elected to the City Council and another was appointed to the five-man Planning Commission. The City Council appointed a Citizens' Advisory Committee in 1965 to recommend general growth patterns and the ultimate character of the City. This Committee's first recommendation was the immediate employment of a qualified professional Planning Director, and its second was the preparation of a plan for Thousand Oaks.

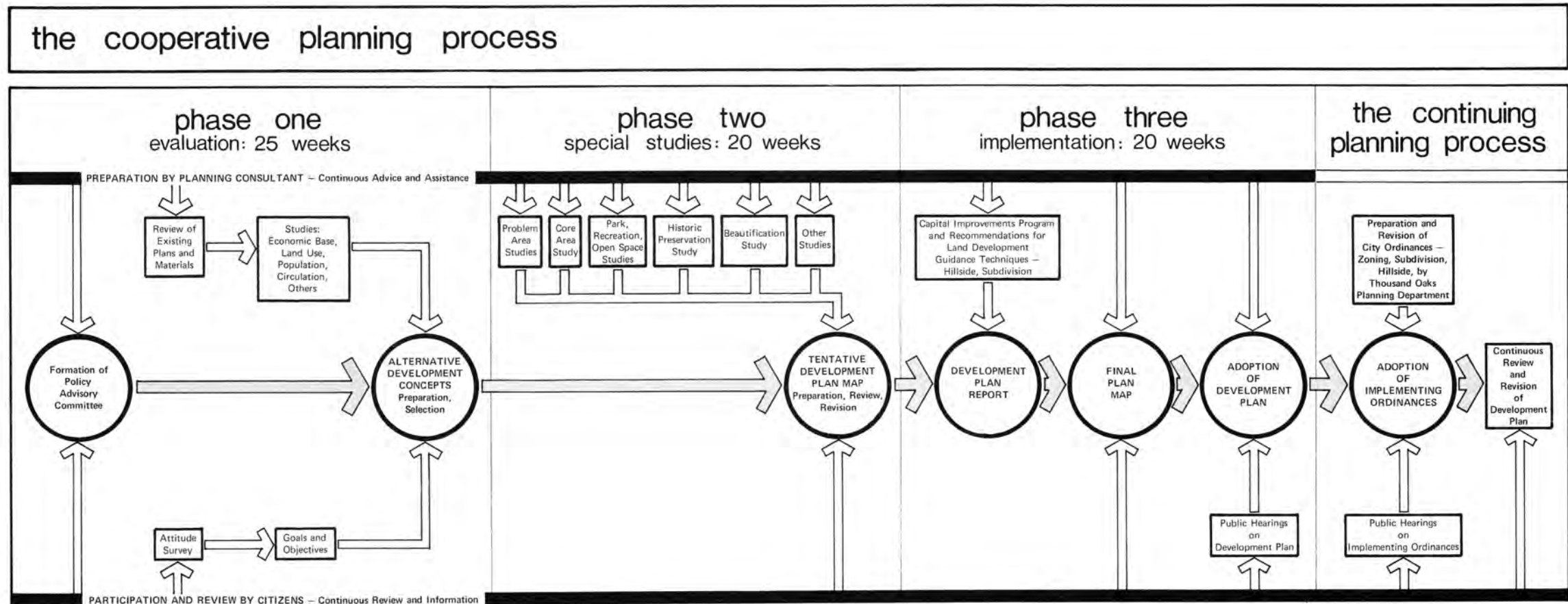
work flow diagram



A Policy Advisory Committee was established to provide a vehicle for effective citizen participation in the preparation of the Thousand Oaks Development Plan. The planning consultant assisted the Director of Planning from the Committee, which had an active membership of between 90 and 100 during the work period. Its members included the Thousand Oaks City Council, the Planning Commission, representatives of active community organizations, and other citizens appointed in order to include a broad cross-section of the whole Planning Area.

Planning Seminars

The planning consultant held a series of one-day seminars with the Policy Advisory Committee and other interested citizens during the work period. At these seminars, study findings and preliminary recommendations were presented. The Committee was asked for a response at each critical stage of the planning pro-



cess, before the consultant moved on to the next step.

Committee members representing community organizations were asked to report back to these groups and ask for questions and comments on the plan materials to date, so that the representatives could bring these responses back to the Committee as a whole. The planning consultant was available to meet with these various organizations on request, to provide additional information, to answer questions, and to receive comments.

Attitude Survey

The planning consultants conducted an Attitude Survey, using a random sample of 3,500 households in the Conejo Valley, during December 1968 and January 1969. The purpose of the survey was actually two-fold: to obtain up-to-date information about the characteristics of a rapidly growing community, and to obtain an understanding of how residents perceive Thousand Oaks, in both its positive and negative attributes.

The questions in the Attitude Survey thus fell into two general categories: informational and attitudinal. The informational questions included family composition and income, education, employment, housing (present, previous, cost), and travel patterns (including journey to work). Attitudinal questions included responses to the Conejo Valley generally (most important) likes and dislikes, preferences for change, qualities of appearance), desirable qualities of residential neighborhoods, desirable qualities of commercial areas, desirability of various types of regulations and taxes, and responses to the comprehensively planned Westlake community.

Information from the Attitude Survey was used by the planning consultant in preparing the Development Plan. In particular, the items which survey respondents said were most important in planning residential developments were used to help formulate community goals in a planning seminar held with the Policy Advisory Committee. These leading items from the survey are shown on the accompanying table.

**Attitude Survey Random Sample
Items Important in Planning
Residential Developments**

	Percentage Indicating Very Important
Adequate open space or lot sizes in the development	91.8
Freedom from through traffic movement	91.2
Freedom from commercial encroachment	91.2
Proximity to elementary schools	83.1
Placement of utilities underground	75.4
Proximity to parks, recreational facilities, open space	66.2
Convenience to shopping	64.7
Proximity to major roads and highways	56.2
Convenience to work	43.0
Proximity to higher educational facilities	39.2

Members of the Policy Advisory Committee also answered the Attitude Survey questionnaire, and the responses were found to be generally consistent with those from the 3,500 household mailing.

Goal Formulation

At the March 8, 1969 seminar, the Policy Advisory Committee formulated a series of seven tentative goals for the development of the Thousand Oaks Planning Area. These goals, stated fully in an earlier section, were later officially adopted by the Committee, and were used by the planning consultant in preparing the Development Plan. The planning consultant presented findings from the Attitude Survey at this seminar, as an aid in arriving at community goals.

The accompanying diagram shows the interrelationships among the seven goals for the Thousand Oaks Planning Area and the ten items from the Attitude Survey rated most frequently as "very important" to

community goals and attitude survey findings

Goals for the Thousand Oaks Planning Area (Adopted by Policy Advisory Committee)

Leading Items Found "Very Important" for Residential Areas (1968-69 Attitude Survey)	1. Spaciousness and attractiveness in accommodating future growth	2. Adequate, integrated transportation system	3. Adequate, well-designed commercial facilities	4. Community identity and participation	5. Planned, unified, balanced community	6. Adequate park and recreation system	7. Compatible, efficient commercial and industrial development
1. Adequate open space, lot size							
2. Freedom from through traffic							
3. Freedom from commercial encroachment							
4. Proximity to elementary schools							
5. Underground utilities							
6. Proximity to parks, recreation							
7. Convenient shopping							
8. Proximity to major roads							
9. Convenient to work							
10. Proximity to higher education facilities							



Maximum Interrelationships



Strong Interrelationships



Some Interrelationships

residential developments by respondents. Adequate open space or lot size, freedom from through traffic, and freedom from commercial encroachment were the most highly rated items. Correspondingly, the first three goals have a maximum interrelationship with these three items. There are also strong interrelationships among the other goals and Attitude Survey items, as shown here.

This method of defining community goals was a key step in the Cooperative Planning process. It was an attempt to assure that expressed desires of residents were translated as directly as possible into the broad objectives that guided the preparation of the Development Plan.

Alternative Spatial Patterns

The residents of the Conejo Valley strongly expressed the views, through the Attitude Survey, that they want their community to preserve its spacious, semi-rural character, and that they want the benefits of careful, effective planning, such as freedom from through traffic and commercial encroachment in residential areas.

The planning consultants used these guidelines in forming alternative development patterns, to indicate in very general terms different spatial forms the community can take in the future, while still retaining the basic character desired by residents. These alternatives were then presented to the Policy Advisory Committee at a planning seminar, for review, revision, and selection of the most favorable spatial design, before preparation of the more specific Development Plan.

In addition to community goals and objectives, the other set of factors used by the planning consultants in formulating alternatives was information about conditions and trends affecting the Conejo Valley. In this way, the alternatives were designed to be realistic and achievable, as well as expressive of community desires. The major factors, illustrated on the accompanying graphs and schematic maps, included:

Population. The Planning Area's present population of 47,000 will triple to approximately 144,000 by

1985, according to the Development Research Associates projection. An increasing proportion of multiple-family units will be needed to accommodate this growth. The Area now contains one of the highest family income levels in California.

Employment. Only half the jobs in the Conejo Valley are filled by Conejo Valley residents. Nearly three-fourths of the Valley's male workers are employed outside the Valley. Thus, population growth is, for the most part, not dependent upon the Valley's employment support.

The Economy. Industry can be expected to absorb between 40 and 60 acres of land in the Planning Area annually. Two small regional shopping centers, or one moderate-size center, will probably be developed by 1968. In that year, more than twice the present acreage in strip commercial uses can be supported.

Land Use. In 1969, only 7,800 acres, or 20 percent of the Planning Area, has been developed. About 15,000 undeveloped acres, with slopes less than 25 percent, can readily be used for construction under present technology. The remainder, about 42 percent of the Area, consists of steep slopes with slopes of 25 percent or more. Many rugged areas also contain igneous rock formations that are difficult to develop.

Transportation. The automobile is the dominant type of transportation in the Planning Area. Greatest volumes are along the Ventura Freeway, Moorpark Road, and Thousand Oaks Boulevard. Moorpark Road, in some locations, is now the only route handling more traffic than it was designed to carry. The Conejo Creek Freeway opened in 1970, and no more freeway routes or extensions are planned in this area by the State of California. The Ventura County Board of Supervisors has approved construction of an airport in Tierra Rejada.

Community Facilities. Seven regional parks are proposed or under development within or immediately adjacent to the Planning Area. The Point Mugu State Recreation Area, southwest of the Conejo Valley, will be the largest such facility in southern California. Enrollment at California Lutheran College can be

expected to double by 1980. A private junior college may be developed at the Newbury Park Academy, and eventually there will be a need for a Thousand Oaks Junior College.

Based upon these sets of factors – goals and objectives, conditions and trends – two mutually exclusive alternative development concepts were first prepared. Concept A, the “Strong Core – Greenbelt Community” alternative, called for a single commercial civic center core and a definite frame of open space surrounding the developed portion of the area. Concept B, the “Multiple Core – Low Density Community” alternative, envisioned a civic center separate from the main commercial core, and close-in parks rather than a greenbelt.

These two alternatives were discussed at the third seminar of the Policy Advisory Committee, on June 28, 1969. After considerable discussion, two important facts became clear. First, the City appeared to be firmly committed to the location of the Civic Center at the Village Lane site, which would require more than one major core of activity, as called for in Concept B. Second, the Committee strongly favors the preservation and enhancement of open space which would be made possible by a greenbelt form, as called for in Concept A. It was therefore desirable to prepare a third alternative, Concept C, “Multiple Core – Modified Greenbelt”, which combines characteristics of both of the original alternatives.

Concept C was selected by the Committee at the July planning seminar as most expressive of community goals and objectives, and it was used as a guide for subsequent preparation of a tentative Development Plan.

Concept A: Strong Core – Greenbelt Community

This approach focuses on a renewed “Old Town” area of Thousand Oaks as a strong regional center. Strip commercial development would link this core with the regional shopping centers at Janss-Thousand Oaks and Westlake.

A greenbelt frame would surround the developed part of the community. This design would provide a permanent, protected supply of open space to serve and

enhance the community. It would also aid in keeping development relatively compact and in preventing urban sprawl. County regional parks and scenic areas would be part of, and linked by, the greenbelt system. Further development of low-density subdivisions would take place within valleys and on rolling hill-sides, but they would not encroach upon the greenbelt.

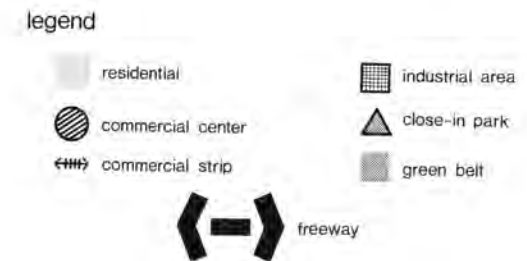
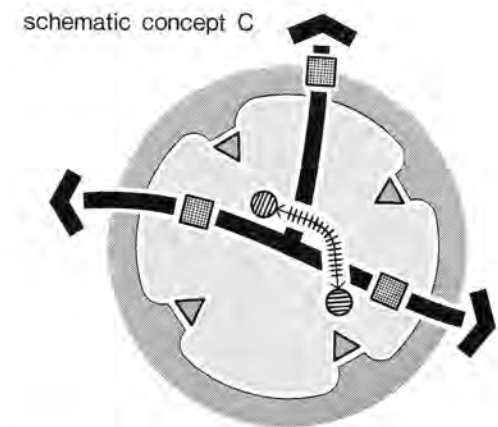
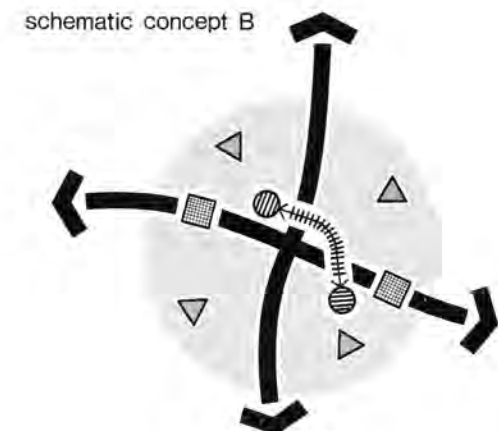
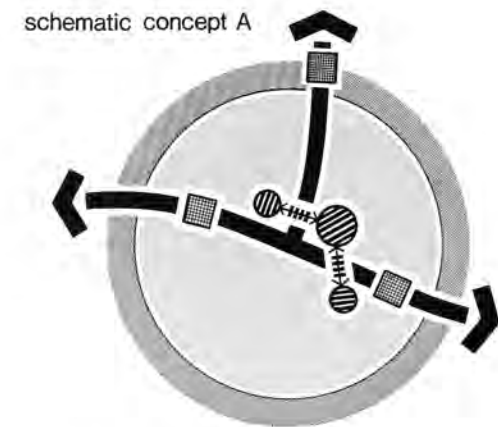
The “T”-shaped freeway system, as presently developed, would serve the community’s most intensive land uses. These would include three peripheral industrial areas, one a new industrial park near the Tierra Rejada Airport. The fact that major centers of employment and shopping would be along these two transportation corridors would encourage the development of a mass transit system. A new Thousand Oaks Junior College would be on an elevated site, overlooking the Conejo Valley from the south.

Concept B: Multiple Core – Low-Density Community

This alternative provides for a more expansive, less compact form than Concept A. There would be two regional cores, at Westlake and Janss-Thousand Oaks, linked by strip commercial development, a single renewed “Old Town” core.

Open space would be in the form of close-in parks, reaching directly into residential areas, rather than an encompassing greenbelt. Hiking and riding trails would link these recreation areas. Because this form would place fewer constraints on development than would Concept A, there would be some housing in mountainous areas, as well as in valleys and on hill-sides. Residential construction would take place in the previously rural Tierra Rejada and Hidden Valleys.

The freeway system calls for an additional extension southward to the Coast, not included in current construction plans. Transportation corridors would serve industrial areas on the eastern and western ends of the community, the shopping centers, and California Lutheran College. The new Thousand Oaks Junior College would be on a wooded site straddling Lindero and Skeleton Canyons.



Concept C: Multiple Core – Modified Greenbelt Community

This approach was selected by the Policy Advisory Committee as most reflective of community goals and most advantageous for the development of the Thousand Oaks Planning Area. It includes elements of both Concept A and Concept B.

A greenbelt framing the developed portions of the community would link with other more close-in parks. The total open space system would encompass mountainous land, arroyos, scenic areas, and trails for hiking and riding. Residential development would be relatively compact; most housing would be concentrated in valleys and along hillsides, with some very low densities in the surrounding mountains.

As in Concept B, two regional cores would be connected by strip commercial development. The "T" shaped freeway system would link these centers, the three peripheral industrial areas, the Tierra Rejada Airport, and Thousand Oaks Junior College. Thus, transportation corridors would serve and unify the total community.

The urban form provided for in Concept C would frame the community, yet provide for a variety of areas for development. Open space would encompass the Planning Area, and close-in parks would serve neighborhoods and define sub-areas. It would be necessary to acquire these close-in parks and recreational areas at an early date, because pressure for development is great.

Provision for two regional cores at sites visible from the Ventura Freeway would reflect the recent decisions of major department stores, which can be expected to attract other commercial facilities. Disadvantages of this design are that it would hinder the development of Thousand Oaks Boulevard as a downtown core area, and it might encourage additional strip commercial use along Village Lane, Agoura Road, and El Conejo Boulevard. Moreover, elderly and low-income persons living in or near the "Old Town" area would incur greater difficulty in reaching the new, more distant centers.

Industrial areas would include two that are already under way, at the east and west ends of the community. Land for a proposed new industrial park, near Tierra Rejada Airport, is now in smaller ownerships and may be difficult to retain for industrial development. The peripheral locations of industrial parks would be convenient to residents of the Simi and Santa Rosa Valleys, Moorpark, and Camarillo, as well as Conejo Valley residents. There would still be continuing transportation problems for industry, however – the lack of railroad access and the inadequacy of major roads serving some industrial sections.

Concept C would provide for a great amount and variety of housing locations. Some steep hillsides would provide attractive sites for very low-density housing. However, there would be problems of preventing hillside scarring, erosion, and land slippage. Also, school children would have to be bussed in from some remote areas, and the costs of providing other public services to these sections would be high.

The system of transportation corridors in Concept C would serve centers of intensive activity and encourage the development of a mass transit system. A disadvantage would be that the community would still lack a direct freeway connection to coastal recreation facilities, and some traffic bound for Point Mugu and beaches would pass through residential sections of Newbury Park.

Evaluation of Alternatives

As indicated on the accompanying table, all three alternative land use concepts would, for the most part, accommodate the acreage requirements indicated in the Development Research Associates economic analysis projections for 1985. An exception would be acreage in commercial uses; none of the alternatives would provide for quite as much acreage as that called for in the projections. Also, Concept B would fall somewhat short of industrial acreage needs. Because it would impose fewer constraints on development, Concept B would accommodate a somewhat higher population than the other two approaches.

All three alternatives would contribute to the community goals adopted by the Policy Advisory Com-

mittee, as illustrated on the accompanying diagram. However, the degree to which each concept would help to attain each goal would vary. Concept C, the "Multiple Core – Modified Greenbelt Community" approach, offers the greatest apparent contribution toward the goals, primarily because its combined greenbelt-park system would provide an attractive, usable framework for the Planning Area as a whole and for neighborhoods within it.

Tentative Development Plan

After selection of Concept C by the Policy Advisory Committee at the July seminar, the planning consultant began preparation of a tentative Development Plan. It was a more detailed spelling out of the basic principles embodied in the "Multiple Core – Modified Greenbelt" approach: a framework of open space around the community, linking with smaller

close-in parks; a variety of housing types, including very low densities on some steep hillsides; a "T" shaped system of transportation corridors connecting the two major commercial cores and industrial parks; and recommended schools and other community facilities to serve residential areas.

The tentative Development Plan was presented at two Policy Advisory Committee seminars, in November

acreage comparisons - alternative land use concepts

Use	1968 Land Use Inventory		1985 Economic Analysis Projections		Concept A Projections 1985		Concept B Projections 1985		Concept C Projection Range 1985					
	Acres	Dwelling Units	Acres	Dwelling Units	Acres	Dwelling Units	Acres	Dwelling Units	Acres		Dwelling Units			
Single Family Residential														
Very Low Density					13,242	38,565	13,564	42,877	12,200	—	13,000	35,380	—	40,300
Subtotal	3,456	11,601	—	33,450	14,373	39,130	18,244	45,810	14,700	—	16,500	36,630	—	42,050
Multiple Family Residential														
Medium Density					1,107	11,566	1,141	10,953	385	—	535	3,850	—	5,350
Very High Density					18	450	117	2,925	25	—	75	750	—	2,250
Mobile Home					190	1,520			190	—	190	1,520	—	1,520
Subtotal	184	1,284	—	6,130	1,315	13,526	1,258	13,878	600	—	800	6,120	—	9,120
Commercial														
Regional Centers					227		284				284			
Auto Centers					56		56				56			
General Commercial					491		457				457			
Office-Commercial					75		153				153			
Subtotal	421		1,030		849		950		900	—	950			
Industrial	258		1,110		1,159		1,044		1,160	—	1,160			
Schools	647		—		1,261		946		1,100	—	1,200			
Governmental					91		95		95	—	95			
Institutional	148		74		97		277		100	—	150			
Vacant	30,302		—		6,113		3,333		7,745	—	4,745			
Parks	774		—		8,623		6,693		7,000	—	7,500			
Rights-of-Way (Streets)	2,271		—		4,387		4,803		4,500	—	4,600			
Other	7		—		483		1,108		600	—	800			
TOTALS	38,468	12,885		39,580	38,468	52,656	38,468	59,688	38,500	—	38,500	42,750	—	51,170
Population Estimates		45,580		144,000		184,000 ¹		199,000 ²				150,000 ²		176,000 ²

1 — Calculated at 4 persons per single family dwelling unit, 2 persons per multiple dwelling unit.
 2 — Calculated at 3.8 persons per single family dwelling unit, 1.8 persons per multiple dwelling unit.

contributions to community goals by alternative land use concepts

Alternative Land Use Concepts	Goals for the Thousand Oaks Planning Area (Adopted by Policy Advisory Committee)						
	1. Spaciousness and attractiveness in accommodating future growth	2. Adequate, integrated transportation system	3. Adequate, well-designed commercial facilities	4. Community identity and participation	5. Planned, unified, balanced community	6. Adequate park and recreation system	7. Compatible, efficient commercial and industrial development
Concept A: Strong Core – Greenbelt							
Concept B: Multiple Core – Low Density							
Concept C: Multiple Core – Modified Greenbelt							

Maximum Contribution

Strong Contribution

Some Contribution

and December 1969, and also at a series of three meetings in geographical sub-areas of the Conejo Valley. Comments and suggestions from these meetings were used in preparing the final Development Plan, prepared by the planning consultant and adopted by the Policy Advisory Committee.

Final Development Plan

Following the compilation of comments and suggestions gathered from meetings on the Tentative Development Plan, the planning consultant prepared the Final Development Plan. This final plan incorporated changes resulting from citizen and official examination of the Tentative Development Plan. More specifically, the consultant set forth his final recommendations regarding the principal concerns of: population, densities, housing mix, open space, and the economics of the plan. A draft of the final report, the Development Plan Map, and additional consultant recommendations were submitted to the City of Thousand Oaks. Throughout an eleven-month

period during 1970, the Planning Commission, City Staff, and City Council undertook a detailed review of each element of the Plan. Changes resulting from this review are incorporated in this document. Finally, on December 22, 1970, the City Council of the City of Thousand Oaks unanimously adopted the Development Plan, as set forth in this document, as the official guide for the future development of the Conejo Valley.

Special Studies

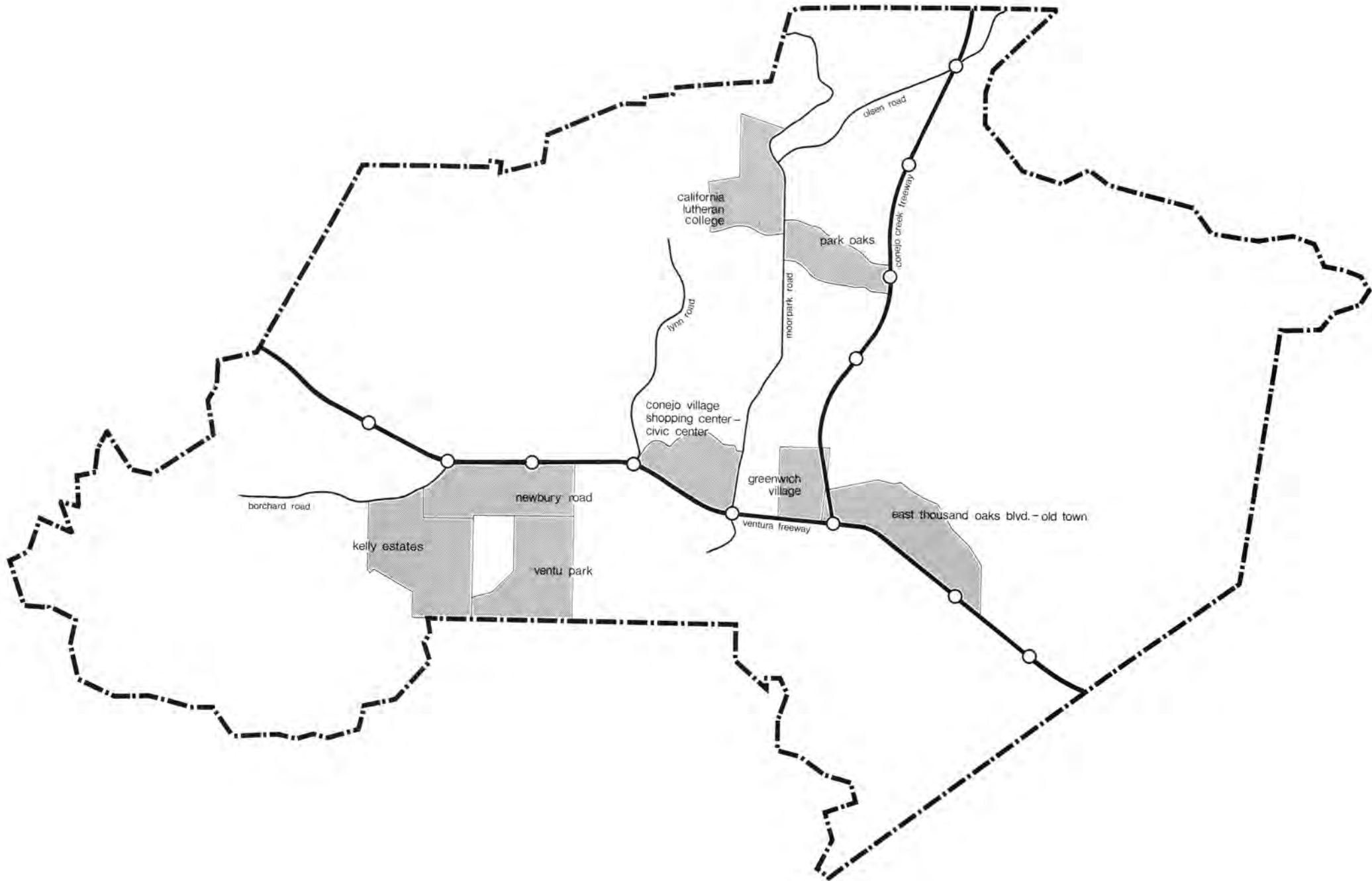
As part of the preparation of the Development Plan, the planning consultant undertook other special studies that produced findings and recommendations affecting the body of the Plan. Particular emphasis was given to the definition of those problem areas within the Valley that will require special solutions. Major considerations of the problem area study, as well as studies related to historical and cultural preservation and beautification, are summarized briefly on the following pages.

A Housing Element study was also prepared by the planning consultant. Because of the importance of this study, a summary of its content has been included in the section of this report explaining the Thousand Oaks Development Plan.

Problem Areas: Analysis, Planning, Effectuation

The Conejo Valley is now in an early stage of its evolution into an attractive, balanced, and vital community. Problems that exist today can deter the achievement of the area's potential, unless early action is taken.

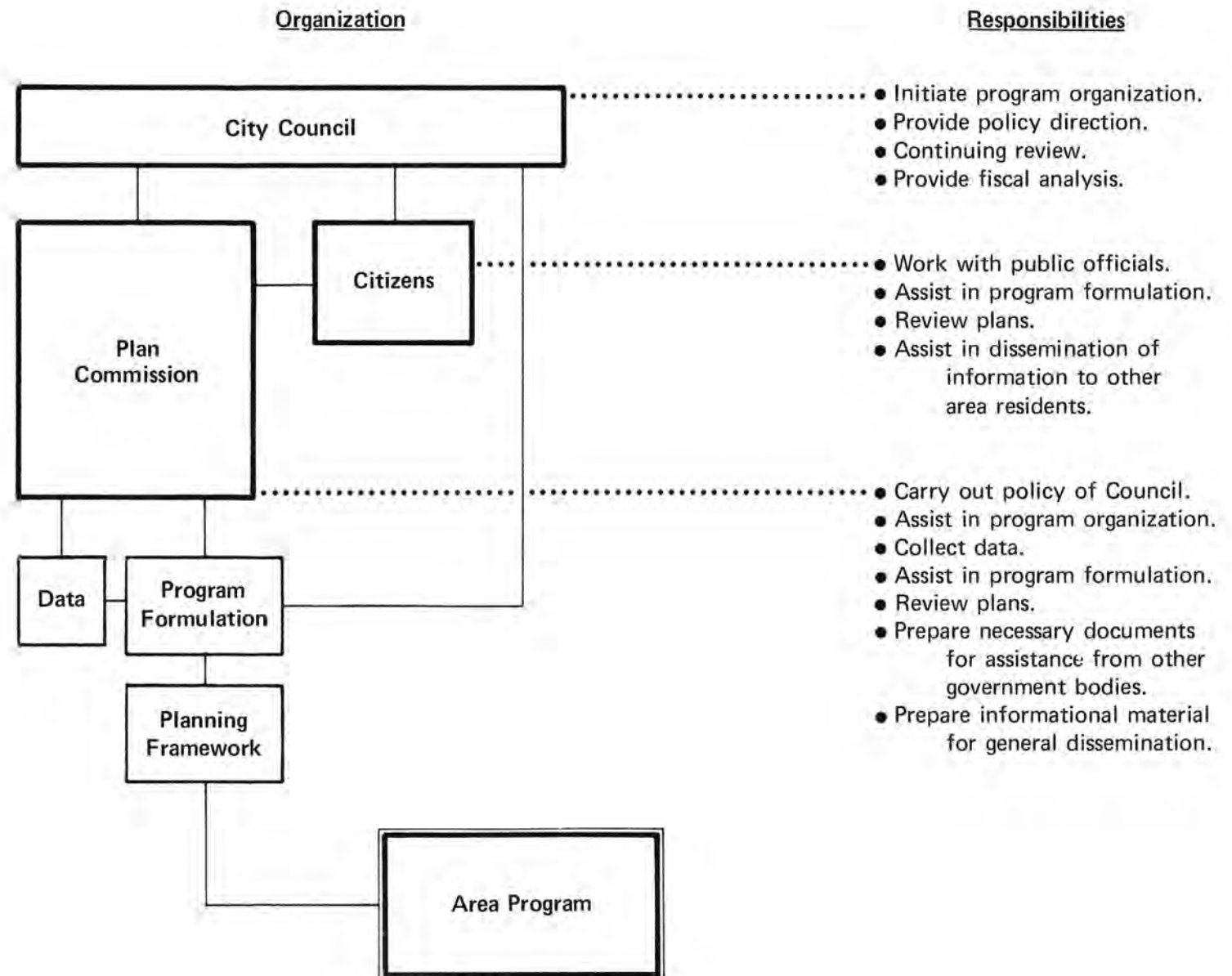
To enable the citizens of Thousand Oaks to take such corrective steps as soon as possible, the planning consultants have identified five Problem Areas which now contain the most severe deficiencies in the Planning Area: Ventu Park, Kelly Estates, East Thousand Oaks Boulevard – Old Town, Greenwich Village, and Newbury Road.



problem areas

thousand oaks development plan

problem area organization and responsibilities



These areas were defined on the basis of information obtained from public records and from studies of the Area, pertaining to eight criteria of adequacy and quality: utilities, lot sizes or open space, circulation, aesthetics, land use, schools, parks, and public safety. An earlier, tentative identification of problem areas had included the California Lutheran College Area, Conejo Shopping Center — Civic Center, and Park Oaks Subdivision. However, more detailed study revealed that their problems did not approach the magnitude and complexity of the areas selected. The Kelly Estates area, not originally included, was added at the request of the Thousand Oaks City Council.

After studying conditions and prospects for each of the five Problem Areas, the planning consultants prepared general recommendations for action programs to overcome deficiencies and establish a sound pattern for development. Four subsequent steps are proposed in order to achieve these program recommendations:

- The Planning Department staff should obtain and analyze necessary additional detailed information, including condition of structures and tax delinquency data.
- The City Council and Planning Commission should organize a citizens' group for each Problem Area, to assist in formulating and reviewing a precise plan and action program.
- In conjunction with the citizens' group and other public agencies, the Planning Department staff should prepare a detailed plan and program for each Problem Area, which reflects the desires of local residents as well as the goals and policies of the Thousand Oaks Development Plan.
- The various public agencies involved should undertake the projects and institute the services called for in the program for each Problem Area, including zoning, street improvements, renewal, official mapping, street lighting, utilities, and beautification.

Concurrently, it is recommended that similar studies

be undertaken in other parts of the Thousand Oaks Planning Area. Citizens' groups should also be formed in other sub-areas throughout the Conejo Valley, to work with the Planning Department, the Plan Commission, and other public agencies in formulating and carrying out improvement plans that will meet both local and area-wide objectives.

Ventu Park

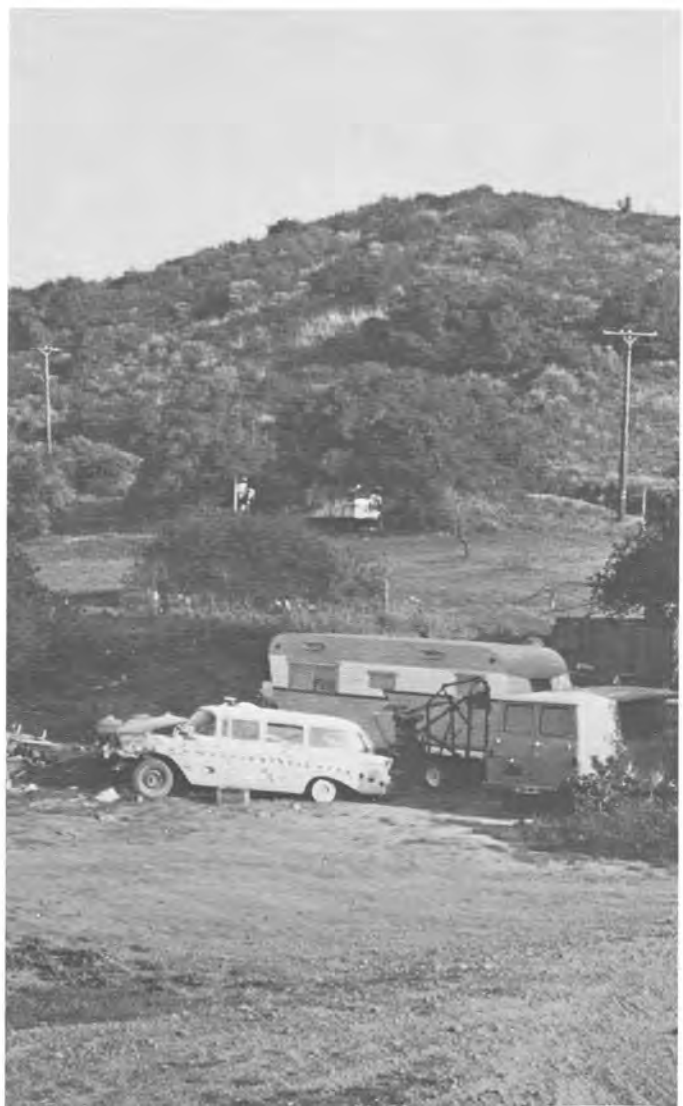
Ventu Park was analyzed as having the greatest number of problems. It is outside the corporate limits of the City of Thousand Oaks. Even though most of the area was subdivided between 30 and 40 years ago, only 16 of its 444 acres have been developed — with a variety of single-family housing, much of which is in poor condition, and scattered trailers. Most of this subdivided land contains small lots on very hilly land, and there is a lack of sanitary sewers — all factors which have deterred sound development.

The area offers considerable potential for improvement, however. It has natural beauty, with interesting topography and views for housing, and it is conveniently accessible to the freeway system and a nearby industrial park. The City's sanitary sewer system could easily be extended into the area.

It is proposed that the northern portion of Ventu Park be redeveloped for residential use, including low and moderate income housing. Some existing buildings that are in poor condition would be removed, and substandard lots, streets, and easements would be replanned. If a federally assisted urban renewal program were undertaken, Federal funds would cover up to two-thirds of the project costs.

The southern portion of the area, covering 240 acres, is recommended as an addition to the community's greenbelt system. This land is generally mountainous, with slopes of more than 25 percent, and not suitable for urban development. Most of the greenbelt should remain in a natural state and be used mainly for hiking and riding trails. A scenic drive might be constructed along the ridge of the mountainous area at a later date. If the area were included in the Federal open space program, a grant could be obtained for up to half of land acquisition costs.





Kelly Estates

The 602 acre Kelly Estates area lies southwest of the Borchard Road-Ventura Freeway interchange. Like Ventu Park, it is outside the Thousand Oaks city limits. It is also characterized by early subdivision, inadequate streets and utilities, and steep topography. Only three percent of the land area has been developed. Most of the subdivided, but vacant lots are large – between 1 and 3 acres. There are also remaining land holdings of 5, 10, and 20 acres in parts of the area.

This area also offers great potential for residential development, with its attractive views and topography, and its access to transportation and industry.

The suggested development plan for Kelly Estates calls for relatively low density housing throughout the area. Lot sizes of one to five acres would prevail in the hilly area south of Lynn Road, and half-acre lots in the area to the north, where the topography is relatively flat.

Nearly one-third of the Kelly Estates land area is proposed for park and recreational use, including a natural mountain park area and a 16-acre park adjacent to a proposed school. As in Ventu Park, Federal funds could be sought to acquire this open space land.

East Thousand Oaks Boulevard (Old Town)

This area was the site of relatively early commercial and residential construction in the Conejo Valley, including the spotty strip business development along Thousand Oaks Boulevard. It is characterized by some structural deterioration and obsolescence, discontinuous and incomplete land development, and incompatible mixtures of land use. Jungleland was the major activity south of Thousand Oaks Boulevard, but it is no longer in use.

There is an island of housing in the southeast corner of the area, separated from other residential sections by the Ventura Freeway, Jungleland, strip commercial development, and the Westlake Auto Center.

In spite of the area's many problems, it offers great

potential for more intensive development because of its accessibility to freeways, regional shopping centers, and major industrial areas. It would be suitable for additional multi-family housing, particularly since the present households in the area tend to be relatively small, including many older persons. Of the area's 574 acres, 464 are flat and suitable for development, and nearly 60 percent are already under some sort of use.

It is proposed that a variety of techniques be used to improve and fill in the present pattern of scattered development. An additional 30 acres between Hillcrest Drive and Los Feliz Drive would be used for more low and medium-density housing. Another 14 acres, between Thousand Oaks Boulevard and the Ventura Freeway and west of Conejo School Road, would be used for cluster apartment development (townhouses and garden apartments). Provision of these additional residences, which would support businesses along the Boulevard as well as meet urgent housing needs, would be stimulated by changes in zoning and subdivision regulations. Small parks would adjoin the two schools in the area, Colina and Conejo, which serve the East Thousand Oaks area and the neighborhood to the north.

The existing commercial strip along Thousand Oaks Boulevard would be filled in and improved with parking to the rear of stores. The Jungleland area could be rebuilt as a concentrated complex of restaurants, motels, recreation, and amusement facilities. The automobile center, at the eastern end of the Boulevard, would be expanded.

An industrial park, with small, support-type firms, is proposed for the area between Conejo School Road and Hampshire Road, fanning north to Hillcrest Drive on either side of Hampshire. A redevelopment project, either under State or Federal provisions, would be needed to achieve this change.

Revisions in the circulation system would be required to attain these patterns of residential, industrial, and commercial development. Thousand Oaks Boulevard, a primary street, would contain a landscaped median and left turn bays. Los Feliz Drive would be extended northward, and Hillcrest Drive would be classified as

a secondary road. An additional connector, in the form of a partial loop, would serve the industrial areas to the east, connect with all three east-west arteries, and extend west to Conejo School Road. Conejo School Road would extend south of Thousand Oaks Boulevard, pass under the Ventura Freeway, and parallel the Freeway on the south to intersect Hampshire Road, thus providing another outlet for traffic from the industrial area.

Access from these new routes to parking along the rear of Boulevard stores would be controlled. The possibility of establishing a public improvements district to develop these parking lots should be explored. It would also be necessary to use the State's Official Map Act to provide for the realignment of streets and blocks in the revised circulation pattern.

Greenwich Village

The Greenwich Village area is also one of the oldest developed portions of the Valley. Like the East Thousand Oaks-Old Town area, it is characterized by small homes with smaller than average family size and many older residents. There are a great number of small lots, some with less than 4,000 square feet, many of which are vacant. Several unpaved and substandard streets serve the area. Widening and extension of Hillcrest Drive threatens to separate existing residential sections and attract more heavy traffic through the area. One small, vacant portion of the area has already been severed from the rest of Greenwich Village by construction of the Conejo Creek Freeway.

The area's accessibility provides it with a great unmet potential for development. Greenwich Village adjoins the interchange of the Ventura and Conejo Creek Freeways and a regional shopping center. It is near the Thousand Oaks Boulevard shops and midway between the major industrial areas of the Conejo Valley. Most of the area's 201 acres are either flat or hilly and suitable for development, except for three mountainous ridges which could be used for recreation.

Additional housing, with a greatly improved residential environment, is proposed for the Greenwich Vil-





lage area. Most of the new housing would be built in a large superblock, containing single-family homes. The local street system within this superblock would be redesigned to discourage through traffic. Another area, the 16-acre triangle east of the Conejo Creek Freeway, is now vacant. It would be redesigned as a low-density cluster subdivision. The Problem Area report proposed that a 15-acre area of medium-density housing be located south of Thousand Oaks Boulevard. This area is well-suited for townhouses and "step-down" hillside apartments which would take advantage of views toward the central and northern portions of Greenwich Village. However, a further evaluation of this area in light of requirements for additional commercial space led to the designation of the 15-acre site as a commercial use.

Revision of the present street system would be required to achieve these forms of residential development. It was originally proposed that Thousand Oaks Boulevard connect with Village Lane at Moorpark Road in order to reduce congestion at the present intersection of Thousand Oaks and Moorpark Road. However, a further evaluation indicated the desirability of extending Hillcrest Lane to connect with Village Lane. These two streets would then be joined by an extension southward of Hodencamp Road.

Newbury Road

Newbury Road adjoins two other Problem Areas, Ventu Park and Kelly Estates. It contains relatively new residential development and strip commercial uses along the Ventura Freeway and Newbury Road. The area's major problem is conflicting relationships between strip commercial areas and single-family residential areas. In particular, the Thousand Oaks Drive-In, which has no landscaping or other protective buffering on its south side, is disruptive and unattractive for nearby residents. Also, the ill-defined and unsightly commercial areas along Newbury Road have an adverse effect on nearby residential sections, and present an unattractive view to drivers on the Ventura Freeway for nearly the entire length of the study area.

Newbury Road offers potential for new development of commercial uses along Newbury Road, to serve

both highway users and local residents. Through proper aesthetic treatment, this area could become a major motel center for the Conejo Valley. Restoration and improvement of the Stage Coach Inn area, with additional adjacent parks, would enhance a tourist attraction as well as help to meet local park needs. Proximity of Newbury Park to the Janss-Conejo Industrial Park, together with freeway access, make parts of it suitable to more apartment uses.

It is recommended that medium-density and cluster apartments be developed throughout the study area in locations that meet the following criteria: near major roadways which interchange with the Ventura Freeway and serve the nearby industrial park, where relatively large parcels of land can be assembled, and where distinct topographic and transportation features separate inharmonious land uses. While a variety of housing types could be developed throughout the study area, it is suggested that some lower-cost housing be included in low, medium, and higher-density developments.

Additional single-family development is recommended on vacant land along Kelly, Lynn, and Ventu Park Roads. The portion of the study area east of Ventu Park Road is proposed for continued development of mobile home parks, and the medium density portion between Ventu Park and Kelly Roads is recommended for townhouses and/or mobile homes. Cluster apartments, proposed for the western section of the area, would be adequately landscaped and would take advantage of scenic views.

The drive-in theater west of Kelly Road needs immediate attention. Landscaping, to protect views, should be placed along Kelly Road and along the southern boundary of the theater. The site of the existing Timber School, which is scheduled for removal, is proposed for the development of motels and related facilities.

The recommendations for Newbury Road could be achieved through enforcement of existing regulations, such as zoning and subdivision control ordinances, possibly with some amendments. To assure adequate

landscaping along Newbury Road, needed to screen commercial and residential areas, it is recommended that landscape plans be required as a condition to approval of each development.

Historic and Cultural Preservation

This study identified major natural and man-made landmarks in the Thousand Oaks Planning Area and recommended methods of carrying out a preservation program.

In 1964 the Conejo Valley Historical Society was established for the original purpose of saving and restoring the Stagecoach Inn as an historical museum. Since then, the Society's efforts have broadened, in cooperation with a number of other civic organizations.

In 1965 the Ventura County Planning Department adopted the following policies on historic and cultural preservation. It is felt that these same policies should be applied in the Thousand Oaks Planning Area.

- "Natural configurations, traditional landscape horizons, caves, burial grounds, oak groves, and structures, serving as devotional and geographic landmarks for the Chumash Indians, should be preserved in their natural state.
- Historical buildings in sites of local or national historical importance should be preserved, restored, and maintained in good repair. Every attempt possible should be made to provide open space around these landmarks in order to accent their community value and to recreate an atmosphere of the era they represent. This can be accomplished by incorporating them into areas of public education and recreation.
- All historical structures, sites, caves, burial grounds, oak groves, natural configurations, and traditional landscape areas should be described and marked by plaques. This information should be made available to government agencies, land developers, schools, civic organizations, and interested individuals."





A program is now under way to rebuild and develop the Stagecoach Inn as a permanent public museum containing exhibit galleries, supplemented by educational, cultural, and recreational facilities. The Archaeological Survey Team of the University of California at Los Angeles, which is now exploring sites in the Conejo Valley, will use the Stagecoach Inn for part of its work.

The Conejo Valley Historical Society, the Ventura County Cultural Heritage Board, and the UCLA Department of Anthropology have suggested man-made landmarks for preservation as part of the Conejo Valley's heritage. As part of this study, the planning consultant has briefly evaluated these sites and buildings according to their historical and cultural value. In addition, the planning consultant has identified and described significant natural landmarks of the Conejo Valley. Both man-made and natural landmarks are described in the "Historical and Cultural Preservation Report."

There are a number of potential methods of carrying out a historical preservation program, through legislative controls, tax incentives, direct acquisition by a public agency, and private initiative. It is recommended that the following coordinated preservation efforts be undertaken by the City of Thousand Oaks and all organizations and individuals interested in saving the historic and cultural resources of the area:

- Formulate basic preservation objectives that will be compatible with the overall goals and objectives of the Thousand Oaks Development Plan.
- Adopt a public policy statement in the form of a zoning ordinance amendment outlining, in detail, the City of Thousand Oaks' intent to preserve the historic and cultural resources of the Valley.
- Conduct a detailed inventory and evaluation of the suggested landmarks.
- Develop an immediate program for the inclusion of archaeological sites, stands of oak trees, and all natural landmarks into the Open Space System of the Development Plan.

- Establish procedures for funding preservation efforts through the overall capital improvement budget program.

Beautification

The City of Thousand Oaks has clearly taken cognizance of the importance of community appearance in urban development. The section of the Municipal Code on Precise Plans of Design Requirements reads:

“While encouraging the broadest possible range of individual and creative design and without depriving a property owner of an efficient and full use thereof which is otherwise lawfully allowed, the use and development of property in the City of Thousand Oaks shall be regulated by precise plans. A precise plan is found to be necessary to assure that the nature and appearance of any use and development will be compatible and harmonious with the use and enjoyment of surrounding properties and will not have a material or substantially deleterious effect upon the historic, economic, social, and cultural well-being and development of the community or the peace, health, safety, and general economic welfare of its inhabitants.”

In addition, Conejo Beautiful, Inc., a civic organization founded over five years ago, has continually directed its efforts to the permanent beautification of the Valley. Their activities include the definition of problem areas, preparation of beautification legislation for consideration by the City of Thousand Oaks, and actual beautification works.

The City’s general welfare policy should be expanded to include the control of litter and pollution and the elimination of public eyesores. Emphasis should be placed on amenities in the man-made environment such as grass, flowers, trees, parks, plazas, fountains, art in public places, and design excellence in buildings and streets. The decision-making process by public agencies should be broadened to include considerations of aesthetics and a human scale of design.

As part of the preparation of the Development Plan,

the planning consultant conducted a preliminary survey of present conditions that mar the beauty of the area, and prepared recommendations for remedial action and controls over future development.

A multitude of marring factors were found, in residential neighborhoods, in the central commercial area, in the countryside, along streams, and along highways. These marring elements included poorly designed buildings; structures in inharmonious relationship to each other; unattractive and distracting signs and billboards; lack of landscaping along roads and in public places; hillside scarring; removal of trees, rock formations, and natural arroyos; unsightly storage areas and junk yards; exposed utilities; unpaved or poorly maintained streets; and pollution of the air, water, and land.

It is recommended that the City’s regulatory ordinances be reviewed for their effects upon these problems of design and the environment, and that they be revised or strengthened where necessary. These include zoning, subdivision, grading, and nuisance abatement ordinances. In addition, improvements conducted directly by public agencies — street signs, street maintenance and landscaping, utility improvement, pollution abatement, and the design of highways and public buildings — can have a great positive impact on community appearance.

It is recommended that Conejo Beautiful, Inc. be expanded to a permanent Valley Beautification Committee, which would include not only private citizens, but also public agency representatives in order that a cohesive approach to Valley beautification can be maintained.

Its duties would include identifying problems by citizens, presenting recommendations to governing bodies, working with land developers, and helping to establish a design theme for the Conejo Valley. A comprehensive program for improving the environment and controlling future development should be established, based upon a detailed analysis of the Area’s design resources and shortcomings. Funds for carrying out the program should be sought, from the Federal provisions for urban beautification and from various private foundations.



Plan Effectuation

With adoption of the Development Plan by the Planning Commission and City Council it will now be necessary to prepare and adopt ordinances and undertake the improvement programs that will carry out the plan. The planning consultant has prepared recommendations for several types of plan effectuation actions related to housing, beautification, historic preservation, subdivision guidelines, and hillside development guidelines.

Other types of specific community improvements, such as possible renewal activities, will require detailed area studies and further reviews with local citizens. The planning consultant has conducted several such studies and prepared recommendations for a number of problem areas in the Conejo

Valley. Findings and program recommendations for these areas have been described in the preceding section. A next step should be to establish a systematic method for obtaining citizen review of these proposals before they are put into effect; similar citizen review methods should be established for other sub-areas.

The accompanying table indicates the major steps in plan effectuation that should be taken by various agencies, including zoning revisions, utility plans, annexations and capital improvements programming.

Most important, a constant process of research, evaluation, and plan revision should be established and maintained, to assure the Development Plan's continued viability and relevance.

**time-task planning program schedule
city of thousand oaks**

	1968 Oct.-Dec.	1969 Jan.-Dec.	1970 Jan.-Dec.	1971 Jan.-Dec.	1972 Jan.-Dec.	1973 Jan.-Dec.	1974 Jan.-Dec.	1975 Jan.-	Responsibilities
Development Plan Program									
Phase One – Evaluation	*	*							Planning and Other City Departments, Consultant, Citizens
Phase Two – Special Studies		*							
Phase Three – Implementation			*						
Development Plan Adoption (Public Hearings)			*						Plan Commission, City Council, Citizens
Staff Preparation of New Zoning Ordinance			*	*					Planning Department
Preparation of Water and Sewage Plans			*	*					Planning and Other City Departments
Annexation Studies			*	*					City Manager, Planning and Other City Departments
Zoning Ordinance Hearings and Adoption				*					Planning Department, City Council, Plan Commission, Citizens
Update Research Elements of Development Plan				*				*	Planning Department
Analysis of Tract Developments for signs of Deteriorating Conditions					*				Planning Department
Program Remedial Action for Deteriorating Areas			*	*	*	*	*	*	City Manager, Planning Department, Citizens
Update Five-Year Capital Improvements Program			*	*	*	*	*	*	City Manager, Planning and Other City Departments

appendix

STUDY REPORTS RELATED TO THE DEVELOPMENT PLAN

The Thousand Oaks Development Plan is based upon extensive information and analysis, only part of which is included in this document. The following reports, prepared for the City of Thousand Oaks, contain more detailed data and findings related to the Development Plan.

Alternative Land Use Concepts, A, B, and C, Leo A. Daly Company, July 1969. General diagrams and brief descriptions of three alternative development patterns for the Conejo Valley. (Preceded by *Land Use Concepts*, June 1969, which presented the two alternatives initially developed.)

Attitude Survey Findings, Leo A. Daly Company, February 1969. Tables summarizing responses to questions in the Attitude Survey conducted in the Planning Area in December 1968 and January 1969.

Beautification Plan Report, Leo A. Daly Company, September 1969. Findings and recommendations for improving the appearance of natural and man-made features of the Conejo Valley.

Core Area Study, Leo A. Daly Company, September 1969. Findings and recommendations for improvement of the Conejo Valley's core area, centering on the intersection of Thousand Oaks Boulevard and Moorpark Road.

Development Plan Map Memorandum Report, Leo A. Daly Company, December 1969. Recommenda-

tions governing major elements of the Thousand Oaks Development Plan.

Economic Analysis, Development Research Associates, June 1969. Information on and analysis of the major factors affecting the Conejo Valley's economy, including population, land use, and employment. Projections of population and future demand for land and facilities to accommodate residential, retail, industrial, and other functions.

Evaluation of the Conejo Recreation and Park District General Plan Report, Leo A. Daly Company, September 1969. Comparison of factors used in preparing Recreation General Plan and Thousand Oaks Development Plan, including goals and population projections. Recommended open space guidelines for the Conejo Valley.

Future Circulation Element Requirements, Wilbur Smith and Associates, January 1970. Recommendations for future streets in the Planning Area.

Historic and Cultural Preservation Report, Leo A. Daly Company, August 1969. Inventory and evaluation of natural and man-made landmarks in the Conejo Valley. Recommendations for preservation program.

Housing Element, Leo A. Daly Company, August 1970. Analysis of problems, needs and inventory of housing within the Planning Area, and an outline of alternate work programs to solve housing problems.

Inventory Report, Leo A. Daly Company, April

1969. Basic information about the Thousand Oaks Planning Area as it exists now, including history, physical characteristics, transportation, land use, and public facilities and services.

Inventory Report, Existing Traffic Volumes and Characteristics, Wilbur Smith and Associates, June 1969. Present use and capacity of freeways and major streets in the Planning Area.

Problem Area Analysis, Leo A. Daly Company, September 1969. Descriptions of study methodology, findings, and program recommendations for the five problem areas of the Conejo Valley selected for initial detailed analysis.

In addition to the aforementioned major study reports, the City of Thousand Oaks Planning Department prepared the following Staff Memorandum Reports to assist the Thousand Oaks Planning Commission and City Council in their analyses and deliberations of Development Plan elements.

Staff Report #1, Tentative Thousand Oaks Development Plan – Policy Consideration, October 19, 1970.

Staff Report #2, Land Use and Circulation Element, November 2, 1970.

Staff Report #3, Addendum Report – Land Use and Circulation Element, November 23, 1970.

Staff Report #4, Residential Policies of the Thousand Oaks Development Plan, December 15, 1970.

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