



LAND USE ALTERNATIVES BRIEFING BOOK

CITY OF THOUSAND OAKS GENERAL PLAN UPDATE
JANUARY 2021 | TOAKS2045.ORG

#001

Posted by **Jippi Scott** on **03/12/2021** at **5:33pm** [Comment ID: 1542] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I am vehemently opposed to any high rise development in 91320.

#002

Posted by **Mary** on **02/24/2021** at **5:14pm** [Comment ID: 1112] - [Link](#)

Agree: 0, Disagree: 0

I would like to get rid of the Tour of Document.
How do I do this?

#003

Posted by **Scott Sowers** on **02/07/2021** at **9:50am** [Comment ID: 626] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

Survey shows residents like Suburban feel but plan seems to focus on high density areas which in Newbury Park typically results in higher crime and problems. I like the idea of a town center but need to consider physical safety of residents in that area.

#004

Posted by **Connie Tunick** on **02/25/2021** at **4:23pm** [Comment ID: 1163] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: -1

This is not appropriate to retain the feel and the look of a suburban area. The height is everything we have worked against for many years. The height of 35' for all neighborhoods should be maximum.

#005

Posted by **Nadine Marcheschi** on **02/18/2021** at **6:56pm** [Comment ID: 762] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -4

No, no, a thousand times No!!!!

No more development in Westlake and/or Thousand Oaks!!!

It is already too congested, crowded and losing the authenticity we all came here for.

Reply by **Lobo Grande** on **03/12/2021** at **11:57am** [Comment ID: 1528] - [Link](#)

Agree: 5, Disagree: -2

Having grown up here, I am already saddened to see many of our beautiful areas paved over and filled up with housing and strip malls. Why must our officials constantly try and push more people into our area when they are clearly not wanted by those of us who enjoy the unique quality of life that our area

provides????

#006

Posted by **Amy K Leicht** on **02/24/2021** at **5:15pm** [Comment ID: 1113] - [Link](#)

Type: *Suggestion*

Agree: 10, Disagree: -6

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse.

<https://www.ipetitions.com/petition/fire-brush-clearance>

#007

Posted by **Janet Rosenthal** on **02/28/2021** at **2:16pm** [Comment ID: 1222] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

As a practical matter, we need to install InGround Fire Safety Shelters at key sites around Thousand Oaks, particularly in areas that are in the Urban Wildland Interface. Wind-driven wildfires take the lives of civilians every year. This doesn't have to be. If we provide people with a shelter in place of last resort, we will save lives. Check out www.TheSmartHomePro.com for more information, or call 888-877-3475.

#008

Posted by **Don** on **03/10/2021** at **9:52pm** [Comment ID: 1450] - [Link](#)

Agree: 6, Disagree: 0

We don't need 81000 more residents in TO!!!

Reply by **Lobo Grande** on **03/12/2021** at **11:55am** [Comment ID: 1527] - [Link](#)

Agree: 5, Disagree: 0

Agreed 100%! Our resources are already overstretched past the point of sustainability. Water, traffic, emergency responses, schools, and utilities just to name a few. From a purely practical perspective, this plan is pure idiocy.... not to mention the objective feeling of current residents that we don't want to become another San Fernando Valley!!!

#009

Posted by **Andrea Golin** on **03/10/2021** at **6:19pm** [Comment ID: 1418] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The 81333 units being added to Thousand Oaks will completely change the make up of our city and not for the better. We should focus on an 8 yr plan and have a minimum build out. Thousand Oaks does not need to be a 2030 smart city. City council needs to listen to its taxpayers and say NO to Sacramento.

#010

Posted by **Allana Stepp** on **03/15/2021** at **2:36am** [Comment ID: 1715] - [Link](#)

Agree: 0, Disagree: 0

Questions and/or alternatives are poorly written. Images provided are inadequate to compare one to another, even on a large computer screen/monitor. Images also lack enough street identification to facilitate a recognition of areas as they now exist. Identification of north/south streets is lacking. Give actual street names that are the borders of each Area of Change.

Added commercial area now seems unnecessary. COVID 19 has forced purchasing changes that appear permanent. Added housing is necessary, to meet expanding commercial growth, and work-from-home now appears to be a permanent change, too.

#011

Posted by **Eloise Cohen** on **02/24/2021** at **4:37pm** [Comment ID: 1103] - [Link](#)

Agree: 0, Disagree: 0

Thank you for this opportunity.

#012

Posted by **Daniel Mattera** on **03/14/2021** at **11:24pm** [Comment ID: 1684] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Fancy double-speak. We're told we can't maintain our services unless we "update" the General Plan. What happens in another 10 years? "Update" again - demolish the 5-story tenements, and replace them with 10-story? Is NO to any of it a choice?

Reply by **Eric Kamm** on **03/16/2021** at **1:35am** [Comment ID: 1902] - [Link](#)

Agree: 0, Disagree: -2

"No" is always an option, but it comes with heavy consequences. TO is not affordable for housing, that means fewer people moving here, which stagnates property values, fewer families which means less children, which means shuttering schools we built. "No" is an answer, but it comes with a price.

#013

Posted by **Randy Roth** on **03/14/2021** at **7:51pm** [Comment ID: 1658] - [Link](#)

Agree: 5, Disagree: 0

This report begins with the assumption that we need to change our current restrictions on building heights. What I would like to see if for each of the 3 proposed alternatives, an example be developed that keeps the current building height restrictions in place - and see how many additional units that gets us. While it won't be 81,124, it may be enough for several times over the 2615 units we need currently.

#014

Posted by **Robert Caughey** on **02/08/2021** at **12:38am** [Comment ID: 633] - [Link](#)

Agree: 24, Disagree: -5

Resident of TO and WV since 1977. Moved here from the SFV to get away from the urban sprawl. Why does the city need to hire a professional consultant firm to tell us what we need. Have our city leaders lost their view & philosophy of why we have prospered and fought hard to keep the "Village Concept". The concept of tall rental complexes along the TO Blvd. corridor will bring additional traffic and health and safety issues. Do we want another SFV? Why can't we as citizens determine what we want and need? Why bring in outside firms to tell us what we what and need. They will gather their fees and be gone. Who is supporting this growth issue? Pro-growth individuals who have a big financial interest? If we don't take back the responsibility of where we live and why we settled here we will soon become another - yes. SFV. Thanks for your ear.

Reply by **Chris** on **02/15/2021** at **9:07pm** [Comment ID: 665] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -13

Being a master planned community it makes sense to hire someone to plan out our community. I don't know how the original process worked or if the original planners are available, but perhaps this is a good thing we can consider. The fears of becoming like the SFV are overblown -- we're in the process of planning the future of our community whereas the SFV and other parts of LA seem to be very haphazardly designed and implemented.

Apartments/Condos and mixed-use make perfect sense along Thousand Oaks BLVD. It is close to the freeway so people aren't commuting into LA from Oxnard and Camarillo and you're able to build new businesses with new customers right nearby. Traffic can be reduced when people walk/bike to where they need to go, no need to get in a car, drive, find a spot. Just walk.

Reply by **Aaron** on **03/13/2021** at **5:34pm** [Comment ID: 1576] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -1

This is a bit like saying we had original framers of the constitution, but now we need to "re-frame it a bit." Nice try, but how are people both walking to work, and "not commuting to LA from Oxnard"?

The city was master planned in the 60's. It doesn't need more master planning just so some developers, consultants and political cronies can make money. Cui bono?

Reply by **AM Winic** on **03/16/2021** at **12:13am** [Comment ID: 1882]

- [Link](#)

Agree: 1, Disagree: 0

I agree Aaron and Robert, 110%. WHEN will our ELECTED officials LISTEN to their constituents??? The original master plan is sufficient. We are NOT legally obligated to build this much. Keeping up with the times in terms of eliminating homelessness and CLEANING our city would be appropriate. We need to be good STEWARDS of what we have been given.

#015

Posted by **David Hampton** on **03/14/2021** at **4:11pm** [Comment ID: 1631] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Alternative 2 doesn't have any High Density Mixed - but spreads out medium (50ft max) all over the valley along existing commercial zones. So no residential becomes apartments - just allows for transition of commercial to mixed.

Alt 1 and 3 have high density mixed use. Alt 3 focuses most of that around the Oaks Mall. While Alternative 1 spreads the high density around the oaks mall and the Promenade (B&N mall) in Westlake.

I'm a big fan of 2. Otherwise alt 1 as it spreads out the high density to two areas. I think ALT 3 puts too much right around the Oaks.

#016

Posted by **Lobo Grande** on **03/12/2021** at **12:14pm** [Comment ID: 1532] - [Link](#)

Agree: 6, Disagree: 0

Has any of these committee members put a single moment's thought into how this will impact our wildlife? Do we really need to drive the local animals further away and out of their rightful homes - or push them deeper into our neighborhoods to harm our pets out of pure desperation for food and resources?

Reply by **Jackson** on **03/15/2021** at **8:25am** [Comment ID: 1719] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

This will all be infill development so it will help prevent further sprawl and should avoid impacting our wildlife.

Reply by **AM Winic** on **03/16/2021** at **12:21am** [Comment ID: 1883] - [Link](#)

Agree: 1, Disagree: 0

This WILL affect our climate/population/ecosystem- there's no way around that, when you are BUILDING and bringing man made materials into a natural environment. There's no way around that. POLLUTION- we LEFT the LA smog for a REASON. So, yes, it WILL be affecting our natural environment here in the Conejo Valley.

#017

Posted by **John Scott** on **03/10/2021** at **9:15pm** [Comment ID: 1437] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -10

90% of the City will not be changing with any of these alternatives. The significant majority of the housing, roads, etc. are already built. Now we need to fill in with the important missing items. We have limited opportunities for our youth or low to moderate-income to afford to buy or live in the City.

We also need things to do here instead of being forced to drive to Santa Barbara, downtown Ventura or LA for activities. TOB is finally making the transition, but it needs significantly more developments like the Lupe's replacement to create the density needed to support a vibrant nightlife.

Currently, our kids graduate and need to go elsewhere since we don't provide the housing and entertainment needed to keep them here. Becoming a community of retirees is not healthy for the City or good for the residents.

FYI - I was here before the Oaks mall was built so even some of us long-time residents want changes.

#018

Posted by **Lobo Grande** on **03/12/2021** at **12:16pm** [Comment ID: 1533] - [Link](#)

Agree: 7, Disagree: 0

I would LOVE to see the mandated medium-density and mixed-use plan for Beverly Hills. Why not put some affordable housing there?

.... no? Too much money to push back in the richer neighborhoods, perhaps????

INTRODUCTION

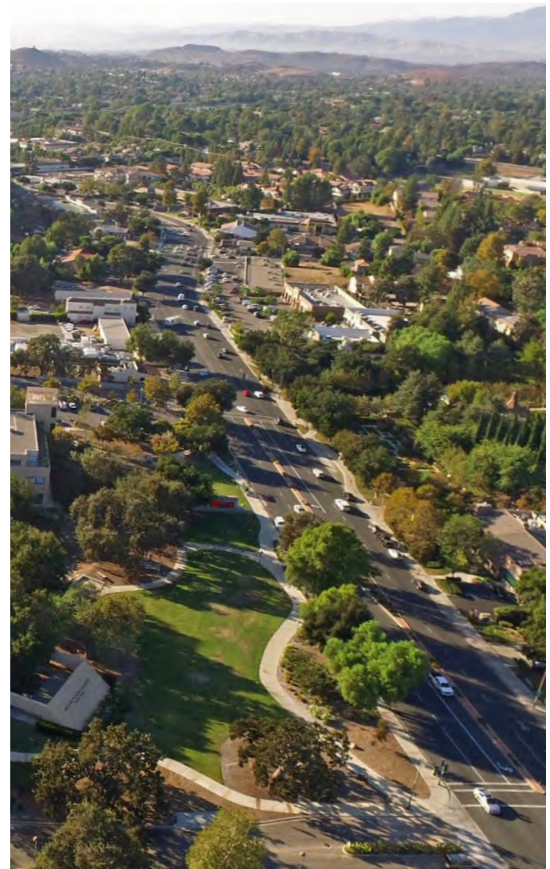
In 2019, the City Council initiated a process to update the Thousand Oaks General Plan, the first comprehensive update since the City prepared its original General Plan in 1970. A General Plan serves as the “blueprint” for the City and directs all decisions related to land use and the physical form of the City. Thus, the updated General Plan, will play a critical role in shaping the future of Thousand Oaks for the next 25 years and beyond.

This Briefing Book provides a summary of and background for three land use alternatives for the General Plan update. The alternatives were developed after a robust community engagement effort that involved many conversations with the public and the General Plan Advisory Committee (GPAC) between Fall 2019 and Spring 2020. Over the last several months, the General Plan team has worked to develop the alternatives for review and discussion.

The alternatives implement the guiding principles and key strategies developed during the process, address issues identified during community conversations, and demonstrate ways for the city to mature and prosper over time.

This Briefing Book will be used by the public, GPAC, Planning Commission, and City Council in determining the future land use direction for Thousand Oaks. This Briefing Book includes the following sections:

- + Benefits of an updated General Plan.
- + Summary of the community engagement process.
- + Guiding principles and key strategies.
- + Terminology.
- 025 Summary of proposed land use designations.
- + Desired outcomes from the alternatives for the city.
- + Summary of the three alternatives, including a comparison of the differences between the alternatives.



#019

Posted by **Tamara Napier** on **03/15/2021** at **3:37pm** [Comment ID: 1816] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The City Council should focus only on the changes that are needed now.

Reply by **AM Winic** on **03/16/2021** at **12:29am** [Comment ID: 1886] - [Link](#)

Agree: 1, Disagree: 0

Such as CLEANING trash on streets and homeless encampments throughout. Lets work with existing vacant buidings, not build NEW ones that will be empty in 5-10 years.

#020

Posted by **Aaron** on **03/13/2021** at **5:37pm** [Comment ID: 1579] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Why do we need an updated general plan?

Reply by **Jackson** on **03/15/2021** at **12:09am** [Comment ID: 1688] - [Link](#)

Agree: 1, Disagree: 0

<https://opr.ca.gov/planning/general-plan/>

#021

Posted by **Aaron** on **03/13/2021** at **5:37pm** [Comment ID: 1578] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Why do we need an "updated general plan?"

#022

Posted by **AK** on **03/15/2021** at **10:01pm** [Comment ID: 1863] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Due to the COVID restrictions, residents without technological capabilities or know-how were unable to participate. According to the recent census figures (2019 American Community Survey), 26% of the City's population comprises of seniors age 60 and over. To what extent, if any, did the City Council take into consideration the nearly 33,000 Thousand Oaks residents that were seniors and who did not have the opportunity to be heard on the updates to the General Plan? What is the breakdown of the input received from the various demographics within the City? Is there an adequate sampling from across the City residents and business or are is this plan based on a minority view that does not address the needs or wants of the City's residents and business but rather address the needs and wants to developers, non-residents, or other special interests? Please provide additional information on the breakdown of

what input was received and from whom.

Reply by **AM Winic** on **03/16/2021** at **12:26am** [Comment ID: 1884] - [Link](#)

Agree: 1, Disagree: 0

I 110% agree and appreciate this question. This whole project reeks of greedy developers and City workers that are being bribed. This does not appear to be a project that is coming from Thousand Oaks' RESIDENTS. This is coming from outsiders, those that dont actually LIVE here, and wont have to contend with the extra traffic and plethora of issues that come with a project like this.

#023

Posted by **Aaron** on **03/13/2021** at **5:36pm** [Comment ID: 1577] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Why?

#024

Posted by **Aysha Cohen** on **02/19/2021** at **7:35pm** [Comment ID: 822] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Website/Report needs to be framed differently-

1- Lead these website PDF/online materials with how TO compares to other cities of a similar population size on key metrics - Level of Traffic Stress, Collision Density, Urban Heat Island Effect, Stormwater Management, Commute Times, % of Income on Housing/Transportation, Asthma Rates etc.

Then add in the preferred alternatives for each typology or form-based code, with the definitions defined in that context.

2- Use MetroQuest for the next public comment period - it allows you to rank priorities, make tradeoffs etc using icons/photos (more like a game than a SurveyMonkey form). I have moved from TO to Washington, DC- and MetroQuest works great here!

3- Add an FAQ page with a dropdown menu or a photo gallery of key PDFs from the report that answer common questions/complaints.

4- Put a caption under the photo gallery on the project main page to credit the photographers and tell us where the trails are (Google reverse image search could help). Beautiful- makes me miss home!

Reply by **Kenneth Yas** on **03/15/2021** at **8:26pm** [Comment ID: 1858] - [Link](#)

Agree: 1, Disagree: 0

How this plan gets implemented and if it in any way resembles the recommendations made by Raimi & Associates is a question that will be answered over an extended period of time (the City Council has already postponed any decision making until May 25 after more public input and yet

another survey).

It will be eventually be determined by the powers that be in the city, i.e. the Planning Commission and The City Council, who will give @ least some consideration to public comments, that, if the bubbles in this document are any indication, are predominantly negative, rife with anxiety regarding what this document envisions for the city, and that far outweigh in number and tone the positive reactions.

But make no mistake about it, had Raimi and Associates been able to elicit a more robust response to this survey from the citizenry (which they did not) it would in no way affect the results of this initiative that will be etched permanently in the General Plan. Politics will determine that outcome.

When a land use revision has finally been agreed upon and voted in, developers will finally have the opportunity to submit their building proposals to the City, adding to several that are now under consideration (i.e. multi-dwelling units in Westlake and Newbury Park).

Therefore, nothing is going to happen that will appreciably alter living conditions in the affected neighborhoods for a long time. But it will set the standard for what this city is going to look like years from now.

Aysha Cohen's insightful comments are relevant here. Her second comments speaks to how this program was structured by the consultant company and it's effectiveness as a vehicle to communication the considerable amount of data it accumulated. I would argue that it was dense, confusing and counter-intuitive. As Aysha's points out, a different platform dedicated to presenting the information in a more user-friendly format would have resulted in more widespread engagement.

As it is, between the committee meetings, public presentations and online forums over the past two years, this process has proved to be an enormous time suck for all parties that will result in a single set of recommendations to an advisory committee who will in turn submit it to two decision-making bodies for their vote.

To be fair, it couldn't have turned out any other way. For the amount of \$\$\$ the city has spent in retaining this company, their conclusions simply had be impressively complex and original, or at least have that appearance. After all they have their reputation to protect, and if refer to website, they have assembled a long award-winning set of client projects.

That brings me to Aysha's first point above. Perhaps the city should have paid attention to Raimi's previous work to determine which ones actually bore some resemblance to the complexion of this community where the metrics that Aysha's enumerates were properly assessed.

This due diligence on the part of the city years back, before they contracted with this outfit, would have revealed how successful Raimi has been with in having recommended strategies implemented for municipalities with similar demographics to Thousand Oaks.

We would have also learned if Raimi's corporate point of view and its design philosophy that has infused to some degree all of its engagements, was indeed appropriate for unique needs of Thousand Oaks.

I would argue that based on 2 hours in a Virtual Office meeting I attended, 2 hours watching the Community Workshop, and now reading this briefing book, their methodology needs a polish and their conclusions are likely out of sync with what this city needs in order to thrive in the near term.

#025

Posted by **Dr. Robert Chauls** on **02/08/2021** at **1:14pm** [Comment ID: 636] - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -2

There are all kinds of pollution: smog, noise, littering, traffic, to name a few. But visual pollution is rarely considered among the characteristics of a residential area until it's too late. Yet we already have, in Thousand Oaks, a place to live which, from a visual point of view, while not perfect, is almost ideal. Why would any resident want to pollute our community with six story buildings, visible from almost any home in Thousand Oaks, which reminds us of the San Fernando Valley, or New York, or Chicago? Many of us were happy to leave other areas to live in a suburban town, large enough to have most of the amenities of life, yet close enough to "the city" to partake in the attractions which only large cities, especially Los Angeles, can provide: cultural venues, sports arenas, international airports, etc. This is suburbia, not urbania! We are, and should remain, Thousand Oaks, not Van Nuys, which was certainly a beautiful place to live in the 1930's! Let's keep it that way!

Reply by **Mary Anne Van Zuyle** on **02/19/2021** at **1:21pm** [Comment ID: 777] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -7

I believe the fear of ruining the viewsheds from our homes is overblown. Thousand Oaks has a hilly topography. Many of our developments are visually isolated by nearby hills and mature trees. Newbury Park, Lang Ranch, West Hills, Westlake Village, Dos Vientos, Rancho Conejo, Lynn Ranch, Wildwood, etc., a neighborhoods whose views will not be affected by development along Thousand Oaks Boulevard. Even the development in "village centers" will be limited in scale to fit within the neighborhoods.

Reply by **Lobo Grande** on **03/12/2021** at **12:00pm** [Comment ID: 1529] - [Link](#)

Agree: 3, Disagree: -1

Ask yourself "Would I rather look at a building, or a mountain?". If the answer is the first, you probably have a great spot on the city council in

your future.

Reply by **Betsy** on **03/12/2021** at **6:51pm** [Comment ID: 1544] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

I can't see mountains from my house. There are certain views that are absolutely a shared community treasure and we should protect them but there are spots where a taller building would not block anyone's view. I would rather have a few places where the buildings were taller (Oaks mall and Janss Mall come to mind). Taller means that the builder could still make a profit while including common areas like plazas and wide sidewalks for strolling.

Reply by **Mary** on **03/15/2021** at **11:17pm** [Comment ID: 1870] - [Link](#)

Agree: 0, Disagree: 0

We have NO obligation to make sure developers make a profit. Also, they can make a profit still with lower density, two story buildings. Just because someone can't see mountains from their home doesn't mean we shouldn't minimize obstructing views.

Reply by **Kat Selm** on **03/14/2021** at **6:41pm** [Comment ID: 1644] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

There are likely locations where taller buildings could be sited that would not block the viewshed. You can have different zoning regulations for different areas in the city, they do not all have to meet the exact same criteria. Maybe theres locations where height should be restricted due to viewshed concerns and other locations where there would'nt be an impact on view, but the impact on housing affordability would be positive. Another point here is that height and stories should not be synonymous. Restricting the number of stories a building can be is arbitrary and can hurt the affordability by restricting density. If certain areas had height restrictions (but not story restrictions) then you could actually fit more units per acre, with no more height than folks are willing to allow, which bakes the affordability into the design.

Reply by **Mary** on **03/15/2021** at **11:19pm** [Comment ID: 1871] - [Link](#)

Agree: 0, Disagree: 0

None of the new units will truly be "affordable" - and we have no obligation to allow higher buildings. There are plenty of vacant spots on the outskirts of the city where new residential units could come in as two stories and keep the low density feel along TO Blvd. and that way we wouldn't be changing the character and feel of the city.

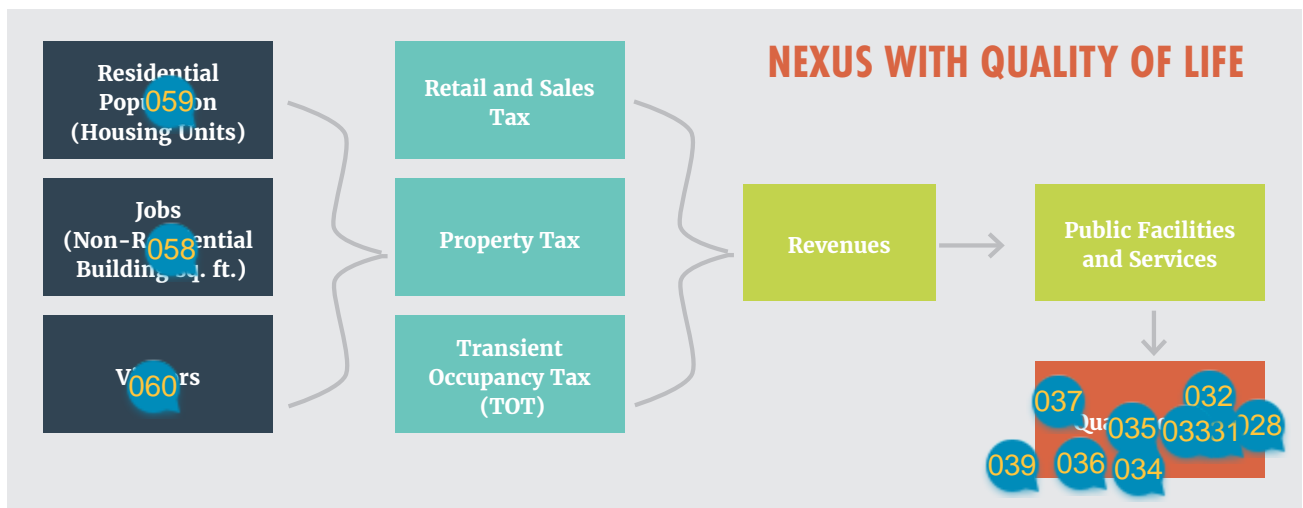
BENEFITS OF THE GENERAL PLAN UPDATE

During some of the engagement events, several members of the community asked a critical question: “If we love the City as it is today, why should we update the General Plan and allow for growth and change?”

Cities are not static; they evolve and change over time - residents move in and out; new businesses open and others close; buildings are renovated or replaced; and streets, trails, parks, and public buildings are renovated over time. To remain a great place to live and work, cities must evolve to meet changing demographics, economic situations, and regulatory challenges. This General Plan process, the first comprehensive update since the original was adopted in 1970, is intended to take a comprehensive look at the City of Thousand Oaks today and plan for the next 25 years and beyond.

A comprehensive General Plan update allows the City to consider its future from a variety of perspectives. In addition to implementing the community values and key strategies, the updated General Plan and land use alternatives presented in this Briefing Book seek to achieve the following:

- Maintain a high quality of public services.** The quality of public services is directly tied to the land uses in the City. As is shown in the figure below, new residential development, job-producing uses and uses that attract visitors produce increased retail and sales tax, property tax and Transient Occupancy Tax (TOT). This increases revenues in the city which enable the city to provide more and higher quality public services and improved facilities (such as parks, libraries, and community centers). Further, despite common thinking, higher density residential development results in increased property taxes while lower density development typically costs the city more to serve than it produces in taxes. Further, thinking about new land uses at this time is critical since traditional retail sales are on the decline and more residents are retired and living on fixed income, thus have limited disposable incomes to support local businesses. Strategies that can be included in the General Plan to increase tax revenues include adding higher density housing, increasing visitor serving uses and expanding job opportunities.



#026

Posted by **Garry star** on **02/19/2021** at **6:40pm** [Comment ID: 817] - [Link](#)

Agree: 9, Disagree: -2

This is ridiculous! How do you expect people to actually read & comment on this? It is too lengthy and hard to read. The maps are too small because you wast 1/3 of the screen on buttons and wide margins.

I just want to see what the 3 maps are about and their details. Once I find a map I have to magnify it greatly so can't see the info I want to see.

Reply by **Rossanna Guerra** on **02/26/2021** at **4:52pm** [Comment ID: 1195] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

I agreed a satellite image would have been helpful with actual images of the parcels that are in question.

Reply by **Betsy** on **03/12/2021** at **6:55pm** [Comment ID: 1546] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If you go to the side buttons, and chose the one that has the globe map, you will see wonderful detailed maps in the left side you can choose what you want to display. The first choice is the detail on the maps that you want.

#027

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:14pm** [Comment ID: 980] - [Link](#)

Agree: 1, Disagree: -2

I'd suggest that our plan show the full buildout of the City - because that could be what the State could force. There is no guarantee that I've heard of that the 7th cycle & 8th cycle RHNA's forced by HCD and SCAG wouldn't get us to the 33,000 add'l unit limit or 81,000 total.

#028

Posted by **Albert** on **03/13/2021** at **6:37pm** [Comment ID: 1591] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Thousand Oaks does not need more residents; it needs more pedestrians. The quality of life is good but could be much better if the General Plan focused on ways to make this area pedestrian-friendly. Meet the minimum state requirements, but focus on how to improve what we have. The plan should find ways to create a more unified city, not a more crowded city.

#029

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:09pm** [Comment ID: 779] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

I am a product of Santa Monica. Came of age ,met my wife. Early 70's. Lived with a SM Council Person for awhile. My wife worked 32 years in Water. I remember how the changes were not always for the best. Here in TO the most obvious missing part is the abysmal public transit. People are aging here in place and cannot move because of increases in housing costs. We elderly are going to be dependent on some form of transportation. What we have here is poor at best. Clearly as services are improved or added to improve the quality of life, there will be a continuing need to provide access to these services. An example is concerts at the park. Parking is difficult. Walking is long at times. Why no shuttles for us?

#030

Posted by **Kurt K Sauter** on **02/24/2021** at **8:44pm** [Comment ID: 1135] - [Link](#)

Agree: 6, Disagree: 0

More Public Services do not equate directly to the quality of life in Thousand Oaks. On the other hand, more taxes directly equate to the affordability of life in Thousand Oaks.

#031

Posted by **Kelly Taggart** on **02/24/2021** at **1:10am** [Comment ID: 1014] - [Link](#)

Agree: 17, Disagree: 0

I don't believe it is appropriate to have a nice chart saying public services equates to quality of life. Quality of life is safe neighborhoods, open space, and strong schools.

#032

Posted by **Denis Dux** on **03/05/2021** at **7:44pm** [Comment ID: 1285] - [Link](#)

Agree: 23, Disagree: -3

I have lived in this valley for 47 years and my quality of life has been just fine, thank you very much. Keep to the guide lines of the state mandate of 2600 units and we all can keep that quality.

Do not need the high density and large heights of buildings, it only reduces Quality OF Life

Reply by **AM Winic** on **03/16/2021** at **12:53am** [Comment ID: 1891] - [Link](#)

Agree: 1, Disagree: 0

A wise way to incorporate these required 2600 units would be modifying EXISTING structures and assuring they are aesthetically pleasing- mixed retail/residential, fine. But not ADDING more structures than are here already.

#033

Posted by **Ronda Langer** on **03/13/2021** at **7:45pm** [Comment ID: 1608] - [Link](#)

Agree: 5, Disagree: 0

Very concerned about congestion specifically in the Westlake Blvd & Thousand Oaks area. In addition, parking situation along Thousand Oaks Blvd.

#034

Posted by **Kevin Moore** on **03/15/2021** at **3:12pm** [Comment ID: 1805] - [Link](#)

Agree: 2, Disagree: 0

This chart seems to imply that "quality of life" is primarily dependent on city revenues. I do not agree with this.

#035

Posted by **Douglas C Kubler** on **02/21/2021** at **12:29pm** [Comment ID: 870] - [Link](#)

Agree: 2, Disagree: -6

Quality of life is not dependent on local services. The best life is independent of local services. In fact city libraries are becoming obsolete because of the internet, e.g. every classic book, possibly augmented with clickable data (like this document).

Reply by **Yvonne Wilber** on **03/11/2021** at **3:26pm** [Comment ID: 1497] - [Link](#)

Agree: 13, Disagree: 0

Douglas, your comments on libraries only demonstrate that you are out of touch with what libraries and librarians provide, how libraries are places of community gathering and learning, and the return on investment in libraries is positively immeasurable. Libraries are much more than the sum total of their collections.

#036

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **5:50pm** [Comment ID: 1306] - [Link](#)

Agree: 15, Disagree: 0

We didn't move here 25 years ago because we read about how wonderful the government services were. We moved here because it was open, beautiful, and not crowded. To think that everything should be changed to increase taxes for the government is completely backwards.

#037

Posted by **Steve Smith** on **03/15/2021** at **6:30pm** [Comment ID: 1844] - [Link](#)

Agree: 3, Disagree: 0

I moved to Thousand Oaks in 1971 from Orange County and I am a graduate of Thousand Oaks High School Class of 1972 and Pepperdine University, Malibu 1979. I am going to echo many of the comments already expressed here by saying I am opposed to high density housing and any structure built for any purpose that exceeds 3 stories. We live in an area that is so unique and beautiful. Adding taller buildings will ruin the natural beauty of this beautiful valley. I understand the need to have a long term plan. Planning is essential for any organization. However, my feeling is that we should only be planning for what the state is requiring in a way that fits in with what is already here. Yes, more residential units are needed that can serve the needs of those that work and want to live here. But 4 stories or more is not the way to go. Turning our back on what has made this city such a great place to live will be turning it into another city like what is in the SF Valley and nobody wants that.

#038

Posted by **Aaron** on **03/13/2021** at **5:50pm** [Comment ID: 1581] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Have we felt that there hasn't been enough tax revenue to support this city for the past 50+ years?

#039

Posted by **Nancy L Schiedermayer** on **02/25/2021** at **7:22pm** [Comment ID: 1170] - [Link](#)

Agree: 0, Disagree: 0

I completely agree with the other 2 comments

#040

Posted by **karen wilburn** on **02/27/2021** at **5:37pm** [Comment ID: 1204] - [Link](#)

Agree: 23, Disagree: 0

For now we should not make extensive changes beyond what is necessary to satisfy Sacto with a buffer. Sacto is asking us for 2600 units & we're giving them many multiples of this through these mixed use plans. Why tie our hands? It's like someone asking me to loan them \$10,000 & I give them \$100,000. Makes no sense.

Reply by **Aaron** on **03/13/2021** at **5:47pm** [Comment ID: 1580] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

I'd say we take a stand and tell Sacramento to pound sand. Let them sue or whatever they will do and actually fight it. We may be the ones to set the important precedent that the state government can't bully the local governments like this. There are thousands of square miles of nothingness in this state. Why should any small town like ours be forced to do this?

We don't want this. Period. Take a stand, city council members.

Reply by **AM Winic** on **03/16/2021** at **12:41am** [Comment ID: 1889] - [Link](#)

Agree: 1, Disagree: 0

Exactly!!! Tell us constituents what we can do, to help you, City Council to STAND UP. Enough!!!

#041

Posted by **Karen Maloney** on **02/16/2021** at **10:29am** [Comment ID: 687] - [Link](#)

Agree: 16, Disagree: 0

Mixed use retail sounds cute but in reality these boutique places don't seem to survive unless they are smoke shops, or foot massage. The small shop does offer a few jobs, but they are not high paying.

#042

Posted by **Kelly Taggart** on **02/24/2021** at **1:04am** [Comment ID: 1013] - [Link](#)

Agree: 4, Disagree: -5

Retail is down because of government imposed restrictions. The largest restrictions attributed to the pandemic.

#043

Posted by **Jim Malch** on **02/26/2021** at **5:52pm** [Comment ID: 1197] - [Link](#)

Type: Suggestion

Agree: 22, Disagree: 0

Modify the General Plan to allow for mixtures of uses in the Oaks Mall / Janss Marketplace area, and develop a specific plan to enact the objective development standards for the area.

Limit the scope and number of residential units allowed for any plan changes to what's needed to accommodate our city's Housing Element update, which is 2,615 units with a buffer of 10–15%.

Building heights for these areas should be limited, with an average building heights limited to 35'

No further changes should be made to the General Plan or zoning densities at this time. Any additional changes over and above this limited scope should be considered "significant", enabling voters to "have the power to vote yes or no when significant changes to the General Plan are proposed."

Reply by **Randy Roth** on **03/14/2021** at **7:01pm** [Comment ID: 1649] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Agree with Mr. Malch's comment. It seems like the increased densities and building heights are being justified as a way to meet the buildout numbers - which everyone agrees are unrealistic. If we used the RHNA number of 2615 units, would any of the current alternatives have to include the increased building heights?

Reply by **FK** on **03/14/2021** at **10:30pm** [Comment ID: 1674] - [Link](#)

Agree: 7, Disagree: 0

Jim and Randy, totally agree what the heck. What's driving this push for increased building heights? "Just Say No To Mixed Used Growth" and "No Buildings over 35ft."

Reply by **Mary** on **03/15/2021** at **11:28pm** [Comment ID: 1875] - [Link](#)

Agree: 0, Disagree: 0

It's being driven by the developers who will make more money the taller they go (and with mixed use). Those developers are

salivating at TO now because the valley is already overbuilt. Case in point is the proposed horrendous plans for the hold K-Mart shopping center on Hampshire. These developers are pushing the city (and donating to certain council members) to change the zoning so they can make millions with these proposed new shopping areas and mixed use proposals.

Reply by **Mary** on **03/15/2021** at **11:30pm** [Comment ID: 1876] - [Link](#)
Agree: 0, Disagree: 0

I encourage you all to go watch our Mayor Al Adams' performance at the city council meeting when they were voting to let them K-Mart proposed development to proceed. They link these videos on the city's website. I've never seen anything like it. It was excruciating to watch and an embarrassment to our city. He pushed for the developers until he got what he wanted (until midnight).

#044

Posted by **Douglas C Kubler** on **02/21/2021** at **12:20pm** [Comment ID: 869] - [Link](#)
Agree: 8, Disagree: -1

Retail sales are on the decline because of the internet and the ability of the consumer to shop around the world and get convenient delivery. The whole concept of local business has to be reshaped. Who strolls a local mall when you can see entire catalogs online with an easy click? It's not the consumer's income that really hurts local business it's the online competition.

Reply by **Aaron** on **03/13/2021** at **5:52pm** [Comment ID: 1582] - [Link](#)
Type: Suggestion
Agree: 3, Disagree: 0

And that brings up a great point: how would mixed use help this?

Reply by **Denise Benic** on **03/14/2021** at **5:52pm** [Comment ID: 1632] - [Link](#)
Agree: 3, Disagree: -1

Allowing residential where there are currently empty spaces due to the decline allows us to use the space in a smart way.

Reply by **Aaron** on **03/15/2021** at **12:42pm** [Comment ID: 1753] - [Link](#)
Type: Suggestion
Agree: 2, Disagree: 0

That doesn't help retail, though, right?

#045

Posted by **Wynter Kennedy** on **03/15/2021** at **2:32pm** [Comment ID: 1794] - [Link](#)
Agree: 1, Disagree: 0

We moved here for a certain lifestyle and part of the selling point was the general plan.

This should not be changed without a vote by the people who voted the City Council into their seats.

#046

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:02pm** [Comment ID: 1402] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -4

NONONONO! No high density housing and no taller buildings. I and others, I'm sure didn't move here to have Thousand Oaks be just like Woodland Hills. And that's where we're going.

Reply by **Kat Selm** on **03/14/2021** at **6:52pm** [Comment ID: 1647] - [Link](#)

Agree: 2, Disagree: -4

The consequences of saying no to high density housing (which i am not sure you have a good sense for what this actually looks like on the ground--Sofi apartments are considered high density at 30 units/acre) means that young professionals, people's adult children, farm-workers, retail workers, and anyone else earning minimum wage, and most of the time well above minimum wage, cannot afford to live in this city. Many of these people work in this city, which means they cannot afford to live where they work which also means our collective carbon footprint is increased. A blanket statement like NO to higher density, to me signals that you do not want affordable housing, which is rather discriminatory against people without generational wealth.

Reply by **Mary** on **03/15/2021** at **11:32pm** [Comment ID: 1878] - [Link](#)

Agree: 1, Disagree: 0

There is no right to live in the city where you work. I've always had to commute.

Reply by **AM Winic** on **03/16/2021** at **1:03am** [Comment ID: 1892] - [Link](#)

Agree: 1, Disagree: 0

Kat Selm- are you discriminating against those of us that work AND can afford to live here? Are you assuming that those that live here ALL have generational wealth?? Seems a little bit like an assumption that those of us that pay our taxes and have dual income houses must have just inherited what we earn. hmmm.

#047

Posted by **Michael Garofolo** on **03/11/2021** at **4:46pm** [Comment ID: 1500] - [Link](#)

Agree: 14, Disagree: -1

As a 51 year resident of Thousand Oaks we should never build anything over 3 stories and we should never have medium or high density buildings anywhere in Thousand Oaks. By state guidelines we only need to add 2,600 units by 2029 so why are we planning for 10 times that amount?

#048

Posted by **Elizabeth Brown** on **02/16/2021** at **4:04pm** [Comment ID: 699] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

In this section of the document, I find the assumption that we have to look to alternatives beyond retail and sales tax to increase revenue. Why is the premise always to increase revenue? How about revising budgets? We obviously want to maintain the wonderful community resources we have, but do we have to always look to raising more money and to adding more? For example, looking at our Library (which is a fabulous community resource!), over the past few years it seems like there's been quite a bit spent on new furniture, more flat panel TVs (in a library??), and other 'window dressing' changes. Just one person's opinion.

#049

Posted by **FK** on **03/15/2021** at **3:14am** [Comment ID: 1718] - [Link](#)

Agree: 7, Disagree: 0

This whole book seemed like it was written by a sales man. find it absurd that this is being done during the Covid pandemic. I just became aware of what was really involved with this plan a couple weeks ago and can imagine how many people in T.O. have no clue what is going on. I don't recall receiving information in the mail, no survey in the mail. Found out from the Acorn and next door emails. There is a lot of information to go through on the alternatives for a General Plan, it's over whelming and takes several hours. I'd like to know what is at stake if T.O. doesn't adhere to the Sacramento mandates? (In detail), what grants do we not receive what money for what? In stead of spending money on consultant planning fees and traffic studies and growth studies maybe the city should hire a Law Firm to fight our battles with Sacramento? I think from what I've read is the residence of T.O. don't want more growth, don't want buildings that are 50'ft+. Renovation doesn't have to mean more growth or higher density buildings or taller buildings. From what I've read in the Growth Plan booklet some of the building being proposed are exactly what you see in the valley. If these alternatives get approved we may as well rename T.O. the "West San Fernando Valley".

Reply by **Mary** on **03/15/2021** at **11:23pm** [Comment ID: 1873] - [Link](#)

Agree: 1, Disagree: 0

Agreed. The materials are prohibitively long and dense. It shouldn't take hours to explain to people what the state is mandating and get their opinion. By the time they asked us to do this the three optional plans were in place. Poorly done in my opinion, but probably intentional. We have Adams as mayor and he is taking money from the big developers.

Reply by **AM Winic** on **03/16/2021** at **12:40am** [Comment ID: 1888] - [Link](#)

Agree: 1, Disagree: 0

How do we STOP this nonsense??? I agree with BOTH of you- this was done intentionally while we are distracted by COVID. How do we assure

they are LISTENING to our comments here and taking them in to considerations? Throughout this document, the "bubbles" of folks comments, are 90% objecting to the project in any way. The other 10% are speaking technically about how this could be done appropriately. I happened to be informed about the last City Council meeting held on Zoom, like a month ago, where there were MANY of us that objected to the project and then many that are Spanish Speaking locals that WANT low income housing so they can afford to live here. I am sorry, but there is plenty of low income housing in LA/SFV. Why should ALL Southern CA communities have high density?? Why cant we maintain the diversity that CA represents ?? Not EVERYONE is low income and wants to live in high density/urban areas!?!?!?!?

#050

Posted by **Douglas C Kubler** on **02/21/2021** at **12:07pm** [Comment ID: 868] - [Link](#)

Agree: 9, Disagree: 0

Lower density "living" does not cost the city more - fewer people means less demand on services such as schools, parks, libraries, and community centers. The escape clause in your claim is lower density "development" which includes capital costs for streets, sewer, and power. After several decades the costs are amortized.

#051

Posted by **AK** on **03/16/2021** at **1:19am** [Comment ID: 1897] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Based on recent census data, the median income of City residents is \$109,378 with the per capita income being \$53,061, which is roughly 20% higher than all of Ventura County and 40% higher than the U.S. Instead of a conclusory remark, please provide further information and detail on how the statement regarding City residents living on fixed income is relevant.

#052

Posted by **Douglas C Kubler** on **02/21/2021** at **12:00pm** [Comment ID: 867] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

An increase in property tax occurs when you force long-term residents to sell and leave. The new owner is not likely to bringing along a Prop 13 basis.

#053

Posted by **AK** on **03/16/2021** at **1:24am** [Comment ID: 1898] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Traffic and environmental impacts related to adding 81000 new residents should be

considered and modeled so that residents and the city council are aware of the impacts of the proposed changes to the general plan. Otherwise, the citizens and city council cannot make an informed decision on the various proposals.

#054

Posted by **Scott Collins** on **03/13/2021** at **10:19pm** [Comment ID: 1615] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

Cities change through time, it is true. However, construction growth is unidirectional and does not adapt downwards. While a city's needs may change through time, decisions regarding growth are irreversible. Tall buildings cannot be shrunk. Built-over open space cannot be unbuilt in any practical sense. The decisions we make that are pro-development are sticky. They are not fluid with the city's direction and must be approached with an extremely conservative stance in order to ensure that we reserve for our city a full possibility frontier for our future. A full slate of options, including leaving areas that we covet in a protected state, allows for outcome optimization for our citizenry. There was a reason the founders of this city created the zoning laws that they did; they were not thoughtless in their approach. Before we abandon our historically well-founded precepts that have stood the test of time, we should examine carefully the current development zeitgeist offered to us in the name of compliance and an allegiance to the notion of growth's inherent, and unquestioned, benefit.

I can appreciate that it would be difficult to immerse in and appreciate the culture of a city like Thousand Oaks from the 11th floor of a downtown LA office building, such as inhabited by the planning vendor. I do not expect the planning vendor to fully appreciate what we covet about this city. However, the leadership that we elect or employ on our behalf should do better to represent the long-term interests of the city as expressed by its citizens. Over and over again Thousand Oaks reasserts that it wants to maintain its charming characteristics. While it is getting ever more difficult to defend, Thousand Oaks cherishes its dwindling vestiges of a bucolic atmosphere. It must be difficult to withstand the constant pressure of the development industry, but those who hold the power to do so must stay true to the values of this city and its citizens. Please consider alternative methods to protect Thousand Oaks from both horizontal and vertical sprawl. Issues associated with development are many-fold, including water allotment, traffic, air quality, overuse of open space, and other factors that impinge quality of life. Let us keep these factors firmly in mind as we consider changes to the city that will effect us and future generations, irrevocably.

Reply by **Mary** on **03/15/2021** at **11:21pm** [Comment ID: 1872] - [Link](#)

Agree: 2, Disagree: 0

Agreed and well stated!

Reply by **AM Winic** on **03/16/2021** at **12:45am** [Comment ID: 1890] - [Link](#)

Agree: 1, Disagree: 0

Ditto!! Speaking like a true Rabbit Valley Native!!! We must be good STEWARDS of what we have been given. We are not doormats. The

developers with big pockets can look elsewhere for their projects!!

#055

Posted by **samantha hampton clark** on **02/05/2021** at **4:32pm** [Comment ID: 618] - [Link](#)

Agree: 5, Disagree: 0

I want basic things like SLOW SPEED LIMITS AND QUIET RULES

#056

Posted by **Kevin Moore** on **03/15/2021** at **3:10pm** [Comment ID: 1804] - [Link](#)

Agree: 2, Disagree: 0

"Change" per se is not necessarily a good thing. It can be positive (with a consensus among residents that it is desirable) or negative (with a consensus among residents that such change will result in a community that is less appealing and/or desirable to them).

#057

Posted by **Susan K Soy** on **02/21/2021** at **2:25pm** [Comment ID: 876] - [Link](#)

Agree: 5, Disagree: 0

Transportation for seniors to local business shopping areas is key.

#058

Posted by **Susan K Soy** on **02/21/2021** at **5:00pm** [Comment ID: 903] - [Link](#)

Agree: 0, Disagree: 0

Where is the map that shows the buildings that need revitalization? Do they clump together in one or two areas?

#059

Posted by **samantha hampton clark** on **02/05/2021** at **4:28pm** [Comment ID: 616] - [Link](#)

Agree: 0, Disagree: 0

reading

#060

Posted by **Susan K Soy** on **02/21/2021** at **5:01pm** [Comment ID: 904] - [Link](#)

Agree: 1, Disagree: 0

I wonder where it is best to local hotels for visitors, conference centers; eateries to accommodate conferences and meetings? Is a conference center part of the plan?

#061

Posted by **vanessa pellegrino** on **02/23/2021** at **5:11am** [Comment ID: 971] - [Link](#)

Type: Suggestion

Agree: 20, Disagree: -1

Shouldn't the aftermath of Covid be over before this is started? So many retail and restaurants are closing, so there will be so many more empty retail and restaurant spaces, thus the GP will be affected by this. See where the covid chips fall before embarking on this project.

062

2. **Take control of growth decisions ahead of the State.** The State is increasingly passing regulations to encourage housing construction, sometimes at the expense of more local control of land use decisions. Thousand Oaks can have more control over development decisions and managing growth by proactively planning for the location of new housing.

100

105

3. **Protect single-family neighborhoods.** The variety of single-family neighborhoods are cherished in Thousand Oaks. However, the current General Plan allows densities in some areas that could allow townhomes and multifamily housing to be constructed in single-family neighborhoods. As part of the General Plan update, the City can reduce development capacity in single-family neighborhoods by transferring this capacity to other areas of the City where new residential development is more desired and appropriate. This will ensure that single-family neighborhoods maintain their low-density character. (It is important to note that according to State law (SB 330), the city cannot reduce the overall capacity of residential development; reductions in capacity in one area must be offset by increases in another area.)

073

063

4. **Provide housing choices.** Over the past several generations, the cost of housing has increased substantially in Thousand Oaks such that young adults who grew up in the City and want to move back as well as many employees who work in the City, cannot afford to live in the City. This includes teachers, police officers, professors at CLU, nurses at Los Robles Regional Medical Center, and retail workers. The updated General Plan can provide more opportunities for a diversity of housing types (especially multifamily housing) which is more affordable. Increases in the number of housing units and the diversity of housing will result in more opportunities for a diverse residential population.

064

5. **Remain an attractive destination for employers.** The General Plan offers the City the opportunity to remain competitive as a destination for employers. For this to occur, sufficient land must be allocated to office, research and development, biotech, and light industrial uses. Companies also prefer to expand and locate in areas with a diversity of housing types that are affordable for their employees, and with high-quality amenities for their employees including dining, entertainment, and gathering places. The General Plan update provides the City of Thousand Oaks the opportunity to be forward thinking and plan now for the housing and amenities that attract high quality employers and their employees.

085

0826
083

6. **Create a new vision for under-performing retail areas.** Thousand Oaks has significantly more retail space than is needed based on demand and, as a result, some retail areas are struggling. This condition began with a shift to online retailing in the last couple of decades but has become more acute because of the COVID-19 pandemic – many of the stores and restaurants that are closed now may never reopen. Land use alternatives seek to establish a new vision for the retail areas of the City by allowing a diversity of uses including residential.

076

074

070

#062

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:05pm** [Comment ID: 978] - [Link](#)

Type: Suggestion

Agree: 15, Disagree: 0

I think that City staff should publish a list of the legislative actions, especially those contemplated currently, that impact City control over decisions. Bills to eliminate local control, eliminate sf zoning, etc. should be brought forward, not hidden or only in the minds of staff and consultants.

#063

Posted by **Albert** on **03/13/2021** at **6:54pm** [Comment ID: 1598] - [Link](#)

Agree: 3, Disagree: -2

In other words, the General Plan will seek to reduce the value of existing homes in the community. The price of homes has increased because this is a desirable place to live. Yes, if you make it less desirable (crowded, traffic congestion, 6-story buildings), then it will indeed drive down property values (and diminish the quality of life, of course).

Reply by **Lisa** on **03/16/2021** at **2:14am** [Comment ID: 1909] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

What will diminish the value of existing homes is not keeping up with the times. Look at the data of the Ventura County/TO economy the past several years - YIKES. We MUST build more housing in order to keep businesses staffed (and thus able to run) and attract new businesses (who will not come here if there isn't enough housing for employees). Who says buildings are less desirable? I love downtown Santa Barbara and Old Town Pasadena as do the many tourists who flock to those locations.

#064

Posted by **Lee Ann** on **03/15/2021** at **9:29am** [Comment ID: 1729] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I would like for my child with a disability and others like her to be able to live safely as an adult and as independently as possible in this community they call home: Thousand Oaks.

I worry what will happen to her after I'm gone. As a family, we are doing our part to prepare her for success, and she works incredibly hard.

Yet statistically, she has a high chance of living in poverty. Lack of community support and lack of affordable housing are two factors that contribute to this crisis nationwide for people with disabilities.

In this General Plan update, our city has the opportunity to demonstrate our amazing

community spirit by valuing and supporting all of our community members with diverse needs.

As a mom, I hope that our city will embrace a vision for the future that is inclusive of people like my daughter. If we do, I believe our community will be the better for it.

#065

Posted by **Stacey Ahlvers** on **03/07/2021** at **4:50pm** [Comment ID: 1297] - [Link](#)

Agree: 11, Disagree: 0

I live in the Old Meadows track. two houses in my neighborhood just sold to firefighters/nurses/teachers. This is still a middle class neighborhood. When I first moved here the city was proud of their working class, semi-rural roots. Then they seemed to want to change that perception and move upscale with very high end car dealerships and even higher end stores in the mall. Now you're complaining about not enough affordable options?

#066

Posted by **Jaki Kackert** on **02/27/2021** at **8:10pm** [Comment ID: 1212] - [Link](#)

Agree: 9, Disagree: 0

The land use alternative here in over developed retail areas could also be a great place for business development for larger corporations. Look at how Amazon moved into the old retail space in SB, and WeWork opened headquarters in NYC above Lord and Taylors. Lots of companies getting creative with utilizing already developed space. The Mall and the Janss would be great places for housing developments as long as we are strict about a height capacity. Nothing over 3 stories. Also, if they're condos or Townhomes, please enact the same type of dwelling restrictions as they do in the condos off of Via Colinas that require the owner to reside in their property. I don't want to see condos/townhomes purchased and rented out.

Reply by **John Scott** on **03/10/2021** at **9:24pm** [Comment ID: 1439] - [Link](#)

Agree: 1, Disagree: 0

A mix of primary owned and some rentals is beneficial.

#067

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **6:04pm** [Comment ID: 1307] - [Link](#)

Agree: 4, Disagree: 0

To you it seems that "under-performing" means that they are not generating enough tax revenue. Quality of life is not tied to tax revenue generation. These could be converted to parks and actually increase the quality of life of residents.

Reply by **Rose Ann H Witt** on **03/15/2021** at **12:47pm** [Comment ID: 1758] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can have both parks and revenue ... and a more people-centric, walkable,

connected Thousand Oaks while also reducing Vehicle Miles Travelled (VMT) by creating distinctive Neighborhood Town Squares at both the Janss Mall and Oaks Mall sites, in the Rancho Conejo employment hub, and in each of the "village centers": *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center". *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland. *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square. *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths. *CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#068

Posted by **Kevin Moore** on **03/15/2021** at **3:23pm** [Comment ID: 1810] - [Link](#)

Agree: 0, Disagree: 0

More likely, as the pandemic wanes, they will reopen but as different restaurants under different management.

#069

Posted by **Lisa** on **03/16/2021** at **2:16am** [Comment ID: 1910] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I am so excited to envision the TO Mall and Janss Marketplace locations as vibrant, mixed use "village" communities in the future! Walkability! Great location (close to freeway). Good amount of space for diverse housing options (higher density and lower density).

#070

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:07pm** [Comment ID: 1405] - [Link](#)

Agree: 3, Disagree: -1

Now that Newbury Park in particular has so much office space that won't be needed, convert it into affordable housing. Take advantage of the way companies are going to go in the future.

#071

Posted by **Douglas C Kubler** on **02/21/2021** at **12:36pm** [Comment ID: 871] - [Link](#)

Agree: 22, Disagree: -3

The State set lower limits on land use but it does not mean the city has to strive to meet the maximum limit by approving every request for development. The City should slow-walk development with environmental reviews, etc.

Secondly, there may be a political shift in the making if the governor is successfully recalled. Communities are rebelling against lockdowns, will State Bill 330 be another casualty?

#072

Posted by **Carl G Kolvenbach** on **03/08/2021** at **8:02pm** [Comment ID: 1382] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -2

Why are we allowing Amgen to have numerous buildings on their campus vacant? Can we negotiate with them to either tear them down and repurpose the land, or can we request that they sell them so that Thousand Oaks can earn money off of this property?

#073

Posted by **Mary Wellington** on **03/04/2021** at **12:08pm** [Comment ID: 1269] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -1

As a 30 year resident I have seen the growth of the TO and NP. It has reached a limit now. Traffic on most streets during work time is crowded. Many more traffic lights have been installed with the new construction more will be more added.

#074

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:03pm** [Comment ID: 915] - [Link](#)

Type: Suggestion

Agree: 18, Disagree: 0

I agree we need to rethink these existing spaces. Keep our open land sacred. We barely have any left. Quality of life means green space and wild space too. Can you take down some of the office spaces, move the last renter, and build housing there? We don't need more multi-use space either. We have plenty of ways to live well here. We need to make it affordable to have a family business and yes some more housing - just not multi-story. We are not the SFV.

#075

Posted by **AK** on **03/16/2021** at **1:27am** [Comment ID: 1899] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The city council should file suits (or join other Cities' lawsuits) against overreaching State mandates. If the city attorney's office is unable to, then the City should retain outside counsel to represent the interests of the City, the city council, and the residents of Thousand Oaks.

#076

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:39pm** [Comment ID: 785] - [Link](#)

Agree: 11, Disagree: 0

Malls to apartments. Utilities already there. Parking already there. Zoning regulations almost there. Will dramatically increase the value added by the investment. Retail stores are fast becoming a thing of the past.

Reply by **Robin Berman** on **03/16/2021** at **1:58am** [Comment ID: 1907] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Yes...not just apartments, but also condos and hotels adjacent to (co-located) with retail areas. Increasing foot traffic, public transportation, walkability, and bike-ability increase the vibrancy of a city, create community (and reduce cars of the street, too).

#077

Posted by **Stacey Ahlvers** on **03/07/2021** at **5:18pm** [Comment ID: 1303] - [Link](#)

Agree: 10, Disagree: 0

You're equating more housing with affordability. Is this true? Are you planning to have rent control like in Santa Monica or LA? Or are you planning to flood the market with huge apt complexes that you think will lower rents? I'm curious about what the average yearly vacancy rate is in TO? Builders want a return on their investment and will charge what the market will bare.

#078

Posted by **Douglas C Kubler** on **02/21/2021** at **1:00pm** [Comment ID: 873] - [Link](#)

Agree: 5, Disagree: 0

I have a place for companies to do business, space available.

<<In 2019, Amgen reported plans to cut 172 jobs at its Thousand Oaks, Calif.-based headquarters and field operations. The reported plans followed the company's announcement that it planned to cut another 149 staffers.>>

#079

Posted by **Kevin Moore** on **03/15/2021** at **3:22pm** [Comment ID: 1809] - [Link](#)

Agree: 2, Disagree: 0

Ah, the wonderful PC buzzword, "diversity." Who gets to define what is "diversity" for Thousand Oaks? Ask ten residents and you might get at least seven different answers.

Are data available regarding where current community service and retail workers live? What are average and median commute times? 10-20 minutes might not be so bad; 30 minutes or more might be the trigger for city action, in my opinion.

Reply by **AM Winic** on **03/16/2021** at **1:12am** [Comment ID: 1894] - [Link](#)

Agree: 1, Disagree: 0

Diversity- Los Angeles County, Ventura County, and surrounding areas- we

have a variety of community types and ALL tax paying citizens should have the option to pursue the lifestyle they desire and can afford. If you build out this Valley MORE than it already has been, we will EMULATE what is ALREADY available in the LA, San Fernando Valley, and Downtown Ventura areas. Thousand Oaks offers a DIFFERENT community feel- rural, equestrian, small town, adequate retail. Not overbearing urban/commercial. So leaving TO the way it is, DOES support DIVERSITY.

#080

Posted by **Peter Ceglarski** on **02/22/2021** at **11:00pm** [Comment ID: 949] - [Link](#)

Agree: 29, Disagree: -3

As a 36 year resident of Westlake Hills, I live with the delivery truck noise at odd hours, parking lot sweepers at odd hours, general traffic and the view of commercial buildings like Ralphs, Do It Center and the shopping center west of the Do It Center. I cant imagine a 4-6 story building near the Do It Center and how this will impact our neighborhood. Low income housing belongs in low income neighborhoods, not in our community.

I have driven up Rancho Conejo Rd past Amgen and all the way to the city public works buildings. Perhaps the thought that city zoning codes are being allowed to change from commercial only to residential mixed us tells me that Rancho Conejo Rd could be zoned differently to allow mass building of low income housing on all that open land.

Why do developers get to negotiate what is good for their bottom line and we get to deal with lower house values as these communities are impacted by low income visions.

Reply by **Kat Selm** on **03/14/2021** at **7:03pm** [Comment ID: 1650] - [Link](#)

Agree: 1, Disagree: -2

" Low income housing belongs in low income neighborhoods not in our community." I am sure that the many politicians and staffers throughout the years that invented such racist policies as red-lining would agree with your elitist sentiment.

#081

Posted by **Douglas C Kubler** on **02/21/2021** at **12:50pm** [Comment ID: 872] - [Link](#)

Agree: 20, Disagree: -4

Thousand Oaks should not have the job of providing lower cost housing. Individuals have the responsibility of making their own way in life. I chose Thousand Oaks for the life style I wanted for my family and I worked elsewhere to pay for it. Citing a few example of people who can't afford local housing is a red herring. How many Amgen employees choose to live elsewhere, such as being a surfer in Ventura, or like the schools and climate in Camarillo?

Reply by **Steve Schiedermayer** on **02/23/2021** at **2:09pm** [Comment ID: 979] - [Link](#)

Agree: 13, Disagree: -3

Completely agree w/ Douglas here. I don't believe that having affordable housing option wherever one wants - is an obligation of either the residents or the local jurisdiction.

Reply by **Susan Everett** on **03/04/2021** at **9:19pm** [Comment ID: 1275] - [Link](#)

Agree: 9, Disagree: -2

So you want to push low income people, elderly, disabled out of the Conejo? You make people like that sound like low lifes. I have lived in the Conejo for over 50 years now and I can tell you that Thousand Oaks use to be a down to earth and affordable place to live. Now you want to push people like me out of my home town! We all deserve to live here. And yes this town needs affordable and low income housing. This is not Beverly Hills. But sounds like a few of you want to turn Thousand Oaks into just that.

Reply by **John Scott** on **03/10/2021** at **9:22pm** [Comment ID: 1438] - [Link](#)

Agree: 3, Disagree: -2

Agree with Susan, but will add that we need to provide opportunities for our youth who are moving out from their parents' house, but are not making \$100k+ and can afford to buy a house yet.

Reply by **Betsy** on **03/12/2021** at **7:26pm** [Comment ID: 1548] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Agreed. Affordable housing means for people who make less than about \$45K. No shame in that. We also need "housing people can afford", like our own kids soon to be adults. Smaller dwellings, less yard, fewer garages all make a less expensive home possible.

Reply by **Rose Ann H Witt** on **03/15/2021** at **12:26pm** [Comment ID: 1745] - [Link](#)

Agree: 0, Disagree: 0

The RHNA income categories are as follows:

Very Low Income (50% of area median income) = \$31,650 - \$52,740/yr (~\$25/hr max)

Low Income (80% ami) = \$52,740 - \$84,390/yr (~\$41/hr max)

Moderate Income (120% ami) = \$84,390 - \$126,580/yr (~60.90/hr max)

Above Moderate Income (>120% ami) = >\$126,580/yr (>60.90/hr max)

Reply by **Betsy** on **03/12/2021** at **7:28pm** [Comment ID: 1549] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -3

Thanks for sharing that perspective Susan. Prior City Councils allowed fancier homes preference over modest homes. Now we are left with a missing middle. Not only is it unfair, it isn't the vibrant, diverse city I prefer to live in.

Reply by **Aaron** on **03/13/2021** at **6:02pm** [Comment ID: 1583] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

Guys, it's basic economics. If they create these mystical places in T.O. that a person making 45k can move their family into, let me know. They can't build enough to satisfy the demand. Thus, the prices will rise whatever it is that people will pay. Unless you just keep building more and more and then you'll have Van Nuys. No thanks...

#082

Posted by **Rose Ann Witt** on **03/01/2021** at **7:31pm** [Comment ID: 1234] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -2

We can revitalize under-performing retail centers by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes/neighborhoods:

*To create a more people-centric and connected community, The Conejo Climate Coalition envisions the creation and deliberate design of Neighborhood Town Squares:

*Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods.

*Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

*Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens.

*Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

*Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating the risk of explosion and the dangerous indoor air pollution that harms health.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

*Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

*Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).

*Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

(Neighborhoods which currently lack established “centers” within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Reply by **Albert** on **03/13/2021** at **7:01pm** [Comment ID: 1602] - [Link](#)

Agree: 4, Disagree: 0

I absolutely agree! Rose Ann's comment should be the basis for the new General Plan (I am serious).

Reply by **Kat Selm** on **03/14/2021** at **7:05pm** [Comment ID: 1651] - [Link](#)

Agree: 3, Disagree: 0

Yes, what a wonderful vision to reduce our footprint, and create a more attractive and community-oriented city

#083

Posted by **Rose Ann H Witt** on **03/15/2021** at **12:41pm** [Comment ID: 1752] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks and reduce Vehicle Miles Travelled (VMT) by creating distinctive Neighborhood Town Squares at both the Janss Mall and Oaks Mall sites, in the Rancho Conejo employment hub, and in each of the "village centers":

- *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood.
- *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center".
- *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland.
- *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square.
- *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy.
- *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths.
- *CONNECT every Town Square and major attraction citywide through an all-electric public-transit system.
- *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#084

Posted by **Douglas C Kubler** on **02/21/2021** at **1:04pm** [Comment ID: 874] - [Link](#)

Agree: 13, Disagree: 0

We need more open space and parks in the retail areas to cut traffic congestion.

#085

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:00pm** [Comment ID: 913] - [Link](#)

Type: Suggestion

Agree: 26, Disagree: 0

Currently we have too many empty offices and store fronts. We don't need more, we need a plan to occupy the ones we already have. be more creative. Empty buildings already make the town look like it's on the down turn.

Reply by **Mark Raudonis** on **02/25/2021** at **9:59pm** [Comment ID: 1174] - [Link](#)

Agree: 11, Disagree: 0

Agree!

#086

Posted by **Claudia** on **03/15/2021** at **2:29am** [Comment ID: 1713] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

I moved out here from LA a few years ago to get away from densely populated neighborhoods and the high traffic! My parents would drive us out here growing up to escape the city to go hiking and horseback riding. The open space in TO & NP is what makes this area appealing to raise a family.

#087

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:03pm** [Comment ID: 1403] - [Link](#)

Type: *Suggestion*

Agree: 9, Disagree: 0

Sue the State of California to get back control.

Reply by **Lobo Grande** on **03/12/2021** at **12:05pm** [Comment ID: 1530] - [Link](#)

Agree: 2, Disagree: 0

Yesssss!!! This!!!!!! :D

#088

Posted by **Meta Davidson** on **02/27/2021** at **3:48pm** [Comment ID: 1201] - [Link](#)

Type: *Suggestion*

Agree: 10, Disagree: 0

I am a teacher and I can afford to live here.

#089

Posted by **Carl G Kolvenbach** on **03/08/2021** at **7:58pm** [Comment ID: 1381] - [Link](#)

Type: *Suggestion*

Agree: 15, Disagree: 0

We need to push back on state legislators who are requiring additional housing. Thousand Oaks should grow organically not by some bureaucrats in Sacramento.

#090

Posted by **AK** on **03/16/2021** at **1:33am** [Comment ID: 1900] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

According to recent census figures 3.7% of the current Total Housing Units are vacant and only 0.7% of the occupied housing units are overcrowded. (see <https://census.ca.gov/wp-content/uploads/sites/4/2019/06/Thousand-Oaks.pdf>). Why not focus on promoting these vacant units instead of building new units?

#091

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:06pm** [Comment ID: 1404] - [Link](#)

Type: *Suggestion*

Agree: 13, Disagree: 0

And PLEASE don't cut down any more oak trees. If developers want to build here make them accommodate the trees, and don't try to move them. We can see what happens to old oak trees that are moved. The one in front of the WLV Target store is a good example. Pretty soon, the city will have to be renamed Ten Oaks

#092

Posted by **Albert** on **03/13/2021** at **6:43pm** [Comment ID: 1593] - [Link](#)

Agree: 2, Disagree: -1

Why is new residential development needed? Do we really have a housing shortage?

Reply by **Jackson** on **03/15/2021** at **1:30am** [Comment ID: 1704] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -5

Yes, we absolutely do. California as a whole has a shortage of between 1.5 million and 3 million units of housing, depending on whether you take the more or less conservative estimate. This has increased the price of housing to levels that are out of reach of a lot of people who either already live here or lived here and have been forced out, and has led to the homelessness crisis in the state being so severe. This impacts all of California, but especially places like Ventura County that have been historically slow-growth and are near major population centers.

Reply by **Aaron** on **03/15/2021** at **12:38pm** [Comment ID: 1751] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

This is fallacious thinking. We could say that there's a "shortage" of Rolls Royce automobiles or homes in Beverly Hills.

From an econ standpoint, such thinking is silly.

No, the way to state what you mean is that there's a shortage of homes the price you think (arbitrarily) should be available. But how shall we determine what this price is? Should it be, "we should have sufficient housing such that anyone with any job can afford to live in Thousand Oaks?" If such were the case, we could not literally build enough to accomplish it. And, of course, T.O. would cease to be the place it is.

The idea that building a few hundred, or even a few thousand homes will disrupt the supply/demand equation for housing in the Conejo Valley is silly.

Thousand Oaks is a kind of premium place to live. Or, at least, that was the idea. Not everyone gets to drive a Lexus (or even a Toyota Avalon). Some of us had to make due with driving the older car, living in a less desirable place, for many years before arriving here.

#093

Posted by **Meta Davidson** on **02/27/2021** at **3:49pm** [Comment ID: 1203] - [Link](#)

Type: Suggestion

Agree: 18, Disagree: -1

This will increase traffic. Our streets are not designed to have more traffic.

Reply by **Helen Cox** on **03/15/2021** at **5:03pm** [Comment ID: 1838] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -3

Our streets are overly wide and built to accommodate many more vehicles than are currently in use. Compare the width of the streets with European streets. We need narrower streets to enable avenues of trees and shade. We have zero traffic congestion here, which has become a problem causing excess speed and a lack of safety for pedestrians and cyclists.

Reply by **AM Winic** on **03/16/2021** at **1:07am** [Comment ID: 1893] - [Link](#)

Agree: 1, Disagree: 0

Ummm.....Not sure where you're traveing Helen. There's traffic at peak times, it has been lowered because of the COVID lockdowns, but otherwise, we have traffic!!! Besides, can't we just leave well enough alone?

#094

Posted by **Kevin Moore** on **03/15/2021** at **3:15pm** [Comment ID: 1806] - [Link](#)

Agree: 1, Disagree: 0

So what? Those who grew up here ought not to be "entitled" to move back. They need to earn it just like the rest of the residents did.

#095

Posted by **kk** on **02/05/2021** at **5:53pm** [Comment ID: 621] - [Link](#)

Agree: 19, Disagree: 0

There is a big difference between providing condos or townhomes that can be owned by families vs. renters in apartment complexes. I don't see that any of these alternatives recognize that.

Reply by **Chris** on **02/15/2021** at **9:03pm** [Comment ID: 663] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -6

30% of homes in Thousand Oaks are rented already. While ideal for families to build wealth with condos and town homes, maybe it makes more sense to allow more rental units closer to the freeway so folks aren't in Camarillo and Oxnard and commuting through our city.

Reply by **Betsy** on **03/12/2021** at **7:22pm** [Comment ID: 1547] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

It's my understanding that the Housing Plan cannot dictate rental vs condo but I think that the City can offer incentives for condos so that a developer would chose to build.

#096

Posted by **Claudia** on **03/15/2021** at **2:38am** [Comment ID: 1716] - [Link](#)

Agree: 0, Disagree: 0

This is something that is happening nationwide because of how the pandemic has shifted to online shopping.

#097

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:32pm** [Comment ID: 784] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -9

Between South Rancho Rd. (Western) and South Conejo School / Willow (Eastern) there is land South of the 101. This area is hilly but can be used for higher density housing. The area already has a freeway access in Rancho Rd. Developing this area is politically difficult but could be offered as an alternative to increasing density in already crowded areas. Also the hills offer design elements that minimize visual impact.

#098

Posted by **Mandy Jacob** on **02/19/2021** at **1:23am** [Comment ID: 772] - [Link](#)

Type: Suggestion

Agree: 18, Disagree: -1

It's one thing to provide housing choices, it is a completely DIFFERENT thing to double the number of housing facilities in our town within 20 years. Totally against this build out. I have emailed gp@toaks.org to set up a time to talk with myself and neighbors several times but have never received a returned email.

#099

Posted by **Carl G Kolvenbach** on **03/08/2021** at **8:16pm** [Comment ID: 1383] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -3

Let's rezone sections of malls for residential dwellings. For example convert part of the Oaks mall and parking lot for high density residences.

Reply by **Tracy B** on **03/15/2021** at **12:06pm** [Comment ID: 1743] - [Link](#)

Agree: 1, Disagree: 0

I agree! With 'brick and mortar' retail on the decline, let's re-purpose/rezone here. High Density' worries me with the 5 story buildings though...3 story wouldn't dramatically change the landscape.

#100

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:12pm** [Comment ID: 782] - [Link](#)

Agree: 2, Disagree: 0

unfunded mandates

#101

Posted by **Jennifer Lobenhofer** on **03/12/2021** at **5:53pm** [Comment ID: 1543] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Providing a diversity of housing choices is essential to our continued economic vitality, so that people of all ages and stages can live and work here, and support our local businesses.

#102

Posted by **AM Winic** on **03/16/2021** at **1:15am** [Comment ID: 1896] - [Link](#)

Agree: 1, Disagree: 0

Use existing vacant buildings to achieve these needs- do not build up new structures. Use what is already here. Especially after COVID, there are many office spaces, the Kmart buiding, etc., that need to be filled. Clean up the aesthetics while filling these vacant buildings.

#103

Posted by **Scott Collins** on **03/14/2021** at **8:22pm** [Comment ID: 1662] - [Link](#)

Agree: 0, Disagree: 0

This claim should be independently verified.

Reply by **Jackson** on **03/15/2021** at **8:34am** [Comment ID: 1722] - [Link](#)

Agree: 0, Disagree: 0

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330

#104

Posted by **Claudia** on **03/15/2021** at **2:31am** [Comment ID: 1714] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

I am in education and my neighbor who just moved in last year is a nurse. We are happy to live in a small quiet neighborhood that we can afford and raise our children.

#105

Posted by **Meta Davidson** on **02/27/2021** at **3:47pm** [Comment ID: 1200] - [Link](#)

Type: Suggestion

Agree: 21, Disagree: -2

No multi-unit housing in single-family neighborhoods.

#106

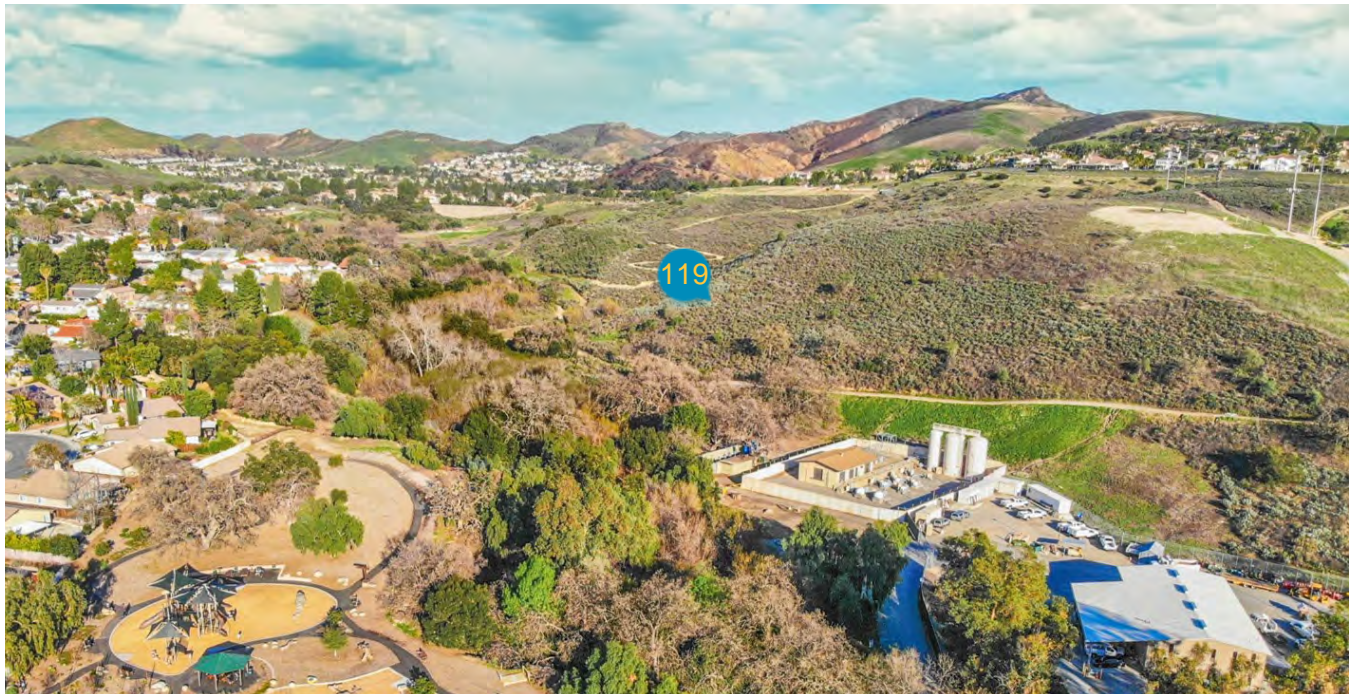
Posted by **Denise Benic** on **03/14/2021** at **6:02pm** [Comment ID: 1633] - [Link](#)

Agree: 3, Disagree: -1

I want my children to be able to afford to live here. This month a house on my street

built in 1972 at 1200 sq ft sold for \$710,000. Would like to see more multifamily housing.

7. **Reduce climate change impacts and improve quality of life outcomes** and use decisions impact quality of life, climate change and safety outcomes. The City is currently preparing a study to reduce greenhouse gas (GHG) emissions. One of the primary and most effective strategies to achieve this is to reduce GHG emissions by building walkable and increased density environments that mix housing with other land uses. These areas can also improve the quality of life because they provide more attractive environments where people can work, shop and play. Throughout the engagement process, residents have identified the need for unique and walkable areas with a mix of land uses including residential. While Thousand Oaks will remain a low-density community, the General Plan provides the opportunity to achieve per capita GHG reductions and improve the quality of life by building mixed-use neighborhoods in limited areas of the city.



#107

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:22pm** [Comment ID: 981] - [Link](#)

Agree: 9, Disagree: 0

One of the key items of attractiveness for TO, cited in the residents survey was low crime, which is pretty key for "quality of life". I've been told by City staff that crime is a short term issue and not suitable for consideration in this process. I completely disagree and think we should be provided with data on how housing types can either limit or increase crime

#108

Posted by **CB** on **02/24/2021** at **2:16pm** [Comment ID: 1087] - [Link](#)

Agree: 4, Disagree: -2

More walkability/bike-friendly environments, along with mixed-use developments in core commercial areas, are not only better for the environment and our health, but promote more economic activity.

#109

Posted by **Albert** on **03/13/2021** at **7:09pm** [Comment ID: 1604] - [Link](#)

Agree: 6, Disagree: -2

The problem is that your plan will NOT reduce climate change impacts and improve quality of life. Are you really trying to sell the idea that more people + more cars + more concrete + more traffic + taller buildings will achieve this goal?

Reply by **Jackson** on **03/15/2021** at **1:34am** [Comment ID: 1707] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

Yes, it will have a positive impact on climate change. Climate is a global issue, so making cities operate more efficiently by increasing density will reduce the pressure on the global system. It might seem like it will have more local environmental impact, and if it is done poorly it can, but it can also be designed to be much better for the environment than the sprawling single family tracts that Thousand Oaks was originally built as.

Reply by **Aaron** on **03/15/2021** at **12:44pm** [Comment ID: 1754] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

We moved for the sprawling family tracts, thank you very much.

Reply by **Rose Ann H Witt** on **03/15/2021** at **1:07pm** [Comment ID: 1768] -

[Link](#)

Type: Suggestion

Agree: 4, Disagree: -3

The sprawling single-family tracts already exist and cover the vast majority of the city; so to reduce GHG emissions, we have to get our

existing population of ~130K people out of our cars and enable all of us to walk/cycle to our daily shopping, grocery, retail, banking, dining, and entertainment needs within 15-20 of our homes. Building a new, expensive, snazzy downtown that's the "in" place won't do that (and could actually increase driving as everyone who already lives here heads downtown). But creating distinctive Neighborhood Town Squares at both the Janss Mall and Oaks Mall sites, in the Rancho Conejo employment hub, and in each of the "village centers" can encourage us to meet more of our daily needs more "locally". Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center". *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland. *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square. *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths. *CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

Reply by **Robin Berman** on **03/16/2021** at **2:13am** [Comment ID:

1908] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

Great comment Rose Ann. This should be at the top of the section. Building green and revitalizing low use areas should be a focus. The only thing I will add is walkability (AND biking and skateboarding) to SCHOOLS (not just retail) and more public transit for our middle and high schools will reduce much of the congestion in these areas (caused by parents & students).

#110

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:51pm** [Comment ID: 786] - [Link](#)

Agree: 2, Disagree: -3

It is important to understand that in coming years Mandates from State and Federal agencies are coming. Anticipating them is an important part of planning. Right?

We could mandate/encourage heat pumps. Insulation, construction technique all those things. Why not get started. Political uncertainty for sure. Where to put the wind mills? On top of the open space. Funny huh. Along the beach at Ormond Beach is reasonable.

Reply by **Rose Ann H Witt** on **03/15/2021** at **1:19pm** [Comment ID: 1773] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

You're absolutely right, Robert. The City should take immediate action to draft and implement a local building ordinance/REACH code to prohibit natural/fossil gas connections, and strengthen energy-efficiency standards, in all new residential and commercial construction, BEFORE the significant housing development required by California state mandates is realized ... so as to avoid unnecessary and easily avoidable future greenhouse gas emissions, lower construction and resident energy costs, increase the supply of smaller housing units that are actually affordable, reduce indoor air pollution (responsible for asthma and other health problems resulting from natural/fossil gas cookstoves, reduce outdoor air pollution (resulting from methane released throughout the hydraulic fracturing process and transportation of natural/fossil gas), improve safety & resiliency (by eliminating methane leakage and explosion risks, especially in emergency situations), and avoid the stranded assets and significantly-increased financial costs and health burdens of retrofitting obsolete and polluting systems at some future date after installation. But instead of windmills, the City should require all new construction to be all-electric and to include the maximum possible solar photo-voltaic rooftop generation, as well as a minimum level of battery storage for community resilience during blackouts and disasters.

#111

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **6:17pm** [Comment ID: 1309] - [Link](#)

Agree: 11, Disagree: -1

The Valley is exactly this, mixed-use retail and housing areas, full of high-density housing. Traffic is terrible and the air quality is worse. People are always going to drive to other areas to work and shop. Building these mixed-use areas where people can walk won't stop them from needing to drive.

#112

Posted by **Yvonne Wilber** on **03/11/2021** at **3:34pm** [Comment ID: 1498] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Public transportation and being bicycle-commuter friendly is more important than walkable neighborhoods. Consider a low emission bus to and from Simi Valley to serve major employers, such as Cal Lutheran University and Amgen. Develop a paved bike path from T.O. to Simi Valley through the Lang Ranch open space.

#113

Posted by **Elizabeth Brown** on **02/16/2021** at **4:08pm** [Comment ID: 700] - [Link](#)

Type: Suggestion

Agree: 11, Disagree: -4

Climate Change should be listed as #1 ... without a viable climate and environment nothing else really matters.

#114

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:09pm** [Comment ID: 1406] - [Link](#)

Agree: 3, Disagree: 0

Get Rick Caruso out of Thousand Oaks please

#115

Posted by **Douglas C Kubler** on **02/21/2021** at **2:25pm** [Comment ID: 877] - [Link](#)

Agree: 1, Disagree: -3

GHG strategy and implementation is the responsibility of the State and Federal governments. Thousand Oaks does not have the authority or expertise to create a GHG strategy and implementation plan which doesn't even come with a cost/benefit analysis.

Reply by **Rose Ann H Witt** on **03/15/2021** at **1:11pm** [Comment ID: 1770] - [Link](#)

Agree: 0, Disagree: 0

In the absence of sufficient, committed federal and state climate action, cities are actually often leading the way.

#116

Posted by **Susan K Soy** on **02/21/2021** at **2:39pm** [Comment ID: 879] - [Link](#)

Agree: 6, Disagree: 0

I like the idea of adding affordable housing in our retail areas in an effort to help the overall economy in Ventura County which seems to be lagging at present. As a senior, I see the day coming when I will need a smaller more affordable residential space for myself closer to retail and transportation options than I am now. It will need to be affordable housing for me to stay in Thousand Oaks and contribute to my community. When I leave my small single family home, I hope my home will provide an attractive space for a young family that is just starting out. We need affordable space for seniors like myself and release of "starter" family homes for young people.

Reply by **Rose Ann Witt** on **03/02/2021** at **7:25pm** [Comment ID: 1243] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -3

Agreed. We can revitalize under-performing retail centers AND provide affordable housing near retail and transportation options for our seniors by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes/neighborhoods: *To create a more people-centric and connected community, The Conejo Climate Coalition envisions the creation and deliberate design of Neighborhood Town Squares: *Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares,

for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating the risk of explosion and the dangerous indoor air pollution that harms health.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities. (Neighborhoods which currently lack established “centers” within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

#117

Posted by **Stacey Ahlvers** on **03/07/2021** at **5:04pm** [Comment ID: 1299] - [Link](#)

Agree: 13, Disagree: 0

How does your claims of protecting the environment and reduce climate change impact mesh with building more housing?? You can try to justify it, but it simply doesn't make

any sense. We are constantly berated for our water and power usage, and charged extra if we use more than we're allowed. So where is all this water and power that we don't seem to have going to come from for all this new housing??

Reply by **Aaron** on **03/13/2021** at **6:10pm** [Comment ID: 1584] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The idea is that you will all suddenly walk to work, because that's the whole idea of mixed use. You will live in your apartment that anyone can afford, then go to work at the store below your apartment (picture, like, Chipotle, or something that Amazon can't ship).. after work, you will stroll to the other stores to do your shopping before heading up to your pad. See, you won't need a car.

#118

Posted by **RD** on **02/26/2021** at **11:14pm** [Comment ID: 1199] - [Link](#)

Agree: 13, Disagree: -2

I also am strongly opposed to the idea that adding more people to the community equates to a better quality of life. Repurpose vacant offices/retail space, sure, but we don't need or want more traffic on our streets, more people on the trails, and high-rise buildings.

The predominant theme of the comments so far is STOP this large growth plan. City leaders, are you listening?

#119

Posted by **Richard Allen** on **03/14/2021** at **3:18pm** [Comment ID: 1627] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Thousand Oaks has so much industrial property that is unoccupied, yet a new industrial complex is being built at Teller and Lawrence.

if mixed use is a done deal, perchance these industrial developments should be the first consideration. No they are not on the boulevard or in a perfectly cosmetic area, but they are the perfect host for alternative use where there is always parking available. Most of the industrial buildings are constructed for heavy loads, certainly capable of supporting additional floors above the industrial application below.

#120

Posted by **Scott Searway** on **03/03/2021** at **5:38pm** [Comment ID: 1259] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -2

Please include functional bike parking requirements for these improvements to support this lower climate change travel.

#121

Posted by **Mary Wellington** on **03/04/2021** at **12:13pm** [Comment ID: 1270] - [Link](#)

Type: Suggestion

Agree: 19, Disagree: 0

We love the openness of the area and have enjoyed many hours with the parks, golf courses and little traffic. The little used properties that exist now need to be used. No more building!!! Repurpose what there is. Several businesses have left - use those buildings.

#122

Posted by **Douglas C Kubler** on **02/21/2021** at **1:12pm** [Comment ID: 875] - [Link](#)

Agree: 8, Disagree: 0

Dense walkable residential environments are ideal for street crimes, drug deals, and the genesis of gangs. Did the writers of this document assume a grocery store will only a block away from every resident?

What are people going to walk to? The Auto Mall? The 101 onramp? I like hike-able environments.

#123

Posted by **Randy Roth** on **03/14/2021** at **7:42pm** [Comment ID: 1656] - [Link](#)

Agree: 3, Disagree: 0

While aimed at this section, my comment applies to the entire document. There are many statements of fact made, without any supporting documentation or references. Hopefully there are supporting documents for all these broad claims by the consultant. For instance, while the goal of mixed residency in combating climate change is an admirable one, I've seen almost no real world examples of cities our size successfully developing this concept.

Reply by **Scott Collins** on **03/14/2021** at **8:44pm** [Comment ID: 1665] - [Link](#)

Agree: 1, Disagree: 0

Agree. As an example of supporting documentation, it would be helpful for the consultant to clarify whether the emissions benefits cited are per capita or are regional totals. It may be that per capita emissions are reduced, but is it the case that the region, our region, when nearly doubled in population, will have net lower total emissions? Specific research underlying a claim that nearly doubling a population will net decrease emissions is necessary in order to reach a sense of assurance in this claim. Further, when it is stated that due to SB330 the dwelling unit allocation is downward-static, what alternatives have been assessed by way of pressure testing this claim? Has the claim been verified by more than one legal review?

#124

Posted by **Deanna Gurrola** on **02/16/2021** at **7:39pm** [Comment ID: 720] - [Link](#)

Type: Suggestion

Agree: 17, Disagree: -2

I just see "more people, more people". While I get that more people and visitors bring money they also bring some serious negative effects. I personally, don't want to look like the valley. I get revising use of retail space and re-utilizing things that aren't making money but does it all really have to come down to housing and bringing more people to this area?

Reply by **Helen Cox** on **03/15/2021** at **5:07pm** [Comment ID: 1839] - [Link](#)

Agree: 0, Disagree: -1

The city needs to diversify its population, which has a high median age, and getting older. It needs revitalization and a younger population to live here also, not just all the folks who moved into single family housing forty plus years ago.

#125

Posted by **kk** on **02/05/2021** at **5:56pm** [Comment ID: 622] - [Link](#)

Agree: 15, Disagree: -2

Is it residents? Or just the urban consultant from Berkley and the developers? Just because you put an apartment over a retail building doesn't mean the person who lives there will work there.

Reply by **Chris** on **02/15/2021** at **9:09pm** [Comment ID: 667] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

But it does mean they can shop or eat there and they don't need to get in a car to run errands.

Look at satellite shots of most commercial and grocery store developments, its 50% shopping and 50% parking lot. Its not a great use of space.

Reply by **Betsy** on **03/12/2021** at **7:31pm** [Comment ID: 1550] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

It means that there are residents close at hand who are likely to frequent the shops near them. Our smaller shopping centers are becoming ghost towns because no one lives nearby. Everyone who has one gets in their cars and drives to the big box stores. Small businesses will not survive if we don't provide residents in the neighborhood.

#126

Posted by **Robin Berman** on **03/16/2021** at **2:17am** [Comment ID: 1911] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Reduce climate change by green development. New building needs to be sustainable. Think solar, low water, drought and fire resistant.

#127

Posted by **Carl G Kolvenbach** on **03/08/2021** at **8:17pm** [Comment ID: 1384] - [Link](#)

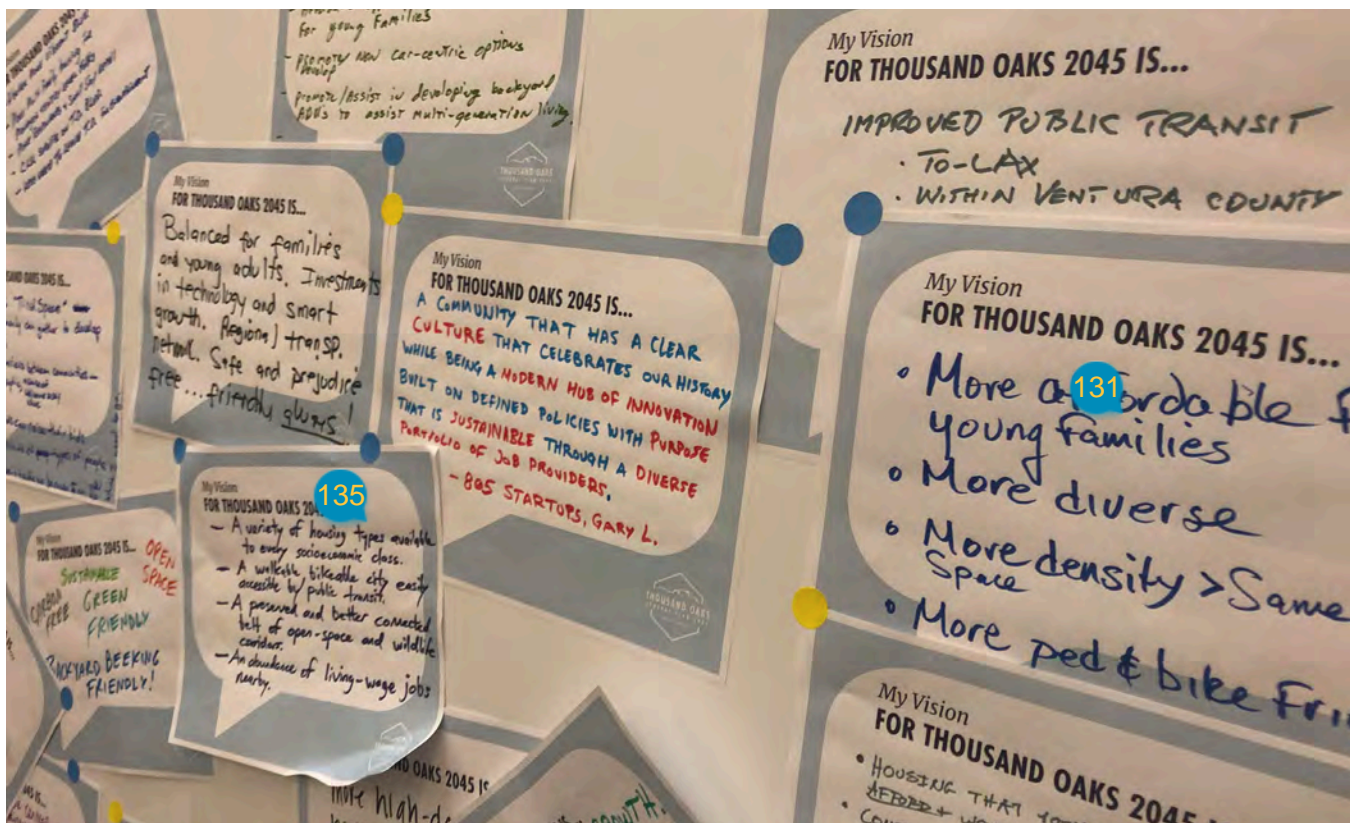
Agree: 0, Disagree: 0

YES

COMMUNITY ENGAGEMENT PROCESS

Community engagement is a critical part of the General Plan update process. The concepts in this Briefing Book represent different issues, opportunities, and ideas gathered from a variety of community engagement activities including public workshops, stakeholder meetings, over a dozen General Plan Advisory Committee (GPAC) meetings, and online surveys. The community engagement effort thus far has been divided into four phases: Issues and Opportunities; Visioning; Alternatives Development and Policy Development. The Alternatives Development and Policy Development phases have occurred simultaneously.

- **Issues and Opportunities** 134 During this phase, the consultant team conducted a dozen stakeholder 137 interviews, held a public workshop attended by over 121 132 residents 130, and conducted multiple meetings with the GPAC. The 133 result of this phase was a concise list of the key issues facing the city now, and in the future, and the opportunities for positive change.
- **Visioning** 136 138 Based on the issues and opportunities, the community worked together to develop “guiding principles” to guide decision-making for the update process and development of the General Plan. The guiding principles are comprised of lists of community values and key strategies. This effort included an online survey and meetings with the GPAC. The result was a draft list of guiding principles that was reviewed by the GPAC and members of the public. The guiding principles are included in the next section of this Briefing Book and are also available on the project website for additional comments.



#128

Posted by **Doris Warren** on **02/22/2021** at **4:54pm** [Comment ID: 931] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

My strong preference is to follow the slow growth path that was voted on by residents years ago. We long time residents do not want another San Fernando Valley. We don't want tall buildings, please stick with the 3 story maximum limit. Planning and organization is very important and I am so glad this planning is including opinions from long time residents. The impact of the design will also have a huge impact on streets and traffic flow. We live on a street in which our only connection is Hillcrest and there are times we wait for a very long time to get out of our street. When the freeway has an issue, Hillcrest is hugely impacted and we cannot get out of our street. Any building on Thousand Oaks Blvd will also impact the traffic flow on surrounding streets, including Hillcrest. Any new residential buildings in the center of town will have a huge impact on the flow of traffic in and around the core of Thousand Oaks. Please put residential buildings in many locations, away from the core of town, in order to keep current residents from being so negatively impacted. Please consider us in your decisions. Slow growth, spread residential builds, and keep the coherent feeling for residents who have lived here for many years.

#129

Posted by **Amy K Leicht** on **02/24/2021** at **5:28pm** [Comment ID: 1115] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse. <https://www.ipetitions.com/petition/fire-brush-clearance>

#130

Posted by **Randy Roth** on **03/14/2021** at **7:47pm** [Comment ID: 1657] - [Link](#)

Agree: 2, Disagree: 0

To claim this plan represents the citizens' views is a travesty - with the 125 citizens being only .096% of the population

Reply by **Robin Berman** on **03/16/2021** at **2:19am** [Comment ID: 1913] - [Link](#)

Agree: 0, Disagree: 0

Does this represent a wide and diverse selection of residents including young residents? renters? CLU students? High school and college age students who will stay in TO?

#131

Posted by **John Scott** on **03/10/2021** at **9:26pm** [Comment ID: 1440] - [Link](#)

Agree: 0, Disagree: -1

great vision

Reply by **Aaron** on **03/13/2021** at **6:14pm** [Comment ID: 1587] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Who wrote this, a consultant?

#132

Posted by **Aaron** on **03/13/2021** at **6:13pm** [Comment ID: 1586] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

How were these 1/1000th of the population residents chosen?

#133

Posted by **Mandy Jacob** on **03/13/2021** at **1:27am** [Comment ID: 1567] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

Results are not what the residents wanted. I was part of the visioning and nobody wanted this build out. Why are we even entertaining this? Lets look at less buildings in a shorter period of time and see what the residents think of that first before adding 81333 units to our only 120 000 resident city.

Reply by **Albert** on **03/13/2021** at **7:16pm** [Comment ID: 1606] - [Link](#)

Agree: 6, Disagree: 0

Plus, each 'unit' will typically house more than one person. If the average is two people, that would more than double the population of the city.

#134

Posted by **Karen Maloney** on **02/16/2021** at **10:59am** [Comment ID: 688] - [Link](#)

Agree: 10, Disagree: 0

Sadly, not a single person that I have spoken with knows anything about the general plan 2045, or the opportunities to engage. I am noticing that this beautifully designed land use document is not being used.

Reply by **Betty Resnick** on **03/09/2021** at **3:14pm** [Comment ID: 1388] - [Link](#)

Agree: 12, Disagree: 0

Agree. I'm beginning to think that this whole engagement process is being made deliberately cumbersome to discourage community input in order for the City to barrel through with their vision of the new General Plan.

Reply by **Kat Selm** on **03/14/2021** at **7:12pm** [Comment ID: 1652] - [Link](#)

Agree: 4, Disagree: 0

It is also difficult to engage underserved and at risk communities in processes like this. It requires good internet, some tech savvy, and in some cases documents in more than one language. This process is selecting for a certain type of person and is not representative of many of the people that have more to lose.

#135

Posted by **Dennis Barnikel** on **03/07/2021** at **5:07pm** [Comment ID: 1300] - [Link](#)

Agree: 2, Disagree: 0

Stop this desire to change the quality of life and leave the General Plan as is.

Reply by **Lisa** on **03/16/2021** at **2:18am** [Comment ID: 1912] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

How shocking that residents want more options/choices in housing, better walkability and bikeability, and a vibrant economy!

#136

Posted by **Michael Garofolo** on **03/11/2021** at **5:15pm** [Comment ID: 1502] - [Link](#)

Agree: 13, Disagree: 0

Who is developing these "guiding principles" wanting to build structures to 75' tall. We should never build over 35'. It seems the vision is to build on every open piece of land. There are already new apartments on Conejo School Road and 2 mixed use developments on Thousand Oaks Blvd. With another on Thousand Oaks Blvd. and Hodencamp with medium to high density.

Reply by **Tracy B** on **03/15/2021** at **12:25pm** [Comment ID: 1744] - [Link](#)

Agree: 4, Disagree: 0

I agree! If that new mixed use development at TO Blvd/Erbes (the Lupe's site) is a hint at the future of the area it worries me. The way they built all the way to the sidewalk feels so encroaching and claustrophobic...and that's a 3 story building! Imagine 4-5 story! :-)

#137

Posted by **Aaron** on **03/13/2021** at **6:12pm** [Comment ID: 1585] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Who are the "stakeholders"?

Reply by **Albert** on **03/13/2021** at **7:11pm** [Comment ID: 1605] - [Link](#)

Agree: 2, Disagree: 0

My guess is that they are commercial and home builders. They must love this plan.

#138

Posted by **PB** on **02/16/2021** at **5:09pm** [Comment ID: 704] - [Link](#)

Agree: 27, Disagree: 0

How can having 12 stakeholder interviews, a 24-member committee, and 125 local resident opinions be a 'consensus' to develop "guiding principles" in a city of 128,000 residents (if you're counting only Thousand Oaks - not adding in Westlake Village, Newbury Park and Agoura)? When you say the 'community worked together to develop guiding principles.' who are we talking about? 161 people? I am asking just so that I understand correctly.

- Alternatives Development.** The third phase of the process is the development of land use and growth alternatives for the City. This Briefing Book is a result of the alternatives development phase of engagement. Past engagement activities include meetings with the GPAC and an interactive online mapping activities and survey. These activities led to the identification of areas in the City which should be preserved from change to the greatest extent feasible (areas of stability), and where new development could occur (focus areas of change). Additionally, ideas for the type of uses (e.g., multifamily housing) and characteristics of the built environment (e.g., more walkable areas) were identified through “Where Should Growth Go?” exercises with the GPAC and public and through an online survey. This input resulted in the alternatives presented in this Briefing Book. After these alternatives are reviewed through a series of community engagement activities, a preferred alternative will be identified and referred to the City Council for its consideration.
- Policy Development.** During this ongoing phase, the team is working with the community to develop policy ideas for each major topic of the General Plan. These topics include economic development, transportation, safety, sustainability, climate change, parks, and open space. Topic-specific GPAC meetings were held between May and November of 2015. Each meeting included a presentation followed by brainstorming on potential policy ideas for the General Plan by both GPAC members and the attending public. Each GPAC meeting had between 15 and 40 members of the public who participated in the discussion. The next step for this phase will be for the public and the GPAC to review the proposed policy direction for the General Plan, which is expected to occur in Spring 2021.

The final phase of the community engagement process will be the review of the General Plan and its associated Environmental Impact Report (EIR), anticipated in late 2021.



#139

Posted by **Kelly Taggart** on **02/24/2021** at **1:17am** [Comment ID: 1015] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

This is not a fair question. It implies that growth must occur.

I don't believe we need to "grow " more than we have. We will naturally evolve and that does not necessarily mean by growing or expanding.

Reply by **Scott Collins** on **03/14/2021** at **9:08pm** [Comment ID: 1666] - [Link](#)

Agree: 3, Disagree: 0

I am concerned with the "sticker" method that was employed to identify growth areas by the GPAC members. Was it made clear that placed stickers would be interpreted by the consultant as "and" preference statements? In other words, while a GPAC member might have been placing multiple stickers (they were given an unlimited supply), they could have been intending to communicate exclusive alternatives. ("Maybe here, or maybe here, or...") Once placed, the interpretation may have been that stickers mark additional, inclusive, points of favorable development. ("Development is desirable here, and here, and...") How rigorous was the consultant in making the interpretation of the collection of total sticker placements? Also, was it clear to those selected to participate in the growth areas exercise that the stickers would be interpreted to indicate areas where conversion to higher density was favorable, as opposed to merely plausible for consideration? Finally, how were the GPAC members selected? More information about GPAC selection, the process they went through, and the instructions that they were given for planning exercises would be valuable in supporting clear evaluation of the output of this aspect of the planning process.

#140

Posted by **AK** on **03/16/2021** at **1:38am** [Comment ID: 1903] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

How can views from such a small number of people speak for the over 120,000 residents of the City? Who were these individuals? Were they City Residents? Were there any representatives from developers?

#141

Posted by **Albert** on **03/13/2021** at **7:22pm** [Comment ID: 1607] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

There needs to be a "None of the above" alternative. Your words suggest that residents of T.O. actually have a say in all this, but if that were true, we would have the option to outright reject the proposed plan.

#142

Posted by **Douglas C Kubler** on **02/21/2021** at **2:30pm** [Comment ID: 878] - [Link](#)

Agree: 1, Disagree: 0

I expect the answer to "Where should growth go?" would be "Not in my back yard" if you are against growth. The result of the polling may well reflect that opinion. If one doesn't like growth - place it as far away from one's home as possible. I hardly wait to vote appropriately

#143

Posted by **Susan K Soy** on **02/21/2021** at **2:43pm** [Comment ID: 880] - [Link](#)

Agree: 22, Disagree: 0

I wish we could come to some agreement on how to protect our "view corridors" and not block them with high buildings. One of the things I enjoy every single day are the views of our beautiful hills and mountains. They add to my quality of life considerably as do the trees in our community. Both need to be protected in this process of developing a general plan.

Reply by **Tracy B** on **03/15/2021** at **12:31pm** [Comment ID: 1747] - [Link](#)

Agree: 2, Disagree: 0

I agree, Susan! For me that includes the freeway corridors. I cringed when more sound walls went up along the 101, making it feel like a claustrophobic tunnel, blocking the beautiful hills and mountains.

#144

Posted by **Aaron** on **03/13/2021** at **6:19pm** [Comment ID: 1588] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

How were they chosen? They may not be a representative sample in terms of opinion?

#145

Posted by **Denis Dux** on **03/05/2021** at **7:57pm** [Comment ID: 1286] - [Link](#)

Agree: 6, Disagree: 0

All meetings happening during Covid time!

#146

Posted by **samantha hampton clark** on **02/05/2021** at **4:31pm** [Comment ID: 617] - [Link](#)

Agree: 21, Disagree: -1

I don't want the city to grow and I don't want tall buildings!

Reply by **Deanna Gurrola** on **02/16/2021** at **7:42pm** [Comment ID: 721] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -1

I agree. I wish there was more protection for our small town feel, although it used to feel smaller when I moved here as a child in 1990.

SUMMARY OF COMPLETED ENGAGEMENT ACTIVITIES

The following is a list of the engagement activities that occurred throughout the process to date:

- **General Plan Advisory Committee Meeting** 150 A diverse twenty-four-member committee was formed 152 to provide insight throughout the City's General Plan Update process. The GPAC is composed of residents, business owners, educators, students, and other members of the Thousand Oaks community. All meetings were open to the public and the public in attendance was actively encouraged to participate. Input from both the GPAC and the public helped to guide each step of the process. The following are the topics of the 12 GPAC meetings.
 1. Introduction to the GPAC and the General Plan update (August 28, 2019)
 2. Overview of key planning terms and documents (September 25, 2019)
 3. Brainstorm on guiding principles (November 14, 2019)
 4. Housing policy and identify areas of change and stability (December 12, 2019)
 5. Economic and market conditions; review areas of change and stability (February 6, 2020)
 6. Develop land use concepts (March 5, 2020)
 7. Transportation and mobility (May 28, 2020) 148
 8. Health, equity, and environmental justice (July 23, 2020)
 9. Safety and resilience (August 20, 2020) 149
 10. Sustainability (September 24, 2020)
 11. Arts and culture (October 22, 2020)
 12. Parks and open space (November 19, 2020) 147
- **Community Workshops.** The first workshop was held on September 12, 2019 to engage the community on identifying their vision, issues and opportunities in the City. Over 125 people attended this event. A second community workshop was held on November 18, 2019 to engage the arts community in a discussion about the Arts and Culture Element.
- **“Pop-up” workshops.** 153 The General Plan team hosted “pop-up” workshops at popular and well-attended events throughout the City to solicit feedback from members of the community 151 who may not seek out opportunities for civic engagement. The following are the events that City staff and the consultant team attended.
 - o Youth Leadership Summit (February 20, 2020)
 - o 2020 Wellness Fest (January 15, 2020)
 - o YMCA Youth & Government (December 4, 2019)

#147

Posted by **Amy K Leicht** on **02/24/2021** at **5:29pm** [Comment ID: 1116] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -2

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse. <https://www.ipetitions.com/petition/fire-brush-clearance>

#148

Posted by **AK** on **03/16/2021** at **1:39am** [Comment ID: 1904] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Was there a traffic impact assessment done with the proposed changes to the general plan? If so, where can it be found? If not, why not?

#149

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:24pm** [Comment ID: 982] - [Link](#)

Agree: 4, Disagree: 0

Safety and resilience session didn't even address crime

#150

Posted by **Robin Berman** on **03/16/2021** at **2:23am** [Comment ID: 1914] - [Link](#)

Agree: 1, Disagree: 0

What was the GPAC committee selection process?

#151

Posted by **Anne Marquart** on **02/22/2021** at **11:36pm** [Comment ID: 955] - [Link](#)

Agree: 2, Disagree: 0

I know it is late in the game but please creating pop-ups by zones. Most of us are unfamiliar with the nuisances of traffic and safety throughout the entire town.

#152

Posted by **Betty Resnick** on **03/09/2021** at **3:45pm** [Comment ID: 1389] - [Link](#)

Agree: 9, Disagree: 0

How were the GPAC members selected?

Reply by **AM Winic** on **03/16/2021** at **1:33am** [Comment ID: 1901] - [Link](#)

Agree: 1, Disagree: 0

I would have liked to be a part of this. How did we not hear about this committee forming?? Where do we get such news in the future?

#153

Posted by **AK** on **03/16/2021** at **1:40am** [Comment ID: 1905] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

What were the exact numbers of attendees to these "pop up" workshops? Where these attendees verified city residents or businesses?

- o Chamber of Commerce (November 12, 2019)
- o TOHS Latino Youth Leadership Class (November 5, 2019)
- o Amgen (November 5, 2019)
- o Tarantula Hill Brewing Company (October 26, 2019)
- o Sage Publications & Atara Biotherapeutics (October 23, 2019)
- o Rotary Street Fair (October 20, 2019)
- o Civic Arts Plaza 25th Anniversary (October 13, 2019)
- o Conejo Valley Pride Festival (September 28, 2019)
- **Community forums.** Two “community forums” were hosted to delve deeper into key topics and share insights on the latest land use, circulation, development changes, and market trends affecting Thousand Oaks and the region. The two community forums were:
 - o The Happy City. Charles Montgomery, award-winning author and leader in city planning, provided a presentation on his book, Happy City, and led a discussion for the General Plan Update. (October 2, 2019)
 - o The Math of Smart Growth: Why We Cannot Afford to Keep Building the Same Way. The second forum focused on the relationship between development and community economic health. Joe Minicozzi presented on an approach to planning and city design called Geoaccounting with case studies from across the United States. (January 29, 2020)
- **Stakeholder interviews.** The consultant team held twelve stakeholder interviews with Thousand Oaks industry leaders, educational entities, and community-based organizations about issues and opportunities for the General Plan Update. (Spring and Summer 2019) Additional stakeholder interviews were held in October and November of 2019 to discuss the Arts and Culture Element.

154



#154

Posted by **Tracy B** on **03/15/2021** at **1:00pm** [Comment ID: 1763] - [Link](#)

Agree: 0, Disagree: 0

This was a great presentation, although I remember the communities presented seemed a bit 'Disneyland-esque'(?)

Please keep building heights at 3 stories or less. Also, the new mixed use buildings at Erbes/TO Blvd, which I believe are 3 story, are so close to the sidewalk and street that it feels like a narrow corridor, just in that one block. If that's the idea for all of TO Blvd, I will avoid it at all costs!

What happens when the newly built 'required units' are snapped up due to current demand? Aren't we back to where we are now, with demand fueling unreachable (for most) prices?

I'm sorry I missed 'The Math of Smart Growth'. Is there a replay avail?

#155

Posted by **Lisa Marie Chase** on **02/20/2021** at **4:06pm** [Comment ID: 866] - [Link](#)

Agree: 0, Disagree: 0

1) What is the plan for The Lakes complex?

2) To keep our children and future generations here we must create new affordable housing (not converted old apartments but new construction single family homes and townhomes in areas to for young families and people to begin their lives. Unless children are fortunate to inherent property from their parents who have lived here, most will leave the city and California in general to have the American Dream of home ownership. Thus leaving the history of and future generations of our city to move on elsewhere. WE must preserve our heritage and make plans to keep our families and future generations here by providing affordable housing and activities. Thousand Oaks Blvd can be a beautiful walking city with more trees, crossing bridges, nostalgic street lights, benches etc Are there plans to create an ice skating rink that includes ice hockey teams for our schools? Upscale bowling center, let Caruso re develop The Lakes and make it a mega spot to shop and gather. We need more activities for all generations to keep them safe, to keep them here.

#156

Posted by **Betsy Connolly** on **03/04/2021** at **12:11am** [Comment ID: 1268] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Not too many people responded to the survey. Maybe it's not a good way to reach community or ?? Better outreach is needed.

Reply by **D.C. Long** on **03/13/2021** at **6:40pm** [Comment ID: 1592] - [Link](#)

Agree: 2, Disagree: 0

This was the beginning of the covid19 pandemic and we were all unsure what to do and how to handle it. Poor time to expect people to respond to survey(s).

#157

Posted by **PB** on **02/16/2021** at **5:13pm** [Comment ID: 705] - [Link](#)

Agree: 11, Disagree: 0

Did any of the survey questions specifically ask about building heights?

#158

Posted by **Scott Collins** on **03/14/2021** at **9:24pm** [Comment ID: 1667] - [Link](#)

Agree: 0, Disagree: 0

I do not know the specific phraseology of the posed questions, but as a retrospective exercise, it may be valuable to assess whether the questions were posed in such a way as to pre-load the answers by way of framing the respondents' mindsets about the context of the question. For example, asking where development should occur may tend to pre-load responses that tend to see development as the normal state or the default state. That is, when residents are asked where they want development answers may vary extensively as compared to a question that asks where residents want to preserve against development. Which form of the question was posed, development normalized or preservation normalized? What effect did this have on the responses?

Reply by **Scott Collins** on **03/14/2021** at **9:26pm** [Comment ID: 1668] - [Link](#)

Agree: 0, Disagree: 0

*framed

#159

Posted by **Susan K Soy** on **02/21/2021** at **2:46pm** [Comment ID: 881] - [Link](#)

Agree: 5, Disagree: 0

Can you provide links to the archives of these sessions here, please?

#160

Posted by **Robert Curtis Higbee** on **02/19/2021** at **2:58pm** [Comment ID: 787] - [Link](#)

Agree: 1, Disagree: 0

This area is so important and so 'fluid' in today's uncertain world that you need to repeat every 6 months or so.

#161

Posted by **Kelly Taggart** on **02/24/2021** at **1:20am** [Comment ID: 1016] - [Link](#)

Agree: 14, Disagree: 0

That seems like a very small sample size. It hardly could be representative of the population.

Reply by **John Scott** on **03/10/2021** at **9:29pm** [Comment ID: 1441] - [Link](#)

Agree: 0, Disagree: 0

That is actually a good number for public participation.

Reply by **Randy Roth** on **03/14/2021** at **8:00pm** [Comment ID: 1659] - [Link](#)

Agree: 3, Disagree: 0

I calculate that as a 0.46% response rate (130,000 pop). Even if only 40,000 are adults, that's only approximately 1.5% - sure seems like a small sample size for making such major decisions.

GUIDING PRINCIPLES

At the heart of the General Plan are the guiding principles. They describe the key values of Thousand Oaks residents and describe the aspirations for how the city will evolve between now and 2045. In addition to serving as a guidepost for implementation of the General Plan over time, the guiding principles provide direction on the land use alternatives, the preferred land use plan, and the policy decisions that are made while developing the General Plan update.

The guiding principles are comprised of two parts – community values and key strategies.

1. Community values define the values of Thousand Oaks residents today and outcomes that the community hopes the General Plan will achieve¹⁶²
2. Key strategies provide more direction on how the community values will be achieved through changes to the physical form of the city (i.e., areas of growth and conservation) and the policy direction that is included in the General Plan.

The guiding principles were developed through a robust community engagement process. Through the first workshop, online survey, and pop-up events, we explored what makes Thousand Oaks unique and special, and what issues and challenges the community is facing now and in the future. Building off that community input, the General Plan Advisory Committee crafted preliminary values and strategies for the future. The City Council provided input on the draft values and strategies at the November 19, 2019 Council meeting, while GPAC members provided further feedback at the December 12, 2019 meeting.

Note: Some comments provided related to the values and strategies below will be addressed through General Plan goals and policies.



#162

Posted by **Aaron** on **03/13/2021** at **6:29pm** [Comment ID: 1589] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

I think the original General Plan has achieved what it set out to achieve. Why fix what isn't broken?

Reply by **Kat Selm** on **03/14/2021** at **7:18pm** [Comment ID: 1654] - [Link](#)

Agree: 2, Disagree: -5

In the 1970s we didn't really understand that there would be a housing affordability crisis, a biodiversity and climate crisis, we didn't even really know that cigarettes and car exhaust were bad for us. A lot of things have changed, and a general plan is there to reflect our updated knowledge and experiences.

Reply by **Scott Collins** on **03/15/2021** at **12:00am** [Comment ID: 1686] - [Link](#)

Agree: 4, Disagree: 0

Zoning laws matter in direct proportion to the extent that we stick by them. They matter, and we enact them, to withstand the inevitable pressures that present through time; ultimately, this is their purpose. If land use regulations are by construction ephemeral, they are of no value.

The reason we created zoning laws at the outset was that we were pledging the city to a pattern of growth and, more importantly, to a pattern of preservation, in keeping with a long-term vision for how the city would meet the core durable needs and desires of this community. The vision of the then formative community that was adapted into a general plan has worked well.

Thousand Oaks can accommodate state regulations and meet modern challenges without overly drastic changes that are not in keeping with the character of the city.

COMMUNITY VALUES

- + A family-friendly community with a high quality of life that is accessible to all. 168
- + An inclusive and welcoming community that embraces ethnic, racial, age, gender, sexual orientation, religion, and economic diversity. 198, 197, 193, 187, 179, 176, 164
- + Diverse and high-quality parks, public services, and public facilities. 172, 170, 167
- + The protection of open spaces, oak trees, and natural beauty and habitat. 171, 169, 166
- + A suburban community that is easy to get around where you can live, work, shop, and play. 192, 189, 186, 182, 180, 194, 190
- + The ability to live in the City regardless of income or station in life. 183, 178, 173
- + Recognition that the community will evolve over time and that change is inevitable. 196, 165, 163
- + A diversity of safe and convenient mobility options. 181, 177
- + A diverse and resilient economy. 184
- + High quality schools, including public/private schools and institutions of higher education.
- + A community devoted to arts and culture. 195, 191
- + A safe and healthy community.
- + A city that recognizes its role as a leader in the Conejo Valley, Ventura County, and the Southern California Region. 185
- + A leader in climate change and environmental sustainability. 188, 175, 174
- + An active and involved community.

#163

Posted by **Kevin Moore** on **03/15/2021** at **3:28pm** [Comment ID: 1812] - [Link](#)

Agree: 1, Disagree: 0

Evolve to what? "Change" to what?

Reply by **Lisa** on **03/16/2021** at **2:27am** [Comment ID: 1917] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

That is what this General Plan update is about - planning for the future.

#164

Posted by **Cindy** on **03/15/2021** at **1:03pm** [Comment ID: 1765] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Please add language that includes our citizens with disabilities (intellectual, physical, and developmental). In addition, if these are our stated values, we also need to add a statement of how we intend to invest resources that support these values.

#165

Posted by **Betty Resnick** on **03/09/2021** at **3:58pm** [Comment ID: 1390] - [Link](#)

Agree: 10, Disagree: 0

While change is inevitable, not all change is consistent with your list of Community Values. I urge only change that reflects the quality of life Thousand Oaks residents enjoy.

#166

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:17pm** [Comment ID: 1407] - [Link](#)

Agree: 0, Disagree: 0

I completely agree with those who remind you that something has to be done about the fire hazards - more buildings to burn - the open spaces are wonderful but hardly anyone can even get fire insurance anymore except through the lousy California Fair Plan

#167

Posted by **Cindy** on **03/15/2021** at **1:06pm** [Comment ID: 1767] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Please add a statement that refers to a commitment to invest resources to this value proposition.

#168

Posted by **Claudia** on **03/15/2021** at **2:55am** [Comment ID: 1717] - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: 0

Keeping our community a high quality "family friendly" would be to keep open space for hiking, bike riding, horseback riding, and parks!

Reply by **Jackson** on **03/15/2021** at **8:45am** [Comment ID: 1724] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

All of those will be kept with these alternatives, which are focused on infill development.

Reply by **Lisa** on **03/16/2021** at **2:24am** [Comment ID: 1915] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Nothing about these Land Use alternatives or the GP update suggests changing or taking over any open space.

#169

Posted by **Amy K Leicht** on **02/24/2021** at **5:30pm** [Comment ID: 1117] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -4

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse. <https://www.ipetitions.com/petition/fire-brush-clearance>

#170

Posted by **Lee Ann** on **03/15/2021** at **9:50am** [Comment ID: 1731] - [Link](#)

Agree: 0, Disagree: 0

Incorporating universal design into our parks and public facilities would make them more accessible for all.

#171

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:07pm** [Comment ID: 917] - [Link](#)

Agree: 14, Disagree: 0

One of the areas up for development of multi-story housing is my backyard! It's a wetland and hosts a wide variety of animals. This open space characterizes NP and a great place to live, if you cover it up, it destroys the view of our hills and turns us into the valley.

#172

Posted by **Robert Curtis Higbee** on **02/19/2021** at **3:06pm** [Comment ID: 788] - [Link](#)

Agree: 1, Disagree: -1

Public Housing. A way to address the Gorilla in the room. Poverty is and always will exist. It is a very difficult issue. Perhaps planning to address it somewhere in city government should start soon.

#173

Posted by **Gordon Clint** on **03/15/2021** at **9:50am** [Comment ID: 1732] - [Link](#)

Agree: 1, Disagree: -1

This is a moral human rights issue as well as an economic problem. Lower wage workers are needed in our community but not welcomed to live here with their families as part of our community. This is also a problem for employers who have a hard time finding and retaining the help they need. Our city must solve this problem, perhaps partnering with nonprofit developers like Many Mansions or Habitat for humanity.

Reply by **Lisa** on **03/16/2021** at **2:26am** [Comment ID: 1916] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Agree. These types of partnerships are essential to creating the affordable options our community so desperately needs.

#174

Posted by **Gordon Clint** on **03/15/2021** at **9:59am** [Comment ID: 1734] - [Link](#)

Agree: 1, Disagree: -1

I see the freeway traffic with more cars coming in to T.O. in the morning and out after work. The pollution all this commuting causes is a serious contribution to our climate crisis. We must plan for affordable ways lower wage workers can live here as part of our community. Our future quality of live depends on solving this problem.

#175

Posted by **Levi Smith** on **02/13/2021** at **4:04pm** [Comment ID: 654] - [Link](#)

Type: *Suggestion*

Agree: 11, Disagree: -1

And habitat restoration for our valuable endemic species and charismatic and important large carnivores.

Reply by **Aaron** on **03/13/2021** at **6:50pm** [Comment ID: 1596] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -2

If we care about the environment, we should cease all further development.

#176

Posted by **Lee Ann** on **03/15/2021** at **9:37am** [Comment ID: 1730] - [Link](#)

Agree: 3, Disagree: 0

Please add people with disabilities to the list of those welcome in our community.

#177

Posted by **Cindy** on **03/15/2021** at **1:09pm** [Comment ID: 1769] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Agree with this statement and would like to replace with the word 'convenient' with "financially and physically accessible".

#178

Posted by **Rossanna Guerra** on **02/25/2021** at **7:07pm** [Comment ID: 1169] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -3

And a city willing to make space low income families and address the homeless issue in our city

#179

Posted by **Susan Everett** on **03/05/2021** at **12:52am** [Comment ID: 1277] - [Link](#)

Agree: 9, Disagree: 0

Should add to that people with disabilities.

#180

Posted by **Susan K Soy** on **02/21/2021** at **2:48pm** [Comment ID: 882] - [Link](#)

Agree: 2, Disagree: 0

For me, this means more walkways for people with mobility issues. Avoid staircases wherever possible. It is just too discouraging to think about going out and about when lots of stairsteps are involved in our public facilities.

Reply by **D.C. Long** on **03/13/2021** at **6:44pm** [Comment ID: 1594] - [Link](#)

Agree: 1, Disagree: 0

Our public transportation system is pathetic. This needs to be improved.

#181

Posted by **Susan K Soy** on **02/21/2021** at **2:49pm** [Comment ID: 883] - [Link](#)

Agree: 5, Disagree: 0

Totally agree we need to address mobility issues in Thousand Oaks public facilities.

#182

Posted by **Lee Ann** on **03/15/2021** at **9:56am** [Comment ID: 1733] - [Link](#)

Agree: 0, Disagree: 0

We need convenient, safe and reliable ways to get around this city for those who cannot or do not rely on cars for transportation. That means bikeability, walkability and an effective transit system.

#183

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **6:35pm** [Comment ID: 1311] - [Link](#)

Agree: 6, Disagree: -2

The only way to achieve this is through rent control and capping the maximum price a house can sell for. Neither of these will result in high-quality house or quality of life. Unless you plan on siezing private property?

Reply by **Albert** on **03/14/2021** at **12:58pm** [Comment ID: 1618] - [Link](#)

Agree: 3, Disagree: -3

Good point, Terrence. "The ability to live in the city regardless of income" makes no sense at all. One of the basic tenets of life in this country is that people live where they can afford to live.

#184

Posted by **Denise Benic** on **03/14/2021** at **6:15pm** [Comment ID: 1637] - [Link](#)

Agree: 2, Disagree: 0

Creating a place where employers want to come and stay because employees can afford to live here.

#185

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:18pm** [Comment ID: 1408] - [Link](#)

Agree: 8, Disagree: 0

Why is this a good goal. I personally don't care that Thousand Oaks is a leader of anything.

#186

Posted by **Denise Benic** on **03/14/2021** at **6:12pm** [Comment ID: 1636] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

By having village centers that are easy to get to via public transport and local trails.

#187

Posted by **Mandy Pollak** on **03/16/2021** at **1:15am** [Comment ID: 1895] - [Link](#)

Agree: 1, Disagree: 0

You cannot leave out our community members with various disabilities, physical and intellectual, if you speak on inclusivity.

#188

Posted by **John Scott** on **03/10/2021** at **9:33pm** [Comment ID: 1442] - [Link](#)

Agree: 5, Disagree: -2

critical to address climate change.

Reply by **Lobo Grande** on **03/12/2021** at **12:24pm** [Comment ID: 1534] - [Link](#)

Agree: 3, Disagree: -2

So yeah, we should absolutely add more people and pollution to the area ... great idea, Thousand Oaks! Way to go to help our climate!!!

Reply by **Betsy** on **03/12/2021** at **7:34pm** [Comment ID: 1551] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -4

more than half of the people who work in TO drive in and out each day to get to cheaper housing in surrounding communities. Our traffic is made worse and our retail and entertainment suffers. The best answer is to encourage people to live near to where they work.

Reply by **Aaron** on **03/15/2021** at **12:49pm** [Comment ID: 1759] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

You can't build enough to accomplish that goal. A few hundred or thousand units will not change the affordability in T.O. But it will ensure that consultants and developers make a fortune.

#189

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **6:29pm** [Comment ID: 1310] - [Link](#)

Agree: 11, Disagree: -2

Increasing the number of people living here by adding high-density housing is the opposite of this. People are not going to be able to walk everywhere they need to go. The streets will jam with traffic just like in the Valley.

#190

Posted by **Rossanna Guerra** on **02/25/2021** at **7:05pm** [Comment ID: 1167] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

A city willing to create a viable mass transit system as an alternative to using your car

#191

Posted by **Susan K Soy** on **02/21/2021** at **2:50pm** [Comment ID: 884] - [Link](#)

Agree: 2, Disagree: 0

And include Libraries here, please.

#192

Posted by **Victor Kamhi** on **02/24/2021** at **4:43pm** [Comment ID: 1105] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -8

While the community is suburban, it also needs a core, someplace that focuses the community. that core should include both high density residential and walkable retail.

#193

Posted by **Rossanna Guerra** on **02/25/2021** at **7:01pm** [Comment ID: 1166] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

Please think about adding “creating an atmosphere where issues that are of concern to seniors and the disabled are amplified”

#194

Posted by **Kelly Taggart** on **02/24/2021** at **1:21am** [Comment ID: 1017] - [Link](#)

Agree: 13, Disagree: 0

I live here because we already have these attributes.

#195

Posted by **Victor Kamhi** on **02/24/2021** at **4:44pm** [Comment ID: 1106] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

The community should have a community art center, including rental studios.

#196

Posted by **Paul Nuttall** on **03/08/2021** at **11:35am** [Comment ID: 1318] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

Change is good, but we should continue to honor our Old West history. The rural, old west flavor including the Hollywood films and Jungleland.

#197

Posted by **Tim McCarthy** on **02/15/2021** at **9:00pm** [Comment ID: 662] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

This bullet isn't even needed since it's covered under bullet #1 -- "Accessible to All". All means everyone.

#198

Posted by **Gordon Clint** on **02/15/2021** at **3:11pm** [Comment ID: 658] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

To make this value a reality we need serious outreach as well as a range of housing affordability. Are there any serious plans to significantly increase the percentage of black families beyond the existing 1%?

Reply by **Chris** on **02/15/2021** at **9:11pm** [Comment ID: 668] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

I agree. Are there plans to address allowing people who work in our community to live in our community? Are we building just luxury apartments that don't solve the lack of affordable housing?

Reply by **Sara Clements-Tiberio** on **02/19/2021** at **4:46pm** [Comment ID: 795] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Will affordable units be built for purchase instead of for rent? Homeownership makes the biggest difference when it comes to gaining wealth.

Reply by **Aaron** on **03/13/2021** at **6:34pm** [Comment ID: 1590] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Land and therefore, apartments or homes, in Thousand Oaks will remain a scarce resource. Demand will always be high. Thus so will prices. There is no escaping it. I moved to T.O. at 40. Oh, I would have like to have a really affordable place here that I could rent or buy before that, but it wasn't a possibility. I would like to add that I would also like to live in Lake Sherwood or maybe Malibu on small salary. But I can't. Do you see why?

KEY STRATEGIES

- 249, 48, 46, 244, 241, 237, 230, 217, 212, 207, 203
a diversity of housing types and affordability including mixed-use and multifamily development.
- + Protect single-family neighborhoods from increased development. 203
- 220+ Create more meeting and gathering spaces to enhance community.
- + Foster a "New Downtown" for the City. 245, 242, 236, 232, 228, 225
- 219+ Revitalize underutilized land (including the malls, older shopping centers, and Thousand Oaks Boulevard) with a diverse mix of uses including residential. 209, 201
- + Expand the number and diversity of entertainment options. 210, 206, 204
- + Expand the number and diversity of jobs in biotech, healthcare, and education and attract new jobs and businesses to the City to create a balanced and economically resilient economy. 233
- 223+ Improve public transportation including connection to other parts of the county and neighboring cities. 247, 235
- 222+ Create a complete and safe bicycle network. 229, 224, 215-214
- 221+, 250 Improve walkability in the City. 218
- + Preserve and expand parks and open spaces, including continued preservation of oak trees, completing a ring of open space around the City, and building new parks as the population grows. 205, 199, 239
- + Continue and expand the high quality and diversity and accessibility of public services provided by the City, focusing on youth, seniors, and residents with special needs (such as the homeless population).
- + Attract a wider diversity of residents to the City, including families with children and young professionals. 227, 234
- + Pursue strategies to reduce the City's environmental impact, including GHG emissions, reduced water use, and reduced energy use. 216, 213, 211
- + Protect the City against future natural or human caused disasters like drought and wildfires. 243, 240, 238, 202, 200, 208

#199

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:34pm** [Comment ID: 983] - [Link](#)
Agree: 15, Disagree: 0

I'd suggest we greatly increase the quantity of oak trees and other indigenous species, sycamores, cottonwoods as appropriate and stop the City from continuing to plant non-native species and then watering them year-round. I know the City staff will freak out here, but I'd encourage residents to plant native oaks and then remove those from City control. Add 10,000 oak trees by 2045 or something similar

Reply by **John Scott** on **03/10/2021** at **9:40pm** [Comment ID: 1445] - [Link](#)
Agree: 0, Disagree: 0

Oak trees will be struggling with climate change according to new research.

#200

Posted by **Douglas C Kubler** on **02/21/2021** at **3:14pm** [Comment ID: 900] - [Link](#)
Agree: 2, Disagree: 0

Humans don't cause earthquakes. There's no protection, only warnings.

#201

Posted by **Susan K Soy** on **02/21/2021** at **2:53pm** [Comment ID: 885] - [Link](#)
Agree: 20, Disagree: 0

Love this idea of re-use and repurposing existing spaces with affordable housing convenient to retail and transportation, but let's keep our buildings low to preserve views which I think are a feature that adds to a positive quality of life in our community.

#202

Posted by **Douglas C Kubler** on **02/21/2021** at **3:10pm** [Comment ID: 896] - [Link](#)
Agree: 1, Disagree: -1

With the recent environmental cause of pushing for local utilities, Thousand Oaks needs to set aside land for solar farms and wind turbines. We can't be sustainable when depending on sources from outside the city.

#203

Posted by **Stacey Ahlvers** on **03/07/2021** at **5:28pm** [Comment ID: 1304] - [Link](#)
Agree: 19, Disagree: 0

I moved here 28 years ago because I liked the semi-rural, open spaces here. These things have slowly disappeared over the years; It doesn't matter how fast or slow it happens. I've also lived and worked in the Santa Clarita Valley. It's awful. The overdevelopment of that valley has destroyed its character. Don't let that happen here.

#204

Posted by **Mandy Reynolds** on **03/12/2021** at **2:29am** [Comment ID: 1523] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

We need more places like Tarantula Hill but more family oriented, where there is more of a greenspace and there are more outdoor games for kids/adults (foosball, ping pong, cornhole, jenga, etc). Definitely don't need more red lobsters, olive gardens, chains. And please stop allowing development of prime real estate with wonderful views for parking lots and unnecessary retail (the latest Lowes development) - be smarter.

#205

Posted by **Aaron** on **03/13/2021** at **6:55pm** [Comment ID: 1599] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

I'd say we turn the open areas in NP into parks and natural preserves. You know, the ones that the developers are drooling over along Newbury Road?

#206

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:21pm** [Comment ID: 1410] - [Link](#)

Agree: 4, Disagree: 0

I agree with other commenters. Leave the entertainment creation to others.

#207

Posted by **Gordon Clint** on **03/15/2021** at **10:17am** [Comment ID: 1735] - [Link](#)

Agree: 0, Disagree: 0

This is a moral human rights issue as well as an economic problem. Lower wage workers are needed in our community but not welcomed to live here with their families as part of our community. This is also a problem for employers who have a hard time finding and retaining the help they need. Our city must solve this problem, perhaps partnering with nonprofit developers like Many Mansions or Habitat for humanity.

#208

Posted by **Cindy** on **03/15/2021** at **1:29pm** [Comment ID: 1777] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Add a council/commission, and other city resources dedicated to viewing future developments and policies with a lens toward our stated values of inclusion, diversity and equity of BIPOC, disabled, senior, homeless Spanish speaking population.

Ensure that access is provided underserved and unserved communities such as our disabled, homeless, impoverished - could this be a new City Liaison position?

Dedicated regular review and realignment of strategies that include assessments of existing programs and services for efficacy and opportunities to better serve our

community.

#209

Posted by **Douglas C Kubler** on **02/21/2021** at **2:56pm** [Comment ID: 888] - [Link](#)

Agree: 5, Disagree: -1

Land that is underutilized should become open space. (or reserved for future solar farms).

#210

Posted by **Douglas C Kubler** on **02/21/2021** at **2:57pm** [Comment ID: 889] - [Link](#)

Agree: 12, Disagree: 0

Let free enterprise determine the need for entertainment. If there's no demand don't force it or subsidize it.

#211

Posted by **Gordon Clint** on **03/15/2021** at **10:20am** [Comment ID: 1736] - [Link](#)

Agree: 0, Disagree: 0

I see the freeway traffic with more cars coming in to T.O. in the morning and out after work. The pollution all this commuting causes is a serious contribution to our climate crisis. We must plan for affordable ways lower wage workers can live here as part of our community. Our future quality of live depends on solving this problem.

#212

Posted by **Douglas C Kubler** on **02/21/2021** at **2:54pm** [Comment ID: 886] - [Link](#)

Agree: 2, Disagree: -1

The bottom line is that affordable housing is subsidized housing for employees of companies that won't pay higher wages. My solution was to shop for higher pay elsewhere.

#213

Posted by **Stacey Ahlvers** on **03/07/2021** at **5:32pm** [Comment ID: 1305] - [Link](#)

Agree: 11, Disagree: 0

If you really want to reduce the environmental impact. STOP BUILDING! Especially high rise buildings. You are slowly killing the reason people made TO their home. I feel all the "public input" is really a sham and the decisions have been made no matter what the opinions or suggestions from residents.

#214

Posted by **Denise Benic** on **03/14/2021** at **6:31pm** [Comment ID: 1640] - [Link](#)

Agree: 2, Disagree: 0

More people are biking as e-bikes become more accessible. We should plan for more

people biking on the trails and the street.

#215

Posted by **Tony Reed - ACC** on **03/11/2021** at **12:47pm** [Comment ID: 1480] - [Link](#)

Type: Suggestion

Agree: 24, Disagree: 0

If biking is more convenient than driving, many people will choose to bike; if biking is as safe as driving, many people will choose to bike; if biking is about as easy as driving, many people will choose to bike.

Listed are a few ideas that would increase biking enjoyability, safety, and accessibility:

- Create directional, protected bike lanes with barriers from cars and pedestrians
- Create wide bike lanes that allow cyclists to bike side-by-side (similar to the two front seats in a car)
- Create safe freeway crossings where bikes and cars do not compete for space
- Identify crosstown routes (with signage for tourists) to connect Village Centers, Parks, Open Spaces, Neighborhoods, and Commercial and Industrial zones
- Encourage electric bikes to increase ridership and usefulness (e.g., small grocery trips, bike commuting)
- Support cycling in the community by assuring businesses and public spaces have bike friendly amenities like racks and repair stands

I believe that a city with exceptional biking resources creates less traffic, increases health, is better for the environment, and creates a better community than one requiring automobiles for even the smallest errand. My goal is to make Thousand Oaks, which already has a great reputation for cycling, world-renowned for its amazing bike culture that takes advantage of its perfect weather and draws on its amazing landscape to support better living for all.

Reply by **Laura Healy** on **03/11/2021** at **9:23pm** [Comment ID: 1504] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

Cities with the best bicycle/ walking infrastructure are the ones improving in value. Boulder, CO, Fort Collins, CO, Bend, OR, Madison, WI. They all have horrific winters, but still have better bicycling infrastructure than TO, by far. That's what people want, and they'll pay for it. The only city that comes close in the entire state of CA (with amazing weather year-round) is Davis. Housing in cities with good infrastructure and outdoor utilization is appreciating at a rate far beyond Thousand Oaks. The only reason I'm staying is for decent mountain biking trails, but their starting to look neglected. Road cycling here is epic, but too scary. Bike lanes end and there are few routes with complete bike lanes, especially in front of schools, oddly enough. Few on the south side of 101 are willing to risk their lives bike commuting to businesses on the north side like Amgen, Amazon or Takeda because there are no safe crossings over 101. I live near the "newer" retail space on the corner of Ventu Park and Hillcrest, but

zero walking/biking infrastructure was planned. It's only 5-6 years old! NO sidewalks from hillcrest. Terrible. Biking is the future. Plan on it!

Reply by **Phil Clark** on **03/14/2021** at **9:54pm** [Comment ID: 1671] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Laura has it right. TO is a great place for serious cyclists. With great open space off road trails and good roads in the Santa Monicas, riders see this as a destination for training. Newbury Park High School Mountain Bike team is turning out elite level racers that are posting world class results. Pro teams come to this area for training camps.

TO needs to double down on these elements to the benefit of casual cyclists and non-cyclists by improving infrastructure that would allow anyone to feel comfortable going to school, work, or shopping by bike. Particularly in the central corridor (along TO Blvd, Hillcrest) and for 101 crossings.

Quality of life will improve for all, as will property values, just as it has for the known "bike friendly" cities Laura mentions above.

Reply by **Victor Cee** on **03/11/2021** at **10:44pm** [Comment ID: 1506] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

YES YES YES! Biking is the future. With the rise of e-bikes to tame our hilly home, trips by bike can now easily compete with trips by car up to 10 miles, but we lack a safe and efficient infrastructure. We need separate dedicated cycle paths for crossing the city/commuting to work as well as connecting neighborhoods to shopping centers and schools. We need to re-work intersections so pedestrians/cyclists are prioritized and people of all ages can easily navigate safely. The neighborhood-school connection should be a huge area of focus and would greatly improve the lives of parents (pick up and drop off 2x daily for 10-12 years per child) and kids/teens (mobility! exercise!) and homeowners that live around schools (no more SUV lineups twice a day!). In my neighborhood, sending a kid to Lang Ranch, Los Cerritos, or Westlake High School on a bike is unthinkable unless they have the bike handling skills of Peter Sagan. It's an enormous waste of time and resources and traps our kids in a world of no personal mobility.

Reply by **Victor Cee** on **03/12/2021** at **5:18pm** [Comment ID: 1540] - [Link](#)

Agree: 1, Disagree: 0

PS - it's worth mentioning the Dutch have spent the last 25 years figuring all of this out - so all we have to do is copy them in a way that works for our community. Please see: <https://dutchcycling.nl/en/bestpractices>

Reply by **Betsy** on **03/12/2021** at **7:38pm** [Comment ID: 1552] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Village Centers are made for biking. By creating 7 (or more) mixed use hubs, we

can concentrate our protected bike routes and public transportation routes to those Village Centers. In some areas, existing drainage canals could be converted to biking/walking routes as they have done in Simi Valley

#216

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:08pm** [Comment ID: 918] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -2

We need to plant trees on our hillsides. More green should be a high priority for the environment and fire protection.

#217

Posted by **Denise Benic** on **03/14/2021** at **6:42pm** [Comment ID: 1645] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Work together with non-profits to create housing for people with disabilities including IDD.

#218

Posted by **Cindy** on **03/15/2021** at **3:53pm** [Comment ID: 1822] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

For all of our stated key strategies, I'd also like to see some measurability and goals for "improve". As part of that, I'm assuming we already have a baseline metric?

Additionally, I'd like to extend the idea of walkability to include accessibility to wheelchair users and other modes of personal and assisted mobility.

#219

Posted by **Rose Ann Witt** on **03/02/2021** at **7:59pm** [Comment ID: 1245] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can revitalize under-performing retail centers by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes/neighborhoods: *To create a more people-centric and connected community, The Conejo Climate Coalition envisions the creation and deliberate design of Neighborhood Town Squares: *Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a

central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating the risk of explosion and the dangerous indoor air pollution that harms health.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

#220

Posted by **Rose Ann Witt** on **03/02/2021** at **7:56pm** [Comment ID: 1244] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

To create a more people-centric and connected community, The Conejo Climate Coalition envisions the creation and deliberate design of Neighborhood Town Squares: *Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a

central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating the risk of explosion and the dangerous indoor air pollution that harms health.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities. (Neighborhoods which currently lack established “centers” within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Reply by **D.C. Long** on **03/13/2021** at **6:50pm** [Comment ID: 1595] - [Link](#)

Agree: 0, Disagree: 0

I personally do not want to go to all electric, especially since we have had so many power outages. Let Edison fix and update their system before we even consider that.

#221

Posted by **Rose Ann Witt** on **03/02/2021** at **8:13pm** [Comment ID: 1248] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

We can improve walkability in Thousand Oaks by providing all our residents the

opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk (or bike-ride) of our homes/neighborhoods: *To create a more walkable, people-centric and connected community, The Conejo Climate Coalition envisions the creation and deliberate design of Neighborhood Town Squares: *Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

#222

Posted by **Rose Ann Witt** on **03/02/2021** at **8:06pm** [Comment ID: 1247] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

*Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

#223

Posted by **Rose Ann Witt** on **03/02/2021** at **8:03pm** [Comment ID: 1246] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

*Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).
*Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

#224

Posted by **Douglas C Kubler** on **02/21/2021** at **3:04pm** [Comment ID: 893] - [Link](#)

Agree: 5, Disagree: -1

Extend the bike network to paths on the banks of the canals on the Oxnard plain.

#225

Posted by **Michael W Murray** on **02/27/2021** at **8:48pm** [Comment ID: 1220] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

Not sure how this concept actually makes sense in a bedroom community. Certainly I would not consider our City Hall, opposite Mastro's and the Gardens of the World, to be located in what one would consider "downtown." Perhaps that's why It's in quotes.

#226

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:20pm** [Comment ID: 1409] - [Link](#)

Agree: 0, Disagree: 0

Put all this high density stuff in one area. Right around the existing Civic Center. Create a downtown and then leave the rest of us alone. I wouldn't mind (if it's really necessary) having some townhouses/apartments/condos in one area, so people could walk to shops and restaurants.

#227

Posted by **CB** on **02/24/2021** at **2:37pm** [Comment ID: 1088] - [Link](#)

Agree: 3, Disagree: -3

Yes. If residents of a City demand your labor, you should be able to find housing for your income level in that City.

Reply by **Aaron** on **03/13/2021** at **6:56pm** [Comment ID: 1600] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

So I can move out of my house and save some money by moving into one of these more affordable units, right?

#228

Posted by **Robert Curtis Higbee** on **02/19/2021** at **3:10pm** [Comment ID: 791] - [Link](#)

Agree: 1, Disagree: -1

More cars than people? Why.

#229

Posted by **Kathleen M Kurfess** on **02/23/2021** at **1:26pm** [Comment ID: 976] - [Link](#)

Type: Suggestion

Agree: 15, Disagree: 0

Bicycle network should be used for school children to get to and from school. This would decrease car pool traffic around schools and promote physical health in children.

Current bike paths appear to be used for recreational purposes not as transportation to work. I don't see anything in the plan that would change that.

#230

Posted by **Kurt K Sauter** on **02/24/2021** at **8:22pm** [Comment ID: 1130] - [Link](#)

Agree: 1, Disagree: 0

Where can we see the Actual comments that derived these Strategies? Please provide a link to the actual source of data used. These strategies seem very contrived

#231

Posted by **Jeremey Shumaker** on **02/24/2021** at **4:06pm** [Comment ID: 1098] - [Link](#)

Agree: 3, Disagree: 0

Affordable housing options are critical to the future of our community. Businesses need to be able to attract quality employees who can afford to live and work here.

Reply by **karen wilburn** on **02/27/2021** at **5:42pm** [Comment ID: 1205] - [Link](#)

Agree: 14, Disagree: 0

I agree but this must be in a smart manner. We can't start building 4 story mixed use bldgs in single family residential neighborhoods.

#232

Posted by **Jaki Kackert** on **02/27/2021** at **8:13pm** [Comment ID: 1213] - [Link](#)

Agree: 12, Disagree: 0

I am always dumbfounded at how you expect to foster a downtown area with only ONE main road through it, poorly timed lights and no parking. Is that addressed at all in these plans?

#233

Posted by **Douglas C Kubler** on **02/21/2021** at **3:01pm** [Comment ID: 892] - [Link](#)

Agree: 5, Disagree: 0

Allow businesses to establish and flourish but don't provide concessions, they'll never

stop asking for more.

#234

Posted by **Susan K Soy** on **02/21/2021** at **2:58pm** [Comment ID: 890] - [Link](#)

Agree: 3, Disagree: 0

I am so pleased that Los Robles will be easing into becoming a teaching hospital. All we can do to encourage doctors to establish thriving practices here is a good thing.

#235

Posted by **Terrence Robertson-Fall** on **03/07/2021** at **6:47pm** [Comment ID: 1312] - [Link](#)

Agree: 3, Disagree: 0

My wife tried Dial-a-ride to get to work and it was a disaster.

I ended up driving her myself. Public transportation only works in high-density population areas. In low-density areas, there aren't enough people riding each bus to sustain a large number of buses. So there won't be very many places to enter/leave the system, which means the rider will have to walk a long distance to get to the stops. It is easier to just drive.

#236

Posted by **Susan K Soy** on **02/21/2021** at **2:59pm** [Comment ID: 891] - [Link](#)

Agree: 1, Disagree: 0

I always considered the Janss marketplace as downtown, but I guess that has changed.

#237

Posted by **Christine Elowitt** on **03/14/2021** at **11:54pm** [Comment ID: 1685] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

I would also like to say that we must make sure that townhomes and condos are part of the development plan to give people the opportunity to buy here. Seems like every new development is either \$750,000+ single family homes, or apartments. I'm not sure if there is anything the city can do to encourage development with ownership opportunities, but it is worth exploring.

#238

Posted by **Amy K Leicht** on **02/24/2021** at **5:32pm** [Comment ID: 1120] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is

coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse.
<https://www.ipetitions.com/petition/fire-brush-clearance>

Reply by **Helen Cox** on **03/15/2021** at **5:16pm** [Comment ID: 1840] - [Link](#)

Agree: 0, Disagree: 0

The more brush clearance you do, the less natural open space you have left. Instead you create the space for a massive weed patch to thrive and destroy habitat. Embers are carried by high winds from flying tree branches, not by fire traveling along the ground carried by mustard.

#239

Posted by **Susan K Soy** on **02/21/2021** at **2:55pm** [Comment ID: 887] - [Link](#)

Agree: 3, Disagree: 0

I love the parks near me and would encourage a plan that considers the ongoing maintenance of existing parks, including designated dog parks. I know parks are expensive to add and to maintain. Let's not spread ourselves too thin on maintenance of what we already have.

#240

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:09pm** [Comment ID: 919] - [Link](#)

Agree: 2, Disagree: -1

Tree planting initiative!

#241

Posted by **Victor Kamhi** on **02/24/2021** at **4:46pm** [Comment ID: 1108] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -8

the higher density areas need to be focused, and not scattered for miles. They need to make the downtown a place where people are - without having to drive. There will be people who also drive there, because it is a place where things are "happening".

#242

Posted by **Douglas C Kubler** on **02/21/2021** at **3:12pm** [Comment ID: 898] - [Link](#)

Agree: 2, Disagree: -1

Move city hall to an accessible area such as an old mall and call it downtown. The current city hall is too isolated.

#243

Posted by **David Phinney** on **02/11/2021** at **8:51pm** [Comment ID: 647] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

I just sent you a lengthy comment but fear it may have gotten wiped out because I failed to hit the consent button for terms and policies. If you do not have my comment from a few minutes ago, please e-mail me so I can write it again. Thank you.

Reply by **General Plan Team** on **02/12/2021** at **3:33pm** [Comment ID: 649] - [Link](#)

Agree: 0, Disagree: 0

When you submit a comment, it will be immediately visible as a dot on the page. If there is no dot with your comment attached, then the comment was not saved. To save a comment, be sure to check the consent box and click the 'Add Comment' button before closing the comment window.

#244

Posted by **Robert Curtis Higbee** on **02/19/2021** at **3:09pm** [Comment ID: 790] - [Link](#)

Agree: 2, Disagree: 0

Very funny! I am 72 and bicycle. Also motorcycle. Oh, I can still walk.

#245

Posted by **LF** on **03/11/2021** at **1:31pm** [Comment ID: 1483] - [Link](#)

Agree: 3, Disagree: -2

I wish that you would create truly vibrant semi-walkable "downtown" in the middle of T.O. (Moorpark Rd., Janss Shopping Ctr., etc.) rather than on its edge to the East, where higher density multifamily development(s) would be more appropriate. As proposed, the new "downtown" will be in close proximity to W.V. and its residents, who already have great restaurants and places to go, rather N.P. residents who have nothing close by.

#246

Posted by **Tim McCarthy** on **02/15/2021** at **9:17pm** [Comment ID: 670] - [Link](#)

Type: Question

Agree: 5, Disagree: 0

I don't see anywhere in this document about population/age of people that would be here in 2045, or total population. In previous years, growth has been about 1%. In 20 years, the biggest population in Thousand Oaks will be 60-85, and the smallest population 18-35, assuming people move back to California. When do you break down what each segment needs, and how those needs are accounted for? for example, someone 70 is not likely to bicycle.

#247

Posted by **Victor Kamhi** on **02/24/2021** at **4:48pm** [Comment ID: 1109] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

without better (more frequent) transit, higher densities will increase congestion (even with more walking and biking going on). The transit has to be part of the package.

Reply by **John Scott** on **03/10/2021** at **9:37pm** [Comment ID: 1444] - [Link](#)

Agree: 2, Disagree: -1

Increased density is needed to make more transit viable.

#248

Posted by **Tim McCarthy** on **02/15/2021** at **9:04pm** [Comment ID: 664] - [Link](#)

Type: Question

Agree: 3, Disagree: -2

Some communities can dictate people must be 55 or older to live there. Is there a way to dictate people (first time buyers) must be under 35 which protects the housing for young people to move back/in? Otherwise, people with money will just buy them up and rent them out, raising prices.

Reply by **John Scott** on **03/10/2021** at **9:34pm** [Comment ID: 1443] - [Link](#)

Agree: 0, Disagree: 0

options for first-time buyers is great - not sure you can set that type of age restriction though.

#249

Posted by **Gordon Clint** on **02/15/2021** at **3:22pm** [Comment ID: 659] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -2

We must find a way to make sure affordable for sale condominiums and town houses are built instead of just more high end apartments. If smaller, simpler higher density developments can't accomplish this result, the City may have to buy the land and hold it in a trust or lease arrangement to lower the cost.

Reply by **Aaron** on **03/13/2021** at **6:52pm** [Comment ID: 1597] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

How do you make sure things are, affordable?

#250

Posted by **Desiree Patenaude** on **02/25/2021** at **8:31pm** [Comment ID: 1171] - [Link](#)

Agree: 4, Disagree: 0

I would love to have our city have more and safer bike lanes.

KEY TERMINOLOGY

This section provides background on the some of the basic planning terms used in the alternatives.

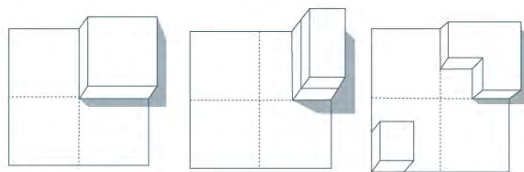
DENSITY 251

Density is the amount of residential development that is allowed within a given area. Standards of building density for residential uses are stated as the allowable range (i.e., minimum and maximum) of dwelling units per net acre (du/ac).

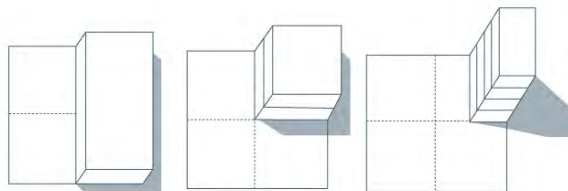
FLOOR AREA RATIO

Standards of building intensity for non-residential uses such as office, commercial, industrial, and institutional development are stated as a range (i.e., minimum and maximum) of floor area ratios (FARs). FAR is a measure of the total amount of building space (or “floor area”) compared to the area of the parcel.

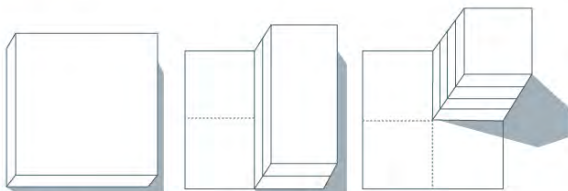
In the case of mixed-use developments that include residential uses, density standards are applied to the residential component while FAR standards are applied to the non-residential component.



0.25 FAR

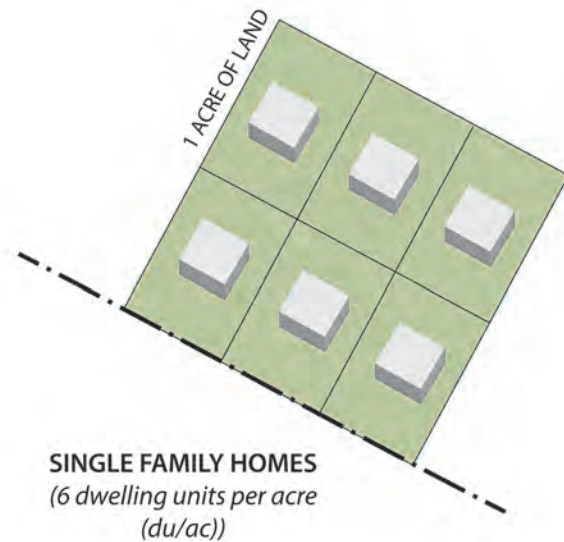


0.5 FAR



1.0 FAR

$$\text{FLOOR AREA RATIO (FAR)} = \frac{\text{GROSS BUILDING AREA}}{\text{LOT AREA}}$$



#251

Posted by **Tamara Napier** on **03/15/2021** at **3:44pm** [Comment ID: 1818] - [Link](#)

Agree: 0, Disagree: 0

The Council should initiate a study to evaluate the true capacity of city infrastructure to support any further proposed development, including but not limited to the capacity of roadways for handling traffic, wastewater treatment plants, and public transportation.

MIXED-USE ²⁶⁰

²⁵⁸

Mixed-use is a term used to describe when two or more uses (typically residential and non-residential uses) are allowed in an area, either on the same parcel or on a group of parcels such as a neighborhood, district, or corridor. Generally, there are two types of mixed-use – vertical and horizontal.

Vertical mixed-use is when the uses are mixed vertically within the same building, typically with ground floor ²⁶¹ ²⁵⁹ retail or services and residential on the upper floors.

Horizontal mixed-use is when single-use buildings are located on the same parcel, often with residential ²⁶² buildings located behind or next to retail buildings along the street. ²⁵³

Mixed use areas are areas that contain a mix of residential and non-residential uses. A good local example is a downtown where there are restaurants, offices, commercial uses, residential development, horizontal mixed-use, and vertical mixed-use buildings located together in the same area.



FULL BUILDOUT

Full buildout, or theoretical buildout, refers to the maximum amount of development that could occur in an area if every parcel were developed to its maximum capacity. Full buildout is calculated by multiplying the net land area of each land use designation by the maximum density or FAR allowed in the land use designation. Full buildout is considered theoretical because it is a maximum amount of development that will likely never be reached, especially for an already developed city such as Thousand Oaks. This is because most development cannot be built to its maximum capacity due to site constraints, and for most parcels it does not make financial sense to tear down one building and replace it with a slightly larger building. General Plans rarely use full buildout as a measure of growth. ²⁵⁶ ²⁵⁵ ²⁵⁴

²⁵²

²⁵⁷

#252

Posted by **Tracy B** on **03/15/2021** at **1:59pm** [Comment ID: 1788] - [Link](#)

Agree: 0, Disagree: 0

And yet the previous City Council, (led by Andy Fox?) pulled that sneaky move where they reclaimed all the unused site-capacity designations as new housing numbers 'available for development'. Seemed like a sweet deal for developers. Is that part of our state required 2K+ units, or is the state mandate on top of these existing numbers?

#253

Posted by **Samantha Hampton Clark** on **03/10/2021** at **2:23pm** [Comment ID: 1411] - [Link](#)

Agree: 2, Disagree: 0

I think these examples of mixed use housing are hideous

#254

Posted by **FK** on **03/14/2021** at **9:44pm** [Comment ID: 1670] - [Link](#)

Agree: 4, Disagree: -1

Mary, I totally Agree. The 1710 building on T.O Blvd. (where Lupes used to be) would look nice in L.A. or the Valley but looks totally out of place in T.O. "Just Say No to Mixed Use Housing" and anything over 35 ft. in height.

Reply by **Tracy B** on **03/15/2021** at **1:53pm** [Comment ID: 1785] - [Link](#)

Agree: 1, Disagree: 0

I agree, FK. That 1710 building is atrocious and totally out of place!

#255

Posted by **Mary Wellington** on **03/04/2021** at **12:28pm** [Comment ID: 1271] - [Link](#)

Agree: 18, Disagree: 0

We moved here 30 years ago and loved the small town life. We didn't mind driving to stores. Now the stores have moved in and the small town life is gone. With the building of new homes, apartments with retail the town has grown too big. After seeing the conversion of Lupe's restaurant space to one of these buildings - too much height and crowded apts. The traffic on TO boulevard is horrible now and with many of these type buildings, most won't want to drive on anymore. High density can lead to high crime. We have noticed this more and more lately.

#256

Posted by **Michael W Murray** on **02/27/2021** at **9:23pm** [Comment ID: 1221] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

Theoretical it may be, but is there a risk that setting an excessive "full buildout" plan will enable the State to justify forcing our City to change its character in the future? Just asking.

#257

Posted by **Denis Dux** on **03/05/2021** at **8:15pm** [Comment ID: 1287] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -3

Los Angeles neighborhood are having great success with ADU,(grannyflat units). Maybe T.O. should loosen restrictions for building small unit on exiting properties.

Reply by **Gordon Clint** on **03/15/2021** at **10:40am** [Comment ID: 1737] - [Link](#)

Agree: 1, Disagree: 0

ADUs are one way to increase density and provide more affordable places to live. T.O. should encourage this by eliminating the excessive fees. \$10,000 plus in fees to make a small addition to an existing home to make a separate unit for caretakers, elderly parents, grown children or students is way to high and prohibits more of these from being built.

#258

Posted by **Kurt K Sauter** on **02/24/2021** at **8:50pm** [Comment ID: 1136] - [Link](#)

Agree: 14, Disagree: 0

Mixed-use is a failure in downtown Los Angeles. Please, Please do some real research and you will see the actual business use for first floor shops in Mixed-Use projects is extremely low. They are simply a way for builders to get to the high-profit rents of the units above. Go see for yourself... most Mixed Use buildings have no tenants in their first-floor shops! That is what will happen here too. I say if a builder cannot show shop lease agreements, they shouldn't be allowed to build.

Reply by **Aaron** on **03/13/2021** at **6:59pm** [Comment ID: 1601] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

It's an Agenda 21 thing. The problem is, there are declining needs for such places since Amazon is now supplying us with just about everything we need. The only thing left is fast food and personal services (massage, gyms, etc.).

#259

Posted by **FK** on **03/14/2021** at **9:36pm** [Comment ID: 1669] - [Link](#)

Agree: 0, Disagree: -1

Betsy, totally disagree. I'll take a house with a big or decent size yard where my kids and family can play and hang out and were I can entertain family and friends over meeting people at "The Lakes" or "Promenade" any day. Guess you haven't experience the traffic in that part of town lately?

Reply by **Lisa** on **03/16/2021** at **2:33am** [Comment ID: 1918] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

She's right. While you and I may love a big backyard, the modern way seems to

be small backyards and more use of community spaces. Let's not confine ourselves to downtown developments! The Village Centers concept will allow the city to revitalize different pockets throughout the city! I'd love an outdoor retail/restaurant area within walking distance of my house so I don't have to drive to the Boulevard.

#260

Posted by **Robert Curtis Higbee** on **02/19/2021** at **3:46pm** [Comment ID: 792] - [Link](#)

Agree: 6, Disagree: 0

Small business is important but ever changing. To try to anticipate the next decades is almost impossible. The internet has responded to Covid and things are different. I do not believe we will ever see "The Good Old Days" again. In cities with little or no potential other than souvenir shops, restaurants, drinking platforms, and such the idea of a real economy is not obtainable. This is the direction of most small towns. Small business is becoming Tattoo Shops, Coffee Shops, some with entertainment and Bad art galleries. This idea that we can bring back some vision of lower Manhattan or the Miracle Mile of the 50's. is fundamentally not possible. Hollywood blvd. today is a cheap Disneyland kind of fantasy. People do live in a campus like dream world, as an example would be many of the newer developments in Seattle area. I wonder what we are exactly doing here. There is a need for real concrete ideas. TO as we find it may be best to allow it to evolve as it will. Within some kind of frame work of course. I find the current process interesting.

#261

Posted by **Lori Sanders** on **02/03/2021** at **10:47pm** [Comment ID: 608] - [Link](#)

Type: Suggestion

Agree: 33, Disagree: -2

I do NOT agree with the mixed use plan presented in this document. The charm of Thousand Oaks is the slower more rural community we currently have. So many small businesses have been forced to close in 2020 that many buildings are currently empty. Fill those buildings! We don't need, or want, increases in traffic. We don't want to lose our community and become just an extension of the SF Valley. Stop all new high density building! Stop all future building. Use what we currently have and bring small businesses back!

Reply by **Paul and Paula Rosenkranz** on **02/08/2021** at **11:18am** [Comment ID: 635] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: 0

Agree 100 % with Lori.

Reply by **Allie** on **02/13/2021** at **7:38pm** [Comment ID: 655] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -6

This could potentially help young adults who grew up here to be able to afford to

still live in the area and even potentially start their own businesses within walking distance of their home. Very sustainable thinking in my opinion.

Reply by **Aaron** on **03/13/2021** at **7:04pm** [Comment ID: 1603] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

These will not magically defy the laws of supply and demand. If there was a \$1000 apartment for rent for all of these "younger" workers, it would fill up in two seconds. Realizing this the landlords will raise the rent to as much as they can get. Just as you work for as much as you can get. So the price will rise to the level that the market will bear (perhaps 2k).

They can't build enough to supply the demand. Thus, people have to either share an apartment (gasp!) or (double gasp!) commute like many of us did for years. It's a crazy concept, but you don't have the right to live where you work.

Reply by **Leesa McBurnie** on **02/15/2021** at **1:14am** [Comment ID: 656] - [Link](#)

Agree: 8, Disagree: -11

TO Blvd would be an ideal location for vertical mixed used buildings. I grew up in a city with similar mixed use spaces and it provided affordable housing for young people. It would be important to provide parking for the apartment residents. With shops and restaurants below, it forms the basis of a downtown area.

Reply by **Betsy** on **03/12/2021** at **7:47pm** [Comment ID: 1553] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -4

First, Thousand Oaks is not rural. It hasn't been for at least 50 years. We are suburban with no farmland or ranchland. Second, this is a plan for the future. The older way of a big backyard isn't popular even for those who can afford it. Even the really expensive newer homes in TO don't have big backyards. Folks like to go out and meet up in common areas like plazas outside of coffee shops and wineries. Look at what is happening with Stonehouse or Tarantula Hill. People love them. The mall is dying. The older shopping centers look awful and were half empty before the pandemic. I'm not worried about being like the San Fernando Valley, I'm worried about being like Simi. Have you been to their shopping centers?

#262

Posted by **Rossanna Guerra** on **02/26/2021** at **5:34pm** [Comment ID: 1196] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

This might be an attractive concept for seniors or the disabled who could easily use an elevator to go down to the retail shopping area. It could also offer opportunities to turn them into condos

2045 GROWTH PROJECTIONS ²⁶⁴ ²⁶³

Growth projections refer to the predicted amount of development that will likely occur in a specified time period. In the case of the Thousand Oaks General Plan update, the horizon year is 2045. 2045 projected growth is determined by many factors including the availability of land for development, market demand for new development, regional economic trends, government regulations, and the potential for new development on any given parcel.

When preparing a General Plan, the horizon year growth projections are significantly lower than full buildout. The Environmental Impact Report for the General Plan will analyze 2045 growth projections and not full buildout.

MEASURE E

Measure E is a land use control measure approved by voters in November 1996. The purpose of Measure E is to ensure any residential or commercial development does not place an undue burden on the City's topography and infrastructure. Measure E requires voter approval for any amendments to the Land Use Element of the General Plan that would result in a net increase in the acreage of land designated "commercial," or a net increase in the maximum potential number of residential units that were allowed under the General Plan Land Use Element when Measure E was passed in 1996.

Thus, Measure E also caps the total amount ²⁶⁶ of housing units to the full buildout in 1996 based on the General Plan land use designations. Based on an analysis of the full buildout completed by City staff and reviewed by the City Council, the full buildout under Measure E is 81,272 ²⁷² 271 ²⁷¹ using units. ²⁶⁸ ²⁶⁵

Today, an increase in allowed residential density or capacity in one area could be approved without voter approval if there is a reduction in allowed residential density elsewhere, as long as there is no net increase in the total number of potential dwelling units citywide. Units resulting from a decrease in maximum allowed density have traditionally been placed in a "bank" for accounting purposes. For instance, a change of a site's General Plan Land Use designation from Medium Density Residential to Low Density Residential would result in City Council approving a General ²⁶⁷ Plan Amendment and placing the difference in the maximum potential number of units into the "bank." Due to requirements contained in the Housing Crisis Act of 2019, the Measure E "bank" will be discontinued in the General Plan update and the maximum residential capacity of the City will be reflected entirely on the land use map. ²⁷⁰

For more information about Measure E, please refer to the Measure E page on the City of Thousand Oaks website: <https://www.toaks.org/departments/community-development/planning/measure-e> ²⁶⁹

#263

Posted by **Steve Schiedermayer** on **02/23/2021** at **2:44pm** [Comment ID: 984] - [Link](#)

Agree: 9, Disagree: 0

The City has had absolutely zero net growth since 2004 (126,000 then and 126,000 now). Prior to the pandemic, we just had the 3rd largest exodus from California since 1900 (-138,000). Ventura County is also showing almost no growth. I think the 2045 growth projections done by SCAG for planning are a complete joke unless we make the state more attractive for residents economically. Oracle, Tesla, Palantir Tech. have all left the state due to the cost to live here and onerous regulation. If the City doesn't attract business here, the sales and TOT tax revenues will continue to decrease which the City doesn't want because it affects their funding. Mainly though, I think the SCAG projections have not factored in outflow, much less how to reverse it.

#264

Posted by **Robert Curtis Higbee** on **02/19/2021** at **7:55pm** [Comment ID: 823] - [Link](#)

Agree: 3, Disagree: 0

Considering the amount of environmental damage that is coming. I wonder if displaced populations will arrive on our doorstep or move on to other locations. I suspect past growth is a poor indicator these days.

#265

Posted by **kelly taggart** on **02/26/2021** at **7:33pm** [Comment ID: 1198] - [Link](#)

Agree: 22, Disagree: 0

Does anyone else think that 81,124 units (actual occupants in these units will be a significantly higher number) is a lot for a city with a current population of 127,000? Building 81,000 units is simply irrational.

Reply by **Lobo Grande** on **03/12/2021** at **12:26pm** [Comment ID: 1535] - [Link](#)

Agree: 9, Disagree: 0

Especially considering that most of these units will be occupied by more than one person. That's the potential to more than double our population without the resources to sustain it. Awesome. </sarcasm>

#266

Posted by **Betty Resnick** on **03/09/2021** at **4:16pm** [Comment ID: 1391] - [Link](#)

Agree: 2, Disagree: 0

It's NUMBER of housing units, not amount.

#267

Posted by **Kurt K Sauter** on **02/24/2021** at **8:25pm** [Comment ID: 1131] - [Link](#)

Agree: 20, Disagree: 0

This was a total workaround and completely against Measure E. This BANK was a

contrived method to get around the will of the people.

Reply by **Aaron** on **03/13/2021** at **8:37pm** [Comment ID: 1610] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

Didn't we just vote in mostly new council who are against all this? Are the bribes that good?

Reply by **FK** on **03/14/2021** at **10:05pm** [Comment ID: 1672] - [Link](#)

Agree: 3, Disagree: 0

Yeah, something smells fishy? trying to push this through while we are dealing with a pandemic? But I guess that's what we can expect from our city leaders who are charging Caruso Development \$1./ year for the rent at "The Lakes". Ridiculous

#268

Posted by **Kelly T** on **02/24/2021** at **12:13pm** [Comment ID: 1083] - [Link](#)

Agree: 1, Disagree: 0

These figures are done with estimates/projections from over 24 years ago?

#269

Posted by **Rose Ann H Witt** on **03/15/2021** at **1:57pm** [Comment ID: 1787] - [Link](#)

Agree: 0, Disagree: 0

Or here:

The Rise and Fall of Measure E:

<https://micfarris.medium.com/the-rise-and-fall-of-measure-e-87a881f193f5>

#270

Posted by **Kelly T** on **02/24/2021** at **12:14pm** [Comment ID: 1085] - [Link](#)

Agree: 6, Disagree: 0

Does this mean that the previous paragraph of Measure E does not even apply any longer? Legislation passed by politicians in 2019 (and not by referendum) now make the decisions?

#271

Posted by **Randy Roth** on **03/14/2021** at **8:10pm** [Comment ID: 1660] - [Link](#)

Agree: 3, Disagree: 0

This number was increased substantially in the last couple of years, over the objections of many people. At that time, the proponents of the increase argued it really didn't mean anything, was just a technicality. It's now being used to justify this revision to the General Plan.

Reply by **Scott Collins** on **03/15/2021** at **12:09am** [Comment ID: 1689] - [Link](#)

Agree: 0, Disagree: 0
Keen insight.

Reply by **Tracy B** on **03/15/2021** at **2:10pm** [Comment ID: 1790] - [Link](#)

Agree: 0, Disagree: -1

I recall the City Council decided a few years ago that they could reclaim unbuilt but previously allocated housing units at completed developments throughout the city, which gave them 80K+ new units to offer up to developers.

#272

Posted by **RD** on **03/03/2021** at **12:19am** [Comment ID: 1250] - [Link](#)

Agree: 13, Disagree: 0

We need full disclosure here about this number. Who decided this and when? I'm having a hard time believing this was the number decided in 1996, which is what this paragraph makes it sound like.

Reply by **Rose Ann H Witt** on **03/15/2021** at **1:53pm** [Comment ID: 1786] - [Link](#)

Agree: 0, Disagree: 0

The Rise and Fall of Measure E:
<https://micfarris.medium.com/the-rise-and-fall-of-measure-e-87a881f193f5>

REGIONAL HOUSING NEEDS ALLOCATION

According to the Institute for Local Government, “the Regional Housing Need Allocation (RHNA) is the process by which each community is assigned its share of the housing need for an eight-year period. This allocation consists of two steps. First, The California Department of Housing and Community Development (HCD) determines the total housing need for each region in the state. Second, as the Council of Governments, ... [SC274 distributes] ... this needs to local governments . The purpose of the RHNA is to encourage communities to anticipate their share of regional growth and plan for this growth in a way that enhances quality of life, improves access to jobs, promotes multi-modal transportation solutions and expands affordable housing.

The RHNA identifies each jurisdiction’s responsibility for planning for housing and is divided into four income categories that encompass all levels of housing affordability. Once it receives its RHNA, each local government must update the Housing Element of its General Plan to show how it plans to meet the housing needs in its community.” The Housing Element is then certified by the State of California Department of Housing and Community Development.

Thousand Oaks’ RHNA for the eight-year Housing Element cycle from 2021 to 2029 is 2,615 units. Of this, 733 units must be Very Low Income, 493 must be Low Income, 531 must be Moderate Income and 858 units must be Above Moderate Income. It is also important to remember that the RHNA cycle is only eight years, but the horizon year for the updated General Plan is 2045. This means that the growth projections for Thousand Oaks should accommodate at least three times the RHNA number.

SENATE BILL 330

In 2019, Governor Gavin Newsom signed the Housing Crisis Act of 2019 (SB 330) to promote housing development throughout the State. One of the core components of this legislation is that jurisdictions may not change an existing land use designation prohibit residential development or lower the intensity of residential development unless there is a concurrent increase in capacity elsewhere in the city concept known as “No Net Loss”.

This means that the new General Plan cannot reduce the total residential capacity of the City because of SB 330 nor can it increase capacity because of Measure E. The decision that must be made in the General Plan is how to distribute the 81,124 housing units to produce the greatest benefit for the city.

Additional requirements in SB 330 include permit streamlining to reduce the time for housing approvals, prohibiting subjective decision-making for residential development, and a prohibition from imposing a moratorium or similar restriction on a housing development that was adopted after 2005.

#273

Posted by **Steve Schiedermayer** on **02/23/2021** at **4:39pm** [Comment ID: 987] - [Link](#)

Agree: 1, Disagree: 0

Might be good for residents to be informed of what full buildout would look like - were it required by the State, which could happen.

#274

Posted by **Aaron** on **03/13/2021** at **8:39pm** [Comment ID: 1611] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is SCAG an elected body?

#275

Posted by **Tim McCarthy** on **02/15/2021** at **9:12pm** [Comment ID: 669] - [Link](#)

Type: Question

Agree: 5, Disagree: 0

In several examples of 2014-2021 document, "Sites" capacities were reduced due to environmental or inability to complete as originally thought in general plan (1970). Example is Site 57 that went from 150 dwellings to 20. And Site 49 that went from 16 to 1 dwelling. Since the designation didn't change, it would seem feasible that our total units should reduce with that required change in development ability.

#276

Posted by **Steve Schiedermayer** on **02/23/2021** at **4:34pm** [Comment ID: 986] - [Link](#)

Agree: 2, Disagree: 0

Why does the growth projection need to accommodate at least 3x the 6th cycle #? Why not the 5th cycle x 3? Or to buildout fully? All you've done here is make a projection based on politics

#277

Posted by **FK** on **03/14/2021** at **10:38pm** [Comment ID: 1675] - [Link](#)

Agree: 3, Disagree: 0

Why? Who decided the growth projections should accommodate at least three times the RHNA number? You guys are trying to predict the future, we should be doing the bare minimum responsibly.

Reply by **Scott Collins** on **03/15/2021** at **12:22am** [Comment ID: 1690] - [Link](#)

Agree: 1, Disagree: 0

Of some note, 3 times current RHNA cycle is approximately 8K. This may be high, and possibly an unwarranted estimate. Still, it is much less than the approximate 35K incremental du that the plan alternatives incorporate.

#278

Posted by **Carl G Kolvenbach** on **03/08/2021** at **8:32pm** [Comment ID: 1385] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

With the impending recall or Newsom will this bill be repealed?

Reply by **Carl G Kolvenbach** on **03/08/2021** at **8:33pm** [Comment ID: 1386] - [Link](#)

Agree: 0, Disagree: 0

of not or

#279

Posted by **FK** on **03/14/2021** at **10:40pm** [Comment ID: 1676] - [Link](#)

Agree: 1, Disagree: 0

I thought the number was 2,615?

#280

Posted by **Barbara** on **02/18/2021** at **7:35pm** [Comment ID: 766] - [Link](#)

Agree: 7, Disagree: -1

If Newsom is recalled or loses next election, and possibly SB 330 reversed/repealed, then would the city still go ahead with expansion?

Reply by **karen wilburn** on **02/27/2021** at **5:47pm** [Comment ID: 1206] - [Link](#)

Agree: 15, Disagree: -1

The prohibition against downzoning expires in 2025. My concern is Sacto will renew this restriction, so the danger is once we change the overall general plan to allow mixed use housing at density levels that could be up to 4 stories & 45 units per acre, we could be stuck with these forever. Again I say why tie our hands & give more than what is needed now. We may not be able to take it back.

Reply by **Betsy** on **03/12/2021** at **7:52pm** [Comment ID: 1554] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -3

The reason to do this is not Sacramento making us, it is to remain a vibrant community that can attract great businesses and support good restaurants and retail. This is where the tax base comes from that keeps the infrastructure up to date. Even before the pandemic, shopping centers were losing leases. The malls had lots of empty units. Too many people who work here drive out of town at the end of the day for cheaper housing elsewhere. We are shooting ourselves in the foot.

Reply by **Aaron** on **03/13/2021** at **8:45pm** [Comment ID: 1612] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

So, retail is struggling, and your solution is more retail, but now underneath apartments?

Ok, got it.

#281

Posted by **Tim McCarthy** on **02/15/2021** at **9:09pm** [Comment ID: 666] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

In 2014-2021 general plan update Thousand Oaks needed to provide 192 dwellings - was this number met, exceeded, short? And which grouping (by %) received the result of the development?

LAND USE DESIGNATIONS

Land use designations are the intended future use of every parcel of land in the city. According to State law, land use designations must identify the allowed uses and the development intensity (measured in dwelling units per acre, floor area ratio (FAR) or jobs/residents per acre). Zoning districts must be consistent with the General Plan land use designations.

While land use designations provide for overall development intensity and allowed uses, they do not specify the form or character of the building. Different interpretations of the same density and FAR can result in buildings of very different character. To encourage similar interpretations of allowed FARs, other City regulations such as zoning height limits, building setbacks, or open space requirements are used to guide the form of buildings within a given FAR range.

EXISTING GENERAL PLAN LAND USE DESIGNATIONS

The City's Development Plan (also known as the General Plan) was adopted in 1970. The Existing General Plan Map on the following page represents area within the 1997 General Plan Planning Area and the existing land use designations for the city. Table 1 presents the current breakdown of land uses and residential densities allowed in each category. The existing General Plan does not describe allowed uses and density ranges for commercial, industrial, and institutional land use designations.

LIMITATIONS OF LAND USE DESIGNATIONS

It is important to note a few limitations of land use designations. Land use designations cannot require specific uses or tenants. This means that the General Plan cannot require the type of ownership of buildings (rental versus ownership, or specific tenants in buildings). For example, the General Plan cannot require or prohibit that specific parcels be used for affordable housing, senior housing, special-needs housing, or prohibit certain types of tenants in commercial spaces (such as chain stores). Further, the City cannot identify specific locations for parks, schools, and public buildings unless they are on land that is currently publicly owned.

EXISTING GENERAL PLAN LAND USE MAP

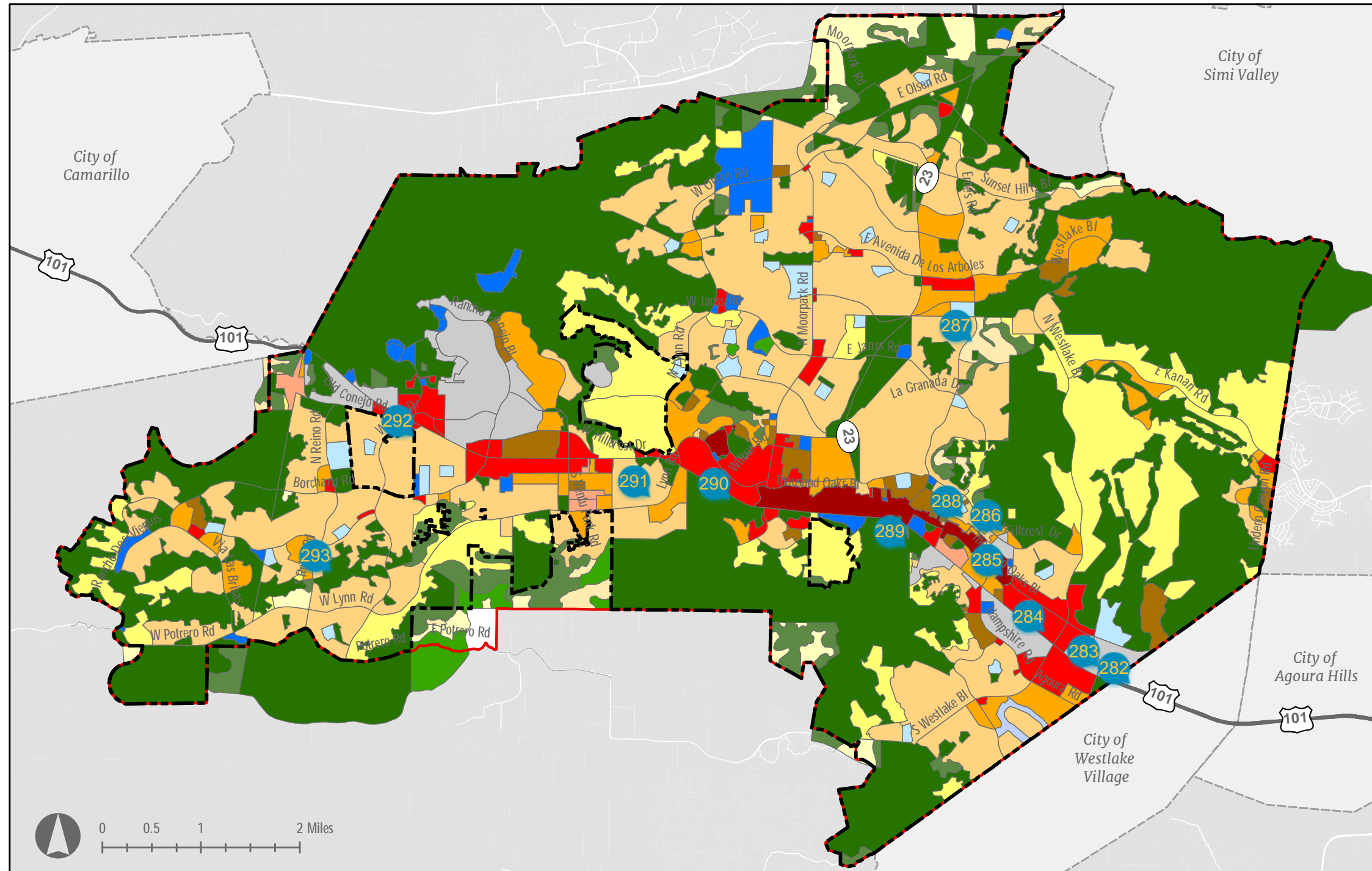
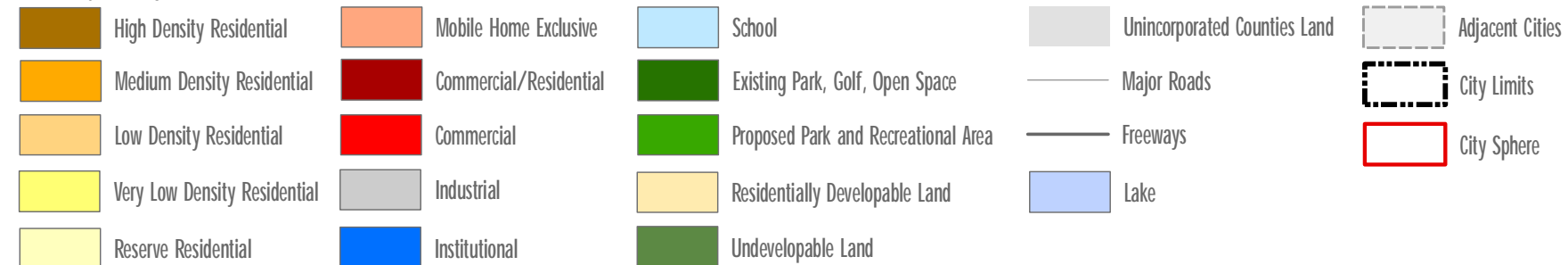


TABLE 1 GENERAL PLAN LAND USE

LAND USE	ACRES	PERCENT OF LAND AREA
Very Low Density (0-2 dwelling units/net acre (du/ac))	3,989	10
Low Density (2-4.5 du/ac)	9,094	24
Medium Density (4.6-15 du/ac)	1,918	5
High Density (15-30 du/ac)	565	2
Mobile Home Exclusive	130	<1
Commercial/Residential	372	1
Commercial	1,377	4
Industrial	1,188	3
Institutional	584	2
Elementary School	246	<1
Intermediate School	83	<1
High School	153	<1
Existing Park, Golf, Open Space	16,414	42
Proposed Park and Recreational Area	316	<1
Residential Developable Land	327	<1
Undevelopable Land	1,340	4
Reserve	628	2
Lake	47	<1
Grand Total	38,770	100

Note: Totals may not add due to rounding. Acre totals cover land in the 1997 General Plan planning area.
Source: City of Thousand Oaks, 2019.

Raimi + Associates 2019 | Data Source: City of Thousand Oaks, County of Ventura, County of Los Angeles



#282

Posted by **Noah Tillipman** on **02/02/2021** at **11:23pm** [Comment ID: 591] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -5

This area should be considered for high density housing

#283

Posted by **Noah Tillipman** on **02/02/2021** at **11:23pm** [Comment ID: 590] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -3

This area should be considered for high density housing.

#284

Posted by **Karen Maloney** on **02/16/2021** at **1:54pm** [Comment ID: 696] - [Link](#)

Agree: 4, Disagree: 0

This area is commercial and should stay this way. Upgraded one stores buildings with a good setback from road.

#285

Posted by **Kenneth Brown** on **02/28/2021** at **11:00pm** [Comment ID: 1226] - [Link](#)

Agree: 1, Disagree: 0

It would be nice if you clicked on an area and could see what is there now and what is open for development or options available if one owns this or a parcel close by.

#286

Posted by **Kevin Kohan** on **03/11/2021** at **2:59pm** [Comment ID: 1494] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Properties north of Hillcrest Drive currently have a land use designation of Medium Density Residential. However, under the General Plan Update, these properties are downzoned to Single Family Residential. Recommend that these properties maintain its Medium Density Residential designation in order to provide opportunity for affordable housing near important community services such as the local church, synagogue, and Conejo Elementary School.

#287

Posted by **Phil Clark** on **03/14/2021** at **10:10pm** [Comment ID: 1673] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

A bike path that connected from Lang Ranch, through Sapwi park, behind Los Cerritos, to Conejo Creek park, to TOHS and to Wildwood would provide a safe alternative for kids, parents, and seniors to access schools, work, library, shopping and open spaces without needing a car!

Huge increase in quality of life and property value.

#288

Posted by **Susan Everett** on **03/05/2021** at **1:20am** [Comment ID: 1278] - [Link](#)

Agree: 0, Disagree: 0

I live on Los Feliz Dr. between TO Blvd and Conejo School Rd., new apartments keep going in and there is nowhere for all the cars to park. Speeding is constant on this street and I have witnessed many car accidents in front of my apartment. Seems to be poor planning for this neighborhood. Need more parking, speed bumps on this street and Police to crack down on the speeding and extremely loud vehicles. I stop calling the Police because they are slow to show up and don't do anything about the problem. One day a vehicle is going to run right into my home.

#289

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:27pm** [Comment ID: 824] - [Link](#)

Agree: 1, Disagree: -2

Just for argument. This piece of land appears to be between Conejo School and Rancho. There appears to be "undeveloped land". As I have stated elsewhere there is a freeway ramp already in place. To me the indication is development. Medium density residential and perhaps horizontal mixed use.

#290

Posted by **Debbie Williams** on **03/15/2021** at **12:31pm** [Comment ID: 1748] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

One of the biggest draws to Conejo is exactly how this map is laid out. Leave the rural areas with open spaces and keep the concentration of retail areas in concentrated areas. This area is rather small in size and everyone is willing to drive to their retail/commercial areas rather than take away our beautiful open spaces. Keep retail/commercial in concentrated areas. No more malls or strip malls needed. Just fill what we have.

#291

Posted by **Brandon** on **02/24/2021** at **5:39pm** [Comment ID: 1123] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

Mobile Home areas should be upgraded to high density zoning to create more affordable housing bring a younger population to Thousand Oaks. Give developers high incentives to buy mobile home parks and redeveloping them for high density apartment buildings.

Reply by **Wes Myers** on **03/01/2021** at **7:20pm** [Comment ID: 1232] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

I agree with Brandon that MH parks would be an ideal location for multifamily buildings. Due to their nature, these parks have large footprints, minimal environmental issues (effectively already paved over 100%), and are inefficient living and parking footage due to single story. In addition, they are hazardous during wildfires and are oftentimes aesthetically blighted due to fragmented ownership of the structures and lots.

Lowering restrictions on these parks for developers specifically when it comes to rent control, age restrictions, building requirements, and zoning on these areas could provide the room to meet state housing mandates. These parks could likely be redeveloped in a manner that provides the same if not better living environment but accommodate at least three times the residents that they already have.

Because these parks are flat and have utilities, developments can be phased with "garden-style" units so they would only temporarily displace minimal residents as more units are built.

Redeveloping MH parks would add value to surrounding neighborhoods whether they are rented out or sold as condo/townhome units. Even though new construction would cost more than the existing mobile homes, it would be more affordable and accessible to more families due to the conventional financing available from conventionally built structures that is not available to temporary structures.

Lastly, the property tax base would increase for the county.

#292

Posted by **Kristen Henson** on **02/13/2021** at **11:01am** [Comment ID: 652] - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: 0

Developing this as anything other than low density residential is totally inappropriate. It backs to residential neighborhoods of predominantly one story homes. 50-60ft tall structures would be a huge blight and out of keeping with available infrastructure resources. Since low density residential automatically becomes MEDIUM after state density bonuses and City incentives are thrown in, development here is already guaranteed to be a blight and hugely disruptive to current residents.

Are the members of City Council and the Mayor providing housing for the less fortunate in ADUs on their own properties, behind their own homes? If not, they MUST stop lecturing their residents on the virtues of dense housing. Such hypocrites!

#293

Posted by **Kristen Henson** on **02/13/2021** at **10:56am** [Comment ID: 651] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

Neighborhood residents have already shown overwhelming opposition changing this to a "Medium" density residential development of 35-40ft tall, out of keeping w/the area. Medium Density actually = High or Ultra High density after builder is automatically allowed extra units (density bonus). Then the City eagerly waives height, setback and other zoning reqs as further incentives. Awful. The City only seems to care about increasing its tax base at the expense of its current residents. How much affordable housing are the mayor and councilmembers personally providing on their own properties? Do they have the less fortunate living in their backyards in ADUs? If not, they shouldn't lecture their citizenry about the virtues of more dense "affordable housing."

PROPOSED LAND USE DESIGNATIONS

In order to better meet the vision of the community, the updated General Plan will have new land use designations. Some will be similar to existing designations and some will introduce new development opportunities. The proposed land use designations meet the objectives identified through the community engagement process as well as State law that places new restrictions on the relationship between land use designations and zoning districts.

The land use designations are divided into five basic categories:

1. **Residential** designations for the residential-only areas of the city.
2. **Mixed-use** designations to allow for a mix of uses in an area, including vertical and horizontal mixed-use.
3. **Commercial** designations to provide areas for retail, offices and service uses.
4. **Industrial** designations to allow for a range of job-producing uses including light industrial, light manufacturing, research & development (R&D) and office uses.
5. **Institutional** uses including schools, parks, open spaces, hospitals, and other public uses.

The following pages describe the proposed land use designations.



#294

Posted by **Betsy** on **03/12/2021** at **7:53pm** [Comment ID: 1555] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I hate when the parking lot is at the front of a commercial building. Put the building in the front with a wide sidewalk and some common areas for sitting. Put the cars in the back. This is why nobody walks in this town.

RESIDENTIAL DESIGNATIONS

NEIGHBORHOOD RURAL

Description: This designation provides for very low-density single-family neighborhoods. The designation is generally applied to areas with significant topography and in locations that necessitate a transition from residential areas to preserved open spaces.

Allowed Uses: single-family homes; ADUs; public facilities such as parks and schools.

Density: up to 1.0 dwelling units per acre*

Height (max): 35 feet



NEIGHBORHOOD VERY LOW

Description: This designation includes single-family neighborhoods at a very low density. The purpose is to preserve single-family large lot developments in areas of some topography.

Allowed Uses: single-family homes; ADUs; public facilities such as parks and schools.

Density: > 1.0 to 2.0 dwelling units per acre*

Height (max): 35 feet



NEIGHBORHOOD LOW

Description: This designation includes single-family neighborhoods at a variety of densities. The purpose is to protect existing single-family areas and to provide for infill development at a similar scale as the surrounding residential context.

Allowed Uses: single-family homes; ADUs; public facilities such as parks and schools.

Density: > 2.0 to 6.0 dwelling units per acre*

Height (max): 35 feet



* The density ranges may be further calibrated for existing residential tracts to better reflect current densities.

NEIGHBORHOOD LOW-MEDIUM

Description: This designation includes a variety of attached and detached housing units oriented for walking and biking while still accessible by car.

Allowed Uses: small lot single-family, townhomes, rowhouses, and duplexes, triplexes, and fourplexes; ADUs, public facilities such as parks and schools.

Density: > 6.0 to 10.0 dwelling units per acre*

Height (max): 35 feet



NEIGHBORHOOD MEDIUM

Description: This designation provides for a mix of lower-scaled attached multi-family homes in a walkable setting, often close to existing or proposed retail and commercial uses.

Allowed Uses: small lot single-family, townhomes, rowhouses, and duplexes, triplexes, and fourplexes; courtyard housing, and walk-up multifamily buildings of 2-3 stories in height; ADUs, public facilities such as parks and schools.

Density: > 10.0 to 20.0 dwelling units per acre*

Height (max): 35 feet



295

* The density ranges may be further calibrated for existing residential tracts to better reflect current densities.

#295

Posted by **Betsy** on **03/12/2021** at **7:55pm** [Comment ID: 1556] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

We need more of this!

NEIGHBORHOOD MEDIUM-HIGH ³⁰⁹ ³⁰⁷

Description: This designation provides for “missing middle” housing types in a walkable neighborhood setting. Included are a variety of attached housing types within walking distance of retail, services, and major centers of activity. This designation is mostly focused near Thousand Oaks Boulevard between Hillcrest Drive and the 101 Fwy., east of Hwy. 23 ³¹⁰ ³⁰²

Allowed Uses: townhomes, rowhouses, and multifamily buildings of up to four stories in height; ADUs, public facilities such as parks and schools. ³¹⁸

Density: >20.0 to 30.0 dwelling units per acre

³⁰⁵ **Height (max):** 50 ³²⁰ ³¹⁷



³⁰¹ ²⁹⁹

NEIGHBORHOOD HIGH ³¹⁶ ³¹³

Description: This designation provides for high density multi-family homes oriented in a walkable neighborhood design where buildings are close to the sidewalk and within walking distance of goods and services. This designation is used sparingly across areas of change within the land use alternatives. ³²¹

Allowed Uses: multifamily housing; ADUs, public facilities such as parks and schools.

Density: >30.0 to 45.0 dwelling units per acre

³⁰⁴ **Height (max):** 55 feet ³¹⁹ ³¹²



MOBILE HOME EXCLUSIVE ³¹⁵ ³¹¹ ³⁰⁸

Description: This designation provides for existing mobile home parks in Thousand Oaks.

Allowed Uses: mobile home ³¹⁴

Density: none defined.

Height (max): 35 feet ³⁰³

³⁰⁶



#296

Posted by **kristen Toscano** on **03/07/2021** at **2:29pm** [Comment ID: 1291] - [Link](#)

Agree: 0, Disagree: 0

This is too high. Four stories has never been in an accepted plan for Thousand Oaks and should never get that high. Three stories is bad enough. Four is totally unacceptable

#297

Posted by **Betty Resnick** on **03/08/2021** at **7:03pm** [Comment ID: 1380] - [Link](#)

Agree: 4, Disagree: 0

I have live in T.O. since 1978. While I understand changes to the General Plan are necessary, structures above 3 stories do not preserve or enhance our community. They diminish our quality of life and are incompatible with the character of T.O.

#298

Posted by **Debbie Williams** on **03/15/2021** at **12:37pm** [Comment ID: 1750] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I don't like any of the med-high or neighborhood high for this area. No one wants to have any hint of highrise building in our community. The civic arts plaza is more than enough of ugly high rise. Mobile home parks provide more affordable living and are single story/low profile residences. But they need to be kept very nicely maintained with landscaped common areas on exterior to create a beautification from street view.

#299

Posted by **Steve Schiedermayer** on **02/23/2021** at **4:44pm** [Comment ID: 988] - [Link](#)

Agree: 7, Disagree: -4

I would just throw these medium high and high scenarios in the trash. Totally against what residents want. 35 feet is it. Waste of time and money trying to work these in. Completely out of character. Move to the Valley if you want 4+ stories.

#300

Posted by **Melissa Walendy** on **02/08/2021** at **4:29pm** [Comment ID: 638] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -1

No no no. Horrible idea to allow high stories within our city limits. The beauty and charm of TO has been deliberately strategic for years to avoid such buildings and it's that dedication that makes this city so beautiful. To allow these types of structures is just the wrong path and would be a true disappointment. Find another way.

#301

Posted by **Barb** on **03/15/2021** at **1:37am** [Comment ID: 1708] - [Link](#)

Agree: 2, Disagree: -1

I agree with the comments made. 35 should be the max.

#302

Posted by **FK** on **03/14/2021** at **10:47pm** [Comment ID: 1677] - [Link](#)

Agree: 2, Disagree: -2

This Is not what we want in T.O. or N.P. You start building these and you might as well rename the city to "West San Fernando Valley".

#303

Posted by **Audrey Harvey** on **02/04/2021** at **5:29pm** [Comment ID: 610] - [Link](#)

Agree: 12, Disagree: -5

I am very much opposed to anything over
3 stories high!!! It would
FOREVER CHANGE THE SKY LINE OF THE
CONEJO VALLEY AS WE KNOW ???

#304

Posted by **Rose Ann H Witt** on **03/15/2021** at **2:40pm** [Comment ID: 1795] - [Link](#)

Agree: 1, Disagree: -1

I dislike the Neighborhood High and Mixed-Use High land-use designations; these are both too tall and out-of-character with the semi-rural, Nature-centric surroundings that make the Thousand Oaks community both desirable and unique.

#305

Posted by **Rose Ann H Witt** on **03/15/2021** at **2:32pm** [Comment ID: 1793] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

The maximum height allowed on the Neighborhood Medium-High and all of the Mixed-Use land-use designations are too high. The original General Plan height limits of 35-foot maximum and generous setbacks must be retained.

#306

Posted by **Audrey Harvey** on **02/04/2021** at **5:36pm** [Comment ID: 611] - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -4

I'm very much opposed any development over
3 stories high. I have lived here for over 40 yrs.
6 stories high WOULD FOREVER CHANGE THE SKYLINE OF THE CONEJO
VALLEY AS WE KNOW IT.
THAT IS NOT WHAT WE MOVED HERE FOR.

I UNDERSTAND DEVELOPMENT WILL HAPPEN
BUT 6 STORIES HIGH. VERY DISAPPOINTED IN THE CITY COUNCIL FOR
ALLOWING THIS TO GO ON
YOUR MAP.?? THIS IS OUR CITY

#307

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:11pm** [Comment ID: 920] - [Link](#)

Agree: 9, Disagree: -1

Please do not build medium high or more in NP. We are not this type of city. We need to protect the horizon line and feel of the single family community. Apartments and condos can be achieved at two stories.

Reply by **John Scott** on **03/10/2021** at **9:45pm** [Comment ID: 1446] - [Link](#)

Agree: 0, Disagree: -3

This would be great on TOB

#308

Posted by **Wes Myers** on **03/01/2021** at **7:28pm** [Comment ID: 1233] - [Link](#)

Agree: 0, Disagree: -4

If we need to meet housing requirements dictated by the State, I believe that redevelopment of MH parks is the best solution to get our numbers up. Furthermore, it would be easy to re-define density on park-by-park basis in order to get our housing allocations to align with the State's mandate. Development could be phased to meet demand, while the City of Thousand Oaks could remain RHNA compliant "on paper".

#309

Posted by **Tim McCarthy** on **02/15/2021** at **9:25pm** [Comment ID: 672] - [Link](#)

Type: Suggestion

Agree: 26, Disagree: -7

There are adjacent cities who can put up this type of dwellings/acre. This is too high for Thousand Oaks/NP and goes against the very people who build it to be a suburban look/feel. This option should be removed from the options.

NOTHING OVER 3 STORIES

Reply by **Susan Widick** on **02/18/2021** at **5:40am** [Comment ID: 747] - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -7

I agree with Tim. No building should be higher than three stories. The new definitions of low, mid and high density is outrageous. The original densities should be continued. I own two houses in Thousand Oaks on Willow Lane. The traffic continues to get worse every year.

We want to live in our suburban city. I own a home in Santa Monica but choose to live here. It is a slower calmer lifestyle.

Reply by **Jackson** on **03/15/2021** at **9:03am** [Comment ID: 1725] - [Link](#)

Agree: 2, Disagree: -4

Communities change. Why is anything over three stories a bad thing? It will allow us to accommodate more residents, which we need for the city to prosper and which needs to happen to enable more housing affordability.

Reply by **Aaron** on **03/15/2021** at **12:56pm** [Comment ID: 1761] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Why do we need more residents for the city to prosper? Has it not been prospering? What is the definition of affordable housing? Can you tell me, roughly, how much more affordable the housing will be? For example, an economic model like, "if we increase the number of units by X, prices will decrease by Y, etc." Will that be good for the rest of us. Homeowners, etc? If so, how? Thanks buddy!

Reply by **Lisa** on **03/16/2021** at **2:35am** [Comment ID: 1919] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

I love downtown Santa Barbara and Old Town Pasadena, as do many others - they get lots more tourists than we do! Tall mixed use buildings that are also charming in their design. I'd love to see that in some areas of TO.

#310

Posted by **Kurt K Sauter** on **02/24/2021** at **8:29pm** [Comment ID: 1132] - [Link](#)

Agree: 12, Disagree: 0

Why are we building Medium High on the BLVD at all? Please put Multi-use where they make sense. for example: Far more people work at AMGEN and CaL Lu than on the BLVD. Put Mixed Use, where people work not where developers want them to get the biggest \$\$.

Reply by **Rose Ann H Witt** on **03/15/2021** at **2:21pm** [Comment ID: 1791] - [Link](#)

Agree: 0, Disagree: 0

Agreed. It only makes sense to put the "workforce housing" where the work is.

#311

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:11pm** [Comment ID: 921] - [Link](#)

Agree: 8, Disagree: 0

Yes mobile home parks are affordable and can be attractive if managed well.

#312

Posted by **john francis reid** on **02/16/2021** at **5:19pm** [Comment ID: 707] - [Link](#)

Type: Suggestion

Agree: 21, Disagree: -2

It is completely inappropriate to go as high as 55 feet. It should not be permitted anywhere in the city.

Reply by **Kat Selm** on **03/14/2021** at **7:33pm** [Comment ID: 1655] - [Link](#)

Agree: 1, Disagree: 0

There are currently several buildings in the city that are 61 feet tall. Do they ruin the character or view? You probably don't know where they even are. This goes to show you that if you sight buildings in appropriate areas it will not detract from what you love about this place. The zoning is not restrictive, we can make decisions about exactly where we can tolerate taller buildings and where we will not. It is not a one size fits all.

Reply by **Gordon Clint** on **03/15/2021** at **10:56am** [Comment ID: 1738] - [Link](#)

Agree: 1, Disagree: 0

I agree. Height of buildings should be appropriate for the site - not subject to blanket prohibition.

#313

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:37pm** [Comment ID: 827] - [Link](#)

Agree: 2, Disagree: -4

I lived in Santa Monica when this blew up. The telephone building built by L. Welk caused a Communist take over. Height is a third rail. If you want to keep your jobs watch out for this one.

#314

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:34pm** [Comment ID: 826] - [Link](#)

Agree: 0, Disagree: -1

I think the city can own these things. The vehicles I mean. Then working with local agencies occupy them with elements that meet dictated goals.

#315

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:31pm** [Comment ID: 825] - [Link](#)

Agree: 1, Disagree: -2

Low income housing is ideal. Reasonably easy for government agencies to dictate regulations. Scatter ultra/very low among them.

#316

Posted by **Tim McCarthy** on **02/15/2021** at **9:24pm** [Comment ID: 671] - [Link](#)

Type: Suggestion

Agree: 24, Disagree: -2

There are adjacent cities who can put up this type of dwellings/acre. This is too high for Thousand Oaks/NP and goes against the very people who build it to be a suburban look/feel. This option should be removed from the options.

Reply by **FK** on **03/14/2021** at **10:50pm** [Comment ID: 1678] - [Link](#)

Agree: 1, Disagree: -1

Not What We Want!!

#317

Posted by **Randy Roth** on **03/14/2021** at **8:25pm** [Comment ID: 1664] - [Link](#)

Agree: 1, Disagree: 0

Where did the criteria for each of these categories come from? Are they numbers generated by the consultant? If so, based on what? For instance, is the height requirements back calculated from the assumption you need 81,124 units?

#318

Posted by **john francis reid** on **02/16/2021** at **5:18pm** [Comment ID: 706] - [Link](#)

Type: Suggestion

Agree: 25, Disagree: -6

No building should exceed 35 feet in height. It will completely ruin the character of TO to go higher than 35 feet.

Reply by **Susan widick** on **02/18/2021** at **5:33am** [Comment ID: 746] - [Link](#)

Agree: 19, Disagree: -6

I agree no building should exceed 35 feet. This has always been the overriding design factor for the city. We are not interested in becoming urban. Do not ruin our city. We love our site lines, our views and our lower architecture.

Reply by **Randy Roth** on **03/14/2021** at **8:23pm** [Comment ID: 1663] - [Link](#)

Agree: 5, Disagree: -2

Agree, the current limit of 35 ft has been a constant in all the public discussions about preserving the feel of T.O. For me, when I say "we don't want to become the Valley", it's based on not only the density of units in the Valley, but also the visual aspects. I fear TO Blvd becoming a congested, concrete canyon. The current development on the old Lupe's site has only underscored my fears.

Reply by **Jackson** on **03/15/2021** at **9:08am** [Comment ID: 1726] - [Link](#)

Agree: 4, Disagree: -3

Why is 35' so attractive to people? It keeps us from efficiently using the limited land that we have to house people, and pushes development elsewhere, creating more driving and a worse environmental impact. Another twenty or thirty feet allowed in a few locations in the city won't make us Hong Kong or New York City.

Reply by **Rose Ann H Witt** on **03/15/2021** at **2:26pm** [Comment ID: 1792] -

[Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If we specifically design for housing affordability in strategic locations (like in the village centers, where residents can actually walk to nearby retail, dining, entertainment and services) by allowing higher density while maintaining our existing building heights, the resulting apartments will necessarily be smaller, more affordable (by virtue of their size), and more numerous - meeting our city's state-mandated RHNA requirements faster in fewer developments, while also curtailing the construction of yet more, luxury apartments that handsomely benefit developers but not T.O. residents who want housing our adult children and senior family members can actually afford.

#319

Posted by **FK** on **03/14/2021** at **10:51pm** [Comment ID: 1679] - [Link](#)

Agree: 1, Disagree: -2

This is not what we want in T.O. or N.P. You start building these and you might as well rename the city to "West San Fernando Valley".

#320

Posted by **Munsoor Behbahany** on **03/04/2021** at **10:19pm** [Comment ID: 1276] - [Link](#)

Agree: 10, Disagree: -3

Agree with previous comments to keep all structures under 35 feet, regardless of density or land use.

#321

Posted by **vanessa p** on **02/23/2021** at **5:26am** [Comment ID: 972] - [Link](#)

Agree: 7, Disagree: -2

Not interested in multi use or anything over 3 stories.

MIXED-USE DESIGNATION ³³¹

MIXED-USE LOW ³³⁸

Description: This designation provides for neighborhood-serving goods and services and multi-family residential in a mixed-use format (vertical or horizontal) or as stand-alone projects. Buildings with this designation will be designed to be walkable with wide sidewalks, active frontages, and minimal setbacks from the back of the sidewalk. ³³⁷ ³²⁹ ³³⁰

Allowed Uses: Retail, restaurants, commercial uses (such as banks or real estate offices), residential in multi-family buildings, or attached single-family units (e.g., townhomes), public facilities such as libraries. ³²⁵

Density and FAR:

- >20 to 30.0 dwelling units per acre
- 0.25 FAR (non-residential)
- 1.0 FAR (all uses)

Height (max): 50 feet ³³⁵ ³³²

MIXED-USE MEDIUM ³³⁶ ³³³

Description: This designation creates a walkable neighborhood-scaled environment with buildings that contain active ground floor uses located at or near the sidewalk with housing or office next to or above. ³²⁸ ³²⁶

Allowed Uses: office, commercial, multi-family housing.

Density and FAR:

- >30.0 to 45.0 dwelling units per acre
- 0.5 FAR (non-residential)
- 1.5 FAR (all uses)

Height (max): 58 feet ³³⁴ ³²⁷



322



#322

Posted by **Debbie Williams** on **03/15/2021** at **12:45pm** [Comment ID: 1755] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Again, I don't want to have my community changed into the SF Valley. I used to live in Woodland Hills and they have built up Ventura Blvd with so much med/high mixed use that it is ugly, crowded, and impossible to find parking on the blvd for these stores. I am not a fan of mixed use as it becomes too crowded like what you allowed on the old Lupe's site. That is an ugly and many of my friends agree, that what the city allowed on that site is much too much for our blvd. You want it to become a walking retail path, that mixed use theme does not create a welcoming desire to walk past crowded buildings looming over the sidewalk. No beautification with landscaping on streetside, just massiveness. No mixed use unless you create it in the industrial areas, closer to where people working in the business parks can walk to work from their mixed use areas. that makes much more sense. Then you have use mixed-use high with the warehouse communities. It all blends together and is more practical for those single professionals to live and work.

#323

Posted by **CB** on **02/24/2021** at **2:51pm** [Comment ID: 1089] - [Link](#)

Agree: 1, Disagree: 0

Looks like the background of many people's weekend getaway photos. It's be nice to have similar in our backyard.

#324

Posted by **CB** on **02/24/2021** at **2:58pm** [Comment ID: 1090] - [Link](#)

Agree: 2, Disagree: -2

A nice option to have housing and places to eat/visit with friends within walking distance. I'd like to see more of this.

#325

Posted by **Barb** on **03/15/2021** at **1:39am** [Comment ID: 1709] - [Link](#)

Agree: 2, Disagree: -2

again no higher than 35 feet.

#326

Posted by **FK** on **03/14/2021** at **10:55pm** [Comment ID: 1681] - [Link](#)

Agree: 3, Disagree: -1

Totally against this! Looks like Encino or Tarzana.

#327

Posted by **Barb** on **03/15/2021** at **1:41am** [Comment ID: 1710] - [Link](#)

Agree: 3, Disagree: -1

I love the idea of cafes and a place to meet friends, but buildings to remain no higher than 35 ft.

#328

Posted by **Rose Ann H Witt** on **03/15/2021** at **2:52pm** [Comment ID: 1799] - [Link](#)

Agree: 0, Disagree: 0

Minimum setbacks (as noted in the Neighborhood High, Mixed-Use Low, and Mixed-Use Medium land-use designation descriptions) are unacceptable; sidewalks must be wide and setbacks must be generous.

#329

Posted by **john** on **02/03/2021** at **11:36am** [Comment ID: 599] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -3

no residential units in city centers (i.e. Arboles and Erbes)

#330

Posted by **FK** on **03/14/2021** at **10:53pm** [Comment ID: 1680] - [Link](#)

Agree: 2, Disagree: -1

This is not what we want in T.O. or N.P. You start building these and you might as well rename the city to "West San Fernando Valley". Nothing over 35ft.

#331

Posted by **Tim McCarthy** on **02/15/2021** at **9:28pm** [Comment ID: 673] - [Link](#)

Type: Question

Agree: 8, Disagree: -1

In 2014-2021 general plan there was reference to "Setback Standards Are Satisfied". What are those setback standards? The first design Erbes/T.O. Blvd is way too close to the street, and way too high. It was an extremely poor plan and goes against the residents of Thousand Oaks requires.

Reply by **Betsy** on **03/12/2021** at **7:58pm** [Comment ID: 1557] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Have you gone over to walk around? I love that the cars are in the back and the retail is in front where you can window shop while walking. All of my favorite towns are set up this way. Why does car have to be king in TO?

#332

Posted by **john francis reid** on **02/16/2021** at **5:20pm** [Comment ID: 708] - [Link](#)

Type: Suggestion

Agree: 17, Disagree: -3

I agree that the current height limit is the right one. This is too high.

#333

Posted by **Betsy** on **03/12/2021** at **8:00pm** [Comment ID: 1558] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -3

I love this. Wide sidewalks. Cars in the back. Perfect for strolling and window shopping. Meet a friend for a coffee or a glass of wine. Yes!

Reply by **Albert** on **03/14/2021** at **6:06pm** [Comment ID: 1634] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

I also like the idea, but 58 feet is too high.

Reply by **Jackson** on **03/15/2021** at **9:13am** [Comment ID: 1728] - [Link](#)

Agree: 3, Disagree: -2

58 feet doesn't seem unreasonable to me. If I might ask, why do you think it is too high?

#334

Posted by **john francis reid** on **02/16/2021** at **5:21pm** [Comment ID: 709] - [Link](#)

Type: Suggestion

Agree: 30, Disagree: -2

Everywhere I look I see a Desire to build the City up, to make it higher. This will change our character to much. It should not be allowed.

Reply by **Susan Widick** on **02/18/2021** at **5:44am** [Comment ID: 748] - [Link](#)

Agree: 23, Disagree: -2

I agree with John. Everywhere the plan shows five and six story buildings with very dense du/acre.

We do not want this in Thousand Oaks. we have guarded our town character for years. We do not want to be railroaded now.

Reply by **Betsy** on **03/12/2021** at **8:03pm** [Comment ID: 1559] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -9

by building up, a developer can make a profit AND afford to put in common areas where we can stroll and gather. This makes for a shared community feel. It's good for retail. restaurants. and for everyone getting exercise and enjoying each other's company. Also great for anyone who can't drive (mobility issues) to be in a village setting.

#335

Posted by **Tim McCarthy** on **02/15/2021** at **9:29pm** [Comment ID: 674] - [Link](#)

Type: Suggestion

Agree: 22, Disagree: -4

Height Max should be 2 stories along Thousand Oaks Blvd -- That is the standard already established.

#336

Posted by **Tim McCarthy** on **02/15/2021** at **9:31pm** [Comment ID: 675] - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -4

Too high -- 3 stories maximum, and something like this should not be on Thousand Oaks blvd. If places to live is the problem, we should limit the retail/commercial requirements.

Reply by **John Scott** on **03/10/2021** at **9:50pm** [Comment ID: 1448] - [Link](#)

Agree: 4, Disagree: -4

It would be great to see this on TOB.

Reply by **Lisa** on **03/16/2021** at **2:36am** [Comment ID: 1920] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Agree! And in some of our village centers as well!

#337

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:12pm** [Comment ID: 923] - [Link](#)

Agree: 16, Disagree: -1

If we already have a high volume of empty stores and buildings, why are we focusing on mixed use? We have plenty of out-door areas to enjoy. We don't need more new empty buildings.

Reply by **Jackson** on **03/15/2021** at **9:11am** [Comment ID: 1727] - [Link](#)

Agree: 1, Disagree: -1

As I understand it, the mixed use zones will allow both retail/commercial uses and residential uses, including buildings that are strictly residential but located near businesses. This would allow for more housing where it could serve those businesses and means that the market would dictate whether or not new businesses are put into a project by a developer.

#338

Posted by **John Scott** on **03/10/2021** at **9:49pm** [Comment ID: 1447] - [Link](#)

Agree: 8, Disagree: 0

A few places like this in the City would be nice, especially with wider sidewalks to encourage walking.

MIXED-USE HIGH ³⁵⁰

³⁴¹

Description: This designation allows for pedestrian-oriented high density mixed-use developments made up of ground floor ³⁴⁹ retail, commercial and office or residential above (primarily vertical mixed-use) ³⁴²

Allowed Uses: office, retail, commercial, hotels, and multi-family housing.

Density and FAR:

³⁴³

>45 to 60.0 dwelling units per acre

1.0 FAR (non-residential)

2.0 FAR (all uses)

³⁴⁰

³⁴⁵ **Height (max):** 68 feet

³⁴⁸

³⁴⁷

³⁴⁶

³⁴⁴



#339

Posted by **Mary Lou borgstrom** on **03/10/2021** at **1:06am** [Comment ID: 1401] - [Link](#)
Agree: 10, Disagree: 0

The height of the proposed changes is not something that should be implemented. The beauty of Thousand Oaks was the strict adherence to two stories. Many on our council have bent to developers, so wrong. And five and six stories is not the vision we should ever embrace.

Reply by **Lobo Grande** on **03/12/2021** at **12:38pm** [Comment ID: 1536] - [Link](#)

Agree: 5, Disagree: 0

Agreed 100%!!! If you want Encino, go freakin' live in Encino.

#340

Posted by **Steve Schiedermaier** on **02/23/2021** at **4:48pm** [Comment ID: 989] - [Link](#)
Agree: 13, Disagree: -2

Insane. Waste of time entertaining this

#341

Posted by **Karen Maloney** on **02/16/2021** at **11:20am** [Comment ID: 690] - [Link](#)
Agree: 23, Disagree: -2

This is unacceptable, too high! Two stories max, the open space views will be blocked. That is why we live here for the natural beauty, and blue skies.

#342

Posted by **FK** on **03/14/2021** at **10:56pm** [Comment ID: 1682] - [Link](#)
Agree: 5, Disagree: -1

Totally against this Way Too High, Looks like the Valley.

#343

Posted by **Barb** on **03/15/2021** at **1:42am** [Comment ID: 1711] - [Link](#)
Agree: 3, Disagree: -1

I did not move here for into become like the valley with high risers. This will give Thousand Oaks a very different feel.

#344

Posted by **Nicole gates** on **02/23/2021** at **12:22am** [Comment ID: 961] - [Link](#)
Agree: 20, Disagree: -3

These types of residential buildings decrease the value of our city. Nobody wants Thousand Oaks to become the next "valley". It's why people pay such high prices to live here. If you build up and build out, you will see the money leave the city and you will see a decline in house pricing. I strongly oppose these plans.

Reply by **Lisa** on **03/16/2021** at **2:39am** [Comment ID: 1921] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Actually, more money will come in when business want to come here and flourish because there is enough housing for their employees and for potential customers/clients.

#345

Posted by **Rose Ann H Witt** on **03/15/2021** at **2:51pm** [Comment ID: 1798] - [Link](#)

Agree: 2, Disagree: -1

The Neighborhood High and Mixed-Use High land-use designations are both too tall and out-of-character with the semi-rural, Nature-centric surroundings that make the Thousand Oaks community both desirable and unique. The maximum heights allowed on the Neighborhood Medium-High and all of the Mixed-Use land-use designations are, likewise, too high. The original General Plan height limits of 35-foot maximum and generous setbacks must be retained.

#346

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:44pm** [Comment ID: 829] - [Link](#)

Agree: 3, Disagree: -1

Already at 7stories in the minds of voters. Good Luck

#347

Posted by **Susan K Soy** on **02/21/2021** at **3:08pm** [Comment ID: 894] - [Link](#)

Agree: 21, Disagree: -1

Too high.

#348

Posted by **john francis reid** on **02/16/2021** at **5:22pm** [Comment ID: 710] - [Link](#)

Type: Suggestion

Agree: 32, Disagree: -1

Wow, as if five stories wasn't enough, now it is proposed to go to six or seven stories? This is not appropriate and would never be supported by the residents. Do not make this change.

Reply by **Sue widick** on **02/18/2021** at **5:47am** [Comment ID: 749] - [Link](#)

Agree: 30, Disagree: -1

Mixed use high is ridiculous. The density and vertical 6-7 stories. The is not appropriate and will not be accepted in Thousand Oaks.

Reply by **Jaki Kackert** on **02/27/2021** at **8:26pm** [Comment ID: 1214] - [Link](#)

Agree: 20, Disagree: -1

We were just driving through the Valley today and saw no apartment buildings

off of the 101 higher than 4 stories. I agree that this is so not appropriate.

#349

Posted by **Anne Marquart** on **02/22/2021** at **11:40pm** [Comment ID: 956] - [Link](#)

Agree: 25, Disagree: -2

The residents have made it pretty clear that high density is unwelcome. This option should be dropped from the conversation.

#350

Posted by **Tim McCarthy** on **02/15/2021** at **9:32pm** [Comment ID: 676] - [Link](#)

Type: Suggestion

Agree: 31, Disagree: -3

Way to high for anything in Thousand Oaks. This should be removed from the choices.

COMMERCIAL DESIGNATIONS

COMMERCIAL NEIGHBORHOOD

Description: This designation includes convenience-type retail, neighborhood offices and service activities designed to serve the daily needs of the immediate neighborhood accessible by car, bicycle, and on-foot. This designation also includes existing auto dealerships and related uses in specific locations.

Allowed Uses: neighborhood offices, commercial, daily goods, and services, auto uses.

FAR: 0.5

Height (max): 35 feet



351

COMMERCIAL TOWN³⁶⁰

356

Description: This designation includes small business parks, garden offices, and retail in a walkable setting that is also accessible by car.

Allowed Uses: office and commercial uses.

FAR: 1.0

Height (max): 50 feet³⁵⁹

353



COMMERCIAL REGIONAL³⁵⁸

Description: This designation accommodates retail and services, office, and R&D uses attracting consumers from a regional market area.

Allowed Uses: commercial, office, hotel, healthcare, and R&D.³⁶¹

FAR: 2.0

Height (max): 75 feet³⁶² ³⁵⁷ ³⁵⁵ ³⁵⁴

352



#351

Posted by **Debbie Williams** on **03/15/2021** at **12:53pm** [Comment ID: 1760] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I provided a much more sensible suggestion for commercial areas by adding med/high mixed use with business parks. The single professionals or young couple professionals have a place to live and walk to their places of work. It also blends into the existing warehouses. Mixed use is on the perimeter of the commercial/business parks. You get more of a walking community to decrease pollution and keep open spaces open and create more affordable housing without stuffing in low income housing in residential communities that clogs up with traffic like Ramona Dr in NP with low income housing that Andy Fox decided to push through. Now Ventu has much more traffic like Wendy does by freeway passes. Because you put in Lowes, that entire intersection at the freeway pass at Wendy is ridiculously unsafe. One cannot tell which lane to turn left in or right in as you designed it. Again, who thought this up and thought it was a good idea.

#352

Posted by **Rose Ann H Witt** on **03/15/2021** at **3:03pm** [Comment ID: 1803] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The heights on the Commercial Regional and Industrial Flex land-use designations are both too tall and out-of-character with the semi-rural, Nature-centric surroundings that make the Thousand Oaks community both desirable and unique; please reduce the maximum heights allowed for these designations, or use the Commercial Neighborhood and Commercial Town designations instead ... both of the latter, at the original General Plan height limits of 35-foot maximum, with generous setbacks, represent the right scale for Thousand Oaks.

#353

Posted by **Rose Ann H Witt** on **03/15/2021** at **2:56pm** [Comment ID: 1800] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can have more people-centric, walkable, connected neighborhoods like this that enable residents to accomplish their routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of their home. Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center". *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland. *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square. *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths. *CONNECT every Town Square and

major attraction citywide through an all-electric public-transit system. *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#354

Posted by **Karen maloney** on **02/18/2021** at **11:32am** [Comment ID: 755] - [Link](#)

Agree: 26, Disagree: -1

This is too high, we are in the Conejo Valley, anything this high will give the feeling and appearance of being walled in. That is a negative.

#355

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:46pm** [Comment ID: 830] - [Link](#)

Agree: 4, Disagree: -1

Three stories works well with .5 FAR. And good setbacks.

#356

Posted by **John Scott** on **03/10/2021** at **9:51pm** [Comment ID: 1449] - [Link](#)

Agree: 2, Disagree: 0

Walkable downtown areas would be nice

#357

Posted by **john francis reid** on **02/16/2021** at **5:24pm** [Comment ID: 712] - [Link](#)

Type: Suggestion

Agree: 18, Disagree: -1

Same comment. Three stories maximum.

#358

Posted by **Robert Curtis Higbee** on **02/19/2021** at **8:39pm** [Comment ID: 828] - [Link](#)

Agree: 3, Disagree: -1

As in previous ,this stuff can change election outcomes. Remember Santa Monica.

#359

Posted by **john francis reid** on **02/16/2021** at **5:23pm** [Comment ID: 711] - [Link](#)

Type: Suggestion

Agree: 14, Disagree: -1

Same comment as before. Way too high. Limit to three stories anywhere in City maximum.

Reply by **Susan Widick** on **02/18/2021** at **5:49am** [Comment ID: 750] - [Link](#)

Agree: 14, Disagree: -1

Again, the vertical development is not appropriate for Thousand Oaks. I agree with John.

#360

Posted by **Tim McCarthy** on **02/15/2021** at **9:35pm** [Comment ID: 677] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -2

Love this idea of walkable downtown -- but buildings need to be setback off main street and limited to 2 stories. The new building on Erbes/T.O. is way too close - the ones just west of it (BBQ Hut/Moqueca's is right distance for setback.

Reply by **Rose Ann Witt** on **03/02/2021** at **8:59pm** [Comment ID: 1249] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

Rather than "a downtown" which would encourage the entire existing population of the city's various neighborhoods to drive to T.O. Blvd and converge on the latest, trendy locations ... increasing traffic, congestion and pollution where it's already heaviest adjacent to the 101 frwy ... let's revitalize under-performing retail centers by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes/neighborhoods: *To create a more walkable, people-centric and connected community, create & deliberately design multiple Neighborhood Town Squares (1 for each neighborhood): *Identify existing, strategically-located neighborhood "centers" where shopping, small business, entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within each Town Square, build housing (similar to university dormitories) at existing height limits that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (shared kitchens, lounges, laundry facilities and courtyards) that allow for significantly reduced rental rates. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating the risk of explosion and the dangerous indoor air pollution that harms health.) and powered by clean energy-generating rooftop solar (with the intention of

ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate dedicated walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities. (Neighborhoods which currently lack established “centers” within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Reply by **Betsy** on **03/12/2021** at **8:05pm** [Comment ID: 1560] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

It is better for the shops to be right next to the extra wide sidewalk and plaza areas. Put the cars in the back and let those folks walk around. It's no fun to walk at the front of the parking lot.

#361

Posted by **Susan K Soy** on **02/21/2021** at **3:09pm** [Comment ID: 895] - [Link](#)

Agree: 5, Disagree: -1

We need hotels, but let's not go this high. 75 ft. is way too high.

Reply by **D.C. Long** on **03/13/2021** at **8:22pm** [Comment ID: 1609] - [Link](#)

Agree: 2, Disagree: 0

Do we really need more hotels? We have a bunch in NP, and the one they built a few years ago for Amgen, the Marriott was finished just about the time of the major Amgen layoffs!

#362

Posted by **Dennis Barnikel** on **03/07/2021** at **5:16pm** [Comment ID: 1301] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -1

Limit height to 35 feet and let developers go back to LA.

INDUSTRIAL DESIGNATIONS

INDUSTRIAL LOW

Description: This designation allows manufacturing, industrial, R&D, offices, breweries and distilleries, supportive retail, and services.

Allowed Uses: light industrial, R&D, office ³⁶⁵ commercial.

FAR: 1.0

Height (max): 50 feet ³⁶⁷



363

INDUSTRIAL FLEX

Description: This designation allows industrial, R&D, offices, breweries and distilleries, supportive retail with limited commercial

Allowed Uses: light industrial, R&D, office, commercial.

FAR: 2.0

Height (max): 75 feet ³⁶⁶



364

#363

Posted by **Debbie Williams** on **03/15/2021** at **12:59pm** [Comment ID: 1762] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Industrial Low is preferred here. Height of 50 ft max is workable for companies. Amgen was permitted to build these massive warehouses and build up too. A low profile industrial park became a high rise park overnight. I understand you want to provide flexibility and options to invite businesses to build here and support our community. But at the same time not at the cost of our community. People are already moving out of California and you begin to change our rural communities to cities and more Californians will move out of our valley. People are fed up with being ignored and bullied over. Please listen to your community

#364

Posted by **Dennis Barnikel** on **03/07/2021** at **5:17pm** [Comment ID: 1302] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Stop trying to change our great city to LA.

#365

Posted by **Robert Curtis Higbee** on **02/19/2021** at **10:55pm** [Comment ID: 847] - [Link](#)

Agree: 0, Disagree: 0

POT, always going to be an issue.

#366

Posted by **john francis reid** on **02/16/2021** at **5:25pm** [Comment ID: 715] - [Link](#)

Type: Suggestion

Agree: 19, Disagree: -1

Too high. Three stories maximum.

Reply by **Susan Widick** on **02/18/2021** at **5:51am** [Comment ID: 751] - [Link](#)

Agree: 18, Disagree: -1

Again, Industrial Flex is way too many stories. Three stories max.

#367

Posted by **john francis reid** on **02/16/2021** at **5:25pm** [Comment ID: 714] - [Link](#)

Type: Suggestion

Agree: 21, Disagree: -1

Again. too high. Plus it penalizes all the business and industry that complied with previous rules.

#368

Posted by **Susan K Soy** on **02/21/2021** at **3:10pm** [Comment ID: 897] - [Link](#)

Agree: 19, Disagree: -1

Too high. Keep it low and attractive

INSTITUTIONAL DESIGNATIONS³⁷³

INSTITUTIONAL

Description: This designation allows public, quasi-public and institutional facilities.

Allowed Uses: public facilities, utilities, public and private schools and colleges, hospitals, other public and quasi-public institutions, religious institutions.

FAR: none defined.

Height (max): none defined.



369

PARKS, GOLF COURSES, AND OPEN SPACE³⁷²

Description: This designation includes the city's public and private parks, golf courses, and open space³⁷⁰

Allowed Uses: public and private recreation and open space.

FAR: none defined.

Height (max): none defined.

371



UTILITIES AND FLOOD CONTROL

Description: This designation includes the city's public and private utilities and flood control uses.

Allowed Uses: public or private utilities, flood control channels, and detention basins

FAR: none defined.

Height (max): none defined.

#369

Posted by **Debbie Williams** on **03/15/2021** at **1:04pm** [Comment ID: 1766] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

So I understand our conejo has some flood areas that are useless for development purposes. However, what if you were to create raised wooden walkways across these open space flood areas with benches to sit down and work out station areas. You could make good use of these flood areas while providing more parks for the community. We don't need any more golf courses or playgrounds. We need to make sure that religious buildings are not permitted to become these massive buildings that grow higher and higher. I am speaking about the Muslim mosque in NP that started out single story and now is this massive 3 story mosque squeezed into this small area. Where was the building code restrictions on this project. And will they be allowed to build it out even more and higher?

#370

Posted by **Tony Reed - ACC** on **03/11/2021** at **1:23pm** [Comment ID: 1482] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

I want to make sure that trails in the Thousand Oaks Open Spaces are safe, fun, and enjoyable for all users (cyclists, hikers and equestrians as well). With expected increases in trail use by all these groups, I believe that implementation of the ideas below would improve the experience for all trail users:

- Create directional, downhill mountain bike only trails with optional features: jumps, berms, etc.
- Uphill mountain bike trails would be shared amongst all three groups; these trails would not be directional for hikers and equestrians; this creates a better environment for other trail users as they do not have to worry about mountain bikes speeding down a trail towards them.
- Increase the signage on mountain bike trails with difficulty ratings (i.e., green, blue, black) and include suggested loops and routes on the open space website. Clear markings must delineate which groups are permitted on each trail to mitigate conflicts among groups.
- Using bike paths/lanes to connect trails in open spaces with trails to other open spaces and parks. For example: connecting Lang Ranch Open space to Sapwi trails, Conejo Creek park and Wildwood park via paved bike paths, road bike lanes, and/or revitalized riparian zone paths (e.g., along Conejo Creek). These bike routes would serve the community for exercise, commuting to school and work, while also allowing more advanced mountain bikers to string together several off-road trail sections into a longer ride.

I believe that a city with exceptional open space resources should try to encourage out-of-area trail users to stay in the Thousand Oaks for coffee, food, shopping, etc. after their activity. Integration between trailheads and centers of commerce with route

suggestions would entice those who are not part of our residential tax base to spend their money in Thousand Oaks. Trailheads could be sponsored by a local restaurant to keep a post-activity meal on rider's (as well as hiker's and equestrian's) minds.

Reply by **Brien** on **03/11/2021** at **9:39pm** [Comment ID: 1505] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: 0

Tony Reed has the right idea here. Communities across the country have already moved into this direction of open space and trail planning as a high focus. Well planned and purpose built trail systems provide both a rich recreational environment for all users as well as improved safety. Communities such as Bentonville Arkansas have embraced well planned trail networks, connecting residential, business and open space areas. Directional trail systems, where possible, reduce trail widening, increases safety for all users, reduces trail conflict, and allow for better trail use planning. Our open spaces are what attract many of our residents, but much can be learned from other communities which value outdoor and recreational spaces.

The Thousand Oaks City website states, "We are one of the country's top 50 bike-friendly cities." Whether I am commuting or recreating on my bicycle, I have not found a way to cross the 101 which feels safe. I think there is a lot of work to be done to confidently make this claim.

Reply by **Betsy** on **03/12/2021** at **8:09pm** [Comment ID: 1562] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Village Centers can provide hubs throughout our community where people can gather in common areas to socialize and reach transportation hubs that connect up the city.

Reply by **Betsy** on **03/12/2021** at **8:14pm** [Comment ID: 1563] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

In other cities, the coffee shop and cafe plazas are filled with bicyclists and hikers meeting up and relaxing after an outing. TO is perfect for this. We have trails in every direction.

Reply by **Victor Cee** on **03/11/2021** at **10:56pm** [Comment ID: 1507] - [Link](#)

Agree: 3, Disagree: 0

100% agree. TO has so much potential for a world class off-road trail system, but the key is good management for all users. Directional trails and a rating system will help set expectations of all trail users. We are crazy if we don't recognize that connecting trail systems together and connecting trail systems with good paved bike paths to shopping/restaurants will make for a major win-win in quality of life and local businesses.

Reply by **Betsy** on **03/12/2021** at **8:08pm** [Comment ID: 1561] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

These great ideas cost \$\$\$. We need to keep younger working families and the businesses who hire them in our community by providing flexible housing options. They are the ones who shop and dine more and will keep the tax revenues we need for the parks.

#371

Posted by **Cindy** on **03/15/2021** at **4:06pm** [Comment ID: 1830] - [Link](#)

Agree: 1, Disagree: 0

The open space and parks should all be designed for ALL kids and community members to access. Large swings, ramps, wide bridges and slides that will allow wheelchair users access are necessary. Right now we have 1 park that is designated (by design) for kids with "special needs". It's great, but the needs of kids with disabilities are not special, they are like all kids. ALL parks should offer similar considerations. We need to do MORE THAN meet minimum ADA requirements.

#372

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:09pm** [Comment ID: 849] - [Link](#)

Agree: 4, Disagree: 0

Open space if you can keep it. Best place to put that senior service center. Or Boy Scout club. Or soft ball field. Or music bowl. How about that? Our very own "Redlands Bowl".

#373

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:05pm** [Comment ID: 848] - [Link](#)

Agree: 1, Disagree: -1

The thing about these kind of developments is that they have a lot of weight. Think UCLA, Amgen, or Cal Lutheran. I think you gotta' give them what they want and take the max in return. Most important is the "curb" appeal and then the mitigations offered. Like scholarships or involvement in community programs that benefit targeted minorities.

LAND USE ALTERNATIVES

OVERVIEW

Throughout the community engagement process described above, residents expressed their ideas about the future of the city, particularly related to land use and growth and the quality of life. A summary of how these outcomes are embodied in the land use alternatives is presented in Table 2.

In addition to the above list, there was also general consensus about where new growth should go and the mix of uses for the growth areas. As part of the engagement activities, the public and GPAC provided specific ideas about where new growth should go and the mix of uses in each area. Overall, participants in the process wanted to limit new development in the existing residential areas and instead focus development in the commercial corridors, employment districts and commercial centers, generally along the 101 freeway corridor.

These ideas are summarized in Appendix A in a series of maps from the GPAC meetings and interactive online MetroQuest survey which occurred from February to May 2020. These comments led to the development of the “Areas of Change” map on the following page and the types of development that should occur in each of these areas.

The areas of change represent less than 8 percent of the entirety of all of the City’s land area. This means that more than 92 percent of the City will maintain the same general character as it has today. While some new development may occur in Areas of Stability, the expectation is that the new development will be of a similar character and scale as the existing development.

Despite the significant consensus on many topics, there were differences of opinion about how much growth should occur, the height of buildings and the density or intensity of development. Some residents wanted to see more development and taller buildings while others wanted to limit the amount of development and the height of buildings.

The land use alternatives are the next step in the process because they identify different ways that the Guiding Principles can be implemented through development decisions. Alternatives are only presented for the Areas of Change and they represent how different land uses and land use intensities can be applied to meet city objectives.

The following information is included in this section:

- Summary of proposed direction for the Areas of Stability. This is approximately 90% of the total land area of the city.
- Summary of three citywide land use alternatives.
- Summary of the alternatives for each of the five subareas in the Areas of Change.
- Qualitative and quantitative metrics of the three citywide alternatives.

#374

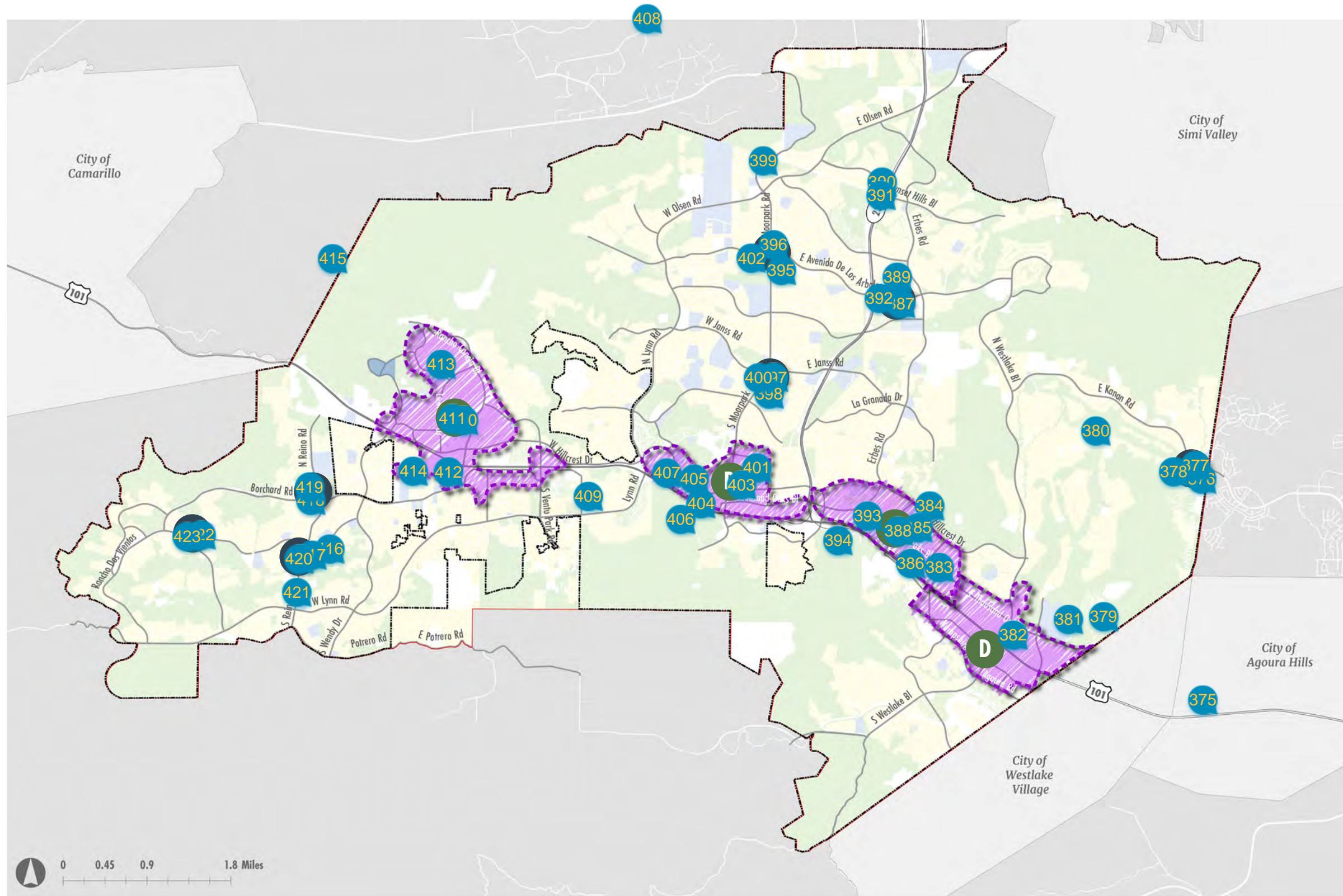
Posted by **Aaron** on **03/13/2021** at **8:55pm** [Comment ID: 1613] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

A strong IPA is 92% alcohol free!

IDENTIFYING AREAS OF CHANGE & VILLAGE CENTERS



AREAS OF CHANGE

- A** RANCHO CONEJO
- B** MOORPARK RD AND WEST T.O. BLVD.
- C** DOWNTOWN AND T.O. BLVD.
- D** WESTLAKE AND EAST END

VILLAGE CENTERS

- 1** LAS BRISAS AND VIA RIO
- 2** REINO AND BORCHARD
- 3** REINO AND KIMBER
- 4** JANS AND MOORPARK
- 5** ARBOLES AND MOORPARK
- 6** ARBOLES AND ERBES
- 7** KANAN AND LINDERO

Note: areas outside the areas of change and village centers are referred to as “Areas of Stability” and are expected to maintain the same character.

#375

Posted by **Karen Maloney** on **02/16/2021** at **11:39am** [Comment ID: 692] - [Link](#)

Agree: 7, Disagree: 0

Area D is already too congested at Westlake and TO Blvd. The addition of housing units will block our views of the Mountains, add to the pollution, noise and traffic problems. This intersection was supposed to be a visual showpiece of the area. Even you get off the 101 it is open and attractive. Anything less than beautiful or more than two story will be a blot on the image of Thousand Oaks. We need to think about that. Oceanside cities nearby in great locations are far less appealing to live in, because they built up and they did not honor the beauty of the landscape.

#376

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:51am** [Comment ID: 1474] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares: * IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#377

Posted by **Betsy Connolly** on **02/19/2021** at **5:19pm** [Comment ID: 799] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

Village Centers should include housing that meshes with the retail in the center. This would be a great way to provide a walking and biking destination for the surrounding neighborhoods, a stronger retail base, and a more livable city.

#378

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:20pm** [Comment ID: 936] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our home:

To create a more people-centric and connected community, create and deliberately design Neighborhood Town Squares in each of the identified "Village Centers" as follows:

Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic community gardens.

Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people

so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).

Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Gordon Clint** on **02/23/2021** at **5:58pm** [Comment ID: 1005] - [Link](#)

Agree: 2, Disagree: 0

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:52pm** [Comment ID: 1256] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Privately Owned Public Spaces, aka POPS, are spaces dedicated to public use and enjoyment and which are owned and maintained by private property owners. POPS can provide opportunities to sit, relax, people watch, eat, meet others, etc. POPS can come in many shapes and sizes, both outdoor and indoor, and are the result of City zoning regulations aimed at ensuring even our densest areas offer open public space and greenery.

Reply by **Betsy** on **03/12/2021** at **8:19pm** [Comment ID: 1564] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

This is the Village Center concept and we need them everywhere we have a shopping center. Residential offers customers for smaller retail. Surrounding neighborhoods will come to enjoy the common areas as meet up and after activity relaxation spots.

#379

Posted by **Karen Maloney** on **02/16/2021** at **11:43am** [Comment ID: 694] - [Link](#)

Agree: 18, Disagree: 0

Area D is already too congested at Westlake and TO Blvd. The addition of housing units will block our views of the Mountains, add to the pollution, noise and traffic problems. This intersection was supposed to be a visual showpiece of the area. As you get off the 101 onto Westlake the area is open and attractive. Anything less than beautiful or more than two story will be a blot on the image of Thousand Oaks. We need to think about that. Oceanside cities nearby in great locations are far less appealing to live in, because they built up and they did not honor the beauty of the landscape.

Reply by **Susan Widick** on **02/18/2021** at **6:04am** [Comment ID: 752] - [Link](#)

Agree: 1, Disagree: 0

I can only find a comment area as a reply to the person above. I would like to know the actual streets that are being affected. Please also identify the cross streets and residential streets. Where is the Kmart development? Will the light industrial zoning on the north side of Willow Lane be changed? The actual Zoning and/ or the definition of the type of industrial. What will be done to limit the traffic increase on Willow Lane. We still take our lives in our hands getting down our driveway. We own 3058 and 3034 Willow Lane. Please save our site lines, our views over the tops of buildings, our demand to not exceed three stories in our city.

#380

Posted by **Rose Ann H Witt** on **03/03/2021** at **5:50pm** [Comment ID: 1261] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Identifying additional village centers for the creation of Neighborhood Town Squares can enable more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes, & create a more people-centric and connected community. The North Ranch neighborhood currently lacks any such village center within walking/cycling distance of our homes. Our residents could identify an appropriate area where shopping, small business, entertainment, and the associated jobs could be located within walking/cycling distance of our surrounding neighborhood, to create an orbital, Town Square that features cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. If, for example, the North Ranch Country Club ever ceased to function as such, the clubhouse and parking lot could provide a compelling location for a Neighborhood Town Square and an attractive social gathering space given the ancient heritage oaks and other landmark trees preserved nearby. The parking area could be replaced with permeable paving and planted with additional trees and native plants to complement any new, remodeled, or renovated development, which should be required to be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. This new Town Square could also be equipped with bicycle racks and rental bicycle fleets to better connect it to the North Ranch neighborhood, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood and existing along the golf course), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. Fossil-free, electric-powered (ie: not natural/fossil gas) public transit could connect the North Ranch Town Square and all other town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). Longer distance, intercity public transit hubs adjacent to park-n-rides could be positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

#381

Posted by **Karen Maloney** on **02/16/2021** at **11:40am** [Comment ID: 693] - [Link](#)

Agree: 1, Disagree: 0

See bubble placed in Agoura.

#382

Posted by **Rose Ann H Witt** on **02/22/2021** at **7:09pm** [Comment ID: 942] - [Link](#)

Type: *Suggestion*

Agree: 6, Disagree: 0

Prior to approving permits for new construction going forward, the City must consider the cumulative wildfire safety and disaster evacuation impacts of proposed projects on the *entire* community, including the impacts resulting from a development's resident density in relation to available egress roads ... and especially impacts resulting from the combined load of multiple or concentrated developments' contributing to likely or potentially unsafe congestion on escape routes out of the city under multiple, simultaneous, disaster scenarios (which are expected to become more frequent in a changing climate), as occurred in November of 2018 when the Borderline shooting, high Santa Ana winds, and Hill and Woolsey wildfires converged to strain resources and gridlock freeways as frightened residents attempted to flee.

#383

Posted by **Rose Ann H Witt** on **02/22/2021** at **7:09pm** [Comment ID: 941] - [Link](#)

Type: *Suggestion*

Agree: 6, Disagree: 0

Prior to approving permits for new construction going forward, the City must consider the cumulative wildfire safety and disaster evacuation impacts of proposed projects on the *entire* community, including the impacts resulting from a development's resident density in relation to available egress roads ... and especially impacts resulting from the combined load of multiple or concentrated developments' contributing to likely or potentially unsafe congestion on escape routes out of the city under multiple, simultaneous, disaster scenarios (which are expected to become more frequent in a changing climate), as occurred in November of 2018 when the Borderline shooting, high Santa Ana winds, and Hill and Woolsey wildfires converged to strain resources and gridlock freeways as

frightened residents attempted to flee.

#384

Posted by **Kevin Kohan** on **03/11/2021** at **3:01pm** [Comment ID: 1495] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

Properties north of Hillcrest Drive should maintain its Medium Density Land Use Designation. Under the proposed General Plan Update, these properties are downzoned to Single Family Residential. It is vital to maintain these Medium Density Land Use Designations in order to provide the opportunity for affordable housing near important community services like the Conejo Elementary School, Conejo Valley Church of Christ, and Temple Adot Elohim.

#385

Posted by **Julie** on **03/15/2021** at **10:58pm** [Comment ID: 1869] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

This area is a neighborhood with single family homes, why is this under an "area of change"? The current general plan states to protect the character of neighborhoods with single family homes. Just because you want to convert the entire Thousand Oaks Blvd into mixed use developments does not mean you need to change an entire nearby neighborhood. Keep your mixed use developments away from single family home neighborhoods! Remove these neighborhoods from your "areas of change" map.

#386

Posted by **Sarah** on **03/08/2021** at **2:06pm** [Comment ID: 1323] - [Link](#)

Agree: 2, Disagree: 0

I would say minimal "Mixed Use" properties. We already have an abundance of retail, some of which may need to convert to residential as well. Nothing wrong with having some nice town-homes or condos on main streets. Can be done well. Oppose all these proposed developments with apartments disguised as "affordable housing". We need to give more people a chance to become stakeholders in our communities.

#387

Posted by **Betsy Connolly** on **02/19/2021** at **5:25pm** [Comment ID: 802] - [Link](#)

Agree: 10, Disagree: 0

I love the idea of Village Centers that include residential and dining. Walking and biking paths could link these areas to the neighborhoods. People shouldn't have to drive to another part of the city to sit outside enjoying a cup of coffee or a glass of wine.

#388

Posted by **Betsy Connolly** on **02/19/2021** at **5:23pm** [Comment ID: 801] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: -3

underground and ramp parking would lower the impact of greater residential development and also accommodate more shoppers who drive in from other neighborhoods. The expectations of shoppers is changed over the last 50 years. People want a shopping and dining experience. We need to draw people into our city center areas with that experience.

#389

Posted by **Rose Ann H Witt** on **03/15/2021** at **8:27am** [Comment ID: 1721] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

We can have more people-centric, walkable, connected neighborhoods that enable residents to accomplish their routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of their home:

- *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood.
- *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center".
- *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland.
- *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square.
- *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy.
- *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths.
- *CONNECT every Town Square and major attraction citywide through an all-electric public-transit system.
- *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#390

Posted by **Anne Marquart** on **02/22/2021** at **11:30pm** [Comment ID: 954] - [Link](#)

Agree: 8, Disagree: 0

The Sunset Hills and 23 interchange is underutilized. Consider putting a village here. Too much development and growth is planned for interchanges that are already over burdened - such as Hampshire, Westlake Blvd and Moorpark and the 101 interchanges.

Reply by **Rose Ann Witt** on **03/03/2021** at **4:25pm** [Comment ID: 1251] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I agree that strategically distributing any required development throughout the city will reduce pressures resulting from traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) on any given area. Identifying additional village centers for the creation of Neighborhood Town Squares can enable more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes, & create a more people-centric and connected community: Neighborhoods, such as that surrounding the Sunset Hills and 23 interchange, can: *Identify an existing area where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of the surrounding neighborhood. *Renovate any vacant spaces to create an orbital, Town Square that features cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make it a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens. *Within their Town Square, they can build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip the Town Square with bicycle racks and rental bicycle fleets; and connect the Sunset Hills neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Sarah** on **03/08/2021** at **2:15pm** [Comment ID: 1324] - [Link](#)

Agree: 1, Disagree: 0

Great observation regarding usage of Sunset interchange. Possibly there will be some natural evolution, where it picks up some of the Arboles traffic. Not sure where to incorporate the

additional town homes and condos, but definitely something to think about.

#391

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:52am** [Comment ID: 1475] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: -1

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares: * IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#392

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:19pm** [Comment ID: 935] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our home:

To create a more people-centric and connected community, create and deliberately design Neighborhood Town Squares in each of the identified "Village Centers" as follows:

Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic community gardens.

Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate

their neighborhoods without having to drive.

Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).

Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Gordon Clint** on **02/23/2021** at **5:57pm** [Comment ID: 1004] - [Link](#)

Agree: 2, Disagree: 0

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:50pm** [Comment ID: 1255] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Privately Owned Public Spaces, aka POPS, are spaces dedicated to public use and enjoyment and which are owned and maintained by private property owners. POPS can provide opportunities to sit, relax, people watch, eat, meet others, etc. POPS can come in many shapes and sizes, both outdoor and indoor, and are the result of City zoning regulations aimed at ensuring even our densest areas offer open public space and greenery.

#393

Posted by **Justin Link** on **02/16/2021** at **9:20pm** [Comment ID: 722] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Density should be dependent upon availability of on-site parking, and judicious application of the City's parking ordinance. On-street parking should not be included in calculations as it discourages patronage by those who do not live in or near the boulevard.

Mixed-used overlays should be applied where there are attractors to encourage active transportation, such as supermarkets and other retail. Isolated mixed-use will do nothing to reduce vehicle trips.

#394

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:15pm** [Comment ID: 850] - [Link](#)

Agree: 3, Disagree: -1

As stated above. The freeway access is already in place. It needs to be incorporated into master plan. It is very obvious that development further West will require a freeway access at Wilbur . This is a no brainer.

#395

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:17pm** [Comment ID: 934] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our home:

To create a more people-centric and connected community, create and deliberately design Neighborhood Town Squares in each of the identified "Village Centers" as follows:

Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic community gardens.

Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).

Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Gordon Clint** on **02/23/2021** at **5:56pm** [Comment ID: 1003] - [Link](#)

Agree: 4, Disagree: -1

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

#396

Posted by **Betsy Connolly** on **02/19/2021** at **5:17pm** [Comment ID: 798] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: 0

I'd like to see each of the village centers with a bit of denser housing focused on the village center. Condos and apartments that are integrated into these retail areas will benefit everyone in that area of the city. We need gathering places with tables and seating that is not restricted to paying customers. It would be great to have the village centers linked by dedicated walking and bike paths.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:49pm** [Comment ID: 1254] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Privately Owned Public Spaces, aka POPS, are spaces dedicated to public use and enjoyment and which are owned and maintained by private property owners. POPS can provide opportunities to sit, relax, people watch, eat, meet others, etc. POPS can come in many shapes and sizes, both outdoor and indoor, and are the result of City zoning regulations aimed at ensuring even our densest areas offer open public space and greenery.

#397

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:21pm** [Comment ID: 937] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our home:

To create a more people-centric and connected community, create and deliberately design Neighborhood Town Squares in each of the identified "Village Centers" as follows:

Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic community gardens.

Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.).

Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Gordon Clint** on **02/23/2021** at **5:56pm** [Comment ID: 1002] - [Link](#)

Agree: 4, Disagree: 0

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:47pm** [Comment ID: 1253] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

Privately Owned Public Spaces, aka POPS, are spaces dedicated to public use and enjoyment and which are owned and maintained by private property owners. POPS can provide opportunities to sit, relax, people watch, eat, meet others, etc. POPS can come in many shapes and sizes, both outdoor and indoor, and are the result of City zoning regulations aimed at ensuring even our densest areas offer open public space and greenery.

#398

Posted by **Scott Searway** on **03/03/2021** at **5:43pm** [Comment ID: 1260] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

The bike lanes here on Moorpark are good. If adding to this Neighborhood concept, can bike lanes and green paint be added along Janss at this intersection?

#399

Posted by **Sarah** on **03/08/2021** at **5:18pm** [Comment ID: 1358] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

Wondering how many under-improved areas there are around CLU, which could provide a good opportunity for multi-family homes. Much like what Cal State Channel Islands did for their faculty etc.. How could this be incorporated into our plan?

#400

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:51am** [Comment ID: 1473] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares: * IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#401

Posted by **Rose Ann H Witt** on **02/22/2021** at **7:08pm** [Comment ID: 940] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Prior to approving permits for new construction going forward, the City must consider the cumulative wildfire safety and disaster evacuation impacts of proposed projects on the *entire* community, including the impacts resulting from a development's resident density in relation to available egress roads ... and especially impacts resulting from the combined load of multiple or concentrated developments' contributing to likely or potentially unsafe congestion on escape routes out of the city under multiple, simultaneous, disaster scenarios (which are expected to become more frequent in a changing climate), as occurred in November of 2018 when the Borderline shooting, high Santa Ana winds, and Hill and Woolsey wildfires converged to strain resources and gridlock freeways as frightened residents attempted to flee.

Reply by **Jackson** on **03/15/2021** at **3:37pm** [Comment ID: 1815] - [Link](#)

Agree: 0, Disagree: 0

Agree that these impacts should be studied. I also think that new development should be required to use fire-resistant materials when within the very high fire hazard zone, and encouraged to construct publicly accessible wildfire-resistant shelter facilities within or adjacent to projects in areas at high risk of exposure to wildfires to reduce the need for evacuation by vehicle - if not within every development, which would probably be very expensive, then within every block or every quarter-mile.

#402

Posted by **Rose Ann H Witt** on **03/15/2021** at **8:26am** [Comment ID: 1720] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

We can have more people-centric, walkable, connected neighborhoods that enable residents to accomplish their routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of their home:

- *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood.
- *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each commercial "center".
- *BEAUTIFY and green each Town Square with native trees, plants, gardens and parkland.
- *BUILD housing that's actually "affordable by design" within walking/cycling distance of each Town Square.
- *POWER each Town Square with clean, inexhaustible, solar-generated, electric energy.
- *JOIN each Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths.
- *CONNECT every Town Square and major attraction citywide through an all-electric public-transit system.
- *LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#403

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:50am** [Comment ID: 1472] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares: * IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#404

Posted by **Sarah** on **03/08/2021** at **1:49pm** [Comment ID: 1322] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Yes to adding condos and townhomes and property people can BUY to Oaks Mall and Janss Marketplace. IF they have gathering areas great. Disagree that everything has to have a political consideration.

#405

Posted by **Betsy Connolly** on **02/19/2021** at **5:27pm** [Comment ID: 803] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: -1

Let's save the mall by adding condos and apartments. Shopping and dining are enhanced when people live nearby and have places to sit and socialize.

Reply by **Gordon Clint** on **02/23/2021** at **6:10pm** [Comment ID: 1006] - [Link](#)

Agree: 7, Disagree: -1

The mall area needs a truly public Town Square as well as condos and apartments. I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude people with political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The public gathering area in a revitalized mall should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:46pm** [Comment ID: 1252] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

Privately Owned Public Spaces, aka POPS, are spaces dedicated to public use and enjoyment and which are owned and maintained by private property owners. POPS can provide opportunities to sit, relax, people watch, eat, meet others, etc. POPS can come in many shapes and sizes, both outdoor and indoor, and are the result of City zoning regulations aimed at

ensuring even our densest areas offer open public space and greenery.

#406

Posted by **Barb** on **03/15/2021** at **1:48am** [Comment ID: 1712] - [Link](#)

Agree: 3, Disagree: 0

I would like to see town squares, like the Piazza's in Italy and other countries in Europe. through Conejo valley

Reply by **Gordon Clint** on **03/15/2021** at **11:26am** [Comment ID: 1739] - [Link](#)

Agree: 3, Disagree: 0

Yes! Town squares bring vitality and a greater sense of community.

#407

Posted by **Angela Diamond** on **03/11/2021** at **8:23pm** [Comment ID: 1503] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

The Lynn exit gets so clogged as the freeway narrows...there needs to be an alternative exit to access the mall if that area is to be expanded.

#408

Posted by **Mark Sellers** on **02/15/2021** at **4:42pm** [Comment ID: 660] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

have submitted for TOBA and will be taking survey

#409

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:14pm** [Comment ID: 924] - [Link](#)

Agree: 4, Disagree: 0

Why are all the areas of interest along the freeway instead of back inland?

#410

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:48am** [Comment ID: 1468] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

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#411

Posted by **ali marie matheson** on **02/26/2021** at **3:33am** [Comment ID: 1189] - [Link](#)

Agree: 7, Disagree: 0

I live in Rancho Conejo and walk its streets daily to see ENDLESS office buildings already here that almost NO ONE is currently using-and i don't believe that once Co-Vid is gone, they will be totally full (because they weren't BEFORE Co-Vid even hit us) This area is beautiful-why are you building MORE office space when no one is even using what the heck is here???!

#412

Posted by **Ben Eduarte** on **02/18/2021** at **4:41pm** [Comment ID: 760] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: -1

The current zoning of R1- Residential low-density of "The Wetlands" bordering FWY 101 south and the Borchard exit should be maintained and not changed to multi-use. The Fox Meadows development and the unincorporated parts of Newbury Park adjacent to "The Wetlands" have a serious limitation when it comes to traffic. There are only two vehicle accesses -- Wendy/Alice and Wendy/Bella -- to these communities. During rush hours traffic in these intersections become hectic. In particular, the Wendy/Bella intersection is prone to congestion as a multi-room, two story apartment building sits on the corner and residents of the apartment park along all sides of the intersection. Changing the zoning of "The Wetlands" to multi-use will add a lot more traffic and congestion to the area. I'm in favor of the current zoning and the development of "The Wetlands" for single family homes.

Reply by **Barbara** on **02/18/2021** at **7:13pm** [Comment ID: 763] - [Link](#)

Agree: 6, Disagree: -1

i agree

Reply by **Marissa** on **03/12/2021** at **3:52pm** [Comment ID: 1537] - [Link](#)

Agree: 1, Disagree: 0

Agreed.

#413

Posted by **Kendall Lousen ("Kenny")** on **03/15/2021** at **11:44pm** [Comment ID: 1879] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Implement viable land use designations with compatible densities and development standards to minimize encroachment for military operations, by preventing incompatible land use development within Naval Base Ventura County's military influence area boundary, by ensuring the proposed land use designations and allowable densities for land use types aim to foster Senate Bill 1462 and Senate Bill 1468 to ensure long-term compatibility for NBVC and City of Thousand Oaks.

#414

Posted by **Lorrie Dingman** on **02/15/2021** at **10:41pm** [Comment ID: 686] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: -1

This area is RESIDENTIAL and according to characteristic stated in your own document you acknowledge that your own surveys show that current residents want to preserve residential areas as residential. Remove this as an "area of change"

#415

Posted by **Bill Serantoni** on **03/09/2021** at **11:59am** [Comment ID: 1387] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Parking is becoming a problem. Any new development needs to provide the parking needed to support it. If that isn't done we'll become like L.A. where parking is a nightmare.

Reply by **Jackson** on **03/15/2021** at **3:27pm** [Comment ID: 1811] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

If transportation modes are shifted to walking, biking, or public transportation where feasible (which will require better infrastructure in TO) that will reduce issues with parking. Where densification does occur and parking is still needed, hopefully the developers and/or city will see fit to create public parking structures and/or introduce parking management for the impacted areas.

#416

Posted by **Gordon Clint** on **02/23/2021** at **6:17pm** [Comment ID: 1007] - [Link](#)

Agree: 4, Disagree: 0

I strongly support the vision for Town Squares if this area ever adds residential units. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:53pm** [Comment ID: 1258] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

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#417

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:49am** [Comment ID: 1470] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

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#418

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:48am** [Comment ID: 1469] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

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Reply by **Aaron** on **03/13/2021** at **9:00pm** [Comment ID: 1614] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Please quit spamming the same message over and over!

#419

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:21pm** [Comment ID: 938] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: -1

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling more Thousand Oaks residents the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our home:

To create a more people-centric and connected community, create and deliberately design Neighborhood Town Squares in each of the identified "Village Centers" as follows:

Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. (Neighborhoods which currently lack established "centers" within walking/cycling distance of their households could identify appropriate potential sites that could be re-purposed to establish smaller versions of the Town Square concept.)

Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.

Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic community gardens.

Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.

Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.

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Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

Reply by **Gordon Clint** on **02/23/2021** at **5:53pm** [Comment ID: 1001] - [Link](#)

Agree: 4, Disagree: 0

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

Reply by **Rose Ann H Witt** on **03/03/2021** at **4:53pm** [Comment ID: 1257] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

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#420

Posted by **Brett T. Boynton** on **02/05/2021** at **3:55pm** [Comment ID: 615] - [Link](#)

Agree: 11, Disagree: -3

The LA style overbuild of 40 units in 1.7 acres of land at Maurice and Reino in Newbury Park is completely opposed by your constituents. I asked the TO City Council members to have the courage to walk our neighborhoods and directly ask our neighbors. Of course, zero response from the City Council members. What are they hiding from?

#421

Posted by **Gordon Clint** on **02/22/2021** at **9:45pm** [Comment ID: 948] - [Link](#)

Agree: 3, Disagree: -1

This property backs up to a supermarket and is across the street from a higher density single family area so seems appropriate for town homes and condominiums.

#422

Posted by **Rose Ann H Witt** on **03/11/2021** at **12:49am** [Comment ID: 1471] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

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#423

Posted by **Rose Ann H Witt** on **02/22/2021** at **6:22pm** [Comment ID: 939] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

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Reply by **Gordon Clint** on **02/23/2021** at **5:51pm** [Comment ID: 1000] - [Link](#)

Agree: 3, Disagree: 0

I strongly support the vision for Town Squares. But, I have a problem with gathering areas in malls and shopping centers where owners of the private property can exclude political or social justice petitions and signs. I would like these public gathering squares to be a "commons" on land the developer gives to the City. The new development's Town Square should connect with the city street and sidewalk with a wide public walkway that can also provide fire, police, and maintenance access.

COMMONALITIES AND DIFFERENCES ACROSS ALL ALTERNATIVES

The following is a summary of many of the characteristics common for all of the alternatives. These are based on a number of sources including: 1) the guiding principles developed by the community; 2) input from the community on areas of preservation and change; 3) State and local laws (e.g., SB 330 and Measure E).

TABLE 2 CHARACTERISTICS OF THE ALTERNATIVES

CHARACTERISTICS	IMPLEMENTATION IN ALTERNATIVES
Preserve parks and open spaces 434	In the MetroQuest community survey developed for the project, parks and open space was the top ranked strength/value of the participants. All alternatives preserve parks and open spaces and target any new development to existing urbanized areas 429 428 427 425 424
Maintain Measure E cap	All alternatives maintain the existing citywide residential capacity consistent with Measure E (81,124 housing units). The alternatives vary in where the residential development is located.
No Net Loss of Residential Development Capacity	SB 330 requires that jurisdictions not reduce citywide residential development capacity. All alternatives maintain the total residential development capacity in the city of 81,124 units.
Meet RHNA requirements	While this will occur at a later stage, all alternatives will be able to meet the RHNA requirements imposed by the State.
Maintain/expand job capacity	All alternatives maintain and expand biotech and other professional jobs to allow people to live and work in the City and to expand the tax base. The alternatives explore different locations and amounts of job-producing uses.
431 Protect single-family neighborhoods	In the Areas of Stability, the land use designations for the existing single-family neighborhoods were changed to ensure that only compatible new development (at a similar density and scale) could occur. This addresses a potential issue with the existing land use designations that allow multifamily projects by right in existing single-family areas. 432 430 426
Focus new development in limited locations	During the engagement process, participants identified that new development should be focused in limited areas in the City, particular along Thousand Oaks Boulevard, in the Oaks Mall area, around Rancho Conejo, and in other non-residential areas along the 101 freeway. These are the Areas of Change and the land use alternatives focus only on these areas. 433

#424

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:15pm** [Comment ID: 925] - [Link](#)

Agree: 12, Disagree: -1

Yes we voted for the city council members because they pledged open space. So why is the development zone between Borchard and Wendy on the table? This is wetland. This is among the last open land. It will hurt the animals and create a traffic backlog. We do not have a way to funnel people in and out safely and efficiently. It will also take away quality of life of residents you already have in the neighborhood surrounding it.

#425

Posted by **Susan K Soy** on **02/21/2021** at **3:14pm** [Comment ID: 899] - [Link](#)

Agree: 11, Disagree: 0

Open space is an investment for the future. It is a good thing. We need trees, water, space and efforts to preserve that are appreciated. Thank you.

#426

Posted by **Cindy** on **03/15/2021** at **4:12pm** [Comment ID: 1832] - [Link](#)

Agree: 1, Disagree: 0

I like the idea of the Village Centers very much! It will help create centers of community within our neighborhoods, while reducing the feeling of suburban sprawl. As our community ages towards disability, locally accessible transportation, shopping, entertainment and commerce will provide less segregation, isolation, and promote interdependence.

#427

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:33pm** [Comment ID: 851] - [Link](#)

Agree: 0, Disagree: -15

Of all the non-productive ideas this is the most obvious. Politically sensitive to be sure. However times have changed. It will take leadership that at this time does not exist. Open space for the sake of openness is a poor idea. There are areas that seldom if ever see human use. This is not productive. The single driving factor here is reasonable use to benefit all. Urbanization is just that. There will come a time when there will be the will and courage to assess and document the utilization of some of these open spaces that serve no good use.

#428

Posted by **Betsy Connolly** on **02/19/2021** at **5:31pm** [Comment ID: 804] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

Our current lower priced and higher density areas don't have the public spaces, parks and plazas, that other parts of the city have. that should be corrected. Building up should be done to decrease footprint of housing so that more public places are

provided for everyone to enjoy. Building up should not be done just to sell more dwelling units or make each until bigger and therefore more expensive. All people need spaces - paved and unpaved.

#429

Posted by **Janet Miller Wall** on **02/17/2021** at **2:14pm** [Comment ID: 727] - [Link](#)

Type: Question

Agree: 11, Disagree: 0

Aren't parks already "preserved" by the Parks Initiative which provides that any park or open space conversion application goes to a vote of the people? If the plan is to add 32,000+ new condos/apts/townhomes, why are no new parks added on any of the suggested new maps? Parks were suggested at the GPAC meetings.

Reply by **Rose Ann H Witt** on **03/03/2021** at **7:17pm** [Comment ID: 1266] - [Link](#)

Agree: 0, Disagree: 0

A City Urban Restriction Boundary (CURB) extension (Measure W) was on the ballot for Thousand Oaks voters in Ventura County, California, on November 8, 2016. It proposed extending the City Urban Restriction Boundary ordinance from December 31, 2030 to December 31, 2050, and was approved by 76.26% of the voters:

[https://ballotpedia.org/Thousand_Oaks,_California,_Extension_of_City_Urban_Restriction_Boundary_\(CURB\)_through_2050,_Measure_W_\(November_2016\)](https://ballotpedia.org/Thousand_Oaks,_California,_Extension_of_City_Urban_Restriction_Boundary_(CURB)_through_2050,_Measure_W_(November_2016))

#430

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:38pm** [Comment ID: 852] - [Link](#)

Agree: 0, Disagree: 0

Big shots big lots, bla bla bla.

#431

Posted by **Rose Ann H Witt** on **03/15/2021** at **3:31pm** [Comment ID: 1813] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Maybe the City could explore conditional use permits where appropriate to allow very small commercial businesses (ie: cafes, coffee, smoothie and juice shops, small grocers, barber shops, salons, and similar neighborhood retail activities) in residential settings in single-family-zoned areas to enable residents to accomplish more of our routine, daily errands within a 15-20 minute walk or bike-ride of our homes.

Reply by **Jackson** on **03/15/2021** at **3:42pm** [Comment ID: 1817] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

<https://www.strongtowns.org/journal/2020/12/8/best-of-2020-accessory-commercial-units>

#432

Posted by **Betsy Connolly** on **02/19/2021** at **5:33pm** [Comment ID: 805] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

We allowed lots of homes to be built at a lower density than our plan called for. Now we have to squeeze that "missing" housing into the remaining unbuilt space. This is why Village Centers make good sense. Give each area of the city some higher density housing and help retail centers survive at the same time.

Reply by **Sarah** on **03/08/2021** at **2:29pm** [Comment ID: 1327] - [Link](#)

Agree: 6, Disagree: 0

Agree, as long as "higher density" is not crazy density. We just spent a year of lockdowns for a virus, which ran rampant in denser areas in all metropolitan cities. I know our medical professionals would agree. So it is important that our willingness to accept some greater density is not mistaken for outright "cram-em-in" density. Also, there is a chance that in the future State requirements for higher density could be reversed or lessened. Lastly, much of the new development should allow for home ownership. Whether it's rent-to-own or outright purchase. We want to encourage create more stakeholders in our communities.

#433

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:43pm** [Comment ID: 853] - [Link](#)

Agree: 0, Disagree: -2

This is a political version of what many know to be BS. From the start it is designed to placate a singular minority of wealthy inhabitants who fear us poor folk. What a load of ..., never mind. I realize how hard you work. Thank you.

#434

Posted by **Amy K Leicht** on **02/24/2021** at **5:34pm** [Comment ID: 1121] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse.

<https://www.ipetitions.com/petition/fire-brush-clearance>

CHARACTERISTICS	IMPLEMENTATION IN ALTERNATIVES 439
Allow for multifamily housing at a variety of scales 457	Many participants 452 expressed a desire for the City to expand the amount of multifamily development as a way of expanding home ownership, increasing housing diversity and providing housing for teachers, public safety professionals, and young adults. The land use designations in the alternatives provide a range of densities that are applied in different locations and amounts in the alternatives.
Add mixed-use development in strategic locations	In the MetroQuest community survey, participants were asked to identify the type of new development they wanted to see in the City. Development with a mix of uses was mentioned more than another other use, including parks and open space. The land use designations reflect this desire by creating three different land use designations (at varying intensities of development). The application of the mixed-use land use designations varies across the alternatives.
Develop a “downtown” and walkable “village centers” throughout the city. 446 448	Many participants liked the idea of creating a new Downtown for the City (as envisioned in the Downtown Core Master Plan) and developing a series of walkable, mixed-use “village centers” throughout the City. The village centers could occur in existing shopping centers throughout the City and in focused areas along Thousand Oaks Boulevard. 435 437 455
Explore higher density development in limited locations 447	While there was no consensus on the topic of high-density development, a large number 445 wanted to explore allowing higher density development (over 3 stories and 30 units an acre) in limited areas of the City. Some expressed the desire for development up to 6 or 7 stories at key “nodes” such as Rancho Conejo, the Oaks Mall and along Thousand Oaks Boulevard. The alternatives contemplate limited opportunities in differing locations. 438 436 454 444 442 440
Emphasize development character more than density	Many people stated that creating high-quality, attractive development in a walkable pattern was more important than the dwelling units per acre since the numeric density can vary based on unit size. The land use designations allow a greater number of dwelling units per acre and additional building stories while maintaining some of the existing height limits. This could allow more units (and hence density) in the same building form. 456 450
Identical land use designations in the Areas of Stability	The Areas of Change account for less than 443 of the total land in the city. The Areas of Stability are identical across all the alternatives. This is a means of protecting the parks and open space 441 preserving single-family residential areas 449 and maintaining institutional uses such as California Lutheran University and Los Robles Regional Medical Center.

#435

Posted by **Cindy** on **03/15/2021** at **4:16pm** [Comment ID: 1835] - [Link](#)

Agree: 0, Disagree: 0

Love the Village Centers and would like to see the radius expanded for each center. Ideally each center has access to grocery, cafes, banks, postal service, entertainment and accessible transportation.

#436

Posted by **Steve Smith** on **03/15/2021** at **6:50pm** [Comment ID: 1847] - [Link](#)

Agree: 0, Disagree: 0

No, no, no to anything exceeding 3 stories in any area of the city. What we don't need are buildings that block the view of the mountains that surround our beautiful city. Thousand Oaks has long been a magnet as a beautiful place to live because we don't have tall buildings.

#437

Posted by **Betsy Connolly** on **02/19/2021** at **5:38pm** [Comment ID: 807] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -2

I love the idea of Village Centers with housing and retail. Also want it downtown.

#438

Posted by **Betsy Connolly** on **02/19/2021** at **5:43pm** [Comment ID: 808] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -5

I am interested in using more stories as a way to allow more open areas around apartment / condo buildings rather than adding more dwelling units by adding another floor. Plazas and pocket parks make wonder places to live and visit. And they are good for retail as well.

#439

Posted by **Karen maloney** on **02/18/2021** at **11:38am** [Comment ID: 756] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

There should be a moratorium on this stage in planning. During Covid crisis the community has not been made properly aware of this critical stage in the future of Thousand Oaks.

#440

Posted by **Mandy Reynolds** on **03/12/2021** at **3:00am** [Comment ID: 1524] - [Link](#)

Agree: 4, Disagree: 0

Did those "some" that expressed a desire for up to 6-7 stories actually live near any of these "nodes"? Was there even a mapping of all the vacant commercial/retail buildings performed to see what could be leveraged rather than taking the easy route for wealthy developers to develop parking lots and open space (Rancho Conejo)? It is unfortunate people engaged in these proposals may have overlooked how bad traffic can be on the grade from Camarillo and how long it takes to exit to NP.

Reply by **Gordon Clint** on **03/15/2021** at **12:01pm** [Comment ID: 1742] - [Link](#)

Agree: 2, Disagree: 0

Our General Plan should enable more people to live closer to where they work so they won't need to commute by freeway.

#441

Posted by **Janet Miller Wall** on **02/17/2021** at **2:17pm** [Comment ID: 728] - [Link](#)

Type: Question

Agree: 8, Disagree: 0

Again, parks and open space are protected by the Parks Initiative which requires a vote of the people to convert them, right?

Reply by **Rose Ann H Witt** on **03/03/2021** at **7:14pm** [Comment ID: 1265] - [Link](#)

Agree: 1, Disagree: 0

A City Urban Restriction Boundary (CURB) extension (Measure W) was on the ballot for Thousand Oaks voters in Ventura County, California, on November 8, 2016. It proposed extending the City Urban Restriction Boundary ordinance from December 31, 2030 to December 31, 2050, and was approved by 76.26% of the voters:

[https://ballotpedia.org/Thousand_Oaks,_California,_Extension_of_City_Urban_Restriction_Boundary_\(CURB\)_through_2050,_Measure_W_\(November_2016\)](https://ballotpedia.org/Thousand_Oaks,_California,_Extension_of_City_Urban_Restriction_Boundary_(CURB)_through_2050,_Measure_W_(November_2016))

#442

Posted by **Susan K Soy** on **02/21/2021** at **3:18pm** [Comment ID: 901] - [Link](#)

Agree: 11, Disagree: -1

Limit how high we go, please. 6-7 stories is a no-no.

Reply by **Sarah** on **03/08/2021** at **2:45pm** [Comment ID: 1331] - [Link](#)

Agree: 7, Disagree: -1

THREE STORIES MAX

#443

Posted by **Scott Collins** on **03/15/2021** at **1:04am** [Comment ID: 1699] - [Link](#)

Agree: 0, Disagree: 0

Just to place this in another perspective, 8% means that 1 in every 12 equal-sized plots

of land will be changed by this plan. Keep in mind that if you exclude open space, this means that approximately 1 in 8 equal-size non-open-space land sections will be affected by this plan. (Note: Uses a figure of 34% land protected as open space.)

#444

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:53pm** [Comment ID: 855] - [Link](#)

Agree: 18, Disagree: -1

7 stories = voted out of office.

#445

Posted by **PB** on **02/16/2021** at **5:25pm** [Comment ID: 716] - [Link](#)

Type: Question

Agree: 11, Disagree: 0

How many is "a large number?" Again, just trying to get clarification if this is truly a consensus of the current population, or not?

#446

Posted by **Rose Ann H Witt** on **03/15/2021** at **3:36pm** [Comment ID: 1814] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares on the Janss & Oaks Mall sites, in the Rancho Conejo employment hub, and in each "village center". Here's how:

- *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood.
- * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center".
- * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland.
- * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square.
- * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy.
- * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths.
- * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system.
- * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#447

Posted by **Rose Ann H Witt** on **03/03/2021** at **6:40pm** [Comment ID: 1263] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

If we specifically design for housing affordability in strategic locations (like in the village centers, where residents can actually walk to nearby retail, dining, entertainment and services) by allowing higher density while maintaining our existing building heights, the resulting apartments will necessarily be smaller, more affordable (by virtue of their size), and more numerous - meeting our city's state-mandated RHNA requirements

faster in fewer developments, while also curtailing the construction of yet more, luxury apartments that handsomely benefit developers but not T.O. residents who want housing their adult children and senior family members can actually afford. Envision studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which also allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.

Reply by **Rose Ann H Witt** on **03/03/2021** at **6:49pm** [Comment ID: 1264] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

City adoption of a strong Inclusive Housing Ordinance (IHO), perhaps one offering a density bonus for the construction of all smaller units, could ensure every unit is actually affordable; and their smaller size would ensure they remain affordable (given that there's a limit to how much tenants would be willing to pay for a small space.)

Reply by **Gordon Clint** on **03/15/2021** at **11:54am** [Comment ID: 1741] - [Link](#)

Agree: 2, Disagree: 0

Yes! A strong Inclusive Housing Ordinance is so important and will be essential to actually getting housing built that is affordable.

#448

Posted by **Rose Ann H Witt** on **03/03/2021** at **6:21pm** [Comment ID: 1262] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -2

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling as many Thousand Oaks residents as possible the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes. Developing a "downtown" on T.O. Blvd. could encourage more people from neighborhoods all across the city to drive to and congregate there, actually increasing traffic, congestion, pollution and VMT (especially in "change areas" C & D). To create a more people-centric and connected community, we should instead focus our efforts on the creation and deliberate design of multiple Neighborhood Town Squares in each of the identified "Village Centers", as well as in the Oaks & Janss mall areas, and in neighborhoods (like Sunset Hills and North

Ranch) which currently lack established “centers” within walking/cycling distance of their households. We could do so as follows: *Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods. *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas. *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and edible organic community gardens. *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers. *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles. *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive. *Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

#449

Posted by **Lorrie Dingman** on **02/15/2021** at **10:30pm** [Comment ID: 685] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -1

A large portion of the Moradian property which you include in your Rancho Conejo" area of change is currently zoned as Low Residential! You claim throughout this entire document that you want to preserve single family residential areas and yet you are

suggesting a change to Mixed Use Medium in that location. Changing the use of that parcel doesn't fit the current General Plan nor the stated "characteristics" of your new plans. Remove this parcel from your planned area of change and include it in the area of stability.

#450

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:54pm** [Comment ID: 856] - [Link](#)

Agree: 0, Disagree: 0

Ah... intelligence!

#451

Posted by **Rachel E Payton** on **02/22/2021** at **5:24pm** [Comment ID: 932] - [Link](#)

Agree: 14, Disagree: -1

6-7 stories is too high

Reply by **Sarah** on **03/08/2021** at **2:44pm** [Comment ID: 1329] - [Link](#)

Agree: 9, Disagree: -1

Nothing over three stories!!!! We are losing our skylines. I used to drive down Thousand Oaks Boulevard and see the hills. Now I see concrete. This is not what the people want and not how the City was originally intended to grow. I understand things have to evolve. But that evolution can be less imposing.

#452

Posted by **PB** on **02/16/2021** at **5:24pm** [Comment ID: 713] - [Link](#)

Type: Question

Agree: 5, Disagree: 0

How many?

Reply by **Barbara** on **02/18/2021** at **7:14pm** [Comment ID: 764] - [Link](#)

Agree: 14, Disagree: -2

I'd like to know how many were "many"? Most of us homeowners here (not renters) but people who plan to be here awhile do NOT want multifamily developments.

Reply by **Betsy Connolly** on **02/19/2021** at **5:37pm** [Comment ID: 806] - [Link](#)

Agree: 11, Disagree: -7

I've lived here for more than 30 years and raised both of my children here. I own a beautiful single family home. My kids are grown up and have good jobs but can't afford to live in Thousand Oaks. I absolutely want multifamily developments. I don't want to have to choose between having my adult children live with us, supplementing their income so they afford their own place, or having them move out of the area. When people in the 25-45 year old range can't afford to live here, our city starts to die.

1740] - [Link](#) Reply by **Gordon Clint** on **03/15/2021** at **11:46am** [Comment ID:

Agree: 2, Disagree: -1

I agree. One of the Community Values of the General Plan update is the ability of people to live here regardless of income or stage in life.

#453

Posted by **Kurt K Sauter** on **02/24/2021** at **8:34pm** [Comment ID: 1133] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: 0

The parking and traffic per recently approved projects are completely unacceptable. Use of street parking for residential allocation will choke the remaining small amount of parking available for those who want to come and "walk" downtown. Traffic is not being mitigated on TO BLVD. And needs to be a requirement.

Reply by **Sarah** on **03/08/2021** at **2:42pm** [Comment ID: 1328] - [Link](#)

Agree: 3, Disagree: 0

Agree. Yet I know the City's hands are tied on a great deal of this due to State requirements. If people truly want change they need to elect a State legislature that will reverse these requirements which strangle a City's right to evolve in a manner consistent with it's existing infrastructure.

#454

Posted by **Barbara** on **02/18/2021** at **7:17pm** [Comment ID: 765] - [Link](#)

Agree: 19, Disagree: -1

This is hard to believe that MANY people here want 6-7 story high buildings? I don't think so.

Reply by **Jeff** on **02/23/2021** at **9:05am** [Comment ID: 975] - [Link](#)

Type: Suggestion

Agree: 17, Disagree: -1

I agree. Everyone I know that lives in Thousand Oaks is against this type of high density 6-7 story buildings in our community. This will only bring more traffic, crime, etc. Keep Thousand Oaks smaller, and semi rural!

Reply by **Sarah** on **03/08/2021** at **2:44pm** [Comment ID: 1330] - [Link](#)

Agree: 5, Disagree: -1

THREE STORIES MAX!

#455

Posted by **Robert Curtis Higbee** on **02/19/2021** at **11:51pm** [Comment ID: 854] - [Link](#)

Agree: 7, Disagree: 0

Downtown is a bad idea. It allows special interests to intrude with their re development

ideas. Decentralize is the solution. Smaller venues with diversity. The only time the music center in LA sees diversity is the wonderful Christmas show.

#456

Posted by **Mary F. Baum** on **03/08/2021** at **2:24pm** [Comment ID: 1326] - [Link](#)

Agree: 5, Disagree: -1

1. Keep height max to three stories.
2. Density levels need to be lowered.
3. Multi-use development "village" concept is a great idea so long infrastructure of water and other utilities can handle increased demands during heat waves/droughts. Increased traffic congestion will change our quality of life (noise levels and air quality).

#457

Posted by **J Francis** on **03/13/2021** at **3:30pm** [Comment ID: 1572] - [Link](#)

Agree: 6, Disagree: -1

I ask that the city set a height limit so that we can keep the beautiful views of our mountains, hills and trees. Do not want to live in a city with tall buildings - residential, mixed use, or commercial. Would like to see a limit of three story buildings max, except in cases like the Amgen campus, etc.

AREAS OF STABILITY

This map reflects the land use designations for the Areas of Stability. The land use designations for this area were crafted to ensure that development is limited to uses and densities compatible with existing development patterns. To achieve this outcome, new residential land use designations were developed that closely resemble the built development in each area.

CHARACTERISTICS FOR AREAS OF STABILITY

- 460 Preserves of existing parks and open spaces to ensure no new development on hillsides, along ridgelines and in other open space areas 459 458
- Applies new residential land use designations for the Areas of Stability. This will reduce the maximum allowed residential density to generally match existing density in order protect existing residential neighborhoods. The excess development capacity will be transferred to the Areas of Change.
- Designates schools, religious institutions, California Lutheran University, Los Robles Medical Center, and other public uses as “Institutional.”
- Designates parks and preserved open spaces as “Parks, Golf Courses, and Open Space.”

[Note that the changes to this geographic area are the same for all three alternatives.]



#458

Posted by **Betsy Connolly** on **02/19/2021** at **5:46pm** [Comment ID: 810] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -4

More dwelling units doesn't necessarily mean increased population. Presently, college grads who grew up here are either living with parents or not able to live in Thousand Oaks. So these are people who were counted as residents (high schools students) and will be moving away. If there was housing here, those of us presently living here could spread out into the new housing.

#459

Posted by **PB** on **02/16/2021** at **5:26pm** [Comment ID: 717] - [Link](#)

Type: Question

Agree: 8, Disagree: 0

Any plans to add park spaces due to increased population?

#460

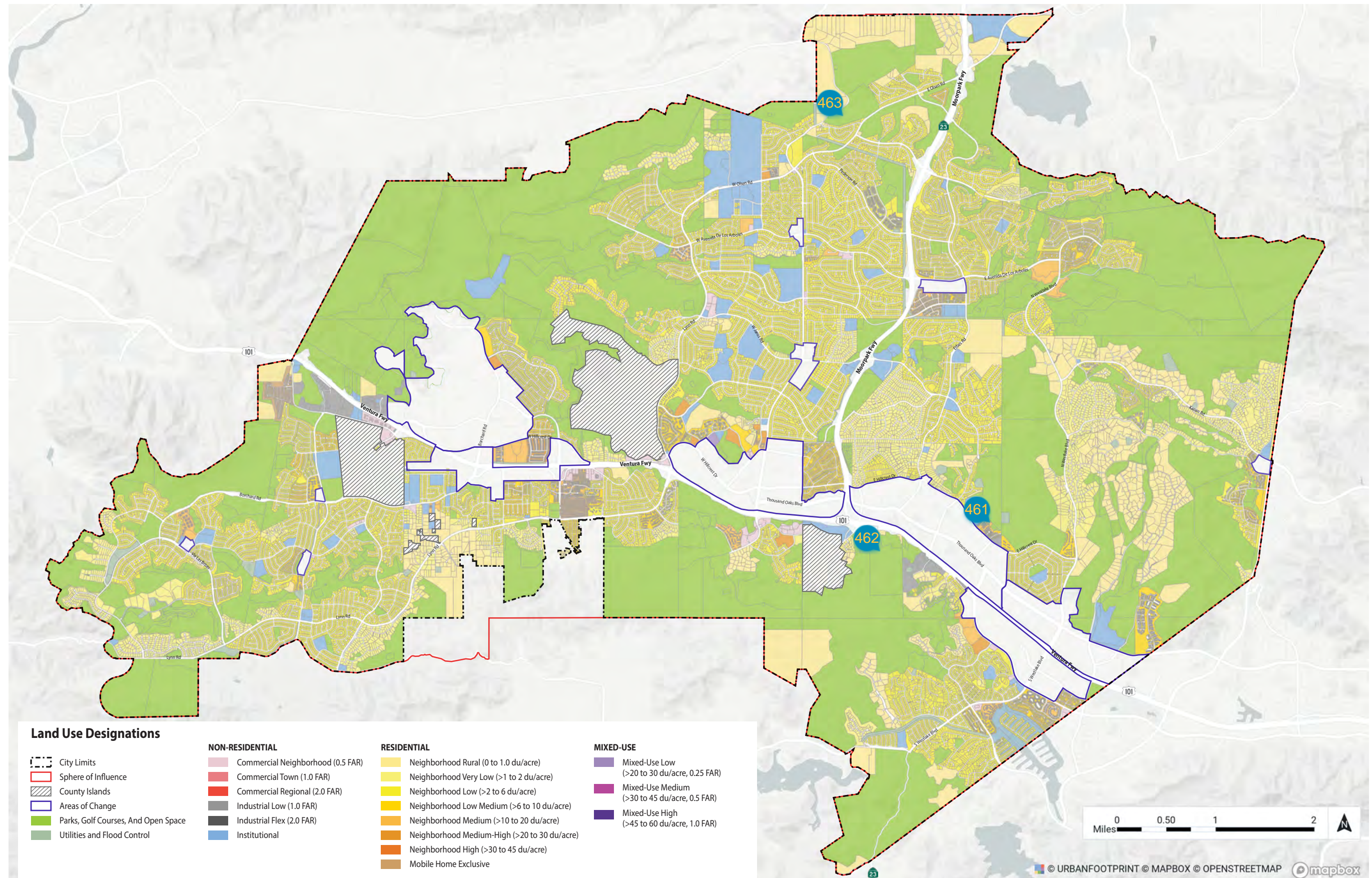
Posted by **Amy K Leicht** on **02/24/2021** at **5:35pm** [Comment ID: 1122] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse.
<https://www.ipetitions.com/petition/fire-brush-clearance>

AREAS OF STABILITY (SAME FOR ALL ALTERNATIVES)



#461

Posted by **Kevin Kohan** on **03/11/2021** at **3:03pm** [Comment ID: 1496] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

These properties have been downzoned to Single Family Residential and are not consistent with the current General Plan Land Use Map. It is important that these properties north of Hillcrest Drive maintain its Medium Density Residential Land Use Designation in order to have the opportunity to bring affordable housing near important community services such as the local church, temple, and elementary school.

#462

Posted by **Robert Curtis Higbee** on **02/20/2021** at **11:10am** [Comment ID: 865] - [Link](#)

Agree: 0, Disagree: 0

I realize what a lone call in the mix this is. However this area should be identified as a "special" area. It needs to be removed from the stable designation. The transportation infrastructure is already in place. So much can be done here. Right now I think about all the use it gets is occasional bicycles between Westlake area and Moorpark area. To my eyes it appears as a kind unique area. Even the Transit Center is located there. This is a hub area and is going to waste. Touching un-used open space is politically safer then this suicidal idea of six and seven stories. You are going to end up with a freeway access at Wilbur going in the direction you are going. Why not exploit the area already set up for more intense use.

#463

Posted by **Larry Persons** on **03/10/2021** at **5:19pm** [Comment ID: 1417] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

The City should general plan this area at the edge of the City for residential housing in the Medium to Medium-High classification to allow for future homes in this area

ALTERNATIVE 1 KEY FEATURES

The vision for this alternative is to create a limited number of high density, mixed use activity centers in key locations around the City, namely adjacent to Rancho Conejo, Downtown, The Oaks Mall and on Thousand Oaks Boulevard near Boardwalk Avenue. Each area would have a diversity of neighborhood-serving retail, high density housing and potentially jobs in a walkable environment. The alternative also maintains a strong job focus by allowing increased densities in parts of Rancho Conejo and protecting job centers in the Auto Mall, along Townsgate and on the eastern end of Thousand Oaks Boulevard.

- + Creates nodes of mixed-use development in several key locations throughout the City to focus future development in a limited number of areas. The nodes allow for a vertical or horizontal mix of uses at mostly the Mixed-Use Medium and Mixed-Use High designations. Nodes are located in the following areas:
 - o In the Rancho Conejo area, both North and South of 101. Compared to other alternatives, mixed-use is more integrated into the employment uses thus enabling mixed living-working districts.
 - o In the area currently occupied by the Oaks Mall and Janss Marketplace.
 - o Along key locations along Thousand Oaks Boulevard including around the intersection of Boardwalk Avenue, in the Downtown area between Conejo School and Erbes Roads, at the intersection of Thousand Oaks Boulevard with Westlake Boulevard, and in the Westlake Plaza and Center.
- + Maintains Mixed-Use Low land use designation along Thousand Oaks Boulevard to limit land use changes and focus development in the nodes mentioned above.
- + Maintains a strong job focus by adding Industrial Flex (for office and R&D uses up to 2.0 FAR) in Rancho Conejo, on the east side of the city along Thousand Oaks Boulevard and maintaining the industrial uses in the Townsgate employment area.
- + Maintain a variety of commercial uses along Highway 101 and along Moorpark Road. These uses allow for retail, commercial, office and hotels.
- + Create limited areas of higher intensity residential development adjacent to Thousand Oaks Boulevard between Rancho Road and Conejo School Road.
- + Create mixed-use, “Village Centers” at some but not all existing commercial shopping centers throughout the city.

479

#464

Posted by **Steve Schiedermayer** on **02/23/2021** at **5:06pm** [Comment ID: 992] - [Link](#)

Agree: 6, Disagree: 0

Each of the alternatives negatively impacts one area or another. Inasmuch as possible, I'd suggest we balance low (35 or 3 story) height concepts along the entire length of TO Blvd + Hillcrest etc. and other areas of opportunity. Each site and plan has its challenges and I don't think it's wise to decide on a plan just because one Plan has more proponents or opponents than another

Reply by **Sarah** on **03/08/2021** at **2:48pm** [Comment ID: 1332] - [Link](#)

Agree: 3, Disagree: -1

THREE STORIES MAX SO THAT WE CAN STILL SEE THE HILLS AND THE SKY.

Reply by **Rose Ann H Witt** on **03/15/2021** at **3:51pm** [Comment ID: 1819] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

The wider we distribute any necessary change, the less pressure any individual area will have to bear. Neighborhood Town Squares can spread the housing across the city AND create a more people-centric, walkable, connected Thousand Oaks. Here;s how: * IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electic public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#465

Posted by **Tracy B** on **03/15/2021** at **2:45pm** [Comment ID: 1796] - [Link](#)

Agree: 0, Disagree: 0

Isn't the area south of the 101, near the Borchard exit, a wetlands/marsh area? Is it protected? It floods during major rainstorms.

#466

Posted by **Debbie Williams** on **03/15/2021** at **1:11pm** [Comment ID: 1771] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

You have tried to create a walking retail/leisure atmosphere with the TO Blvd for years and years. Without success. Even with the Lakes, civic arts, Gardens of World - people

still drive it and dont walk it. Doing mixed use on the blvd will ruin any possibility of creating a walking atmosphere. Suggestion, the angled parking at The Lakes is brilliant. More of that would make the blvd better. But you don't have the street width to do so. So create pockets of angled parking where you can. Keep the building low profile so it is still attractive to walk the blvd and we can enjoy the mountain views that we can still see, with the exception of the mixed use at Lupe's old site.

#467

Posted by **Kurt K Sauter** on **02/24/2021** at **8:40pm** [Comment ID: 1134] - [Link](#)

Agree: 9, Disagree: 0

Put Mixed use where more people really work and that's not on the BLVD.

#468

Posted by **Phil Clark** on **03/15/2021** at **12:04am** [Comment ID: 1687] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Key to this area being walkable/bike-able will be improving non-car modes for crossing 101. A dedicated bike/pedestrian bridge would be ideal or dedicating an entire lane, with barrier, to non-motor transit.

#469

Posted by **Melissa Krikorian** on **02/16/2021** at **11:45am** [Comment ID: 695] - [Link](#)

Type: Suggestion

Agree: 13, Disagree: 0

Westlake Plaza has consistently and high traffic use with the retail shops there: Ralph's, Trader Joes, DIY Center and smaller shops. We do not need to increase the traffic in the shopping Center vs one like The Lakes.

#470

Posted by **Karen Maloney** on **02/17/2021** at **12:57am** [Comment ID: 726] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

Thousand Oaks Blvd and Westlake is a commercial area that is thriving, there is a great mix of services, retail, grocery and restaurants and financial. This area is walkable from our neighborhoods already. This space should remain completely commercial.

#471

Posted by **Jorge Luciani** on **02/19/2021** at **12:33am** [Comment ID: 771] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -4

I really like this concept of certain high density centers in each area (Alternative 1). It

creates sort of a mini-town in each area that is walkable and livable for those who live there but also for those who work nearby as well as those who visit (I actually think it promotes people to visit each area. For exactly the opposite reasons, I don't like Alternative 3 at all!).

In my view, alternative 2 washes out Alternative 1 and although ideas are OK, I prefer to go all in with Alternative 1.

#472

Posted by **Christine Elowitz** on **03/15/2021** at **12:34am** [Comment ID: 1694] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Although I generally agree with the idea of mixed use housing, there are a few questions I have about it when it comes to Thousand Oaks. First of all, if we already have an overabundance of retail then wouldn't adding retail on the ground floor of mixed used housing areas just further add to the glut? Secondly, if the goal is to cut commutes and auto use by allowing people to live where they work, has anyone studied whether the employees at mixed use developments in other cities are actually the ones living on site? Or are the people living there commuting elsewhere and the people who work there commuting in from elsewhere?

#473

Posted by **Tim McCarthy** on **02/15/2021** at **9:43pm** [Comment ID: 679] - [Link](#)

Type: Suggestion

Agree: 19, Disagree: -1

Difficult to view so many changes in all the different variations. My overall comment is NO Neighborhoods with Medium or High Density, No Mixed Use or Residential only over 3 stories, and none over 2 stories along Thousand Oaks Blvd. Parking constraints is a big concern but not raised in your presentation. Cities that start parking on streets tend to look worn down and detract from appearance of clean & safe.

#474

Posted by **Tim McCarthy** on **02/15/2021** at **9:40pm** [Comment ID: 678] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -1

Without knowing age groups over the next 25 years (segmented every 8 years to understand impact of RHNA), coming up with alternatives seems early in the process. There are many macro forces against big growth -- cost of living, companies leaving California due to high taxes, crime, illegal immigration, traffic congestion (already).

#475

Posted by **Tamara Napier** on **03/15/2021** at **4:13pm** [Comment ID: 1833] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Develop the North side of the 101 at Rancho Conejo. Leave the South side alone.

#476

Posted by **Rose Ann H Witt** on **03/15/2021** at **3:57pm** [Comment ID: 1825] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares on the Janss & Oaks Mall sites, in the Rancho Conejo employment hub, and in each "village center". Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#477

Posted by **Robert Curtis Higbee** on **02/20/2021** at **12:55am** [Comment ID: 857] - [Link](#)

Agree: 12, Disagree: 0

I like Malls to Apartments. Take the K-Mart building. Lots of useable land and utilities all in place. Plus freeway access.

Reply by **Tamara Napier** on **03/13/2021** at **5:34pm** [Comment ID: 1575] - [Link](#)

Agree: 1, Disagree: 0

I agree. Why is there no plan to revitalize the old K-mart eyesore? How many decades has it been sitting empty now? Nothing more than 3 stories though.

#478

Posted by **Doug Chabot** on **02/07/2021** at **6:58pm** [Comment ID: 632] - [Link](#)

Type: Suggestion

Agree: 15, Disagree: -4

3 alternatives are offered. But the baseline answer has to be an Alternative 0 which is NO CHANGE!! None of the alternative plans are viable or consider the massive and long-lingering change in life patterns and life style since COVID hit.

#479

Posted by **Deidre** on **03/15/2021** at **8:39pm** [Comment ID: 1861] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I love the idea of the Village Centers for several reasons - 1.) A Village Center is a good option for seniors to have a walkable area, where they (we?) can live and socialize. Also good for young folks; 2.) I would like to see more places where we can eat outside, walk shops etc, without having to go to WLV; 3.) Density is limited to these centers, so we can maintain our sprawl, views, etc; 4.) It's an opportunity to create more local jobs.

#480

Posted by **john** on **02/03/2021** at **11:38am** [Comment ID: 601] - [Link](#)

Type: *Suggestion*

Agree: 12, Disagree: -7

no mixed use at village centers, only commercial operations. Restaurants/shops/ etc.

Reply by **Betsy Connolly** on **02/19/2021** at **5:52pm** [Comment ID: 811] - [Link](#)

Type: *Suggestion*

Agree: 11, Disagree: -1

I love the idea of Village Centers. Our shopping centers were struggling before the pandemic. Shopping online is only growing. By creating a village for each part of the city, we create a destination where retail can survive. Allowing housing means customers for a cafe. Walking and bike paths could connect with the surrounding neighborhood. It would be charming.

Reply by **Tim** on **02/23/2021** at **6:17pm** [Comment ID: 1008] - [Link](#)

Agree: 6, Disagree: -7

Easy to suggest Betsy, when you're not living there. Village Centers sound like COVID spreading centers. If this pandemic taught us anything, it's that we need less densely populated areas, more space! Density = low-cost = increased crime. Thanks but no thanks.

[Link](#)

Reply by **Rose Ann H Witt** on **03/03/2021** at **7:38pm** [Comment ID: 1267] -

Type: *Suggestion*

Agree: 5, Disagree: -4

Transportation accounts for our community's largest source of the climate-heating greenhouse gases driving drought, water scarcity and wildfire risk, contributing fully half (50%) of our total emissions. In 2018, commuters drove six million miles, DAILY, into and out of Thousand Oaks. So it's essential that our General Plan Update (GPU2045) and our Climate and Environmental Action Plan (CEAP) actually reduce traffic, congestion, pollution, and Vehicle Miles Travelled (VMT) by enabling as many Thousand Oaks residents as possible the opportunity to accomplish our routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes. Developing a "downtown" on T.O. Blvd. could encourage more people from neighborhoods all across the city to drive to and

congregate there, actually increasing traffic, congestion, pollution and VMT (especially in "change areas" C & D). To create a more people-centric and connected community, we should instead focus our efforts on the creation and deliberate design of multiple Neighborhood Town Squares in each of the identified "Village Centers", as well as in the Oaks & Janss mall areas, and in neighborhoods (like Sunset Hills and North Ranch) which currently lack established "centers" within walking/cycling distance of their households. We could do so as follows:

- *Identify existing, strategically-located neighborhood "centers" where shopping, small business, and entertainment, and jobs are already concentrated within walking/cycling distance of surrounding neighborhoods.
- *Renovate any vacant spaces to create orbital, Town Squares, for each neighborhood, that feature cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas.
- *Make each Town Square a compelling and attractive social gathering space by preserving ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and edible organic community gardens.
- *Within each Town Square, build housing (similar to university dormitories) that is disability-accessible and actually affordable, by combining studio apartments (consisting of a private bedroom, bathroom, and compact living space equipped with a microwave and small refrigerator) with common indoor and outdoor spaces (which allow for significantly reduced rental rates) that offer shared kitchens, lounges, laundry facilities, and courtyards. This arrangement could work equally well for students and singles as well as for seniors by building-in the socializing opportunities that young people so often seek, while also providing mature residents who are still able to take care of themselves, but are downsizing both their belongings and the spaces they have to maintain, more camaraderie than living alone often offers.
- *Require that all new, remodeled, or renovated development be all-electric (Eliminating natural/fossil gas connections reduces both construction and operating costs, while also eliminating dangerous indoor air pollution and the risk of explosion.) and powered by clean energy-generating rooftop solar (with the intention of ultimately phasing in battery storage-based micro-grids for enhanced community resilience) with EV-charging stations for cars and bicycles.
- *Equip each Town Square with bicycle racks and rental bicycle fleets; and connect each neighborhood to its own Town Square, and to other Town Squares communitywide, through a network of separate walking and cycling paths (like those in First Neighborhood), and protected bike lanes along surface streets (to ensure less-experienced cyclists feel safe) to enable residents to easily navigate their neighborhoods without having to drive.
- *Establish fossil-free, electric-powered (ie: electric, not natural/fossil gas) public transit to connect all town squares to one another, and to other frequently visited city attractions (local colleges; middle and high schools during

drop-off, pick-up, and special events; malls; the Civic Arts Center; sports playfields; libraries; open space areas; etc.). *Locate longer distance, intercity public transit hubs adjacent to park-n-rides positioned near to the northern, southern and easternmost Town Squares, to provide connections to nearby cities.

#481

Posted by **kristen toscano** on **03/07/2021** at **3:07pm** [Comment ID: 1294] - [Link](#)

Agree: 11, Disagree: -1

None of these alternatives is acceptable. We already have too much traffic. We are always concerned about water. And why do we need to exceed the state mandates? Who profits from all this development? What makes Thousand Oaks special will disappear. There are less dramatic ways to improve the City. Once an alternative has been accepted there is no going back.

Reply by **Michele Havskjold** on **03/12/2021** at **4:22pm** [Comment ID: 1538] - [Link](#)

Agree: 3, Disagree: -1

Your comments perfectly capture the views and the feelings of myself and my husband. None of the alternatives is acceptable and once an alternative is accepted there is no going back regardless of what city council members may say. Among others, developers will profit.

#482

Posted by **Denis Dux** on **03/05/2021** at **8:56pm** [Comment ID: 1288] - [Link](#)

Agree: 0, Disagree: 0

would create living space for Amgen workers.

#483

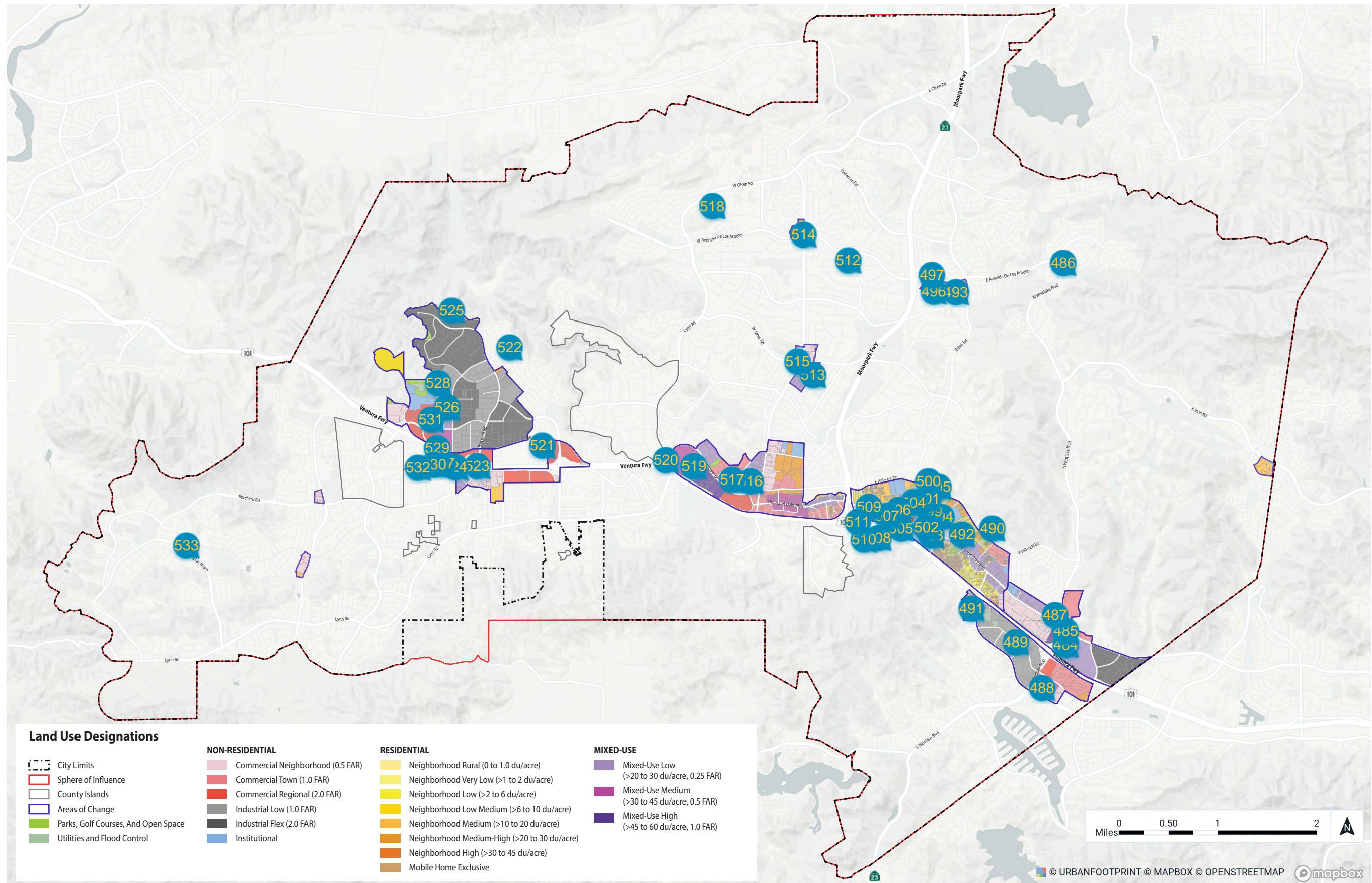
Posted by **Justin Link** on **02/16/2021** at **9:23pm** [Comment ID: 723] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Should be designated in areas that are attractors, such as supermarkets and retail where non-vehicle trips are more likely.

ALTERNATIVE 1: CHANGE AREAS ONLY



#484

Posted by **Sarah** on **03/08/2021** at **5:36pm** [Comment ID: 1367] - [Link](#)

Type: *Suggestion*

Agree: 6, Disagree: 0

This is a heavily used commercial area already. Traffic is already a nightmare in this area. No mitigation will fix it and it will only get worse. Plus, the City has already "green-lighted" a 241 unit development adjacent to this parcel. Unrealistic.

#485

Posted by **Steve Smith** on **03/15/2021** at **7:01pm** [Comment ID: 1849] - [Link](#)

Agree: 1, Disagree: 0

Easily the busiest intersection in the city. Any additional development of residential / retail / business will only make matters much worse and decrease the quality of life here by making it much more difficult to move around town at any time of the day.

#486

Posted by **Steve Smith** on **03/15/2021** at **7:05pm** [Comment ID: 1850] - [Link](#)

Agree: 0, Disagree: 0

Has anyone bothered to check the traffic here Monday through Friday during "rush" hours? People commuting to Simi Valley, Moorpark or even to the other side of town do not use Route 23 because it is a parking lot at these times of day. Westlake Blvd. has become an alternate to Route 23. They use surface streets that go through residential areas. The existing infrastructure can barely sustain what it has to handle now without adding additional high density units.

#487

Posted by **Sarah** on **03/08/2021** at **5:28pm** [Comment ID: 1363] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

This is already a heavily used commercial center. There is no need to change this designation. It will create more problems than it solves. ANY increase in density/adding housing units around this intersection, for the most part will bring havoc. Would require underground parking etc. So I don't know, maybe you put it on the plan as a possibility. However the reality is a different story.

#488

Posted by **Sarah** on **03/08/2021** at **5:33pm** [Comment ID: 1366] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

Nothing more than two stories.

#489

Posted by **Robert Curtis Higbee** on **02/20/2021** at **1:14am** [Comment ID: 860] - [Link](#)

Agree: 3, Disagree: 0

These developments need to have dedicated space for fresh air and relaxation. As seen on the map they appear as blights.

#490

Posted by **Jason** on **03/11/2021** at **12:54am** [Comment ID: 1477] - [Link](#)

Agree: 1, Disagree: -3

The only place I could possibly support buildings up to seven stories high would be along Thousand Oaks Blvd near and around the 23/101 interchange from about Moorpark Road to Hampshire. Since this is considered "downtown", lets make it look like a real downtown. We already have one building there that's four stories, so what's a handful more of buildings four to seven stories high. It would also fit in well with civic arts plaza/city hall. We will not be able to go back to the Thousand Oaks Blvd of yesteryear. That is long gone. The damage was done a long time ago.

#491

Posted by **Sarah** on **03/08/2021** at **5:29pm** [Comment ID: 1364] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This should remain a commercial site, or low low density housing. Maybe even homes. Our roadways cannot handle the stress a large development would bring.

#492

Posted by **Kyle T Thorsen** on **02/25/2021** at **1:24am** [Comment ID: 1155] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This area could be high density residential.

#493

Posted by **Adam G Ochs** on **02/26/2021** at **1:04am** [Comment ID: 1185] - [Link](#)

Agree: 2, Disagree: -1

Amen on mixed-use here.

#494

Posted by **Kyle Thorsen** on **02/25/2021** at **1:31am** [Comment ID: 1161] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

These smaller parcels would need high density residential zoning to be able to provide affordable housing.

#495

Posted by **Youth Commission 2** on **02/17/2021** at **8:39pm** [Comment ID: 734] - [Link](#)

Agree: 0, Disagree: 0

Would be open to see more housing like Yolo apartments.

#496

Posted by **Sarah** on **03/08/2021** at **5:21pm** [Comment ID: 1359] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

This is already a heavily used commercial center. There is no need to change this designation. It will create more problems than it solves.

Reply by **Kathy Nouam** on **03/15/2021** at **5:31pm** [Comment ID: 1841] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This center is busy and the west end recently saw a lot of investment into the shops. We don't need mixed use here. This is already a neighborhood shopping center it doesn't need to be any thing else then it is already.

#497

Posted by **Jason** on **03/11/2021** at **12:43am** [Comment ID: 1466] - [Link](#)

Agree: 1, Disagree: -1

I think the city has a good thing going here, no need to change anything. There is are already two shopping centers, plenty of housing (apartments, townhomes, single family homes) in this area. No mixed use here. Keep it as it is currently.

Reply by **Rose Ann H Witt** on **03/15/2021** at **4:03pm** [Comment ID: 1829] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

How about a Town Square featuring cafes, coffee shops, restaurants, retail, grocers, farmers markets, finance, and leisure activities, all located surrounding a central outdoor feature (a piazza, fountain, park, etc.) with public seating areas? It could make the whole center a compelling and attractive social gathering space by preserving any ancient oaks and other heritage trees, and planting abundant complementary tree canopy coverage, park land with ample green space and native plants, and organic, edible community gardens.

#498

Posted by **Youth Commission 2** on **02/17/2021** at **8:43pm** [Comment ID: 738] - [Link](#)

Agree: 0, Disagree: 0

City needs to find a balance between more compact development and moving into open space areas. Keep in mind local wildlife.

#499

Posted by **Sarah** on **03/08/2021** at **3:07pm** [Comment ID: 1337] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

WHAT IS THE PROPOSED NUMBER OF ADDITIONAL UNITS TO THE AREA BETWEEN THE 23FWY AND WESTLAKE BLVD??? THIS PORTION OF THE CITY IS OVERBUILT AND SHOULD NOT BE THE DENSITY DUMPING GROUND FOR THE REST OF THE CITY. FIND THE SPACE ELSEWHERE. THE INFRASTRUCTURE CANNOT HANDLE IT.

#500

Posted by **Kathy Nouam** on **03/15/2021** at **5:48pm** [Comment ID: 1843] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This corner should be zoned the same as the adjacent properties to the east (Hillcrest) and northwest (Erbes) all three maps have it colored the same color but it's not clear if that is more or less density then the adjacent properties. There's no reason to "spot" zone these parcels.

#501

Posted by **Sarah** on **03/08/2021** at **3:01pm** [Comment ID: 1335] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

THE AREA BETWEEN HILLCREST AND THOUSAND OAKS, BETWEEN THE FWY AND SKYLINE IS ALREADY COMPLETELY OVERBUILT. THIS IS NOT THE DENSITY DUMPING GROUND FOR THOUSAND OAKS. SPREAD LOW-LOW DENSITY HOUSING THROUGHOUT VILLAGE/CITY CENTERS MORE.

#502

Posted by **Youth Commission 2** on **02/17/2021** at **8:35pm** [Comment ID: 732] - [Link](#)

Agree: 0, Disagree: 0

Would like to see more opportunities for active recreation and entertainment in the Core area.

#503

Posted by **Kyle T Thorsen** on **02/25/2021** at **1:24am** [Comment ID: 1157] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This area could be high density residential

#504

Posted by **Kyle T Thorsen** on **02/25/2021** at **1:27am** [Comment ID: 1159] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

This area could have high density residential zoning

#505

Posted by **Adam G Ochs** on **02/26/2021** at **1:20am** [Comment ID: 1187] - [Link](#)

Agree: 3, Disagree: -5

Before anyone claims that what is being proposed along TO Blvd would turn the Conejo Valley "into the Valley.." please look at the Lupe's project. That doesn't look like the Valley to me. It looks like the beginning of an elegant and fully realized City. I applaud the City for being proactive with this bold and thoughtful approach to the future of our City. Keep it up!

#506

Posted by **Youth Commission 2** on **02/17/2021** at **8:55pm** [Comment ID: 742] - [Link](#)

Agree: 4, Disagree: -1

Make safe bike lanes a priority for major roads.

#507

Posted by **Youth Commission 2** on **02/17/2021** at **8:33pm** [Comment ID: 730] - [Link](#)

Agree: 1, Disagree: -3

More mixed-use along TO Blvd. Similar to Lupe's project.

#508

Posted by **Sarah** on **03/08/2021** at **3:05pm** [Comment ID: 1336] - [Link](#)

Agree: 1, Disagree: 0

CONSIDERATION HAS TO BE GIVEN TO RANCHO FWY ACCESS, AS THIS INTERSECTION WILL BECOME AN IMPORTANT POINT OF ACCESS AND EGRESS UPON COMPLETION OF ANY OF THESE MAJOR PROJECTS.

#509

Posted by **Youth Commission 2** on **02/17/2021** at **8:54pm** [Comment ID: 741] - [Link](#)

Agree: 3, Disagree: -1

Need to add more EV charging stations to adhere to related state mandates.

#510

Posted by **Robert Curtis Higbee** on **02/20/2021** at **1:10am** [Comment ID: 859] - [Link](#)

Agree: 0, Disagree: 0

Rancho rd. freeway on / off . This space is not used by humans for anything. Use it to help reduce congestion.

#511

Posted by **CB** on **02/24/2021** at **3:17pm** [Comment ID: 1092] - [Link](#)

Agree: 2, Disagree: -1

There is a transportation center near here. The City should leverage this. A higher density use near Rancho/TO Blvd could be good, but there needs to be safer walkway to the transportation center.

#512

Posted by **Sarah** on **03/08/2021** at **5:24pm** [Comment ID: 1361] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

Nothing here, at the old Rollerdomo sight under consideration for redesignation?

#513

Posted by **Sarah** on **03/08/2021** at **5:25pm** [Comment ID: 1362] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

This is already a heavily used commercial center. There is no need to change this designation. It will create more problems than it solves.

Reply by **Rose Ann H Witt** on **03/15/2021** at **4:09pm** [Comment ID: 1831] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We could have a more people-centric, walkable, connected neighborhood that enables residents to accomplish their routine working, grocery, banking, shopping, dining and entertainment needs/errands within a 15-20 minute walk or bike-ride of our homes. Here's how: *REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) within the "center". *BEAUTIFY and green the area with native trees, plants, gardens and parkland. *BUILD housing that's actually "affordable by design" within walking/cycling distance of the shopping and retail. *POWER the Town Square with clean, inexhaustible, solar-generated, electric energy. *JOIN the Town Square to its surrounding neighborhood via a network of dedicated walking and cycling paths. *CONNECT the Town Square and major attraction citywide through an all-electric public-transit system. Doing so would create a beautiful neighborhood space that's more walkable, people-centric, and less trafficked.

#514

Posted by **Adam G Ochs** on **02/26/2021** at **1:04am** [Comment ID: 1184] - [Link](#)

Agree: 4, Disagree: -1

I love this idea here. I live around the corner and this would be a refreshing makeover for a pretty decrepit retail center.

Reply by **Sarah** on **03/08/2021** at **5:22pm** [Comment ID: 1360] - [Link](#)

Agree: 0, Disagree: -1

This might be one of the few good places for mixed use-low low density. Would never get anything over two stories though. Which would be the most that would be appropriate.

#515

Posted by **Jacqueline Anderson** on **02/25/2021** at **9:27pm** [Comment ID: 1172] - [Link](#)

Type: *Suggestion*

Agree: 7, Disagree: 0

Please consider adding more bike paths between high traffic areas and parks in the city. We need dedicated bike lanes, not just lanes that run along side busy streets. I would love to be able to bike the Conejo valley with my kids but there aren't many options.

Reply by **Adam G Ochs** on **02/26/2021** at **1:08am** [Comment ID: 1186] - [Link](#)

Agree: 4, Disagree: 0

Amen. It would also be great to have bike paths meant to connect various nodes of the city to prioritize carbon-free transport within the city. Many people in the city (including me) would prefer to bike to the grocery store for food, but who wants to brave bike lanes with cars inches away? Make bikes and walking paths a priority in this beautiful city.

Reply by **Sarah** on **03/08/2021** at **2:57pm** [Comment ID: 1334] - [Link](#)

Agree: 1, Disagree: 0

Yes, too many people have died biking on our roads. Would love to see that number somewhere. It was so sad that we could not let our kid ride their bike to school as traffic much too dangerous.

#516

Posted by **Sarah** on **03/08/2021** at **5:32pm** [Comment ID: 1365] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -3

This seems to be a natural place for some mixed use, keeping it to the current two stories.

#517

Posted by **Tom Cohen** on **03/11/2021** at **12:49pm** [Comment ID: 1481] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

This site should be considered for mixed use housing as the current use for office is unlikely to be sustainable as it is considering the changing landscape in office use going forward. It is ideally located to jobs, services and retail. Because of its location, medium to high density mixed use makes sense.

#518

Posted by **Sarah** on **03/08/2021** at **5:46pm** [Comment ID: 1368] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -1

Would like to see more multi-family housing for students and faculty near the University if possible. But of course something that mixes in nicely with current mix of housing. Guessing some apartment complexes under-improved out here.

#519

Posted by **CB** on **02/24/2021** at **3:23pm** [Comment ID: 1093] - [Link](#)

Agree: 7, Disagree: 0

We live in uncertain economic times. This Plan is supposed to look out 20 years. Economic conditions and consumer demands will change. Flexibility is needed.

#520

Posted by **K Becker** on **02/03/2021** at **11:36am** [Comment ID: 600] - [Link](#)

Type: Question

Agree: 9, Disagree: 0

Has there been a study on the impact to the intersection of Lynn and Hillcrest of the Oaks mall is moved to High Density. Will there an impact to Lynn Ranch Housing and Lynn Road at the intersection?

#521

Posted by **Debbie Williams** on **03/15/2021** at **1:16pm** [Comment ID: 1772] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The reality is that rents and leases are too high. We have too many empty commercial spaces. There should be a rent cap for commercial sites. You have small/med businesses that would love to be here, but can't work with landlords on high rent. And then the landlords don't keep their commercial properties looking nice in our community. We don't need more commercial properties but need to make the best use of what we have here while working with the landlords.

#522

Posted by **Robert Curtis Higbee** on **02/20/2021** at **1:03am** [Comment ID: 858] - [Link](#)

Agree: 2, Disagree: -3

From the colors there is a lot of space for people to work. However where do they live? Park space, food and such. It seems to be a blight that will create traffic problems. How about interspace with higher density residential and some recreational space. Mixed use blended in?.

#523

Posted by **Lorna Maxwell** on **03/13/2021** at **11:19am** [Comment ID: 1568] - [Link](#)

Agree: 8, Disagree: 0

There are a lot of buildings in this area that are currently unoccupied, mainly because the owners of the properties charge unreasonable rents and leases. Before adding additional buildings or "changing" anything in these areas, this situation needs to be dealt with. Otherwise there will just be *more* empty, unoccupied buildings everywhere!

#524

Posted by **Christine Elowitt** on **03/15/2021** at **12:41am** [Comment ID: 1697] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -2

I think if the wetlands area were developed, a townhouse complex would be the ideal solution. Similar in density and height to some of the other townhouse communities on the South side of the freeway near Lynn and Ventu Park. It would add some much needed housing ownership opportunities, and serve as a "bridge" of sorts between the single family residential behind it and the commercial properties on the other side.

#525

Posted by **Jorge Luciani** on **02/23/2021** at **5:18pm** [Comment ID: 996] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

These industrial land lots should incorporate path accesses from Rancho Conejo Blvd. for pedestrians hiking along the Arroyo Conejo open space area (in addition to the access along Conejo Center Dr after the household Hazardous Waste). This would further bring together the industrial with the residential on Alternative 1.

#526

Posted by **Jorge Luciani** on **02/23/2021** at **5:23pm** [Comment ID: 998] - [Link](#)

Agree: 4, Disagree: 0

I really like this concept of a mixed use area along Lawrence. It creates sort of a mini-town with access to shops and open space nearby that is walkable and livable for those who live there.

Reply by **CB** on **02/24/2021** at **3:11pm** [Comment ID: 1091] - [Link](#)

Agree: 3, Disagree: 0

I'm with Jorge. Especially given how more biotechnology companies seem to be moving into this area. Would be nice to have walkable/bikeable options between home and work. Also, we have incredible weather. Would like to see a lot more outdoor seating for restaurants/shops.

#527

Posted by **Doug Chabot** on **02/07/2021** at **6:56pm** [Comment ID: 631] - [Link](#)

Type: Suggestion

Agree: 14, Disagree: 0

3+ story medium / high / mixed residential spaces in this area will be an abhorrent eyesore and completely overload the all ready overloaded freeway in intersections at Borchard, Wendy and the 101. Find someplace else for this abomination of a plan.

Reply by **Ernest Siracusa, Jr.** on **03/14/2021** at **7:16pm** [Comment ID: 1653] - [Link](#)

Agree: 0, Disagree: -1

This area is known to be a wetlands with potential flooding issues and would be unsuitable for high density development due to this characteristic alone. Further, this large parcel is situated between the 101 freeway and existing single family residential neighborhoods and is disassociated with any nearby commercial land uses.

The most appropriate development for this site would consist of various types of single family homes (conventional, small lot, cluster, paired single family) or low density attached, such as townhomes, or some combination of these. A small apartment community might also be a compatible use, as long as the buildings are no more than two or three stories in height.

#528

Posted by **Jorge Luciani** on **02/23/2021** at **5:02pm** [Comment ID: 991] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

What is the plan for this open space area? This area has even a fairly large flat area right above the warehouses/offices along Lawrence. This open space could be changed into a park/recreation/sports for those living in the proposed mixed use area along Lawrence Dr. in alternative 1. In fact, it is walking distance from the proposed mixed area.

What I don't know is whether there is vehicle accessibility and parking into this area or not.

#529

Posted by **Greg Clure** on **02/24/2021** at **7:35pm** [Comment ID: 1126] - [Link](#)

Agree: 13, Disagree: -1

Before the allowance of any higher density housing of business the 101 Freeway bottleneck between US23 and the Conejo grade needs to be fixed. This area is consistently slow and will only get worse with more traffic.

#530

Posted by **Tim** on **02/23/2021** at **6:22pm** [Comment ID: 1009] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

We've talked about this swampland before, please don't build here, you'll ruin traffic for all of Newbury Park if you do.

#531

Posted by **Mark Daris** on **02/07/2021** at **1:06pm** [Comment ID: 627] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -2

Having worked for Amgen for 20 years in a prior job, having access to affordable proximate housing is important in my opinion. Therefore I like the mix that brings in housing in Alternative 1. Even new hires at Amgen make a decent living but with housing costs so high many of them still struggle. The apartment complexes on the other side of Hillcrest are still very expensive as there are too few of them.

Reply by **Sarah** on **03/08/2021** at **2:51pm** [Comment ID: 1333] - [Link](#)

Agree: 4, Disagree: 0

Which is again why the City should insist on properties people can OWN. If people are going to pay high rents, then they should ultimately be paying a mortgage and building PERSONAL equity.

Reply by **John Scott** on **03/10/2021** at **10:02pm** [Comment ID: 1453] - [Link](#)

Agree: 0, Disagree: -2

twenty-somethings are not ready for that and some residents may also be here for sub-five-year assignments and then moving to a different state or country with large firms like Amgen.

#532

Posted by **Kevin Kohan** on **03/11/2021** at **2:54pm** [Comment ID: 1492] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -9

Mixed Use Housing and a town center concept would thrive in this location given its strategic location near the Rancho Conejo Industrial Center.

#533

Posted by **Kendall Lousen ("Kenny")** on **03/15/2021** at **10:42pm** [Comment ID: 1867] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The map shows this is an area of change, what land use changes or developable densities for this 'area of change' are proposed? Given the proximity to Naval Base Ventura County, this site is within the NBVC's Military Influence Area Boundary; recommend keeping land use designations/densities to similar development patterns of existing neighboring building heights for military compatibility; prevent encroachment to airspace training aviation operations conducted at NBVC Point Mugu.

ALTERNATIVE 2 KEY FEATURES

Compared to Alternative 1, Alternative 2 spreads mixed use development potential throughout the areas of change, rather than trying to focus development into a few locations. New mixed-use areas are introduced on the southwest edge of Rancho Conejo, along Moorpark Road and in the Townsgate employment area. Employment uses concentrated in Rancho Conejo, which is expanded compared to Alternative 1. The employment district on the east end of Thousand Oaks Boulevard would be re-designed as Commercial Regional (compared to Industrial Flex in Alternative 1) to allow a wider diversity of commercial and employment uses.

- + Allows mixed-use development in more areas than Alternative 1 but only at the Mixed-Use Low and Mixed-Use Medium Designation. The Mixed-Use High land use designation is not used in Alternative 2. Areas with mixed-use are:
 - o On the southwest edge of Rancho Conejo where large format retail uses (Home Depot, Ross, and other retailers) are currently located.
 - o South of Highway 101 in Newbury Park.
 - o At Janss Marketplace and The Oaks Mall.
 - o Along Moorpark Road.
- + Expands commercial and retail uses on the east side of the city along Thousand Oaks Boulevard and Highway 101.
- + Reduces the potential for jobs in other parts of the City by allowing mixed-use in the majority of the Townsgate employment area and allowing retail and service uses on the east side of the City along Thousand Oaks Boulevard.
- + Expands the potential for jobs in Rancho Conejo by increasing the amount of land for Industrial Flex (compared to Industrial Low).
- + Converts industrial land on the east side of the City and south of Highway 101 to mixed-use development to expand the potential for residential uses.
- + Maintains commercial uses at the commercial shopping areas (Village Centers) throughout the city. None of these areas would allow residential development in this alternative.

#534

Posted by **Stefanie Sellars** on **02/19/2021** at **4:11pm** [Comment ID: 794] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -1

Looks like doubling the population of T.O. To accommodate United Nations Agenda 21 strictures. Everyone in apartments. No homes. We don't want this! #StopAgenda21 #KeepThousabdOaksFree

Reply by **Jackson** on **03/15/2021** at **3:52pm** [Comment ID: 1820] - [Link](#)

Agree: 0, Disagree: 0

Please expand on what you think Agenda 21 is.

#535

Posted by **J Francis** on **03/13/2021** at **3:32pm** [Comment ID: 1573] - [Link](#)

Agree: 1, Disagree: 0

I support mixed use with residential at these neighborhood centers, with a height limit.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:21pm** [Comment ID: 1852] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I do too. If we specifically design for housing affordability in strategic locations (like in the village centers, where residents can actually walk to nearby retail, dining, entertainment and services) by allowing higher density while maintaining our existing building heights, the resulting apartments will necessarily be smaller, more affordable (by virtue of their size), and more numerous - meeting our city's state-mandated RHNA requirements faster in fewer developments, while also curtailing the construction of yet more, luxury apartments that handsomely benefit developers but not T.O. residents who want housing their adult children and senior family members can actually afford.

#536

Posted by **Betsy Connolly** on **02/19/2021** at **6:16pm** [Comment ID: 814] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -2

Why are the Village Centers not a possibility for this option? Every option should include Village Centers. Planners are always saying "remember, this building can happen but may not happen" so we would be restricting residential building with no real idea that it will happen in the other areas. Village Centers should be an option for each plan.

Reply by **Gordon Clint** on **03/15/2021** at **12:29pm** [Comment ID: 1746] - [Link](#)

Agree: 2, Disagree: 0

Allowing housing in Village Centers is essential for improving walkability and overall quality of life.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:19pm** [Comment ID: 1851] -

[Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares on the Janss & Oaks Mall sites, in the Rancho Conejo employment hub, and in each "village center". Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#537

Posted by **Steve Schiedermayer** on **02/23/2021** at **5:10pm** [Comment ID: 994] - [Link](#)

Agree: 10, Disagree: 0

Agreeing with the ones on the left - this is also why we should never have done this work in the middle of the pandemic. Never do long-term research or surveys in the middle of this type of a crisis. Employment, commercial space availability, other open parcels, etc. And yes, I did point this out to planning staff early in 2020.

Reply by **Michele Havskjold** on **03/12/2021** at **4:42pm** [Comment ID: 1539] - [Link](#)

Agree: 5, Disagree: 0

Major decisions should not be made until the covid pandemic has abated. Those making the decisions should be personally accessible for discussion with city citizens. That is not currently possible. The future of Thousand Oaks should not be defined until the city is fully open for business. Decisions affecting growth possibilities and changes in the master plan for the city should wait until then. Post covid much will be changed.

#538

Posted by **vanessa p** on **02/23/2021** at **5:37am** [Comment ID: 973] - [Link](#)

Type: Suggestion

Agree: 11, Disagree: 0

Agree with comment to the left. Employment will affect the GP, as will retail and restaurant, all of the above was and is still being affected by covid. Many closures have occurred, many will occur in the future. Planning should only ensue after we know what the "new normal" is in terms of business, and see how many empty shells of buildings

are left before planning to build more. Nothing over 3 stories should be built.

#539

Posted by **Doug Chabot** on **02/07/2021** at **6:52pm** [Comment ID: 630] - [Link](#)

Type: Suggestion

Agree: 20, Disagree: -2

Each alternative plan fails to take into consideration the fundamental shift away from centralized work spaces. While not all employment can be remote, a majority can, especially in the professional spaces. Thus there are no needs to develop brick and mortar work spaces. The existing commercial unoccupied capacity offers many years of capacity without changing the very nature of Thousand Oaks as proposed in the three alternatives.

#540

Posted by **Jaki Kackert** on **02/27/2021** at **8:34pm** [Comment ID: 1215] - [Link](#)

Agree: 10, Disagree: 0

Am I missing the part of this plan that details how we're going to upgrade the infrastructure of the city to accommodate the increase in cars and people along a slow, 4-lane road with badly timed lights? Please send me those plans!

#541

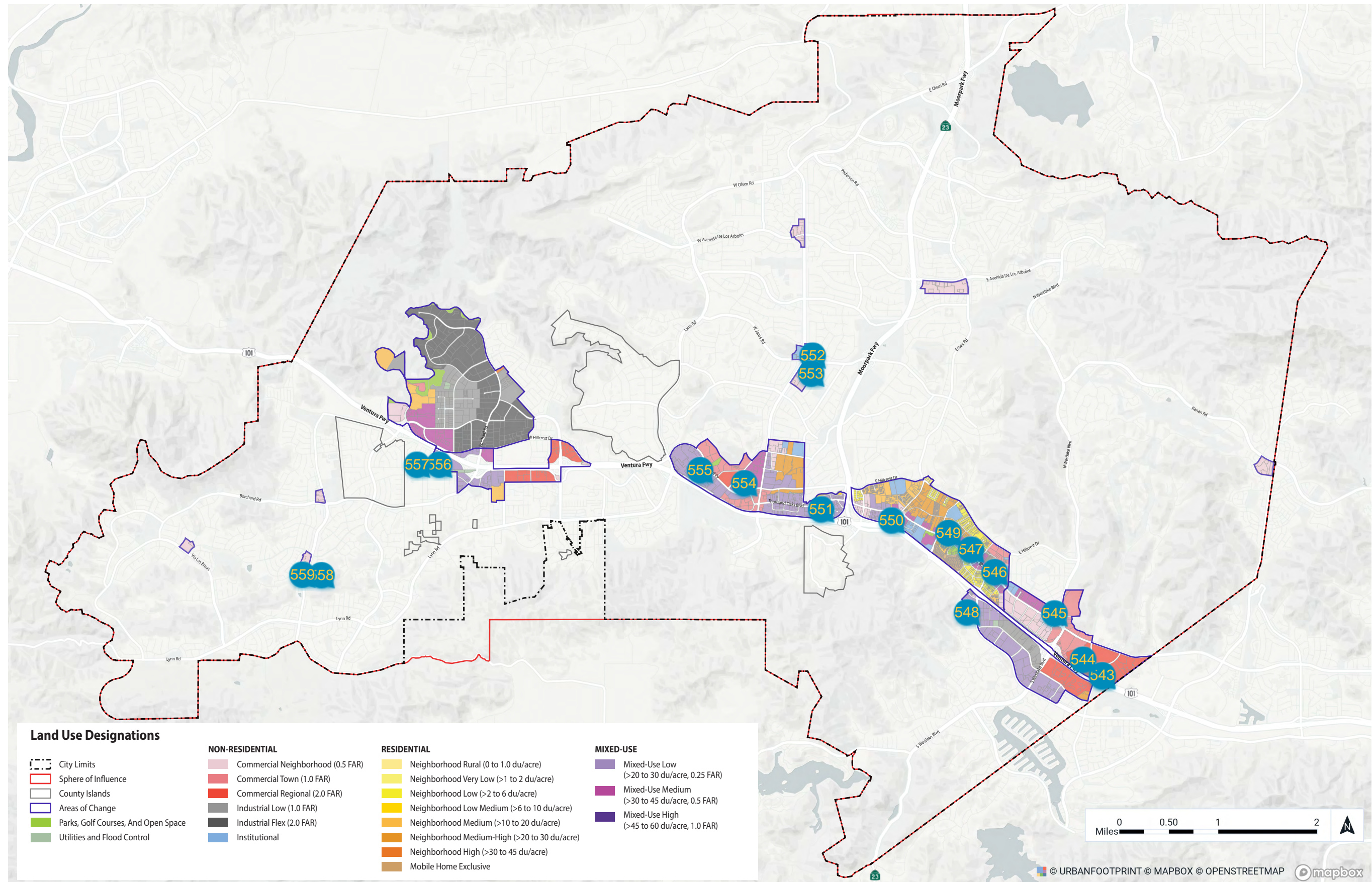
Posted by **Tamara Napier** on **03/15/2021** at **4:14pm** [Comment ID: 1834] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Develop the North side of the 101 at Rancho Conejo. Leave the South side alone.

ALTERNATIVE 2: CHANGE AREAS ONLY



#542

Posted by **Noah Tillipman** on **02/02/2021** at **11:26pm** [Comment ID: 593] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -6

This area should be considered for high density housing

#543

Posted by **Noah Tillipman** on **02/02/2021** at **11:26pm** [Comment ID: 592] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

This area should be considered for housing

#544

Posted by **Robert Curtis Higbee** on **02/20/2021** at **1:39am** [Comment ID: 861] - [Link](#)

Agree: 0, Disagree: 0

Strange as this land is already mostly for parking cars.

#545

Posted by **Sarah** on **03/08/2021** at **3:56pm** [Comment ID: 1354] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#546

Posted by **Sarah** on **03/08/2021** at **3:56pm** [Comment ID: 1355] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#547

Posted by **Sarah** on **03/08/2021** at **3:57pm** [Comment ID: 1356] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#548

Posted by **Sarah** on **03/08/2021** at **3:55pm** [Comment ID: 1353] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

THIS PARCEL SHOULD BE KEPT AS COMMERCIAL OR SUPER LOW LOW DENSITY HOUSING. FOR OWNERSHIP. ALREADY HEAVILY TRAFFIC AREA. INFRASTRUCTURE CANNOT HANDLE.

#549

Posted by **Sarah** on **03/08/2021** at **3:59pm** [Comment ID: 1357] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -2

THE AREA BETWEEN HILLCREST AND THOUSAND OAKS BOULEVARD IS ALREADY TOO DENSE. IT SHOULD NOT BE THE DENSITY DUMPING GROUND FOR THE CITY.

#550

Posted by **Sarah** on **03/08/2021** at **5:50pm** [Comment ID: 1369] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

LOW LOW DENSITY. MIXED USE. NOT AS TALL AS NEW DEVELOPMENT AT ERBES AND TO BLVD, WHICH IS TOO TALL, TOO CLOSE TO THE STREET AND NOT SURE WHO PAID FOR ALL THE STREET IMPROVEMENTS TO ACCOMMODATE THIS PROJECT.

#551

Posted by **Jackson** on **03/15/2021** at **1:09am** [Comment ID: 1700] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

Freeways are a major source of pollution, from both internal combustion engine emissions and from tire particulates. I am entirely in favor of high density residential development along Thousand Oaks Boulevard and at the Malls, but some means of filtering the pollution must be incorporated to protect the residents of these developments.

#552

Posted by **Sarah** on **03/08/2021** at **5:51pm** [Comment ID: 1371] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

This is already a heavily used commercial center. There is no need to change this designation. It will create more problems than it solves.

#553

Posted by **Sarah** on **03/08/2021** at **5:51pm** [Comment ID: 1370] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

This is already a heavily used commercial center. There is no need to change this designation. It will create more problems than it solves.

#554

Posted by **Edward Carloni** on **02/25/2021** at **5:21pm** [Comment ID: 1164] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

Have the planners taken into account the long term effects of the pandemic? I'm especially thinking of work place changes. in that many employees working from home now will not go back to working in a traditional office setting. This means less office space will be needed, less commuting miles and altered travel patterns. This is a difficult time to predict the future.

#555

Posted by **k** on **02/03/2021** at **12:33pm** [Comment ID: 604] - [Link](#)

Type: *Question*

Agree: 10, Disagree: -1

With the new amount of housing that is being added to the city, where are the new additions of schools, the addition of staff from the police department, the increase of the fire department plus the utilities?

Reply by **Barbara** on **02/18/2021** at **8:03pm** [Comment ID: 767] - [Link](#)

Agree: 1, Disagree: -1

excellent question! If you're increasing population, you need other things. How about a bigger hospital as well?

Reply by **Adam G Ochs** on **02/26/2021** at **1:30am** [Comment ID: 1188] - [Link](#)

Agree: 1, Disagree: 0

Not only does new development bring impact fees for police/fire/schools into the City's coffers, it also increases property taxes that add to the City's budget for these services. New residents pay their own way, same as existing residents do. I wonder if the Chumash asked the same questions when we moved in?

Reply by **Betsy** on **03/14/2021** at **6:11pm** [Comment ID: 1635] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

TO has shrunk in the last 4 years. There are fewer children. Mostly more old people. That means less workforce. Less shopping. Less dining. We won't need more schools. In fact we are going to have to start closing schools if something doesn't change. Any time new dwellings are built, a fee is paid that funds the extra services needed.

#556

Posted by **George Schultz** on **03/01/2021** at **12:19pm** [Comment ID: 1231] - [Link](#)

Agree: 6, Disagree: 0

This wetland area is needed for flood protection. The homes in this area are required to have costly flood insurance. The city should concentrate on removing the 100-year flood hazard instead of allowing a higher density development.

#557

Posted by **Kevin Kohan** on **03/11/2021** at **2:55pm** [Comment ID: 1493] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -4

Project site is not a wetlands property and received ACOE and CDFW clearances. This is an opportunity site within the City that can bring potential affordable housing opportunities with creative park and open spaces.

#558

Posted by **Denis Dux** on **03/07/2021** at **6:06pm** [Comment ID: 1308] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

This area next to Albertson's should remain Commercial

Reply by **Gordon Clint** on **03/15/2021** at **2:01pm** [Comment ID: 1789] - [Link](#)

Agree: 1, Disagree: 0

Since this property backs up to a supermarket and is across from a street with higher density single family homes it seems appropriate for townhomes and condominiums.

#559

Posted by **Michael Mostats** on **02/21/2021** at **5:59pm** [Comment ID: 905] - [Link](#)

Agree: 5, Disagree: 0

This proposal would destroy rather than preserve the integrity of the single family home community that circumvents surrounding area for miles. This parcel is best left for commercial use as the location abates a shopping center and would lead to significant traffic and congestion which is not only detrimental to the safety and well being of the adjoining residents but also to the property values of existing single family homes. In summary this proposal represents a lazy and un-resourceful approach by the city to addressing future housing needs while also preserving the quality of life and continuity of Thousand Oaks and Newbury Park.

Reply by **Christine Elowitt** on **03/15/2021** at **12:48am** [Comment ID: 1698] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I'm confused about your comment. In this map for alternative 2, this spot where you added your comment is zoned to stay commercial. Isn't that what you are saying you want?

ALTERNATIVE 3 KEY FEATURES

Compared to Alternatives 1 and 2, Alternative 3 has a strong focus on jobs and employment. The primary job centers in Rancho Conejo, the Townsgate employment district and on the eastern side of Thousand Oaks Boulevard all focus on employment (office, research and development, and light industrial) uses and many parcels have increased intensities to 2.0 FAR to encourage redevelopment. In addition, many existing commercial areas will remain commercial and not convert to mixed use as occurs in Alternatives 1 and 2. To compensate for the increased focus on employment and commercial uses and meet the housing needs of the City, the mixed use areas allow for higher density development. The Janss Marketplace, the western end of Thousand Oaks Boulevard and the Promenade at Westlake Village are designated as Mixed Use High with Mixed Use Medium on many parcels between these areas. In addition, in this alternative, the Oak Mall would be a combination of commercial and residential uses rather than a mixed use designation. Finally, all the “village centers” around the City would allow a mix use development.

- + Expands focus on job producing uses throughout the City with job centers at Rancho Conejo, north of The Oaks Mall on Hillcrest ⁵⁶⁶ and on the east side of the city both north and south of Highway 101. As part of this the Industrial Flex designation (at up to 2.0 FAR) is allowed in all employment areas. This alternative has the greatest potential to expand jobs and employment uses compared to Alternatives 1 and 2.
- + Allows residential development (at the Neighborhood Low Medium designation) at the Oaks Mall.
- + Creates High-Density ⁵⁷¹ Mixed-Use nodes at three locations:
 - 1) near the intersection of Boardwalk Avenue and Thousand Oaks Boulevard;
 - 2) at Janss Marketplace; and ⁵⁶⁸
 - 3) at the intersection ⁵⁷⁰ Thousand Oaks Boulevard and Westlake ⁵⁶² Boulevard.
- + Expand mixed-use development south of Highway 101 in Newbury Park. ⁵⁶¹ ⁵⁶⁰
- + Allow mixed-use development along all of Thousand Oaks Boulevard with the Mixed-Use Medium and Mixed-Use Low designation. ⁵⁶⁵
- + Designates many existing retail areas with commercial land use designations (Commercial Regional, Commercial Town, Commercial Neighborhood) at Westlake Village, in part of The Oaks Mall, in the retail/commercial area east of Rancho Conejo and at the intersection of Highway 101 at Ventu Park Road.
- + Creates Village Centers (with the Mixed-Use Low designation) in all identified commercial shopping centers throughout the City. ⁵⁶⁷ ⁵⁶⁴ ⁵⁶³ ⁵⁶⁹

#560

Posted by **Debbie Williams** on **03/15/2021** at **1:20pm** [Comment ID: 1774] - [Link](#)

Agree: 0, Disagree: 0

If you build up too much around the Oaks Mall and Janss Mall, traffic will be so bad that people will begin to use residential streets to avoid the traffic on the main streets. Causing other issues. I do this now to avoid Moorpark St traffic from the fwy up to Janss Rd. It's horrible. And getting over the freeway at Lynn Road, I have to get through 4 signals to go less than a mile. It's ridiculous!

#561

Posted by **Tracy B** on **03/15/2021** at **2:58pm** [Comment ID: 1801] - [Link](#)

Agree: 0, Disagree: 0

Isn't this a wetland or, if not, a water collection basin? It floods everytime there is a major rainstorm.

#562

Posted by **Gary L** on **02/19/2021** at **7:21pm** [Comment ID: 820] - [Link](#)

Type: Suggestion

Agree: 15, Disagree: -3

The intersection of T.O. and Westlake is bad as it is. Two major thoroughfares with high school traffic. Let's not forget what this was like prior to Covid, an increase in density to this area would be ill advised.

Reply by **Wes M.** on **03/01/2021** at **7:34pm** [Comment ID: 1235] - [Link](#)

Agree: 9, Disagree: -1

I agree with Gary. This is already a heavily impacted traffic area and adding any more to the daily vehicle count would be a bad idea.

#563

Posted by **Susan K Soy** on **02/21/2021** at **3:25pm** [Comment ID: 902] - [Link](#)

Agree: 11, Disagree: -2

Lots of people will be working remotely from home, even those living in Village Centers. Great Broadband access should be incorporated into the plan.

#564

Posted by **Betsy Connolly** on **02/19/2021** at **6:21pm** [Comment ID: 816] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -7

Yes on Village Center residences. This would make each part of the city more livable. We need plazas and seating outside coffee shops and cafes. Those businesses need customers from the neighborhood. Walkable and bikeable village centers would be a great addition.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:39pm** [Comment ID: 1855] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Agreed, we can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares on the Janss & Oaks Mall sites, in the Rancho Conejo employment hub, and in each "village center". Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#565

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:23pm** [Comment ID: 927] - [Link](#)

Type: Suggestion

Agree: 8, Disagree: -1

This land should stay open. Traffic is already a challenge in this area with the commercial area across the way. We don't need mixed use in this area. We already have plenty of parks and wide streets. We have plenty of shops across the way instead of in our way. This is not the valley. Why mixed use? Why not just leave it alone or add some single family homes?

#566

Posted by **Doug Chabot** on **02/07/2021** at **6:48pm** [Comment ID: 629] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: -7

Any implementation of "high density", or "medium density" housing must include provisions for high capacity and medium capacity roads and intersections. This town's transportation capacity is well below the current population needs.

Reply by **Betsy Connolly** on **02/19/2021** at **6:18pm** [Comment ID: 815] - [Link](#)

Agree: 6, Disagree: -9

Presently, much of the traffic is people who live outside the city coming in for work. If there was housing people who work here could afford, there would be less traffic, not more.

Reply by **Tim** on **02/23/2021** at **6:27pm** [Comment ID: 1010] - [Link](#)

Agree: 6, Disagree: -2

Complete fallacy. So L.A. has less traffic than T.O. because they have

more jobs and more places to live? Let's think that through Betsy...

Reply by **Albert** on **03/14/2021** at **6:41pm** [Comment ID: 1643] - [Link](#)

Agree: 2, Disagree: -1

Yes, Tim is correct. In addition to people who live in other areas and work here, there are people like me who live here and work in another city. If someone lives in Agoura Hills, for example, and gets a job in Thousand Oaks, they are not necessarily going to move. Southern California has a huge population of commuters and nothing in this plan will change that.

1749] - [Link](#)

Agree: 1, Disagree: 0

Many people are only commuting because they can't afford to live here. That is why our plan needs to offer places where housing can be built that will be affordable.

Reply by **Jackson** on **03/15/2021** at **3:56pm** [Comment ID: 1823] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

We already have very wide, well-designed roads - we just don't use them well. Single-occupancy vehicles, which is to say cars containing one person, are extremely inefficient uses of road space. Even so, we are well below the designed capacity of our roads. We should reconfigure the space to prioritize safe, efficient movement of buses, people on bikes, and people walking in order to shift people to these more space-efficient, safer, and cleaner travel modes.

#567

Posted by **john** on **02/03/2021** at **11:39am** [Comment ID: 602] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -9

Do not put residential units at city centers

#568

Posted by **Doug Chabot** on **02/07/2021** at **6:45pm** [Comment ID: 628] - [Link](#)

Type: Suggestion

Agree: 16, Disagree: -5

The claim of focus on Jobs is without merit. Housing does not equate to jobs other than the one time good deal for construction contractors.

#569

Posted by **Jennifer Lobenhofer** on **03/14/2021** at **1:34pm** [Comment ID: 1621] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

The Village Centers are a very attractive component. They are a crucial way to meet many of the goals of achieving a more walkable, "15-minute" city, where each neighborhood has its own center and sense of place.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:36pm** [Comment ID: 1853] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

So agree. We can have a more people-centric, walkable, connected Thousand Oaks by creating distinctive Neighborhood Town Squares on the Janss & Oaks Mall sites, in the Rancho Conejo employment hub, and in each "village center". Here's how: *IDENTIFY an existing, conveniently-located commercial "center" in each neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in each neighborhood "center". * BEAUTIFY and green each Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance of each Town Square. * POWER each Town Square with clean, inexhaustible, solar-generated, electric energy. * JOIN each Town Square to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT every Town Square and major attraction citywide through an all-electric public-transit system. * LINK Thousand Oaks to nearby regional cities through strategically located intercity transit hubs.

#570

Posted by **Jaki Kackert** on **02/27/2021** at **8:37pm** [Comment ID: 1216] - [Link](#)

Agree: 11, Disagree: -2

This is the worst possible place to add density. Have any of you driven around Westlake and TO during school hours? The lights are poorly timed, traffic is terrible and there are no alternative ways to navigate around that area. How will you accommodate infrastructure to make it better? This area is really the worst idea!

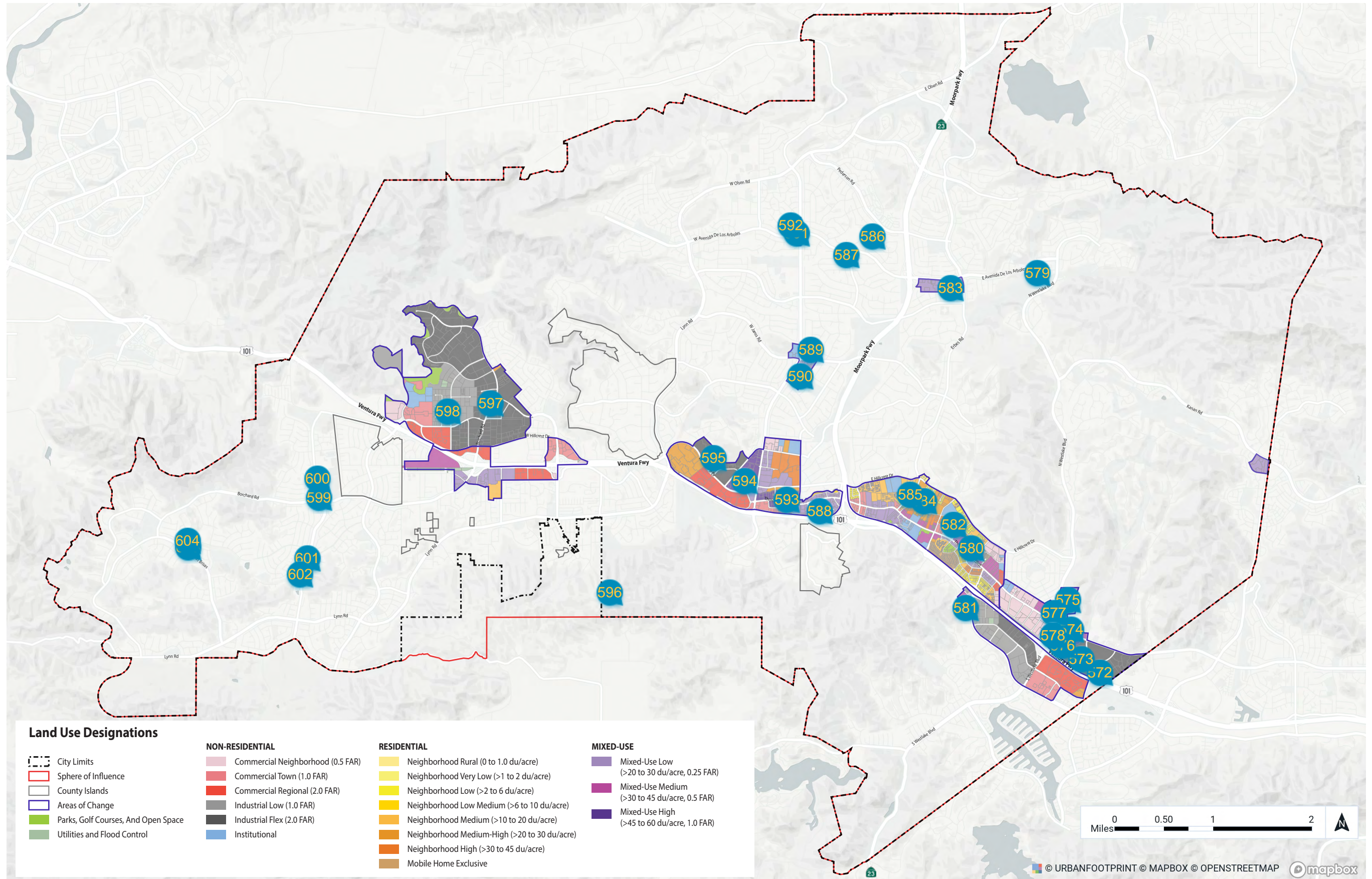
#571

Posted by **Anne Marquart** on **02/22/2021** at **11:43pm** [Comment ID: 957] - [Link](#)

Agree: 11, Disagree: -2

High Density mixed use should be dropped from the plans all together. None of these intersections can support the increase in traffic.

ALTERNATIVE 3: CHANGE AREAS ONLY



#572

Posted by **Noah Tillipman** on **02/02/2021** at **11:28pm** [Comment ID: 594] - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: -7

This area once again, should be considered for high density housing.

Reply by **Sarah** on **03/08/2021** at **3:43pm** [Comment ID: 1348] - [Link](#)

Agree: 2, Disagree: -1

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#573

Posted by **Sarah** on **03/08/2021** at **3:44pm** [Comment ID: 1349] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

THIS AREA HAS ALREADY BEEN "GREEN-LIGHTED" TO EXPLORE MIXED USE AND CHANGE THE DESIGNATION. THIS HAS TO BE FACTORED INTO THE PLAN SOMEHOW. COMPLETELY OPPOSED TO IT. HOWEVER THE COUNCIL CLEARLY INDICATED THEIR FAVORITISM FOR THIS DEVELOPER, AND THUS IT NEEDS TO BE INCORPORATED INTO THE PLAN. AS IT WILL MOST LIKELY MOVE FORWARD.

#574

Posted by **Sarah** on **03/08/2021** at **3:41pm** [Comment ID: 1345] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS WOULD BE THE MOST PREFERABLE PLACE IN THIS INTERSECTION FOR MIXED USE LOW DENSITY HOUSING.

#575

Posted by **Sarah** on **03/08/2021** at **3:50pm** [Comment ID: 1350] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -2

LOW - LOW DENSITY TOWN HOMES AND CONDOS COULD BE A GOOD FIT FOR THIS PROPERTY. IT IS ALSO IMPORTANT TO REMEMBER THAT STATE REQUIREMENTS COULD BE REVERSED IN THE FUTURE.

#576

Posted by **Sarah** on **03/08/2021** at **3:42pm** [Comment ID: 1346] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

NO.

#577

Posted by **Sarah** on **03/08/2021** at **3:40pm** [Comment ID: 1344] - [Link](#)

Type: *Suggestion*

Agree: 4, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#578

Posted by **Sarah** on **03/08/2021** at **3:42pm** [Comment ID: 1347] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#579

Posted by **Sarah** on **03/08/2021** at **6:02pm** [Comment ID: 1376] - [Link](#)

Agree: 0, Disagree: 0

ARE THESE DEVELOPMENTS UNDER-IMPROVED?

#580

Posted by **Sarah** on **03/08/2021** at **3:37pm** [Comment ID: 1343] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL AREA. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#581

Posted by **Sarah** on **03/08/2021** at **3:25pm** [Comment ID: 1338] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS SHOULD EXTREMELY LOW DENSITY. HOMES, TOWN-HOMES, CONDOS. NOTHING MORE THAN THREE STORIES. THIS IS ALREADY A VERY HEAVILY UTILIZED PORTION OF THE CITY, VIA FREEWAY ACCESSES. IT CANNOT HANDLE MUCH MORE IN TERMS OF DENSITY. REALLY IT SHOULD BE JUST HOMES OR A COMMERCE CENTER.

#582

Posted by **Kyle T Thorsen** on **02/26/2021** at **1:24pm** [Comment ID: 1190] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -1

High Density Neighborhood zoning could continue along this entire block.

#583

Posted by **Sarah** on **03/08/2021** at **3:29pm** [Comment ID: 1339] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#584

Posted by **Sarah** on **03/08/2021** at **6:15pm** [Comment ID: 1379] - [Link](#)

Agree: 0, Disagree: -1

THE AREA BETWEEN THE 23FWY AND WESTLAKE BLVD AND HILLCREST AND THOUSAND OAKS BLVD IS ALREADY EXTREMELY DENSE. IT SHOULD NOT BE THE DENSITY DUMPING GROUND FOR THE CITY. TAKE A LOOK AT THE BUILDINGS "NESTLED" IN BETWEEN THESE STREETS, ESPECIALLY BETWEEN THE 23 FWY AND OLD CONEJO SCHOOL ROAD AS YOU TRANSITION FROM THE 101 FWY NORTH TO THE 23 FWY NORTH. IT LOOKS LIKE AN ENTIRE CITY AS IT IS!!!!

#585

Posted by **Kyle T Thorsen** on **02/26/2021** at **1:25pm** [Comment ID: 1191] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -1

This could be high density neighborhood.

#586

Posted by **garry star** on **03/14/2021** at **1:47am** [Comment ID: 1617] - [Link](#)

Agree: 0, Disagree: 0

i hate this software. this da_n comment form keeps popping up and covering the map

#587

Posted by **Sarah** on **03/08/2021** at **6:01pm** [Comment ID: 1375] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

WHAT ABOUT THIS COMMERCIAL PROPERTY BEING RE-DESIGNATED FOR MIXED USE?

#588

Posted by **Sarah** on **03/08/2021** at **3:52pm** [Comment ID: 1351] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

WOULD RATHER SEE FLAT OUT HOMES/TOWN-HOMES/CONDOS VERSUS MIXED USE. EITHER KEEP A SPACE COMMERCIAL OR USE IT FOR RESIDENTIAL.

#589

Posted by **Sarah** on **03/08/2021** at **3:30pm** [Comment ID: 1341] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#590

Posted by **Sarah** on **03/08/2021** at **3:30pm** [Comment ID: 1340] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#591

Posted by **Sarah** on **03/08/2021** at **3:31pm** [Comment ID: 1342] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

THIS IS ALREADY A HEAVILY UTILIZED COMMERCIAL CENTER. THERE IS NO NEED TO CHANGE THIS DESIGNATION TO MIXED USE. IT WOULD CREATE MORE PROBLEMS THAN IT SOLVES.

#592

Posted by **Jackson** on **03/15/2021** at **1:12am** [Comment ID: 1701] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

If it is possible, this should be developed as a mixed-use Village Center and linked directly to the CLU campus.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:58pm** [Comment ID: 1857] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Neighborhoods that lack established commercial centers can also have more people-centric, walkable, connected communities by creating distinctive Town Squares: *IDENTIFY an existing, conveniently-located commercial "center" in the neighborhood. * REVITALIZE existing vacant spaces around a central, outdoor, public-gathering space (Town Square) in the neighborhood "center". * BEAUTIFY and green the Town Square with trees, plants, gardens and parkland. * BUILD housing that's "affordable by design" within walking/cycling distance. * POWER it with clean, inexhaustible, solar-generated, electric energy. * JOIN it to its neighborhood via a network of dedicated walking and cycling paths. * CONNECT it to major attractions citywide ... including CLU (and even Moorpark College) through an all-electric public-transit system.

#593

Posted by **Sarah** on **03/08/2021** at **6:06pm** [Comment ID: 1377] - [Link](#)

Agree: 1, Disagree: -1

THIS PART OF THE BOULEVARD CANNOT HANDLE THIS DENSITY.

#594

Posted by **Sarah** on **03/08/2021** at **3:53pm** [Comment ID: 1352] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: -1

NOTHING OVER THREE STORIES.

Reply by **Jackson** on **03/15/2021** at **3:58pm** [Comment ID: 1826] - [Link](#)

Agree: 0, Disagree: 0

Why? What objective purpose does a three story height limit serve?

Reply by **Kim** on **03/16/2021** at **12:28am** [Comment ID: 1885] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Aesthetics. Retaining the feel and look of the community as much as possible. Over the past several months, we have heard references to not becoming Sherman Oaks. This is what those people are talking about. Tall buildings obstruct views and change the character and ambience of the community. To some of us, that is an objective purpose. When we have something great, why do we want to pave it over and block the views? I realize we have housing mandates from the state, but there are some locations better suited to higher buildings, such as Rancho Conejo which has been an industrial area for many years.

#595

Posted by **Kathy Nouam** on **03/15/2021** at **5:42pm** [Comment ID: 1842] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

This seems like a very big "industrial" area that would be adjacent to residential. The area is currently office and commercial - to broad brush it with industrial doesn't make sense.

#596

Posted by **Debbie Williams** on **03/15/2021** at **1:24pm** [Comment ID: 1775] - [Link](#)

Agree: 0, Disagree: 0

In Dos Vientos, that commercial park has never been successful for businesses for some reason. Making into mixed use but with limited height for the homes right there could be a possibility. The only other issue is the immense traffic that floods Lynn Road already from Dos Vientos. The traffic noise, accidents, and speeding is insane. It has increased by 10 fold over the past 15 yrs. Lynn Road cannot handle any more traffic from Dos Vientos community. How would you deal with the added traffic created from adding more housing back there?

#597

Posted by **Sarah** on **03/08/2021** at **6:10pm** [Comment ID: 1378] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: -1

IF THERE IS ANY OPPORTUNITY TO CONVERT SOME AMGEN REAL ESTATE TO RESIDENTIAL, THAT SHOULD BE A PRIORITY. NEED TO DISTRIBUTE MORE UNITS OFF OF THOUSAND OAKS BOULEVARD. ALSO, REALISTICALLY, NEED TO SEE SOME UNIT NUMBERS IN PLACE TO UNDERSTAND WHAT NUMBERS YOU ARE TALKING ABOUT IN EACH OF THESE LOCATIONS. IN OTHER WORDS, HOW WE ARE GETTING TO THE 35K-38K ADDITIONAL UNITS.

#598

Posted by **CB** on **02/24/2021** at **3:25pm** [Comment ID: 1094] - [Link](#)

Agree: 6, Disagree: -1

I liked the housing/mixed-use here to cut down on commuter traffic and related environmental impacts.

#599

Posted by **Sarah** on **03/08/2021** at **5:59pm** [Comment ID: 1374] - [Link](#)

Agree: 2, Disagree: -3

THIS WOULD HELP DISTRIBUTE SOME OF THE DENSITY FROM T.O. BLVD.

#600

Posted by **Robin Berman** on **03/16/2021** at **2:49am** [Comment ID: 1922] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There is a lack of higher density housing on this side of the city.

#601

Posted by **Sarah** on **03/08/2021** at **5:55pm** [Comment ID: 1373] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -2

GOOD OPPORTUNITY FOR SOME MIXED USE. NOTHING MORE THAN TWO STORIES. DISBURSES DENSITY. IF WE ARE REQUIRED BY THE STATE TO PLAN FOR THIS INCREASE IN UNITS THIS WOULD HELP TAKE SOME UNITS OFF OF TO BLVD.

#602

Posted by **Michael Mostats** on **02/21/2021** at **6:04pm** [Comment ID: 907] - [Link](#)

Agree: 3, Disagree: -2

This proposal would also destroy rather than preserve the integrity of the single family home community that circumvents the surrounding area for miles. This parcel is best left for commercial use as the location abuts a shopping center and would lead to significant traffic and congestion which is not only detrimental to the safety and well being of the adjoining residents but also to the property values of existing single family homes. In summary this proposal represents a lazy and un-resourceful approach by the city for addressing future housing needs while also preserving the quality of life and continuity of Thousand Oaks and Newbury Park for the residents that currently live here.

#603

Posted by **Sarah** on **03/08/2021** at **5:53pm** [Comment ID: 1372] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

YES, GOOD OPPORTUNITY FOR MIXED USE AND DISPERSES DENSITY.

#604

Posted by **Jackson** on **03/15/2021** at **1:17am** [Comment ID: 1702] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Multiple good restaurants have failed at this location, I believe because it is isolated and there is not a critical mass of people around it to serve the businesses in this otherwise very nice small shopping center. Making it mixed use and also adding more residential density within walking distance might help make it a more viable location for restaurants and other businesses.

Reply by **Rose Ann H Witt** on **03/15/2021** at **7:49pm** [Comment ID: 1856] - [Link](#)

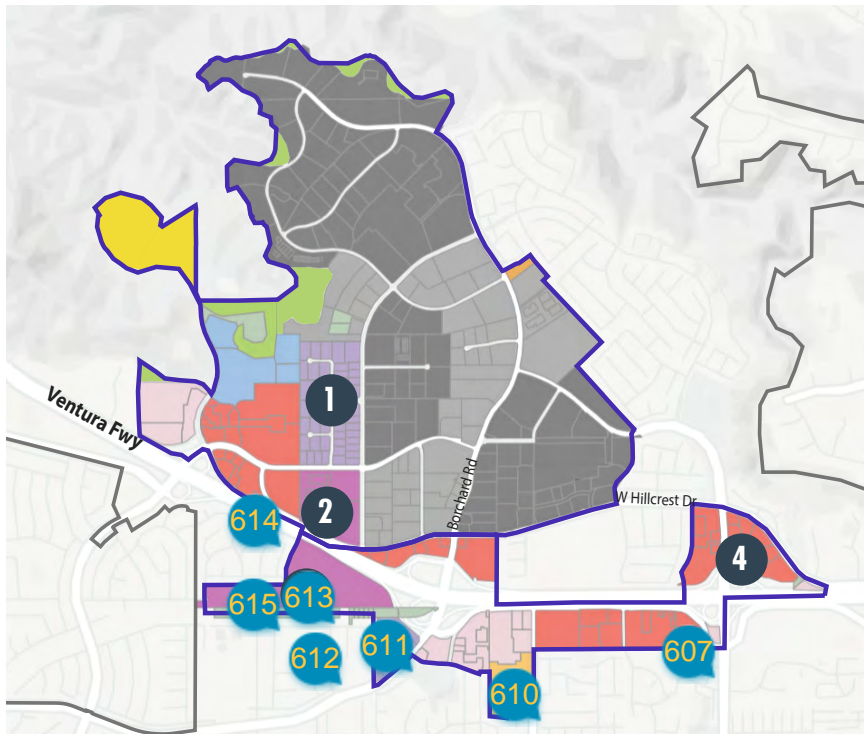
Type: Suggestion

Agree: 0, Disagree: 0

Those restaurants might have a better chance, if you make your shopping center into an attractive gathering place by greening it with trees, plants and gardens situated around a central, outdoor, public-gathering space (Town Square). Power it with clean, inexhaustible, solar-generated, electric energy to charge electric bikes, and then Join it to its neighborhood via a network of dedicated walking and cycling paths. And connect it to other Town Squares and major attractions citywide through an all-electric public-transit system. All those people coming and going could support your restaurant.

RANCHO CONEJO AREA

ALTERNATIVE 1



KEY FEATURES

- Allows a mix of job producing uses that are split between Industrial Low and Industrial Flex designations.
- Creates a high-density mixed-use district adjacent to Rancho Conejo west of Lawrence⁶⁰⁹ive to integrate a walkable, mixed residential and retail neighborhood with the employment uses.
- Creates a mixed-use node south of Highway 101 and east of Borchard Road.
- Maintains primarily commercial uses at freeway exits at Wendy Drive, Borchard Road, and Ventu Park Road.

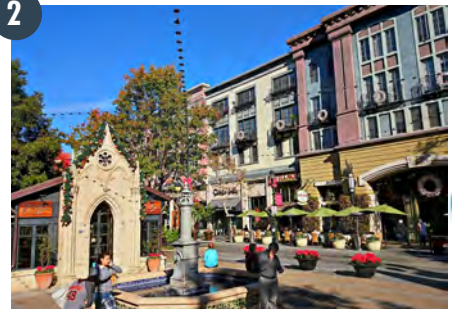
608

616

1



2



3A



3B



4



#605

Posted by **Debbie Williams** on **03/15/2021** at **1:27pm** [Comment ID: 1776] - [Link](#)

Agree: 0, Disagree: 0

Newbury Park residents DO NOT WANT MORE RETAIL in our community. You put Lowes across from Home Depot. You should have put Lowes at the old Kmart site. No more retail in Newbury Park. We are not the S.F. Valley. Please listen to us and stop adding retail atrocities to our beautiful Newbury Park.

#606

Posted by **Jackson** on **03/15/2021** at **4:00pm** [Comment ID: 1827] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I love the character of this kind of architecture. Santa Barbara has higher density and good community character because of development like this.

#607

Posted by **Doug Spondello** on **03/13/2021** at **1:44pm** [Comment ID: 1570] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

proposed land uses must consider the established adjacent single-family neighborhoods. design standards should provide for an appropriate transition of height and building forms. This gets challenging with the narrow strips but deserves some consideration of the existing neighborhood character

#608

Posted by **Albert** on **03/14/2021** at **6:52pm** [Comment ID: 1646] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Thousand Oaks needs to evaluate any proposal for develop in terms of the ways that the new structures connect to surrounding areas. The city is full of little pockets of buildings that are all isolated from one another. There is never thought given to creating a larger network of shopping, services, and housing areas that can be easily traversed by foot or bicycle. For example, crossing Moorpark Road on foot to get from Best Buy over to the Janss Mall is ridiculously difficult. No one does it: they drive instead. That is why we have too much traffic and excessive automobile air pollution: is isn't this nonsense about people working in T.O. and living in nearby cities.

Reply by **Robin Berman** on **03/16/2021** at **2:50am** [Comment ID: 1923] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Agree. There isn't even enough safe pedestrian sidewalks into the main entrance of The Oaks mall.

#609

Posted by **Barbara** on **02/18/2021** at **8:12pm** [Comment ID: 769] - [Link](#)

Agree: 8, Disagree: -4

Have you seen all the empty commercial spaces at the shopping center across from Target? Most every business is gone except for Petsmart. Why do we need more businesses built back there when you can't keep what you had? We like that the area doesn't attract more people, walking, etc. We feel safer living away from the hub of the city.

Reply by **Jorge Luciani** on **02/19/2021** at **11:52am** [Comment ID: 776] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -5

I think one of the the reason why the shopping center behind Target is empty is because there are no neighborhoods close by that generate traffic. So, by having a mixed use area right behind it that is walkable and livable creates a small center. That area is totally dull at the moment. Just my thoughts.

Reply by **Phil Clark** on **03/15/2021** at **12:23am** [Comment ID: 1692] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Your thoughts are right. Perfect space for some moderate density housing

Reply by **Ronald Block** on **03/15/2021** at **3:17pm** [Comment ID: 1808] - [Link](#)

Agree: 0, Disagree: 0

I agree with the developed use of this ross/petsmart area although the traffic fix will take some thinking.

#610

Posted by **karen wilburn** on **02/27/2021** at **5:52pm** [Comment ID: 1208] - [Link](#)

Agree: 2, Disagree: 0

This is the only area in which I can envision change south of the 101. It's a 13 acre lot behind Kohl's. The proposal is for multi family units at a max height of 35' similar to the condos across the street from the lot.

#611

Posted by **karen wilburn** on **02/27/2021** at **5:49pm** [Comment ID: 1207] - [Link](#)

Agree: 7, Disagree: -3

This area is currently at the centers with Baskin Robbins & the Library. It is also completely surrounded by single family homes. You cannot seriously consider putting 4 story mixed used bldgs here.

Reply by **Bob Tokin** on **03/15/2021** at **7:38pm** [Comment ID: 1854] - [Link](#)

Agree: 0, Disagree: 0

Agree! It will also impact traffic negatively.

#612

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:25pm** [Comment ID: 928] - [Link](#)

Agree: 13, Disagree: -2

If you build tall it looks like the valley, you cannot see our beautiful neighborhoods and you just blocked our view of the horizon. WE ARE NOT THE VALLEY. Go green means having green space. We do not need more shops. That is not the future. Retail is dead.

#613

Posted by **karen wilburn** on **02/05/2021** at **12:38pm** [Comment ID: 612] - [Link](#)

Type: Suggestion

Agree: 19, Disagree: -5

You cannot put multi story mixed use buildings in this area. It is an island completely surrounded by 1 & 2 story single family homes & will destroy the surrounding neighborhoods. The other proposed change areas are all on major corridors, or in current retail/comml areas & are more appropriate for mixed housing. This area needs to remain as currently zoned or at the very most changed to no more than Neighborhood Low-Medium or Medium.

Reply by **Lorna Maxwell** on **03/13/2021** at **11:27am** [Comment ID: 1569] - [Link](#)

Agree: 6, Disagree: -1

I agree! Multistory, mixed use buildings will destroy the integrity of the area. This is not the appropriate spot for such units at all.

#614

Posted by **Phil Clark** on **03/15/2021** at **12:22am** [Comment ID: 1691] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Need to find a bike and pedestrian safe crossing for 101

#615

Posted by **Jim Clemens** on **03/15/2021** at **2:49pm** [Comment ID: 1797] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

This comment applies to all 3 alternatives for Rancho Conejo south of the 101 freeway - Feedback and suggestions.

1. The area is single and 2 story homes.
2. Access from Wendy Dr, Michael Dr and Alice are all 1 lane in each direction.
3. Wendy Dr (one lane in each direction) is already busy.
4. Michael Dr (one lane in each direction) is already busy with Sequoia middle school, Soccer and baseball games, school events, Boys and Girls club, and residents, so

- adding more traffic and cars in the area is going to be a problem.
5. South of the 101 freeway, Wendy and Borchard are already busy commuter streets.
 6. The area north of the 101 freeway has :
 - a. a number of streets with 2 lanes in each direction already
 - b. A lot of vacate space for expanding the already mixed use Businesses, manufacturing, office space, ...
Some existing residential
 - c. Access to multiple nearby shopping areas
 - d. I think there is some existing new by public transportation
 - e. Access to open space
 - f. less work to make the north area into having more multi-purpose spaces
 - g. less work and impact to make the north side of the 101 into the new life style desired and the conveniences of multi-purpose spaces

#616

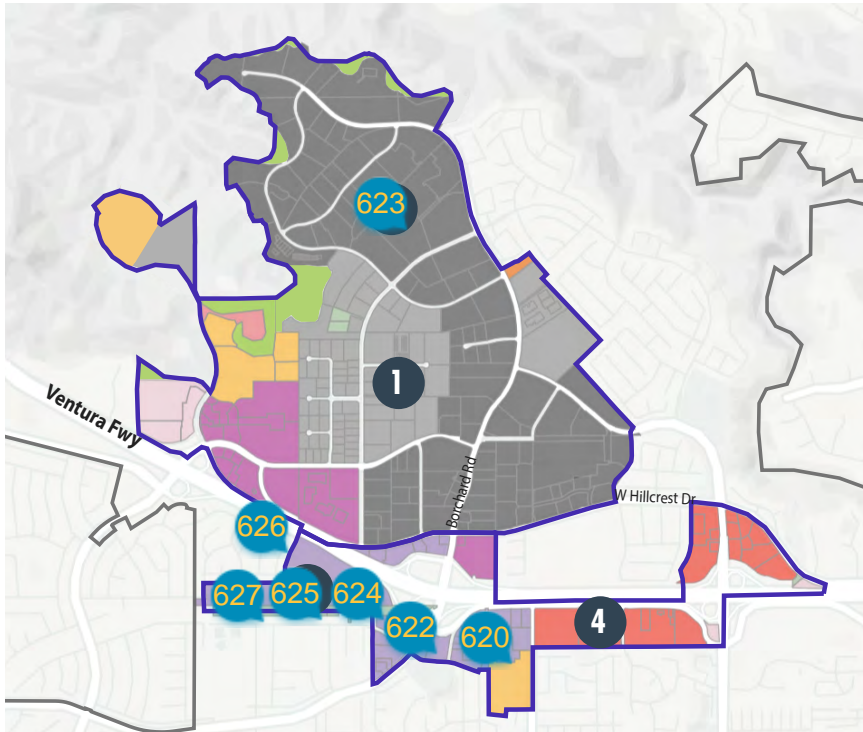
Posted by **Ronald Block** on **03/15/2021** at **3:16pm** [Comment ID: 1807] - [Link](#)

Agree: 0, Disagree: 0

the current 101W exit at Wendy currently backs up at busy times going in all directions. The 'do not turn on red; is ignored and the impact of greater use will lead to more accidents without doubt.

RANCHO CONEJO AREA

ALTERNATIVE 2



KEY FEATURES

- Expands job producing uses by designating more area as employment uses and expanding the amount of Industrial Flex uses (which allow higher intensity buildings at up to 2.0 FAR). 621
- Creates a significant amount of mixed-use development adjacent to Rancho Conejo on either side of Highway 101. This alternative has the greatest amount of mixed-use development compared to the other alternatives. 619, 618
- Maintains retail, service, and commercial uses at the intersection of Ventu Park Drive and Highway 101.

#617

Posted by **Kendall Lousen ("Kenny")** on **03/15/2021** at **11:31pm** [Comment ID: 1877] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

To ensure safety of the public, pilots, and aircraft traversing NBVC and the City of Thousand Oaks, recommend limiting potential glint and glare effects and implementing viable land use policies that are compatible with FAA navigable airspace and imaginary surfaces and implementing compatible land uses designations and densities to foster Senate Bill 1462 and Senate Bill 1468.

#618

Posted by **Debbie Williams** on **03/15/2021** at **1:31pm** [Comment ID: 1778] - [Link](#)

Agree: 1, Disagree: 0

Again, the Rancho Conejo area is beautiful, so far, because of it's views of the mountains and open rolling green hills. You have so many commercial buildings that are empty, No more additional building is required. Do something to make use of the existing empty buildings we have already. If the landlords won't budge on rents/leases, then do something about that instead. Don't add more commercial building to NOT solve the problem.

#619

Posted by **karen wilburn** on **02/27/2021** at **6:03pm** [Comment ID: 1211] - [Link](#)

Agree: 6, Disagree: -1

There should not be mixed use south of the 101. It is a single family residential area. Also Wendy & Borchard Rd were already heavily impacted when Dos Vientos was built.

#620

Posted by **karen wilburn** on **02/27/2021** at **6:02pm** [Comment ID: 1210] - [Link](#)

Agree: 2, Disagree: -1

On alternatives 2 & 3 you are proposing mixed use housing south of the 101 freeway over an area of 80 acres of land. (these are the areas in light purple) The entire surrounding neighborhoods are single family homes. These proposals result in a "theoretical build out" of over 2,400 dwelling units & 4 story buildings in this area. This is not appropriate in what is currently strictly a residential area with light comml/retail.

#621

Posted by **Albert** on **03/14/2021** at **6:54pm** [Comment ID: 1648] - [Link](#)

Agree: 0, Disagree: 0

I do not agree that we need to "produce jobs." This sounds like growth for growth's sake.

#622

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:46pm** [Comment ID: 930] - [Link](#)

Agree: 8, Disagree: -1

I noticed that a two story is proposed for the industrial area, yet a four+ story right in front of my house south 101. That's backward thinking. All in all, these plans don't fit our style of living. fix the problems we have: existing empty buildings and stores = wasted space - use it for more housing. Use that. Plant more trees on the hills to help the environment and fire control. Transportation needs help too.

#623

Posted by **Kendall Lousen ("Kenny")** on **03/15/2021** at **11:25pm** [Comment ID: 1874] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The proposed land uses and the developable densities for certain land use designation types could lead to incompatible land use developments or introduce new vertical obstructions that can create conflicts for aviation operations; more so, if the vertical development is on a slope, which can penetrate the imaginary surfaces heights and slopes and is incompatible with military training operations conducted at NBVC.

#624

Posted by **Justin Link** on **02/16/2021** at **9:25pm** [Comment ID: 724] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

This area has historically been un-developable due to environmental constraints (seasonal wetlands) and drainage issues.

Reply by **karen wilburn** on **02/27/2021** at **5:55pm** [Comment ID: 1209] - [Link](#)

Agree: 4, Disagree: 0

My understanding is this is not protected wetland area. I think the reason the developer hasn't been able to build is because of the investment required to make the land suitable for building. At the current zoning level of a max of 4.5 homes per acre it's not profitable. However if this is changed to 45 units per acre it may be possible to make it work, so we could end up with 4 story bldgs in this single family neighborhood, with almost no street access to a new development.

#625

Posted by **karen wilburn** on **02/05/2021** at **12:41pm** [Comment ID: 613] - [Link](#)

Agree: 12, Disagree: -2

You cannot put multi story mixed use buildings in this area. It is an island completely surrounded by 1 & 2 story single family homes & will destroy the surrounding neighborhoods. The other proposed change areas are all on major corridors, or in current retail/comml areas & are more appropriate for mixed housing. This area needs to remain as currently zoned or at the very most changed to no more than Neighborhood Low-Medium or Medium.

#626

Posted by **Phil Clark** on **03/15/2021** at **12:24am** [Comment ID: 1693] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Need to find a safe bike and pedestrian crossing for 101

#627

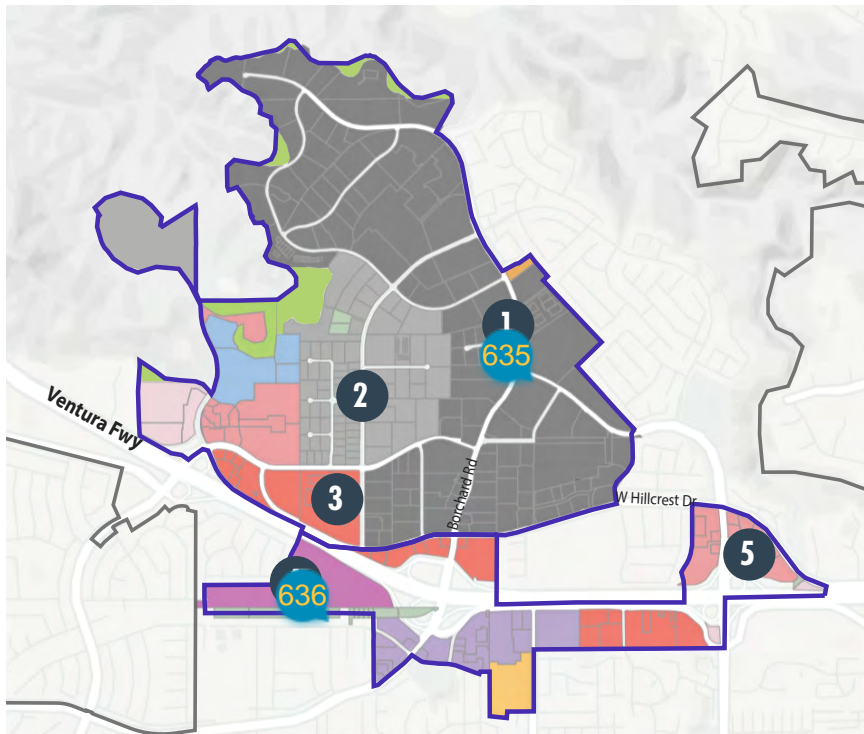
Posted by **David Munowitch** on **03/15/2021** at **8:32pm** [Comment ID: 1859] - [Link](#)

Agree: 0, Disagree: 0

This slipper or wetlands area is surrounded by 1 and 2 story homes. I want it to stay that way, but if it needs to go to multiple story mixed-use buildings, I think these new building should be set to a max of 2 stories within 75 yards from the closest current house and the new mixed-use buildings can go up to 3 stories max in the middle. 3 and 4 story mixed-use buildings can go across the freeway where there are no current 1 and 2 story homes.

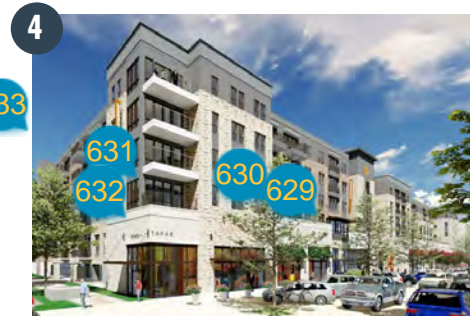
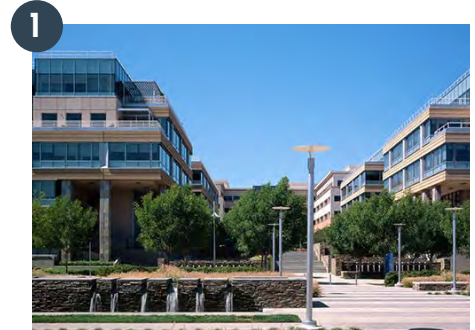
RANCHO CONEJO AREA

ALTERNATIVE 3



KEY FEATURES

- Allows significantly more jobs than the other alternatives by keeping the area north of Highway 101 as Industrial Flex, Industrial Low and a mix of commercial uses. No mixed-use development is identified north of Highway 101.
- Expands the potential for mixed-use south of Highway 101 by creating a mixed-use node at low and medium intensities east and west of Borchard Road. This alternative has the most mixed-use south of Highway 101 compared to other alternatives.
- Maintains commercial uses at the Highway 101/Ventura Park Road intersection but at lower intensity compared to other alternatives.



#628

Posted by **Heather** on **02/03/2021** at **3:24am** [Comment ID: 598] - [Link](#)

Agree: 0, Disagree: -1

It's really just about money !!

If I wanted to live in LA I would.

99% of this community does not want the flash or traffic that's why the live here.

Reply by **k** on **02/03/2021** at **12:32pm** [Comment ID: 603] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -2

Agree!

Reply by **Betsy** on **03/14/2021** at **6:18pm** [Comment ID: 1638] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I love this look. The large common areas allow easy strolling and window shopping. We can have a walkable, bikeable city where there is enough density to support public transportation and protected bike and walking paths.

#629

Posted by **kristen toscano** on **02/11/2021** at **6:32pm** [Comment ID: 645] - [Link](#)

Type: Question

Agree: 2, Disagree: -2

I am very concerned about the height of several proposed buildings in any and all alternatives. I see some that look like 5 stories high!! This would ruin the nature of Thousand Oaks. Not only is it an eyesore but the added strain on infrastructure like water, and sewer would be a burden. Not to even mention the additional traffic and parking problems that would be added ... all of which would severely compromise our way of life.

If we wanted to live in a city we could easily find a place elsewhere. We like the more rural feeling here. Why are you continually trying to change it?

Reply by **Jackson** on **03/15/2021** at **4:02pm** [Comment ID: 1828] - [Link](#)

Agree: 0, Disagree: -1

Thousand Oaks has nearly 130,000 residents and sprawls over miles. Adding 5 story buildings in a few places is not likely the change the overall character of the city, and not going to block views from more than a handful of angles.

#630

Posted by **Ms. Hale** on **02/25/2021** at **9:28pm** [Comment ID: 1173] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

I am worried this will turn the area into Santa Monica! High density, mixed use - creates too much traffic/congestion for the two lane roads to handle and the surrounding

residential neighborhoods to deal with the overflow. In addition, locals go elsewhere to shop, because it is a pain to shop locally - parking, traffic, no more quick shopping errands, etc. Plus, high density is aesthetically very unappealing. It invites the crime element too. It is unsafe for pedestrians to walk and/or kids to ride their bikes due to more cars being on the road. I suggest lower density for this area with a current T.O., California vibe to the plan and overall design. Finally, I think, all of the commercial office properties should be re-examined too, due to more white-collar workers will have the opportunity and will continue to work from home in the future.

#631

Posted by **Denis Dux** on **03/05/2021** at **9:16pm** [Comment ID: 1289] - [Link](#)

Agree: 0, Disagree: 0

This is Hilarious..... Put this building on a flood plane.

#632

Posted by **Denis Dux** on **02/06/2021** at **9:25pm** [Comment ID: 623] - [Link](#)

Type: Question

Agree: 1, Disagree: -1

This whole review is so confusing. how can regular people give this any approval? The height of these buildings is ridiculous, where is Measure E requirement that we get to vote. Here is the S.F valley coming to Conejo Valley.

#633

Posted by **Cynthia Futvoye** on **02/22/2021** at **4:34pm** [Comment ID: 929] - [Link](#)

Agree: 4, Disagree: -1

The people who designed this do not live here. #4 does not support the principles you laid out. This is going to attract crime, homeless encampments, traffic, less outdoor living. If you are going to destroy our green space, can you build something we can use like a place for the family to have fun such as food trucks at a park which also offers a lake atmosphere.

#634

Posted by **Robin Berman** on **03/16/2021** at **2:53am** [Comment ID: 1924] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Increase allowable housing density here. Why no condos? Townhouses?

#635

Posted by **Debbie Williams** on **03/15/2021** at **1:32pm** [Comment ID: 1779] - [Link](#)

Agree: 0, Disagree: 0

Add mixed use back inside the industrial park here. Do not add more of anything closer to the freeway. Amgen has been permitted by the City to do way too much

building out already, and without the consideration of the NP residents.

#636

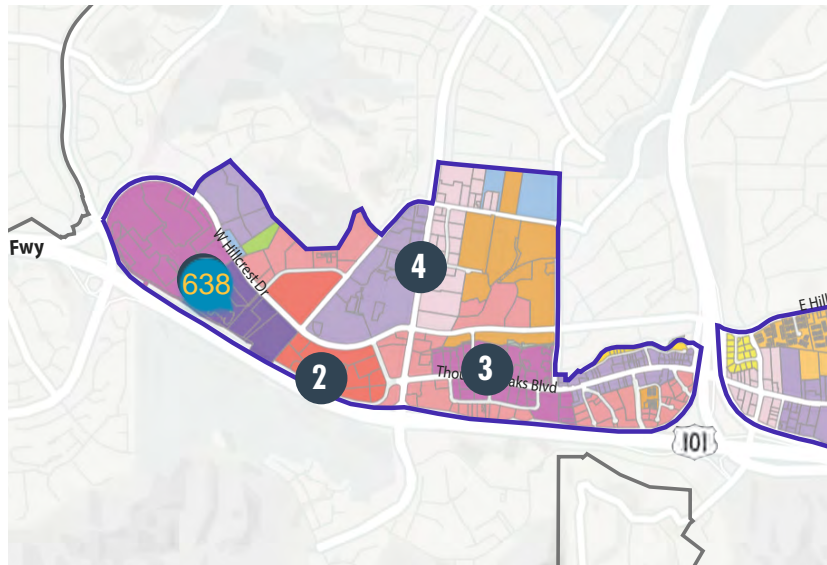
Posted by **karen wilburn** on **02/05/2021** at **12:43pm** [Comment ID: 614] - [Link](#)

Agree: 11, Disagree: -4

You cannot put multi story mixed use buildings in this area. It is an island completely surrounded by 1 & 2 story single family homes & will destroy the surrounding neighborhoods. The other proposed change areas are all on major corridors, or in current retail/comml areas & are more appropriate for mixed housing. This area needs to remain as currently zoned or at the very most changed to no more than Neighborhood Low-Medium or Medium.

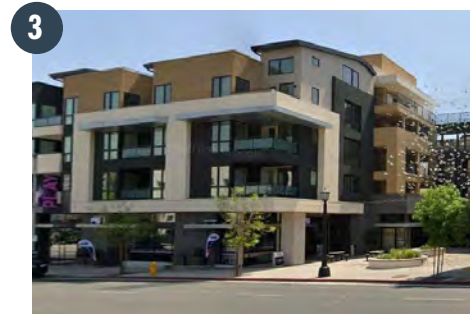
MOORPARK RD. & WEST T.O. BLVD. AREA

ALTERNATIVE 1



KEY FEATURES

- Identifies three mixed-use neighborhoods: 1) at the Oaks Mall (Mixed-Use High); 2) at Janss Marketplace (Mixed-Use Low); and 3) near the intersection of Thousand Oaks Boulevard and Boardwalk Road (Mixed-Use Medium)
- Maintains commercial uses along the majority of Moorpark Road (except for Janss Marketplace).
- Maintains Commercial Regional uses between The Oaks Mall and Moorpark south of Hillcrest. This would allow hotels, retail and office uses to support the mixed-use development in the surrounding areas.
- Maintains office, retail, and commercial uses along Highway 101 south of Thousand Oaks Boulevard and north of Hillcrest.



637

#637

Posted by **Debbie Williams** on **03/15/2021** at **1:37pm** [Comment ID: 1780] - [Link](#)

Agree: 0, Disagree: 0

Again, you have empty retail spaces that can be filled. You have retail strip malls that haven't been updated since 1990 (across from Burlington). You have the retail mall at Janss/Moorpark that has too much parking lot and could put move fast food places there with shaded joint eating areas in between along the Moorpark rd area. Don't build more strip malls, mixed or otherwise.

#638

Posted by **kk** on **02/05/2021** at **5:37pm** [Comment ID: 619] - [Link](#)

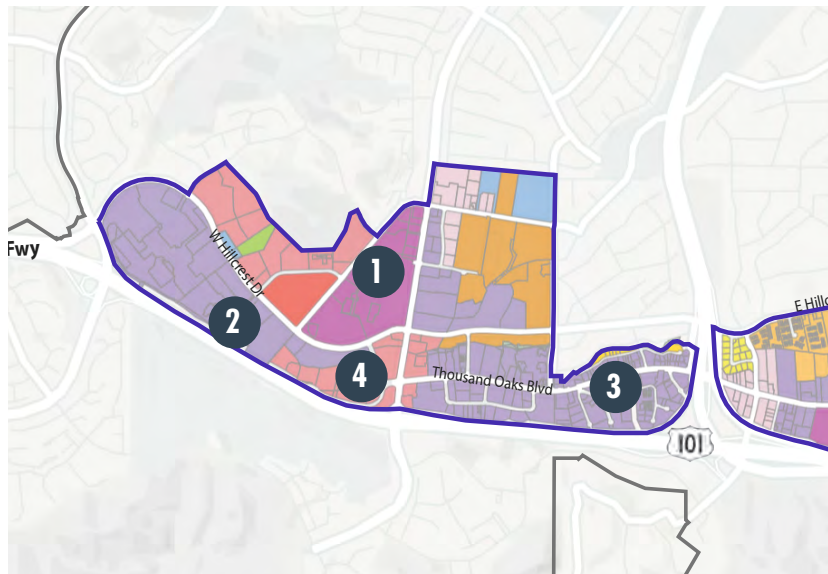
Type: Suggestion

Agree: 4, Disagree: -3

How can you put any high density residential in any of these areas and maintain any kind of traffic flow? It's already a mess. Assuming everyone is going to live and work in the same area, even with mixed use facilities, is not realistic.

MOORPARK RD. & WEST T.O. BLVD. AREA

ALTERNATIVE 2

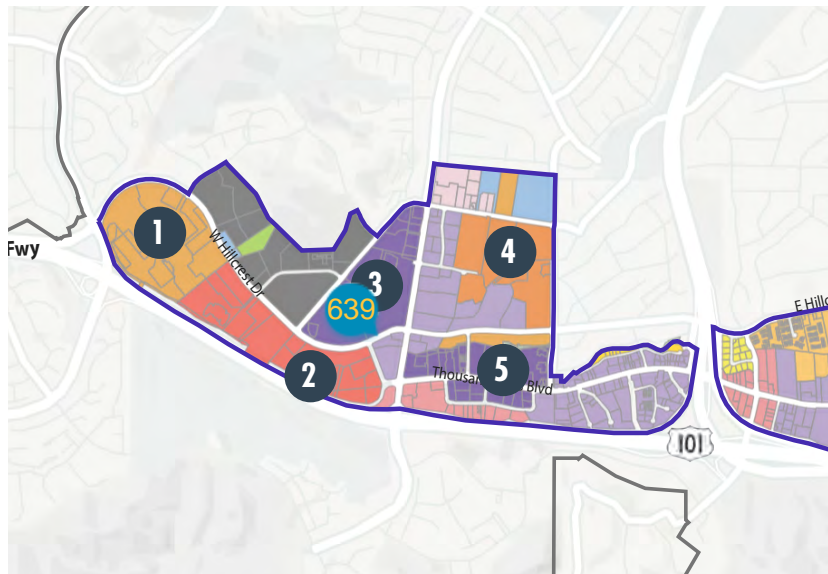


KEY FEATURES

- Strong focus on mixed-use development throughout this area compared to other alternatives.
- Allows mixed-use development at The Oaks Mall (Mixed-Use Low), at Janss Marketplace (Mixed-Use Medium), along Moorpark Road, Hillcrest Drive, and Thousand Oaks Boulevard (Mixed-Use Low). Compared to the other alternatives, there is more Mixed-Use Low and less Mixed-Use Medium and High compared to the other alternatives.
- Maintains a relatively small amount of commercially designated land compared to Alternatives 2 and 3. The commercial land is focused in 3 areas: 1) east of Moorpark Road and South of Hillcrest adjacent to Highway 101; 2) north of Hillcrest Drive and east of Wilbur Road; along Moorpark Road north of Wilbur Road.

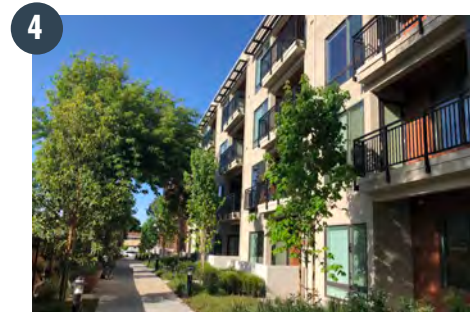
MOORPARK RD. & WEST T.O. BLVD. AREA

ALTERNATIVE 3



KEY FEATURES

- Focuses mixed-use development along Thousand Oaks Boulevard and Moorpark Road with two Mixed-Use High nodes at Janss Marketplace and along Thousand Oaks Boulevard near the intersection with Boardwalk Road.
- Creates an employment-focused area (designated at Industrial Low) along Hillcrest Drive and Wilbur Roads.
- Maintains commercial uses at The Oaks Mall but allows a mix of residential uses (single-family, townhomes, and small multifamily buildings) on the west side of the mall.
- Allows for increased multifamily residential densities (at Residential Medium) compared to Alternatives 1 and 2 in the area bounded by Wilbur Road, Hodencamp Road, and Hillcrest Drive.



#639

Posted by **Darren Bovard** on **03/04/2021** at **5:01pm** [Comment ID: 1272] - [Link](#)

Agree: 1, Disagree: -2

Janss Marketplace needs the ability to adapt and change to the new retail environment. The center has an antiquated layout and there are portions of the center that could be converted to hotel, residential, mixed use, etc. I think giving Janss only 1 land use designation would fall short of the flexibility it requires. The 3 land use designations I see working or Mixed Use High, Mixed Use Medium and Commercial Regional. If only one can be chosen it would have to be Mixed Use High to allow for the most flexibility.

#640

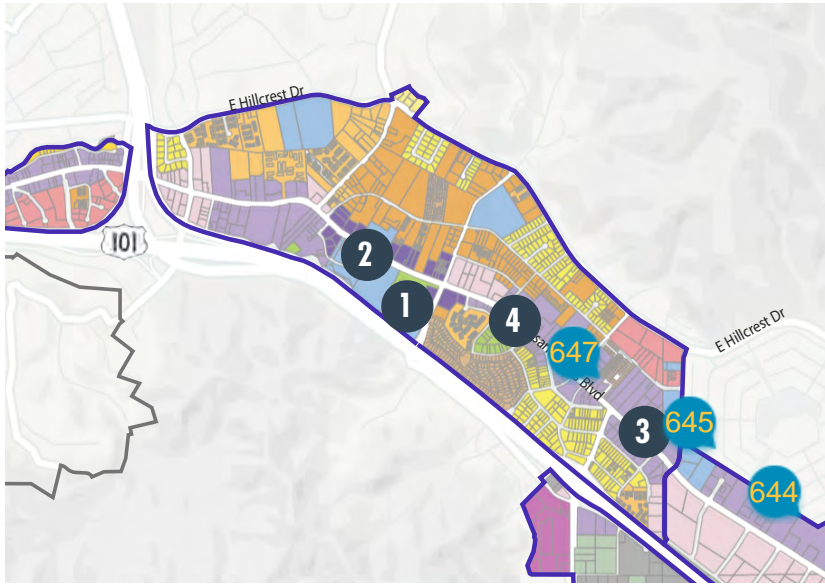
Posted by **Jan Leo** on **03/05/2021** at **2:13pm** [Comment ID: 1279] - [Link](#)

Agree: 3, Disagree: 0

The car traffic in this area is becoming heavy as we have lost a lane due to the bike lane. not a good idea to add more residential when streets can not be widened.

DOWNTOWN AND T.O. BLVD. AREA

ALTERNATIVE 1



KEY FEATURES

- Focuses activity on the Downtown area by allowing a limited amount of Mixed-Use High-Density (551, 649, 650, 648, 646) buildings up to 5 stories with up to 60 units per acre) between Conejo School Road and Erbes Road.
- Maintains Mixed-Use Low for the majority of Thousand Oaks Boulevard. This is the same use and intensity as is currently allowed in the Thousand Oaks Boulevard Specific Plan.
- Maintains commercial uses on the Toyota Dealership on Thousand Oaks Boulevard east of Conejo School Road.
- Generally maintains the residential land use designations in the neighborhoods north and south of Thousand Oaks Boulevard.
- Maintains neighborhood-focused commercial uses at Rancho Road. This is a change from the Thousand Oaks Boulevard Specific Plan.



#641

Posted by **Youth Commission** on **02/17/2021** at **8:35pm** [Comment ID: 731] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Outdoor gathering spaces for all groups to meet and to not be judged by their background. Also, more coffee shops.

#642

Posted by **Youth Commission** on **02/17/2021** at **8:36pm** [Comment ID: 733] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

A variety of affordable housing types.

#643

Posted by **Debbie Williams** on **03/15/2021** at **1:41pm** [Comment ID: 1781] - [Link](#)

Agree: 0, Disagree: 0

What? 5-6 stories high units???? We do not want to be the S.F. Valley!!!!!! I'm sorry, but as I am reading more and more of your plans, I am getting very angry. You keep this up and you will have people moving out of this community and losing tax dollars. You already have an issue with keeping businesses here, be it small or large. Building more is not the answer. Common sense in making better use of what you already have is the answer. Begin there.

#644

Posted by **Anne Marquart** on **02/22/2021** at **11:16pm** [Comment ID: 950] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

This retail area backs directly to a residential neighborhood. Currently views from backyards and at the end of the street are of trees and skies and mountains. Any change in zoning should retain the current building heights of 1 story from the DIY Center all the way to the Ralphs.

#645

Posted by **Karen maloney** on **02/18/2021** at **11:53am** [Comment ID: 757] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

This area is currently one storie businesses near the car wash and the new assisted living, (Dusenburg). There is also a roundabout here and a fire station. This area development should be commercial or or med density residential never higher than two stories. This is a busy road as is.

#646

Posted by **Jane Lovitts** on **02/09/2021** at **5:08pm** [Comment ID: 639] - [Link](#)

Agree: 13, Disagree: -3

What happened to maximum 2 storey buildings? I for one am not in favor of making this town a mini San Fernando Valley!

#647

Posted by **Karen Chima** on **03/14/2021** at **3:45pm** [Comment ID: 1628] - [Link](#)

Agree: 0, Disagree: 0

Based on the light purple color, this is mixed-use low along TO Blvd whereas Alt 2 & Alt 3 are mixed use Medium. I'm confused because that is not what it says under Key Features.

#648

Posted by **vanessa p** on **02/23/2021** at **5:42am** [Comment ID: 974] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

no mixed use. We have enough empty spots elsewhere in the city for more residential.

#649

Posted by **Jan Leo** on **03/05/2021** at **2:16pm** [Comment ID: 1281] - [Link](#)

Agree: 8, Disagree: -2

What happened to the cities low profile buildings. No one wants multi story apartments and townhomes in our rural city. Learn something from San Fernando valley which is overcrowded and an eyesore.

#650

Posted by **Michele** on **02/16/2021** at **6:41pm** [Comment ID: 719] - [Link](#)

Type: Suggestion

Agree: 11, Disagree: -2

I am against any building up, in Downtown T.O.. It seems the focus should be how do we, SAVE and PRESERVE this stretch of small business and shops while keeping its charm. Ventura has closed Main Street to cars in order to help their small business owners and it is working. There is renewed foot traffic because of a smart decision. I think preservation is more important in some of these unique little towns.

#651

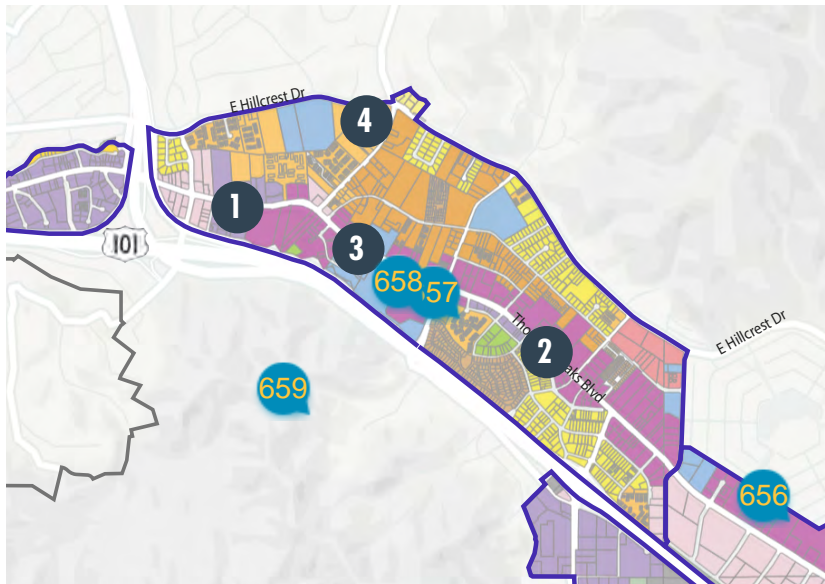
Posted by **Jaki Kackert** on **02/27/2021** at **8:39pm** [Comment ID: 1217] - [Link](#)

Agree: 6, Disagree: -1

Nothing over 3 stories!

DOWNTOWN AND T.O. BLVD. AREA

ALTERNATIVE 2



KEY FEATURES

- Focuses new development on Thousand Oaks Boulevard by increasing the land use designation to Mixed-Use Medium. This results in more development potential along Thousand Oaks Boulevard than Alternative 1. In this alternative, the Toyota Dealership would allow mixed-use development.
- Generally maintains the residential land use designations in the neighborhoods north and south of Thousand Oaks Boulevard.
- Maintains neighborhood-focused commercial uses at Rancho Road. This is a change from the Thousand Oaks Boulevard Specific Plan.



652

653

#652

Posted by **Youth Commission** on **02/17/2021** at **8:56pm** [Comment ID: 744] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

More parking options in downtown area.

#653

Posted by **Youth Commission** on **02/17/2021** at **8:41pm** [Comment ID: 736] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

More outdoor activities because we will have to stay outdoors after COVID most likely.

#654

Posted by **Youth Commission** on **02/17/2021** at **8:40pm** [Comment ID: 735] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Shorter buildings with open spaces for gathering in between.

#655

Posted by **Mary Anne Van Zuyle** on **03/11/2021** at **11:20pm** [Comment ID: 1509] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

I hope there are spaces like this in EVERY neighborhood. This is why I like the Village Centers concept.

#656

Posted by **Anne Marquart** on **02/22/2021** at **11:17pm** [Comment ID: 951] - [Link](#)

Agree: 4, Disagree: 0

This retail area backs directly to residential backyards - any zoning change should not change the view homeowners currently have out the back of their homes - which is trees and sky.

#657

Posted by **Justin Link** on **02/16/2021** at **9:27pm** [Comment ID: 725] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: -1

Mixed-use development should be accompanied by mid-sized retail to serve residents.

#658

Posted by **Youth Commission** on **02/17/2021** at **8:46pm** [Comment ID: 740] - [Link](#)

Agree: 0, Disagree: 0

I would prefer Alternative 2 with options for outdoor spaces for people to gather. This Alternative has more mixed-use medium land uses spread out.

#659

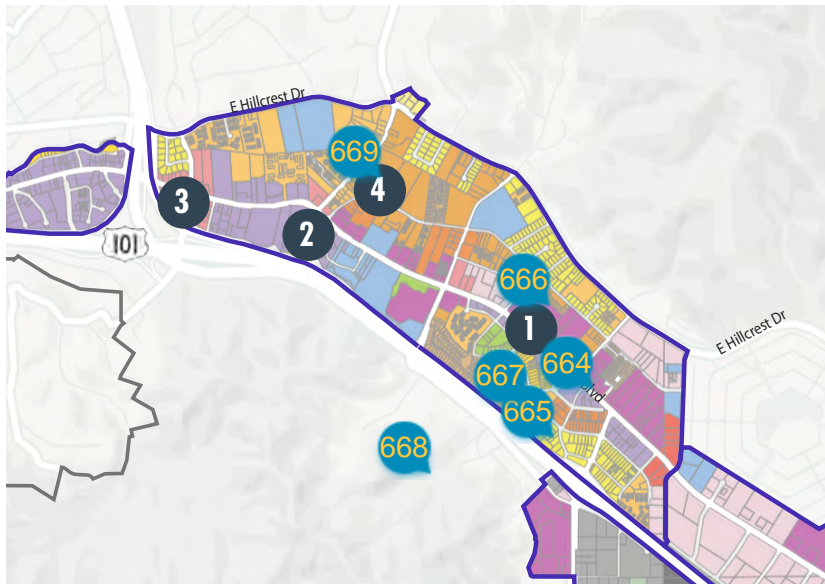
Posted by **Youth Commission** on **02/17/2021** at **8:56pm** [Comment ID: 743] - [Link](#)

Agree: 1, Disagree: 0

Please make sure solar panels are included on all rooftops and let's go beyond what the State mandates for sustainable buildings and environmental practices.

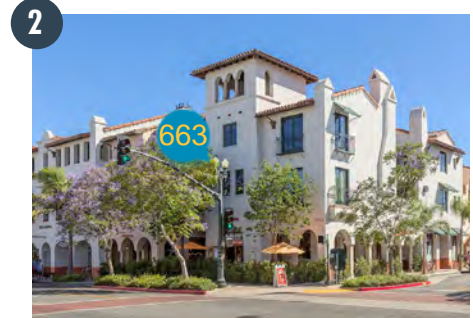
DOWNTOWN AND T.O. BLVD. AREA

ALTERNATIVE 3



KEY FEATURES

- Maintains strong focus on mixed-use development.
- Remains similar to Alternative 2 in that most parcels fronting Thousand Oaks Boulevard are Mixed-Use Medium, which is an increase in intensity compared to the Thousand Oaks Boulevard Specific Plan.
- Converts some parcels to commercial only uses. These are the Toyota Dealership and the parcels fronting Duesenberg. This is a change from the Thousand Oaks Boulevard Specific Plan.
- Generally maintains the residential land use designations in the neighborhoods north and south of Thousand Oaks Boulevard.
- Maintains neighborhood-focused commercial uses at Rancho Road. This is a change from the Thousand Oaks Boulevard Specific Plan.



#660

Posted by **Youth Commission** on **02/17/2021** at **8:59pm** [Comment ID: 745] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Offer a variety of housing types to avoid gentrification.

#661

Posted by **Youth Commission** on **02/17/2021** at **8:45pm** [Comment ID: 739] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

Repurpose unused areas for fundraisers like food truck night.

#662

Posted by **Youth Commission** on **02/17/2021** at **8:43pm** [Comment ID: 737] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Repurpose unused areas for smaller gatherings (seasonal events).

#663

Posted by **Mary Anne Van Zuyle** on **03/15/2021** at **10:21pm** [Comment ID: 1864] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Is this Santa Barbara? This is such a great street for walking! I want that here in Thousand Oaks.

#664

Posted by **Jan Leo** on **03/05/2021** at **2:28pm** [Comment ID: 1283] - [Link](#)

Agree: 1, Disagree: -1

Should not be congesting TO Blvd with high rise housing. The lanes will not support more traffic.

#665

Posted by **Kyle Thorsen** on **02/03/2021** at **5:23pm** [Comment ID: 607] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -5

This seems like another area where High density makes sense.

#666

Posted by **Kyle Thorsen** on **02/03/2021** at **5:14pm** [Comment ID: 605] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -5

I have a couple parcels on this block between Chiquita and Los Feliz I would like to see this zoned High density instead of Medium-High. It's walking distance to the lakes and City Hall. In alternative 3 you have the north on that block already zoned high.

#667

Posted by **Karen Maloney** on **02/18/2021** at **11:59am** [Comment ID: 759] - [Link](#)

Agree: 2, Disagree: 0

This is a heritage section of Thousand Oaks, the image is small town valley charm, it should remain commercial facing T.O. Blvd, one story, maybe behind a small apartment of 40 units, one story.

#668

Posted by **Karen Maloney** on **02/18/2021** at **11:58am** [Comment ID: 758] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This is a heritage section of Thousand Oaks, the image is small town valley charm, it should remain commercial facing T.O. Blvd, one story, maybe behind a small apartment of 40 units, one story.

#669

Posted by **Kyle Thorsen** on **02/03/2021** at **5:22pm** [Comment ID: 606] - [Link](#)

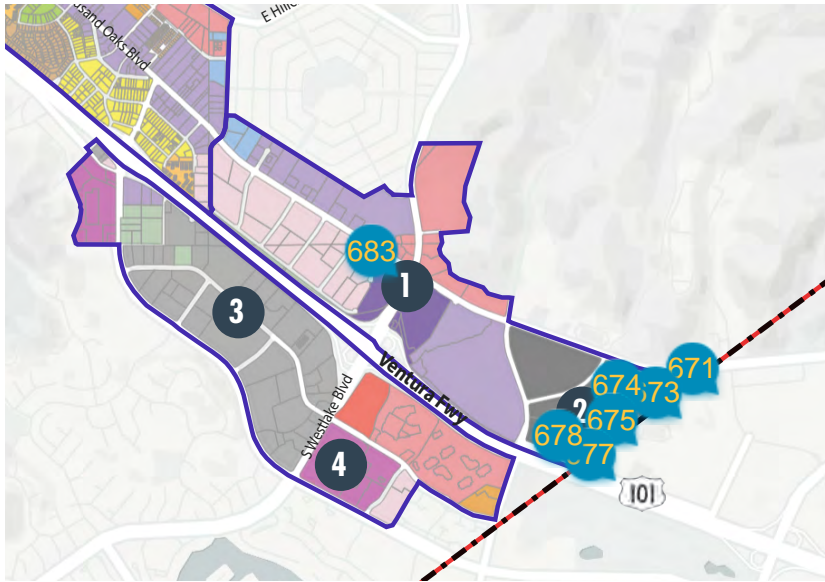
Type: Suggestion

Agree: 1, Disagree: -2

It would be nice to see all these properties on Erbs zoned High density as well instead of medium high since they are on a main street and walking distance to the Blvd. In general making more of these smaller lots with older housing high density would be an incentive and allow developers to build more projects and get more properties reassessed. This will help the city to bring in more tax revenue and allow a more robust and broad housing market where a competitive rental market can flourish.

WESTLAKE AND EAST END AREA

ALTERNATIVE 685



KEY FEATURES

- Focuses on creating mixed-use nodes in several locations while also creating an expanded employment center. 680
- Creates mixed-use nodes at the intersection of Westlake Boulevard and Thousand Oaks Boulevard (in the Promenade Westlake), on the “km 676” parcel and at Westlake Plaza and Center. 676, 684, 682, 679, 672
- Maintains strong employment focus in the Townsgate employment district.
- Expands employment opportunities in industrial area at the east end of Thousand Oaks Boulevard by increasing the land use designation to Industrial Flex to allow office and R&D uses at up to 2.0 FAR.
- Maintains commercial uses along Highway 101 in the Auto Mall and the Townsgate commercial area adjacent to Westlake Plaza. 681
- Maintains Auto Mall as a commercial use.



#670

Posted by **Karen Maloney** on **02/10/2021** at **4:37pm** [Comment ID: 641] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Will this alternative increase noise pollution, obscure the views of the mountains for Westlake Hills neighborhood, increase traffic, smog, put a strain on our neighborhood park, decrease our home values and turn an attractive intersection into a busy unattractive, congested urban area? Will we have to drive further to get groceries as the plaza will be converted to a high rise?

#671

Posted by **Robin Berman** on **03/16/2021** at **2:57am** [Comment ID: 1925] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

The area by westlake high school is already very congested with traffic. This needs to be taken into consideration.

#672

Posted by **Anne** on **02/22/2021** at **11:46pm** [Comment ID: 958] - [Link](#)

Agree: 3, Disagree: -1

The Kmart location is a good spot for residential but it can not support high density because the underpass at Hampshire and the 101 is very cramped and dangerous as is.

Reply by **Wes M** on **03/01/2021** at **8:29pm** [Comment ID: 1236] - [Link](#)

Agree: 2, Disagree: -1

Agreed, this is a great location for Multi Family or dense residential.

#673

Posted by **Tony Avila** on **03/10/2021** at **3:15pm** [Comment ID: 1412] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

These areas are excellent for residential use. The site is close proximity to major freeways, business and schools.

#674

Posted by **Zaya S. Younan** on **03/10/2021** at **3:35pm** [Comment ID: 1413] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -4

Younan Properties has been a business owner in Thousand Oaks for the past 20 years. Not only do we work, but we also live in Thousand Oaks so we know what the needs of the area ultimately are. We would support high-density residential

development because the area needs it. We should welcome such investments as it will benefit our town.

#675

Posted by **Andrew Kuo** on **03/04/2021** at **7:37pm** [Comment ID: 1273] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

These areas are underdeveloped and underutilized, and are prime opportunity sites for new housing:

- 1) Excess infill land that would not displace current businesses
- 2) Proximate to major businesses and amenities/services
- 3) Shifts proposed new housing away from congested TO Blvd
- 4) Can augment the employment focus of this area to provide much needed housing for employees

#676

Posted by **Jan Leo** on **03/05/2021** at **2:25pm** [Comment ID: 1282] - [Link](#)

Agree: 6, Disagree: 0

Old K-Mart site good for low profile residential. What about the freeway there? Needs to be resolved.

Reply by **Phil Clark** on **03/15/2021** at **12:34am** [Comment ID: 1695] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

The 101 solution should also provide a safe way for bikes and pedestrians to cross from S to N of 101, accessing TO Blvd businesses.

#677

Posted by **William Younan** on **03/10/2021** at **4:00pm** [Comment ID: 1414] - [Link](#)

Agree: 2, Disagree: -3

I have lived in Westlake Village for 17 years and went to school at Oaks Christian. This area desperately needs affordable housing. I know a lot of younger people who work in the Westlake/Thousand Oaks area and they are forced to live in Woodland Hills or even further and commute to work every day since they can't afford to live in the area. This has resulted in them quitting their jobs and working closer to where they work. I am not worried about the additional traffic being brought in at all and think this would be an amazing project! The city has to start thinking about the affordable housing crisis and do its part in offering a solution.

#678

Posted by **Noah Tillipman** on **02/02/2021** at **11:29pm** [Comment ID: 595] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: -5

Should be high density housing

#679

Posted by **Margaret Mohler** on **02/19/2021** at **5:45pm** [Comment ID: 809] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -1

Unlike the other mall sites along the 101 corridor the Kmart site has a bottle neck getting on and off the freeway. I like housing there but low rise or mixed use low rise to avoid expensive traffic modifications.

#680

Posted by **Andy** on **02/12/2021** at **8:09pm** [Comment ID: 650] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: -12

All of these options for Westlake would be a welcome change. Very much like the idea of adding residential to the large retail centers. Parking would be the only concern.

#681

Posted by **Elizabeth Brown** on **02/16/2021** at **4:37pm** [Comment ID: 701] - [Link](#)

Type: Question

Agree: 6, Disagree: 0

Does this include maintaining the current sized AutoMall sign? The community was very adamant that this NOT be allowed to become "Jumbotron" style signage.

#682

Posted by **Jaki Kackert** on **02/27/2021** at **8:45pm** [Comment ID: 1219] - [Link](#)

Agree: 6, Disagree: -1

Oh, and don't even get me started on the cluster that was created at the Wendy exit when the Lowe's center went in. Whoever created that traffic flow should be fired.

#683

Posted by **Karen Maloney** on **02/16/2021** at **2:19pm** [Comment ID: 697] - [Link](#)

Agree: 14, Disagree: -3

This is a commercial area at a commercial intersection, the neighborhood behind the plaza is quiet and has an elementary school at its center. The park is well utilized by the surrounding neighborhoods. It is actually perfect, well planned, and one of the first planned neighborhoods in Thousand Oaks. Bordered with condos, townhomes, trailer parks, low income housing, and high density buildings on Hillcrest and Dusenburg. The mix here works as is! And should keep it as is, no additional high density housing no additional buildings taller than two stories.

#684

Posted by **Jaki Kackert** on **02/27/2021** at **8:44pm** [Comment ID: 1218] - [Link](#)

Agree: 9, Disagree: 0

Again, no plans about infrastructure development. And the track record for city planning is poor at best. Look at the terrible planning and negotiating at the Lakes, the parking at the Promenade especially when it was first built, the inability to do anything with the Kmart site, and every new commercial development that's been constructed even when our existing ones are struggling to maintain capacity.

#685

Posted by **Tim McCarthy** on **02/15/2021** at **9:47pm** [Comment ID: 680] - [Link](#)

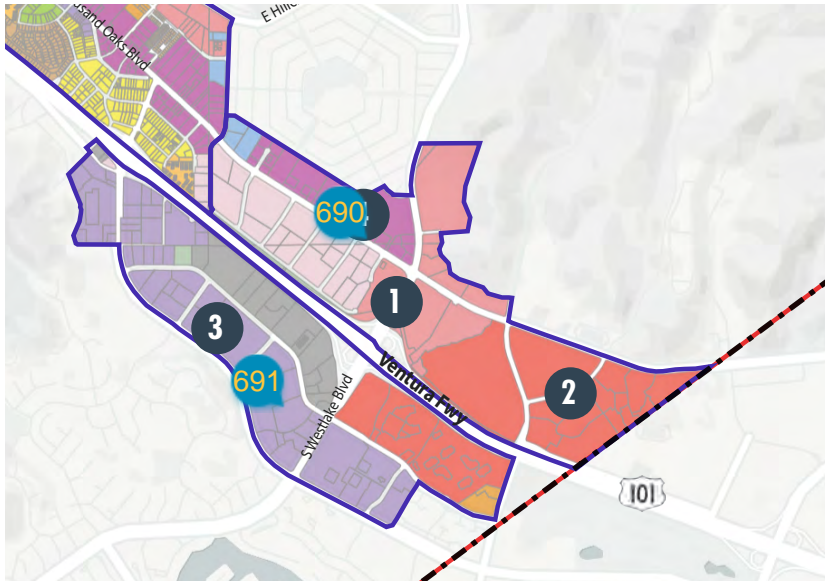
Type: Suggestion

Agree: 2, Disagree: 0

I didn't see anything about residential/mixed use across the street from Lake Sherwood area. There are huge properties and that area could use some expansion

WESTLAKE AND EAST END AREA

ALTERNATIVE 2



KEY FEATURES

- Focuses on expanding a diversity of commercial throughout the area while supporting more mixed-use development south of Highway 101.
- Converts the Townsgate employment district into a mixed-use area to allow residential and retail uses. The vision is to create mixed-use village centers (residential above retail) on the I 688, 686 and Westlake Plaza and Center with a mix of residential and office uses along Townsgate 689, 687
- Allows mixed-use at higher intensities on the north side of Thousand Oaks Boulevard.
- Focuses a diversity of commercial uses along Highway 101. This alternative maintains the current uses but allows select intensification on Commercial Regional designated areas.
- Maintains Auto Mall as a commercial use.



#686

Posted by **Steve Schiedermayer** on **02/23/2021** at **5:16pm** [Comment ID: 995] - [Link](#)

Agree: 3, Disagree: 0

The K Mart site circus is a disaster. #1 eyesore on east end of town. An unfortunate example of what happens when the City Council no-growth folks and the deluge of regulations and requirements grinds something to a halt. Keep it low height and get this site built out.

Reply by **William Younan** on **03/10/2021** at **4:05pm** [Comment ID: 1415] - [Link](#)

Agree: 0, Disagree: 0

I think the city's reluctance to improve the area has been a huge issue. Every city needs growth and development. Let's develop old and unused sites to create beautiful amenities for residents or create additional housing to bring more residents in. The city must adapt and grow.

#687

Posted by **Suzanne Luce** on **02/19/2021** at **2:19pm** [Comment ID: 783] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I ask that we please consider the "neighborhood" that encompasses the north and south of Conejo School Rd (to the school), areas on foothill and willow between Conejo School Rd and Hampshire, as well as Hampshire at Townsgate. This area's kids attend Conejo Elementary and the residents use access points at Conejo School Rd/TO Blvd as well as Hampshire/101 including Hillcrest to Erbs to access other areas of the city. It is an overwhelmed area as far as traffic--one important thing to consider--but also it is important that this area is considered as a comprehensive neighborhood, even though the 101 separates it. It was once one area until it was divided by the 101 and so it should still be considered as a complete area or neighborhood and planned for in this way, not split and divided in directions.

#688

Posted by **Mary Anne Van Zuyle** on **03/15/2021** at **10:28pm** [Comment ID: 1866] - [Link](#)

Agree: 0, Disagree: 0

The KMart site is a relatively large site immediately available for redevelopment. I favor mixed use and a requirement for a substantial number of affordable and workforce housing.

#689

Posted by **Elizabeth Brown** on **02/16/2021** at **4:40pm** [Comment ID: 702] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This area (near the old Kmart site) is already a high traffic intersection. I'm concerned about adding retail and residential units here ... though pleased that there is

consideration for doing something with the Kmart site - it's such an eyesore.

#690

Posted by **Karen Maloney** on **02/16/2021** at **2:21pm** [Comment ID: 698] - [Link](#)

Agree: 10, Disagree: -1

This is a commercial area at a commercial intersection, the neighborhood behind the plaza is quiet and has an elementary school at its center. The park is well utilized by the surrounding neighborhoods. It is actually perfect, well planned, and one of the first planned neighborhoods in Thousand Oaks. Bordered with condos, townhomes, trailer parks, low income housing, and high density buildings on Hillcrest and Dusenburg. The mix here works as is! And should keep it as is, no additional high density housing no additional buildings taller than two stories.

#691

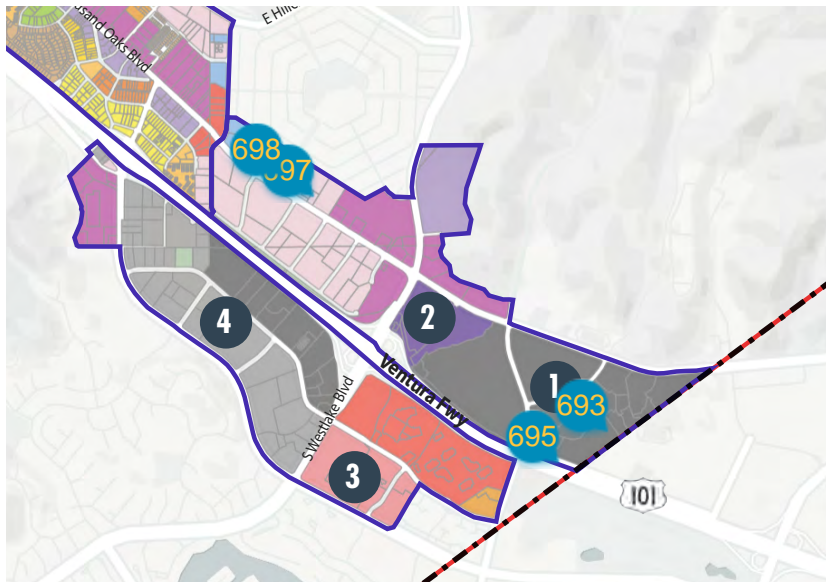
Posted by **Mary Anne Van Zuyle** on **03/15/2021** at **10:26pm** [Comment ID: 1865] - [Link](#)

Agree: 0, Disagree: 0

I think this whole corridor would be great for mixed use. It would join the K-Mart site with the Westlake Plaza. And it is in my backyard! I love it.

WESTLAKE AND EAST END AREA

ALTERNATIVE 3



KEY FEATURES

- Strengthens employment uses on the east side of the city by expanding Industrial Low, Industrial Flex, and commercial uses.
- Focuses mixed-use development along Thousand Oaks Boulevard and at the Kmart site. The alternative allows higher intensity mixed-use (up to 45 units per acre) except for the Promenade at Westlake Village, which would allow Mixed-Use H⁶⁹⁴ to create a vibrant mixed-use node⁶⁹⁶
- Maintains Auto Mall as a commercial use⁶⁹²



#692

Posted by **Suzanne Luce** on **02/19/2021** at **2:10pm** [Comment ID: 780] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

I've heard it come up in meetings that retail and cinema industries are changing, and even more quickly with covid...are we looking at how the auto industry will change as well? Could a burden be relieved for the auto dealers if the need for space is reduced, yet the market and sales at the auto mall overall remains just as strong. This could free up some space for housing. Or at least should be considered as the area is planned for. I suggest a closer look at this industry for the coming 5-10 or more years and how both the dealers and city can benefit, without losing any sales tax revenue.

Reply by **Steve Schiedermayer** on **02/23/2021** at **5:19pm** [Comment ID: 997] - [Link](#)

Agree: 2, Disagree: 0

Suzanne makes several good points. I'd just differ on the need to maintain the tax revenue at all costs. So what if the City has to shrink some in size, they'd adjust. Kinda like many businesses have had to when their revenues were cut off over the last year

#693

Posted by **Anne Marquart** on **02/22/2021** at **11:22pm** [Comment ID: 953] - [Link](#)

Agree: 11, Disagree: -3

Westlake High School is here and already has extensive traffic issues in the morning and afternoon. To add medium to high density housing here would create additional traffic. Before rezoning I would like to know how the city plans to deal with the current traffic issues here during week day mornings.

#694

Posted by **Anne** on **02/22/2021** at **11:50pm** [Comment ID: 959] - [Link](#)

Agree: 11, Disagree: -1

I hear again and again residents are not interested in high density housing. You can create a much more "vibrant" feel but avoiding high density and the traffic that comes with it. It will also impede and the views around our entire town.

#695

Posted by **Andrew Kuo** on **03/04/2021** at **7:41pm** [Comment ID: 1274] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

With the pre-screen approval of a potential housing project at the Baxter office site, there are opportunities to add additional housing sites here, and create a strong node of housing to support the area's employer base. Traffic is a valid concern, which is why it is important to provide housing proximate to businesses and reduce trip counts.

#696

Posted by **Elizabeth Brown** on **02/16/2021** at **4:41pm** [Comment ID: 703] - [Link](#)

Type: Suggestion

Agree: 15, Disagree: -1

Again, concerns about adding 'higher intensity mixed use' units at this area which already has congested traffic issues.

#697

Posted by **Kenneth Brown** on **02/28/2021** at **11:10pm** [Comment ID: 1228] - [Link](#)

Agree: 0, Disagree: 0

There seems to be a shortage of employee parking at most all shopping centers. what happened to an employee garage for business owners with some type of transportation (like a tram) available for employees to park off premises and safely get to the store in the shopping center that they work. This would create more room for customers

#698

Posted by **Kenneth Brown** on **02/28/2021** at **11:19pm** [Comment ID: 1229] - [Link](#)

Agree: 0, Disagree: 0

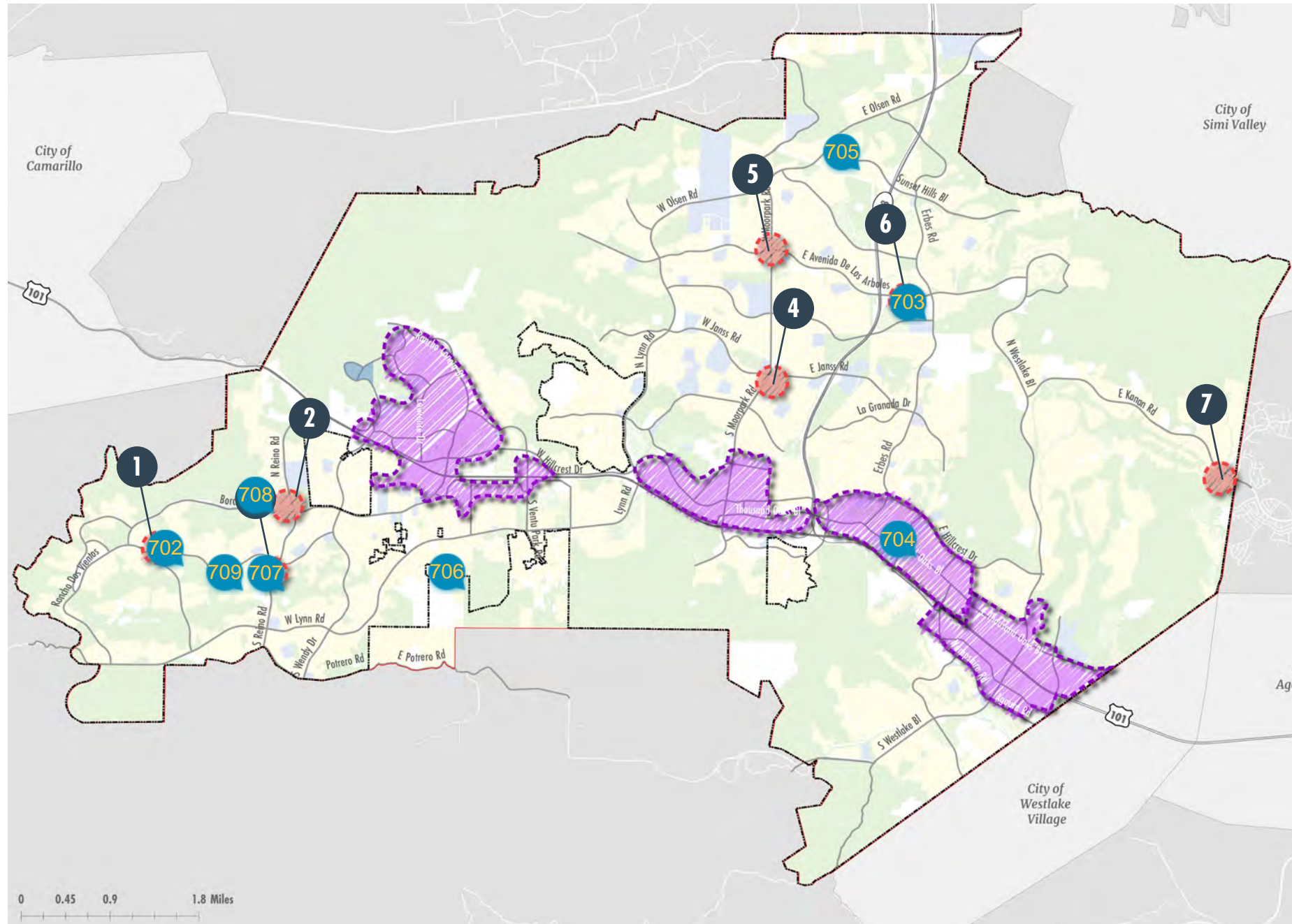
There are certain commercial buildings that blanket their building with signs. You can see them close coming up to Conejo Valley Road close to the Toyota dealerships.

This is an eyesore for the City. Why don't you do something about this? It has been years that the City enforces sign controls in this area which reflects on the attractiveness of the City for customers. If you are serious about making Thousand Oaks Blvd. more attractive for shoppers focus on the look of the existing retail operators. By not taking any effective action you are encouraging other retailers to compete for the attention of customers in a manner that is so unattractive. Why would developers want to enhance the City when you cannot control what is already there. People like Rick Caruso are rare and he has already set the bar. More developers would come in if they thought the attractiveness of the retail centers had some uniformity. If you want an example look at the Downtown Pasadena Redevelopment zone who converted older unattractive buildings to an attractive shopping corridor.

VILLAGE CENTERS COMPARISON

The village centers are neighborhood commercial centers that offer a mix of daily goods and services for residents, employees, and visitors to easily access. These centers are smaller and more walkable than other commercial centers and are typically located in or near residential neighborhoods.

- | | | |
|---------------------------------|-------------------------------|----------------------------|
| 1 LAS BRISAS AND VIA RIO | 4 JANSS AND MOORPARK | 6 ARBOLES AND ERBES |
| 2 REINO AND BORCHARD | 5 ARBOLES AND MOORPARK | 7 KANAN AND LINDERO |
| 3 REINO AND KIMBER | | |



ALTERNATIVE 1

In Alternative 1 “Village Centers” have a mix of Mixed-Use Low and Commercial Neighborhood. This would allow some areas to add residential uses while others would remain commercial.

- Village Centers located at Janss and Moorpark, Arboles and Moorpark, and Reino consist of both Mixed-Use Low and Commercial Neighborhood
- Village centers located at Las Brisas and Via Rio, and Reino and Borchard consist of only Commercial Neighborhood
- The Lindero and Kanan village center consists of Residential Neighborhood Medium only
- The Arboles and Erbes village centers consists of Mixed-Use low only



ALTERNATIVE 2 700 699

Village Centers only allow commercial uses; no residential uses would be allowed. All Village Centers will be designated as Commercial Neighborhood.



ALTERNATIVE 3 701

All Village Centers would be designated as Mixed-Use Low. This would allow these areas to incorporate residential development in the future.



#699

Posted by **J Francis** on **03/13/2021** at **3:36pm** [Comment ID: 1574] - [Link](#)

Agree: 0, Disagree: 0

I support possibility of residential mixed-use for all three scenarios. Using some of the shopping center space for low height residential (such as three stories max) would be a good use of retail space that is vacant. And in many cases these areas have more infrastructure (roads, signals, etc) which could support the residential additions; and support more walkable lifestyle (walk to the grocery store, for example).

#700

Posted by **Robert Curtis Higbee** on **02/20/2021** at **2:07am** [Comment ID: 862] - [Link](#)

Agree: 0, Disagree: 0

On some level it makes sense that small business owners could live near or above their business. These areas are small and not so easy to imagine apartments.

#701

Posted by **Helen Cox** on **03/15/2021** at **6:43pm** [Comment ID: 1845] - [Link](#)

Agree: 0, Disagree: 0

I like this idea. Provides good flexibility for the future.

#702

Posted by **Cynthia Wildman** on **02/19/2021** at **2:07pm** [Comment ID: 778] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

Why is The Village at Paraiso (in Dos Vientos) being proposed to rezone to mixed use in all 3 options? It's a small shopping center and you're considering putting apartments there too? This is located directly next to an ELEMENTARY school. The LAST thing we need is more traffic! Please clarify exactly what these plans would be. The residents live here because of our quiet, safe neighborhood. Do NOT add apartments!

Reply by **Betsy** on **03/12/2021** at **10:57am** [Comment ID: 1525] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

The small shopping center has always struggled. Once Dos Vientos residents are in their cars, they drive out of their neighborhood for dining and shopping. Having more people living close to the village would improve the vitality of the center.

#703

Posted by **Phil Clark** on **03/15/2021** at **12:40am** [Comment ID: 1696] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Great place for village center. Make bike path connections so riders can come from Lang Ranch - through Sapwi - and from W of R23 and safely access this village center separate from cars.

#704

Posted by **Kenneth Brown** on **02/28/2021** at **11:31pm** [Comment ID: 1230] - [Link](#)

Agree: 0, Disagree: 0

Do you think multiple low rise parking garages might be a good idea? You could have energy efficient vehicles that picked up employees (pass required) that an employee could call and get picked up in

a timely manner to get to their ride after work.

Reply by **Betsy** on **03/14/2021** at **6:28pm** [Comment ID: 1639] - [Link](#)

Agree: 1, Disagree: 0

I like the idea of parking behind the retail / businesses. That way non drivers are closer to the street. If we allowed greater density, there would be the critical mass needed for public transportation in some spots. The rise of ride apps shows that many prefer not to use their own cars if viable options are provided.

#705

Posted by **Anne** on **02/22/2021** at **11:51pm** [Comment ID: 960] - [Link](#)

Agree: 0, Disagree: 0

Focus more attention on under utilized interchanges like the one at Sunset Hills and the 23. There is too much focus on all the 101 interchanges that don't have the room to make lane additions and traffic flow improvements.

#706

Posted by **Debbie Williams** on **03/15/2021** at **1:48pm** [Comment ID: 1782] - [Link](#)

Agree: 0, Disagree: 0

You insist on adding commercial sites like the one you added across from Albertsons on Reino Rd. I have someone that works at the dental office there and says that most of the time that building is empty. The strip mall where Trader Joes is on Reino is finally full. But the mall itself needs updating and the parking lot hasn't been redone in way too many years. So you allow an unmaintained strip mall to exist and then will build more retail buildings. That will eventually create more empty spaces that don't produce any revenue and create a bad and unhealthy business atmosphere in this NP area? This makes sense to you? Not in our community....

#707

Posted by **Eric Trembly** on **02/11/2021** at **3:32am** [Comment ID: 644] - [Link](#)

Type: Suggestion

Agree: 12, Disagree: -4

Go back and review the many city hall meeting of 2018/2019 involving this lot. The community has spoken ad nauseum about this particular parcel of land. We do not want residential housing here. The lot should remain commercial with a design that emphasizes social gathering for the surrounding residents who would like to have better access to entertainment and recreational opportunities. All village centers should remain commercial as they have always been intended to serve the specific neighborhoods to which they were built for.

Reply by **Betsy** on **03/12/2021** at **11:00am** [Comment ID: 1526] - [Link](#)

Agree: 2, Disagree: 0

the shopping centers are dying. Creating housing that is walkable will revitalize the shopping center. Otherwise it is going to stagger along with high profit margin smoke shops and liquor stores while residents have to drive further for better shopping and dining.

#708

Posted by **Denise Derenthal** on **02/13/2021** at **2:28pm** [Comment ID: 653] - [Link](#)

Agree: 6, Disagree: 0

The alternatives for the development of the lot at Maurice and Reino are horrendous. The people have spoken, many times and quite vocally at meetings, that our desire for the neighborhood to be continued as per existing housing. Those alternatives are not the solution in an area like this. The best option for that use is to continue the look of Brighton Lane which is directly across from it. The traffic is already awful. Please don't add to it.

#709

Posted by **Denis Dux** on **03/06/2021** at **8:23pm** [Comment ID: 1290] - [Link](#)

Type: *Suggestion*

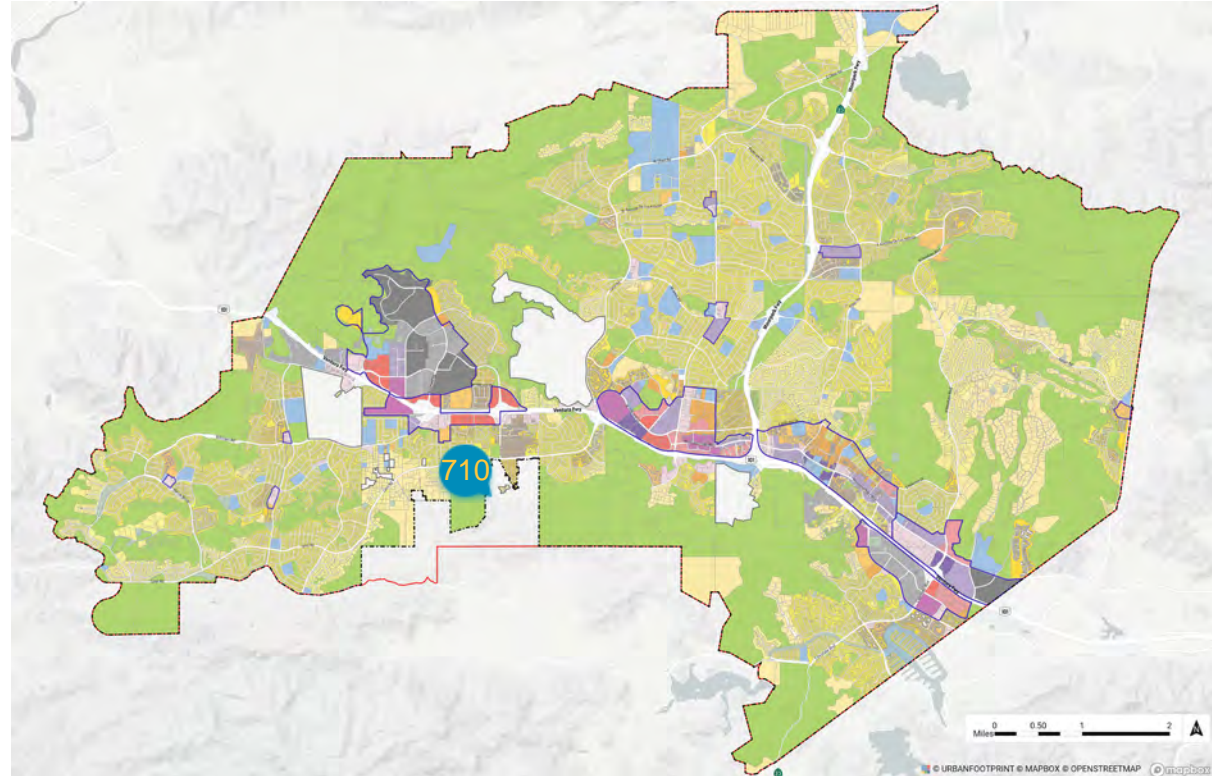
Agree: 0, Disagree: -1

The Cohen property of 3 stories of neighbor medium use next to Albertson's is not compatible with housing around this area. Housing like next door Brighton Lane would work, or keep it as Commercial like it was designed for

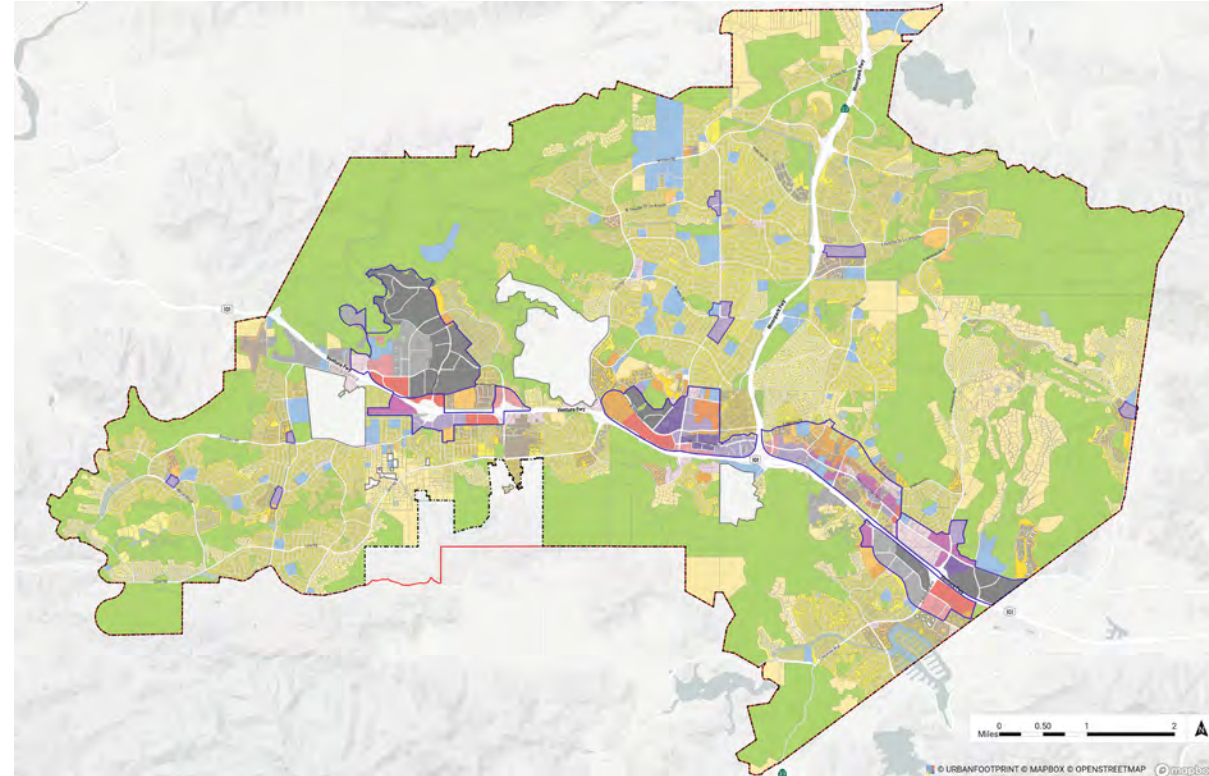
SUMMARY OF LAND USE ALTERNATIVES

The maps below show the existing General Plan, and the three citywide land use alternatives combining the areas of change, village centers and the areas of stability.

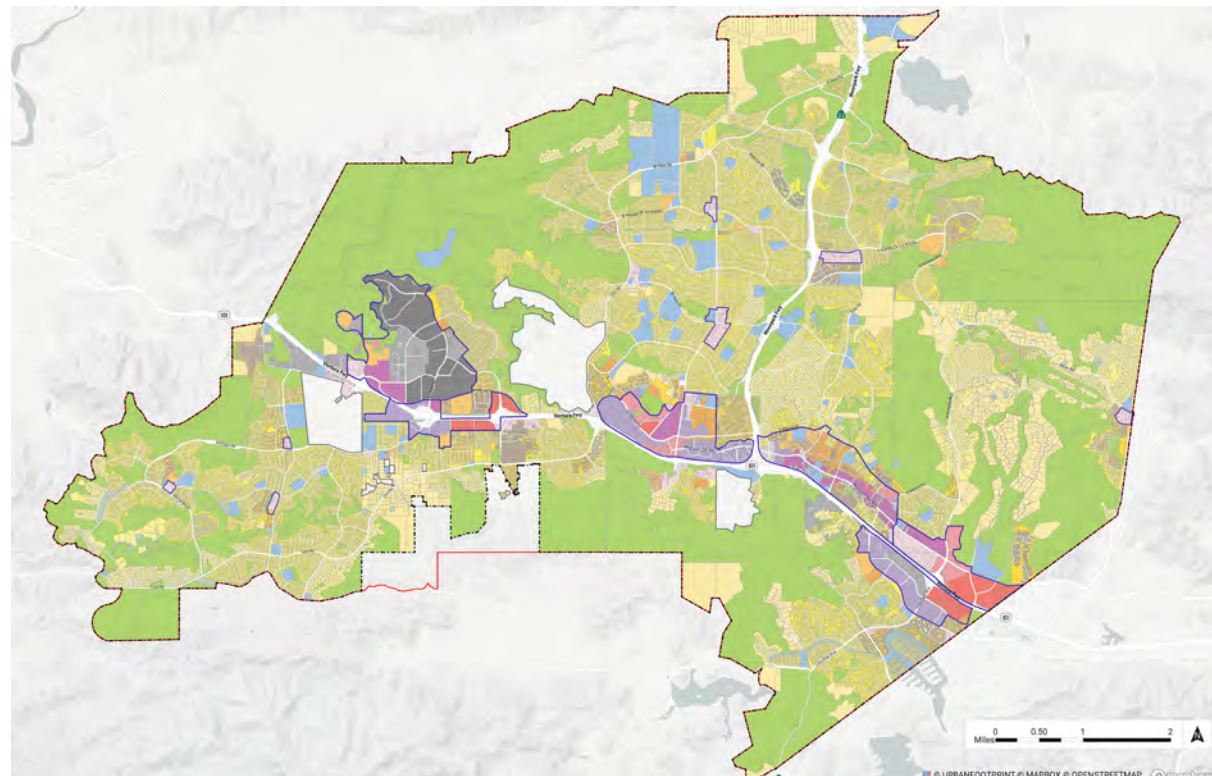
ALTERNATIVE 1



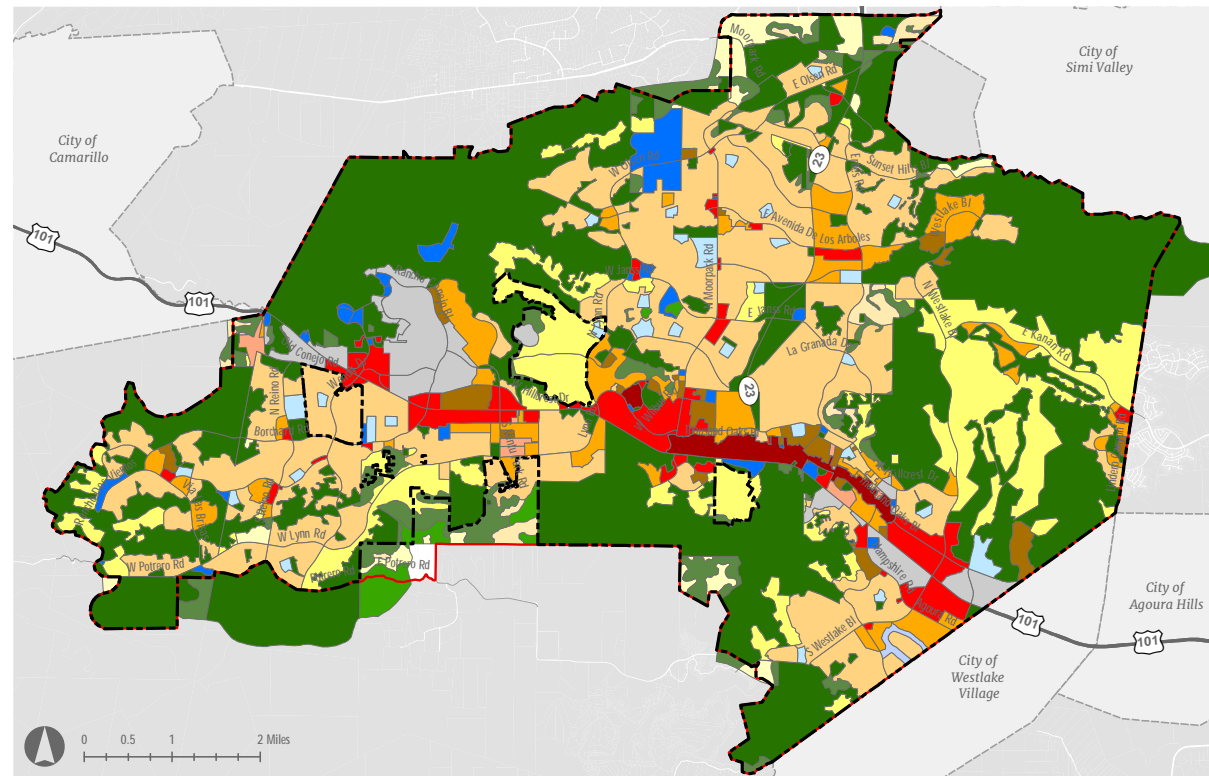
ALTERNATIVE 3



ALTERNATIVE 2



EXISTING GENERAL PLAN



LAND USE ALTERNATIVES DESIGNATIONS

- Neighborhood Rural
- Neighborhood Very Low
- Neighborhood Low
- Neighborhood Low-Medium
- Neighborhood Medium
- Neighborhood Medium-High
- Neighborhood High
- Mobile Home Exclusive
- Mixed-Use Low
- Mixed-Use Medium
- Mixed-Use High
- Commercial Neighborhood
- Commercial Town
- Commercial Regional
- Industrial Low
- Industrial Flex
- Institutional
- Existing Parks, Golf Courses, Open Space
- Utilities and Flood Control

EXISTING GENERAL PLAN DESIGNATIONS

- Reserve Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Exclusive
- Commercial/Residential
- Commercial
- Industrial
- Institutional
- School
- Existing Park, Golf Course, Open Space
- Proposed Park and Recreation Area
- Undevelopable Land
- Residentially Developable Land

#710

Posted by **Rob Patterson** on **02/04/2021** at **11:54am** [Comment ID: 609] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

The color coding system on this map is incredibly difficult to discern. The medium, medium/high, and High density are shown by different shades of the same color. It is almost impossible to tell what density the existing Conejo Valley High School area will be. It looks like every alternative is the same though, which means it isn't an alternative. Our backyards border this property, it is of great concern that this is going to impact our neighborhood in a very negative way.

Reply by **Betsy** on **03/14/2021** at **6:31pm** [Comment ID: 1641] - [Link](#)

Agree: 0, Disagree: 0

try clicking on the globe icon on the upper left. Those maps provide overlays that you can add that I think might help answer your questions.

ALTERNATIVES COMPARISON

The following charts illustrate different metrics or measurements for the three land use alternatives from an urban design modeling software tool, called UrbanFootprint. These outputs allow us to compare and contrast future land use decisions and their environmental and health impacts as well as effect on quality of life in the community.

Four scenarios are presented. The current General Plan is the baseline against which the three land use alternatives are measured. The metrics evaluate full build-out (100% maximum development across all parcels in the city) for all four scenarios. The realistic amount of development expected in the next 25 years will be significantly less than full build-out (see discussion of growth projections on Page 10). ⁷¹³

The following metrics are evaluated: ⁷¹⁷ ⁷¹⁶ ⁷¹⁵ ⁷¹⁴

Housing units: All four scenarios allow the number of housing units as established by Measure E.

Jobs: All three alternatives provide additional capacity for new jobs in the city, with the highest number of jobs projected in Alternative 3.

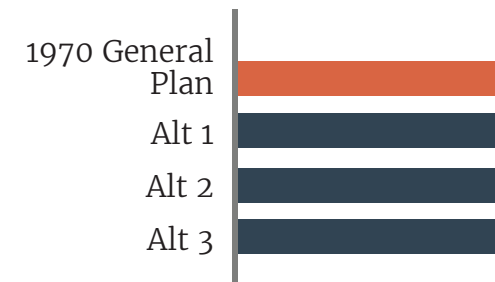
The other metrics are:

- Access to Retail
- Access to Transit
- Walking/Biking Travel Mode Share
- Annual Vehicle Miles Traveled Per Household
- Daily Vehicle Trips Per Household
- Household Annual GHG Emissions

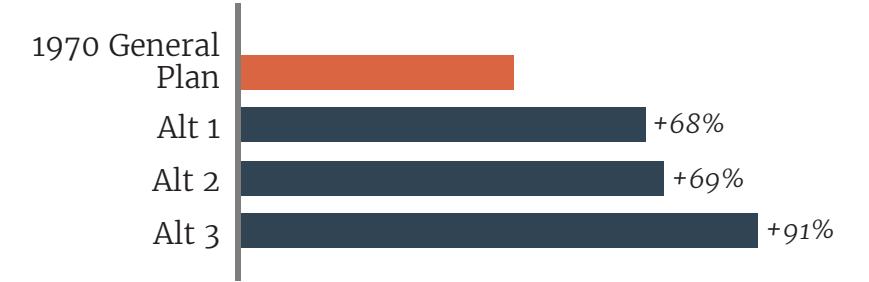
The three alternatives perform similarly across these metrics and generally improve conditions compared to the current General Plan by increasing walkability and bikeability, decreasing car dependence, and reducing GHG emissions. The three alternatives propose mixed use near existing goods, services, jobs, and transit which result in lowered annual vehicle miles traveled, reduced daily vehicle trips, and increased mode split of walking and cycling. ⁷¹² ⁷¹⁸

⁷¹¹

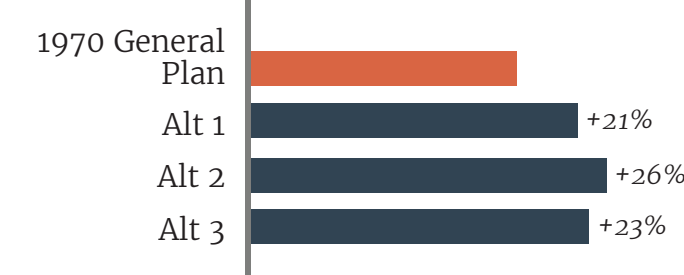
TOTAL HOUSING UNITS



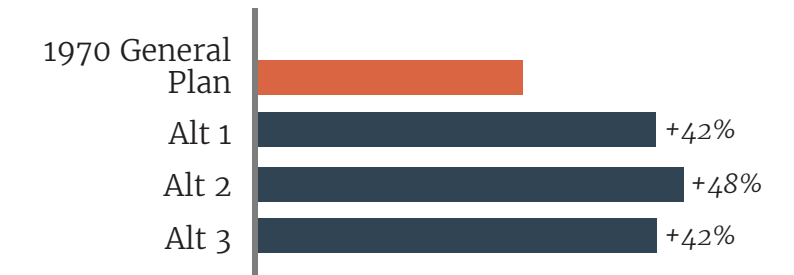
TOTAL JOBS



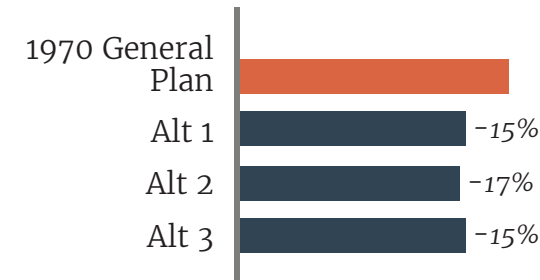
ACCESS TO RETAIL WITHIN 5 MINUTE WALK



ACCESS TO TRANSIT WITHIN 5 MINUTES WALK

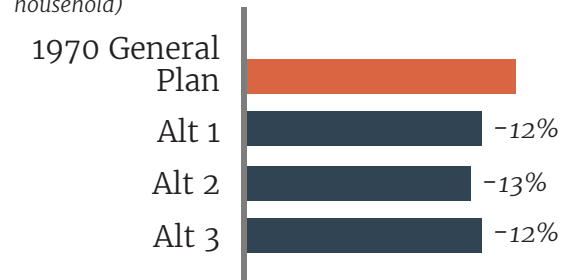


ANNUAL VEHICLE MILES TRAVELED PER HOUSEHOLD

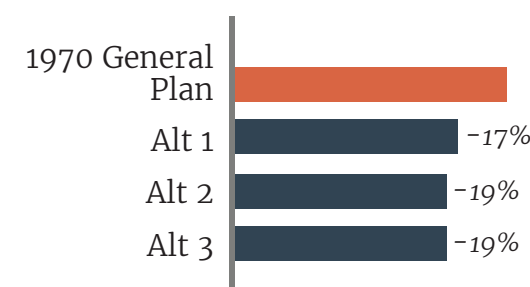


HOUSEHOLD ANNUAL GHG EMISSIONS

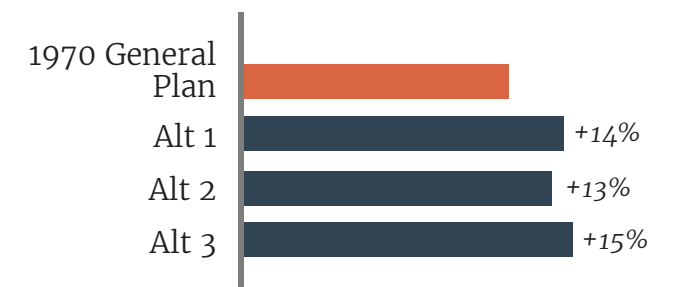
(Vehicle emissions, building energy, and water energy per household)



DAILY VEHICLE TRIPS PER HOUSEHOLD



WALKING/BIKING TRAVEL MODE SHARE



#711

Posted by **Cindy** on **03/15/2021** at **4:45pm** [Comment ID: 1837] - [Link](#)

Type: *Suggestion*

Agree: 2, Disagree: 0

I've noticed lots of developments in our city that are segregated housing and group homes for seniors. I would much rather see community and integrated housing that supports our seniors, those aging towards disabilities and those of us with intellectual and developmental disabilities. Evidence, especially from COVID-19 has shown how these segregated housing and group home settings are deadly, not equitable, and the residents and their caregivers are often forgotten about because they are not adequately integrated with their community.

I'd like to put a provision or policy in the General Plan to mitigate this type of housing development. The vision of TO for the future is affordable and multi-generational where family can care for one another, afford to live in the same area, and our parents/grandparents can age in place with interdependent support.

#712

Posted by **kk** on **02/05/2021** at **5:44pm** [Comment ID: 620] - [Link](#)

Agree: 12, Disagree: -1

Cycling and walking are generally done for exercise, not as a mode of transportation. You can't assume less car traffic based on any of these alternatives.

Reply by **Betsy** on **03/14/2021** at **6:40pm** [Comment ID: 1642] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

The growth of Uber and Lyft along with electric scooters suggest strong interest that younger folks have in leaving their cars behind. Even though I am older, I love visiting more walkable cities with usable public transportation. If we build it, they will come.

Reply by **Doug Baker** on **03/16/2021** at **12:30am** [Comment ID: 1887] - [Link](#)

Agree: 1, Disagree: 0

Cycling and walking are preferred means of transportation and their use is depressed because of the single-use zoning which spreads residential, commercial, and industrial areas apart.

#713

Posted by **Kat Selm** on **02/19/2021** at **1:30am** [Comment ID: 773] - [Link](#)

Agree: 9, Disagree: 0

If the realistic growth is significantly less than why does the general plan have to accommodate for full buildout?

#714

Posted by **Tim McCarthy** on **02/15/2021** at **9:58pm** [Comment ID: 683] - [Link](#)

Type: *Suggestion*

Agree: 11, Disagree: -2

In 2021, the Very Low/Low income is at 41% required, Middle Income at 36% and Above Middle at 40%.

In 2045, Very Low/Low is now taking 50% of dwellings, Middle income only 20%, and Above Middle at 30%.

These goals/strategies alone if enacted at these new revised percentages will lower the overall quality of life for residents of Thousand Oaks and bring more crime to the area. You are squeezing out the middle class which is what Thousand Oaks is made of. The overall plan needs another pass to correct these ratios.

#715

Posted by **Tim McCarthy** on **02/15/2021** at **9:54pm** [Comment ID: 682] - [Link](#)

Type: Question

Agree: 1, Disagree: -2

Please provide research on crime statistics related to mixed use properties that already exist, crime statistics of very low (section 8) residential living. Show research on how Section 8 housing residents effect other areas related to crime. Ventura has many buildings that can be used for comparisons.

Reply by **Steve Schiedermayer** on **02/23/2021** at **5:26pm** [Comment ID: 999] - [Link](#)

Agree: 4, Disagree: -2

Tim - I asked a similar question early on, which I think is a key, but completely ignored point. The Planning folks don't want anything about crime and housing density to be a consideration. Indiana University Study - "There seems to be something about (high-density residential) units that is associated with all types of serious violent crime, even controlling for the other factors in the model," the authors write. "Apparently, high-density housing units promote serious violent crime." Also Neighborhood Scout shows where higher and lower levels of crime currently exist in TO

#716

Posted by **Tim McCarthy** on **02/15/2021** at **9:51pm** [Comment ID: 681] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -2

The traffic is already congested as you get to Hampshire and head north on 101, and on the 23 fwy. Initial planning of development (Land Use Case #4 (new one :) should be on East end of community and south of the 101. The old KMart building is where other apartments already exists; across from Lake Sherwood, and near Westlake High School (old commercial buildings. This would negate more traffic in the heart of the city and provide for common sense growth in areas vacant or needing of rehabilitation.

#717

Posted by **John Kurfess** on **02/09/2021** at **6:58pm** [Comment ID: 640] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

(1) Which alternative ends up with the greatest amount of land area covered with buildings higher than 4 stories?

(2) Does allocating as much space as Alternative 3 does to industrial uses in Rancho Conejo force the building of housing in the remaining area, which results in this housing having to be multi story?

#718

Posted by **Robert Curtis Higbee** on **02/20/2021** at **2:19am** [Comment ID: 863] - [Link](#)

Agree: 1, Disagree: 0

Walking and cycling, and may I add public transit are designed into a community. If I put jobs in one place and homes far away then you either drive or go without a job. Sort of like health care and voting. One way to limit use is to separate the locations by insurmountable distance. This is old school stuff. You get the community you design. Things happen not by chance but by design. It just matters who sets up the rules.

CITYWIDE LAND USE TOTALS

ALTERNATIVE 1

PROPOSED LAND USE	LAND AREA (IN ACRES)	% OF TOTAL LAND AREA
RESIDENTIAL		
Neighborhood Rural	2,564	8.2%
Neighborhood Very Low	2,037	6.5%
Neighborhood Low	6,636	21.1%
Neighborhood Low Medium	8,721	2.6%
Neighborhood Medium	395	1.3%
Neighborhood Medium High	240	0.8%
Neighborhood High	-	0.0%
Mobile Home Park	116	0.4%
	12,798	40.7%
MIXED USE		
Mixed Low	387	1.2%
Mixed Medium	192	0.6%
Mixed High	73	0.2%
	653	2.1%
COMMERCIAL/INDUSTRIAL		
Commercial Neighborhood	337	1.1%
Commercial Town	175	0.6%
Commercial Regional	174	0.6%
Industrial Low	434	1.4%
Industrial Flex	442	1.4%
	1,561	5.0%
OTHER		
Institutional	1,169	3.7%
Utilities & Flood Control	263	0.8%
Open Space, Golf Courses, Parks and Water	14,975	47.7%
	16,408	52.2%
Total	31,420	100.0%

720

ALTERNATIVE 2

PROPOSED LAND USE	LAND AREA (IN ACRES)	% OF TOTAL LAND AREA
RESIDENTIAL		
Neighborhood Rural	2,564	8.2%
Neighborhood Very Low	2,037	6.5%
Neighborhood Low	6,643	21.1%
Neighborhood Low Medium	776	2.5%
Neighborhood Medium	425	1.4%
Neighborhood Medium High	226	0.7%
Neighborhood High	2	0.0%
Mobile Home Park	116	0.4%
	12,789	40.7%
MIXED USE		
Mixed Low	454	1.4%
Mixed Medium	267	0.8%
Mixed High	-	0.0%
	720	2.3%
COMMERCIAL/INDUSTRIAL		
Commercial Neighborhood	360	1.1%
Commercial Town	163	0.5%
Commercial Regional	239	0.8%
Industrial Low	354	1.1%
Industrial Flex	426	1.4%
	1,542	4.9%
OTHER		
Institutional	1,144	3.6%
Utilities & Flood Control	249	0.8%
Open Space, Golf Courses, Parks and Water	14,975	47.7%
	16,369	52.1%
Total	31,420	100.0%

ALTERNATIVE 3

PROPOSED LAND USE	LAND AREA (IN ACRES)	% OF TOTAL LAND AREA
RESIDENTIAL		
Neighborhood Rural	2,564	8.2%
Neighborhood Very Low	2,037	6.5%
Neighborhood Low	6,628	21.1%
Neighborhood Low Medium	780	2.5%
Neighborhood Medium	389	1.2%
Neighborhood Medium High	224	0.7%
Neighborhood High	63	0.2%
Mobile Home Park	116	0.4%
	12,801	40.7%
MIXED USE		
Mixed Low	333	1.1%
Mixed Medium	153	0.5%
Mixed High	103	0.3%
	588	1.9%
COMMERCIAL/INDUSTRIAL		
Commercial Neighborhood	261	0.8%
Commercial Town	129	0.4%
Commercial Regional	192	0.6%
Industrial Low	391	1.2%
Industrial Flex	664	2.1%
	1,638	5.2%
OTHER		
Institutional	1,169	3.7%
Utilities & Flood Control	249	0.8%
Open Space, Golf Courses, Parks and Water	14,975	47.7%
	16,394	52.2%
Total	31,420	100.0%

719

Note: An additional 4,067 acres are in public and private streets and freeways. County Islands and the Sphere of Influence land are not included in these totals.

#719

Posted by **mary reyburn** on **02/26/2021** at **2:00pm** [Comment ID: 1192] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

I can't read Alternative 3 because the copy is cut off at first column with numbers.

#720

Posted by **Jef Kurfess** on **02/25/2021** at **4:10pm** [Comment ID: 1162] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

I find this data highly misleading. Options 1, 2 and 3 leave large portions of our area out of consideration for doing anything. These areas should be excluded. We aren't talking about doing anything with these areas. We ARE talking about the areas along TO Blvd and out by Rancho Conejo. The acreage at issue should be the only focus. Every percent on here should use the area we are talking about as the denominator of the fraction used for computing the percentage, not the "total land area".

To be even more helpful, each of the land use categories should also be expressed as the maximum number of stories it can be and a table provided that shows e.g. Option 1 has 10% 6 stories or more, 30% 4-5 stories, 50% 2-3 stories, and 10% one story.

#721

Posted by **Debbie Williams** on **03/15/2021** at **1:50pm** [Comment ID: 1784] - [Link](#)

Agree: 0, Disagree: 0

Not to be rude, but honestly what am I to make of these maps. What are they suppose to be telling me. I can't even tell what areas are what on these maps.



735

727

737

THANK YOU FOR REVIEWING THE LAND USE ALTERNATIVES BRIEFING BOOK!

723

Please use the link provided here or on the website – <https://www.thousandoaksca.gov/2045> – to respond to a survey about the land use alternatives. We appreciate your feedback.

732

733

725

736

730

734

722

#722

Posted by **Cindy** on **03/15/2021** at **4:37pm** [Comment ID: 1836] - [Link](#)

Agree: 0, Disagree: 0

THANKS to all for your contributions of time, energy and thoughtfulness. There has clearly been lots of work put into this important project!

#723

Posted by **Amy K Leicht** on **02/24/2021** at **5:25pm** [Comment ID: 1114] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -1

While considering the future of our city we should look at the fact that we are surrounded by "Open Space" full of fire fuel rich with invasive weeds like mustard grass. As beautiful as it is in the Spring it dries out and becomes fire fuel in the Fall/Winter. Our fire season is becoming longer due to climate change. The rain is coming later and later and the dried brush from the Spring is ready to burn during the Santa Ana wind events through December. We should be doing more brush clearing in our surrounding hills to help limit/reduce the amount of flying embers that will inevitably land in our yards and on our houses. COSCA manages the City land and should be held accountable for keeping up to date with the growth of our city. The brush clearing requirements set by the Ventura Fire Hazard Reduction Program haven't been updated since the 1990's. We are considered a WUI (wildland urban interface) city and we need to take steps to prevent another Woolsey fire or worse.
<https://www.ipetitions.com/petition/fire-brush-clearance>

#724

Posted by **Diana Merville** on **02/23/2021** at **11:43pm** [Comment ID: 1011] - [Link](#)

Agree: 13, Disagree: -3

We moved out of the San Fernando Valley to Thousand Oaks 21 years ago specifically to live in a lower density community with more of a rural feel. This proposed General Plan revision would sadly transform Thousand Oaks into a mirror image of the high density landscape that we escaped from. What a travesty!

This isn't progress. This is commercialization rearing it's ugly head and destroying the simple family "country" community feel that we moved here for. Shame on you, City Council!

#725

Posted by **Mary A Reyburn** on **03/10/2021** at **5:00pm** [Comment ID: 1416] - [Link](#)

Agree: 1, Disagree: 0

The survey monkey will not allow me to express my comments and select the items I agree with. I Started the process and got as far as question 9 and it won't let me go further. Is this a glitch or is it deliberate so that you can not record my comments?

Reply by **AM Winic** on **03/15/2021** at **11:51pm** [Comment ID: 1881] - [Link](#)

Agree: 0, Disagree: 0

We can only HOPE they are going to LISTEN to our comments. We're taking the time to leave comments. I hope they actually incorporate what we, taxpayers, are asserting.

#726

Posted by **Susan Meraz** on **02/19/2021** at **3:08pm** [Comment ID: 789] - [Link](#)

Agree: 5, Disagree: 0

I agree with planned increased residential on T.O. Blvd. High density buildings need to be blended into the landscape. I am concerned with parking, ingress and egress. T.O. Blvd is already heavily traveled. New residents comings and goings will have to be coordinated with traffic lights and current traffic flow. I am especially concerned with the Kmart plan where parking per unit is planned for one and a half. If two people are living in a one bedroom, where is the second driver going to park? This would be a deal breaker for me. Every unit at this complex deserves two parking spots. Why are all of the developers building "Luxury" apartment buildings? That translates to luxury pricing. Where are the middle income buildings? The developers can agree to set aside units for low income, but what about those who have adequate income? Not everyone is a professional with a three digit income, especially those young people you believe want to move into these new luxury places. The market will be over saturated with these new mixed use places. They will have to compete with each other for tenants. It will take two incomes to afford living there. Back to the necessity of two parking spots for each unit.

Reply by **Paulette krishnan** on **02/23/2021** at **5:09pm** [Comment ID: 993] - [Link](#)

Agree: 3, Disagree: 0

We moved here 2 years ago to this amazing rural suburbia to get out of the over populated/crowded Silicon Valley. Hopeful that the plan gets revised to a significant lower amount of units.

#727

Posted by **PB** on **02/16/2021** at **5:34pm** [Comment ID: 718] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

The presentation is very thorough. However, it may be difficult for non-tech people to navigate and share their opinions. Seems there needs to be more transparency in a forum that everyone can participate in. Thank you.

#728

Posted by **Edward Carloni** on **02/25/2021** at **5:28pm** [Comment ID: 1165] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

My preference would be for alternative 2, although I wouldn't object to either of the two other alternatives.

#729

Posted by **Jim and Linda Peddie** on **02/23/2021** at **1:38pm** [Comment ID: 977] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

We were carefully considering our answers to the survey and timed out!! Do you really want our input? Then give us the time to do a good job!

#730

Posted by **Monica** on **02/24/2021** at **5:30pm** [Comment ID: 1119] - [Link](#)

Agree: 8, Disagree: 0

The 3 lane 101 freeway can not handle any growth. Please do not expand our city without expanding the freeway and roads. Does anyone remember trying to get on the 101 during the woolsey fire? The roads were parking lots. It took 3 hours to go 2 miles.

Reply by **Jackson** on **03/15/2021** at **1:25am** [Comment ID: 1703] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: -1

Unfortunately expanding freeways only leads to a phenomenon called induced demand and doesn't actually reduce traffic. If denser development is accompanied by improvements in city streets that get more people walking, biking, and taking the bus then that should help alleviate local traffic somewhat, and CalTrans will have to figure out that regional traffic needs a different solution besides widening the freeways.

Reply by **AM Winic** on **03/15/2021** at **11:49pm** [Comment ID: 1880] - [Link](#)

Agree: 0, Disagree: -1

We moved here to get AWAY from all that foot traffic AND car traffic- it is so frustrating that you even THINK is remotely appropriate for Thousand Oaks. We have worked hard to be here and want to REMAIN here. There is no NEED for more people here!!! I do not want this to look like Santa Monica- I moved AWAY from there because I did not want to have a car accident with a teen on a scooter coming out of no where. Santa Monica favors the pedestrian, not the car driver. Please, just leave well enough alone!! Something you8 CAN do, is work on CLEANING the city. There is TRASH alongside the interchange from the 101 to 23 in all directions. And you want to bring more PEOPLE???

#731

Posted by **Brenda Bevilacqua** on **03/13/2021** at **2:01pm** [Comment ID: 1571] - [Link](#)

Agree: 1, Disagree: -1

I'm so sad what is happening to our beautiful community. Looking out at the landscape, seeing views of our hills and open land will now be obstructed by multi-level buildings? This city has grown so much since the 1970's when I moved here. Our land has been gobbled up and now you want to take the sky! This lovely city is slowly

transforming into being the valley and NOT living in the valley is why people live here!

#732

Posted by **Robert Curtis Higbee** on **02/20/2021** at **2:35am** [Comment ID: 864] - [Link](#)

Agree: 3, Disagree: 0

The answer to Luxury question above is that they are far more profitable. A basic dwelling constructed is very near the cost of a luxury dwelling. This was the "con' in Santa Monica so many years ago. You take your basic apartment building worth so many dollars as it stands. Evict every one for renovations and convert to Luxury units. Now sell building for many times the original price it was worth. Big money all around. See ya' later for the poor folk.

#733

Posted by **Victor Kamhi** on **02/24/2021** at **4:56pm** [Comment ID: 1111] - [Link](#)

Agree: 4, Disagree: 0

I would like to package the alternatives differently, alt 1 for one area, alt 3 for another. the presentation you have gives you no flexibility.

#734

Posted by **Scott Collins** on **03/15/2021** at **1:34am** [Comment ID: 1706] - [Link](#)

Agree: 1, Disagree: 0

Were implications for open space utilization taken into consideration during the development of these plans? The current Open Space per capita ratio will be reduced, potentially drastically. Could parking at open space access points become fee-based? Will open space users require a use permit to cut down on congestion and, simultaneously, pay for upkeep, maintenance, and extra restorative measures that may be needed due to higher use and impact? Management of open space should be factored in to the planning process.

#735

Posted by **Karen Chima** on **03/14/2021** at **3:56pm** [Comment ID: 1629] - [Link](#)

Agree: 0, Disagree: 0

Thank you for your hard work in putting this presentation together so that we may participate in the future of our city.

#736

Posted by **Richard Miner** on **02/07/2021** at **3:15am** [Comment ID: 625] - [Link](#)

Type: Suggestion

Agree: 26, Disagree: -4

We do not want Apartments. We moved here because its mainly single family houses. No one who has invested in their Home want what you are proposing.

Reply by **Barbara** on **02/18/2021** at **8:36pm** [Comment ID: 770] - [Link](#)

Agree: 16, Disagree: -3

I agree 100%, none of these plans make any homeowner here happy. I moved from Hollywood 15 years ago to get away from a big city, looks like if any of this happens, I may have to move again.

Reply by **Jan Leo** on **03/05/2021** at **2:37pm** [Comment ID: 1284] - [Link](#)

Agree: 11, Disagree: 0

I agree we moved here to get away from high rise density. The majority of people who live here want single family residences. the streets and freeways can not accomodate over building.

#737

Posted by **Tim McCarthy** on **02/15/2021** at **9:59pm** [Comment ID: 684] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Overall - I think the presentation was very good and informative. Just need to add a couple of measurements to validate your assumptions.

Thank you for the opportunity to provide input/feedback.