

County of Ventura
Board of Supervisors Hearing
September 15, 2020
Case No. PL17-0141

Exhibit 22.b

2040 General Plan, Element 11 Area Plans



Please see the next page.



11

11. Area Plans

Chapter 11 contains the Area Plans. The current General Plan includes the following nine area plans:

- El Rio/Del Norte (ED)
- Lake Sherwood/Hidden Valley (LS)
- North Ventura Avenue (NV)
- Oak Park (OP)
- Ojai Valley (OV)
- Piru (P)
- Thousand Oaks (TO)
- Coastal
- Saticoy

The 2040 General Plan Update includes an update of seven of the nine Area Plans. The acronyms following these Area Plan names are used in those Areas Plans to uniquely identify the goals and policies in each plan. The 2040 General Plan Update did not include an update of the Coastal Area Plan and the Saticoy Area Plan, although the General Plan incorporates these plans as adopted by the County.

Please see the next page.

EL RIO / DEL NORTE AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

EL RIO/DEL NORTE AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	ED-1
Local Setting	ED-3
Land Use Designations and Standards	ED-3
Land Use and Community Character.....	ED-10
Circulation, Transportation, and Mobility.....	ED-13
Public Facilities, Services, and Infrastructure	ED-14
Conservation and Open Space.....	ED-17
Hazards and Safety.....	ED-19
Water Resources	ED-19
Economic Vitality.....	ED-20

List of Figures

Figure ED-1	El Rio/Del Norte Area Plan	ED-4
Figure ED-2	General Plan Land Use Map - El Rio/Del Norte Area Plan	ED-9

List of Tables

Table ED-1	El Rio/Del Norte Area Plan Land Use Designations.....	ED-5
Table ED-2	Zoning Compatibility Matrix	ED-6
Table ED-3	Summary – Building Intensity/Population Density Standards	ED-7
Table ED-4	Implementation Programs.....	ED-21

Area Plan

Please see the next page.

Introduction

Purpose

The El Rio/Del Norte Area Plan is an integral part of the Ventura County General Plan, functioning as the land use plan for approximately 6,984 acres of unincorporated land adjacent to the City of Oxnard and within the City of Oxnard Sphere of Influence. "Area plan" is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the General Plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. In general, the purpose of this Area Plan is to specify the distribution, location, types and intensity of land uses within a prescribed area, as well as provide specific policies concerning development in that area. The Ventura County General Plan is the plan by which the unincorporated portions of Ventura County will develop in the future.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the countywide general plan. To achieve this consistency, the County reviewed and used the goals, policies, programs and maps of the Ventura County General Plan in drafting this Area Plan. Since the Countywide General Plan applies to the El Rio/Del Norte area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Plan is intended to be read in conjunction with the Countywide General Plan.

Area Plan Chronology

The County adopted the El Rio/Del Norte Area Plan in 1980 and prepared a comprehensive update in 1996. The County subsequently amended the Area Plan in 2011. As part of the 2040 General Plan Update process, the County updated this El Rio/Del Norte Area Plan.

The specific purposes for updating the 1980 El Rio Area Plan were to:

1. Update the Plan's technical information and goals, policies and programs in light of changing conditions.
2. Ensure that Area Plan policies are consistent with Countywide General Plan goals, policies and programs.
3. Reformat the Area Plan to be consistent with other County Area Plans.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the 2011 El Rio Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the El Rio/Del Norte area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The El Rio/Del Norte Area Plan is the detailed land use plan of the Ventura County General Plan for the El Rio/Del Norte area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the El Rio/Del Norte area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Definitions

The goals, policies and programs in this Area Plan express the intent of the Board of Supervisors, with input from the community and those governmental agencies responsible for providing services to the area. Goals, policies and programs are defined below:

- Goal -** The ultimate purpose of the County's effort stated in a way that is general in nature. Example: "Protect the Oxnard Forebay Basin and its recharge area within the El Rio/Del Norte area in order to protect groundwater resources."
- Policy -** A specific statement guiding day-to-day actions and implying clear commitment to carry out the goals of the General Plan in a prescribed manner. Example: "All County departments shall make an effort to notify the El Rio/Del Norte Municipal Advisory Council through the Board of Supervisor's Office, as early in the process as possible, concerning issues and programs of importance to the El Rio/Del Norte area prior to decisions being made regarding these matters."
- Program -** A coordinated set of actions to carry out the goals of the Plan. Example: "The Planning Division will prepare a proposal for the Board of Supervisors' consideration to vigorously pursue code enforcement efforts in the El Rio/Del Norte area in order to enhance/upgrade existing neighborhoods."

* An asterisk next to a program means that particular program will not be pursued until the budgetary constraints affecting the County are relieved and the Planning Division is given direction by the Board of Supervisors to proceed with the program.

Local Setting

Overview of Plan Area

The El Rio/Del Norte area covers nearly 7,000 acres of unincorporated land northeast of U.S. Highway 101 and Oxnard and south of the Santa Clara River. The area is within the City of Oxnard Sphere of Influence (SOI). El Rio/Del Norte is characterized as a small town with semi-rural qualities.

Land Use Designations and Standards

The El Rio/Del Norte Area Plan is the detailed land use plan of the Ventura County General Plan for the El Rio/Del Norte area. This Area Plan includes a distinguished set of land use designations that are specific to the unique needs, resources, and history of El Rio/Del Norte. The Area Plan Land Use Map (see Figure ED-1) identifies the distribution and appropriate location of the various land uses permitted within the Area Plan boundary. Table ED-1 describes the land use designations in the Area Plan, which dictate the type and intensity of land use within each category. Table ED-2 outlines the compatibility between the Area Plan land use designations and County zones. Table ED-3 lists each land use designation and their total area, building intensity, population capacity, and population density.

As described in the Introduction, the General Plan is the plan by which the unincorporated portions of Ventura County will develop in the future, and Area Plans focus on El Rio/Del Norte community to refine the policies of the General Plan. Figure ED-2 shows the General Plan land use designations within the El Rio/Del Norte Area Plan. This figure also indicates the boundary of the Existing Community area designation. All areas inside these boundaries are considered within the Existing Community area designation for purposes of this General Plan and implementation of the Guidelines for Orderly Development and Save Open Space and Agricultural Resources (SOAR) Ordinance.

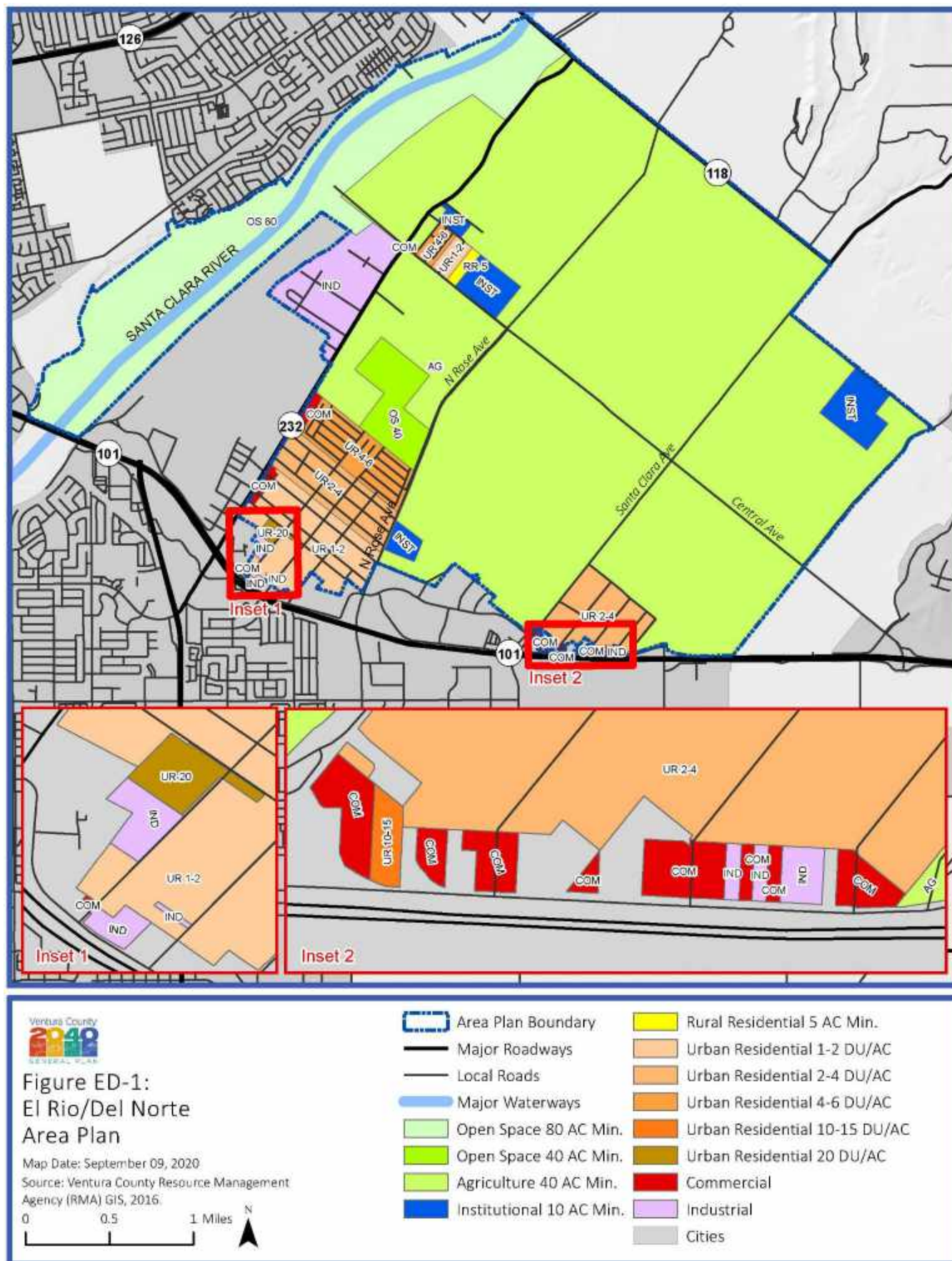


Table ED-1 El Rio/Del Norte Area Plan Land Use Designations

Land Use Designation		Description	Density/ Intensity
Open Space (OS 40)		The purpose of the Open Space designation is to preserve the essentially undeveloped lands which surround the Existing Community designated areas of the El Rio/Del Norte area to protect lands which contain biological and mineral resources and water recharge/storage basins.	40-ac min lot size
Open Space (OS 80)			80-acre min lot size
Agricultural		The purpose of the Agricultural designation is to preserve irrigated agricultural lands in the El Rio/Del Norte area. Land outside the Existing Community or Rural designated areas within the El Rio/Del Norte Area Plan boundary which is currently in, or suitable for agricultural production shall be designated Agricultural.	40-ac min. lot size
Institutional		The purpose of the Institutional designation is to recognize the educational and institutional uses in the El Rio/Del Norte area that require large acreage. The principal uses allowed in the Institutional designation shall be institutional and educational facilities. Other permitted uses include those uses which are found to be necessary to maintain the principal uses, or other accessory uses that are customarily incidental, but subordinate to the principal permitted use.	10-ac min. lot size
Rural Residential (RR 5)		The purpose of the Rural Residential designation is to recognize and plan for low density, large lot residential development and other compatible and ancillary land uses in a rural setting.	5-ac min. lot size
Urban Residential (UR 1 – 2)		The purpose of the Urban Residential designation is to ensure that existing and future Urban Residential land use patterns result in cohesive and consolidated neighborhoods which preserve the community character of the El Rio/Del Norte area.	1 – 2 du/ac
Urban Residential (UR 2 – 4)			2 – 4 du/ac
Urban Residential (UR 4 – 6)			4 – 6 du/ac
Urban Residential (UR 6 - 10)			6 – 10 du/ac
Urban Residential (UR 10 -15)			10 – 15 du/ac
Urban Residential (UR 20)			20 du/ac
Commercial		The purpose of the Commercial designation is to provide sufficient commercially designated land to meet shopping and service needs of the community.	
Industrial		The purpose of the Industrial designation is to provide sufficient industrially designated land to meet the employment needs of the community.	

Source: El Rio/Del Norte Area Plan (6-28-11 edition)

Table ED-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS		ZONE																
		OS (10 AC. Min.)	AE (40 AC. Min.)	RA (1 AC. Min.)	RE (10,000 S.F. Min.)	RO (20,000 S.F. Min.)	R1 (6,000 S.F. Min.)	R2 (3,500 S.F./DU)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CP-D	M1	M2	M3
OS 80	(Open Space 80 Acre Min.)	80 AC	80 AC															
OS 40	(Open Space 40 Acre Min.)	40 AC	■															
AG	(Agriculture 40 Acre Min.)		■															
INST	(Institutional 10 Acre Min.)	40 AC			10 AC													
RR 5	(Rural Residential 5 Acre Min.)				5 AC	5 AC												
UR 1-2	(Urban Residential 1-2 DU/Ac.)				20	■	20		2 U									
UR 2-4	(Urban Residential 2-4 DU/Ac.)				■	■	10		4 U									
UR 4-6	(Urban Residential 4-6 DU/Ac.)						■		6 U									
UR 6-10	(Urban Residential 6-10 DU/Ac.)								10 U									
UR 10-15	(Urban Residential 10-15 DU/Ac.)								15 U									
UR 20	(Urban Residential 20 DU/Ac.)									20 U min								
COM	(Commercial)														■			
IND	(Industrial)																■	

Source: El Rio/Del Norte Area Plan (6-28-11 edition)

Table ED-3 Summary – Building Intensity/Population Density Standards

LAND USE DESIGNATION		Open Space/Agriculture						
		Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/Acre)
OS 80	(80 Ac. Min.)	1,012	5%	0.013	13	5.60	72	0.07
OS 40	(40 Ac. Min.)	188	5%	0.025	4	5.60	22	0.14
AG	(40 Ac. Min.)	4,860	5%	0.025	122	5.60	683	0.14
TOTALS		6,060			139		777	
LAND USE DESIGNATION		Residential						
		Acres	Max. Bldg. Coverage (% Of Lot Area) ⁴	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/Acre)
RR 5	(5-10 ac. Min.)	10	25%	0.2	2	5.6	11	1.12
UR 1-2	(1-2 DU/Ac.)	206	28%	2.0	412	3.19	1,314	6.38
UR 2-4	(2-4 DU/Ac.)	220	35%	4.0	880	3.19	2,807	12.76
UR 4-6	(4-6 DU/Ac.)	121	45%	6.0	723	3.19	2,315	19.14
UR 6-10	(6-10 DU/Ac.)	0	50%	0.0	0	3.19	0	0.00
UR 10-15	(10-15 DU/Ac.)	2	60%	15.0	30	3.19	95	47.85
UR 20	(20 DU/Ac. Min.)	8.97	60%	20.0	179.4	3.19	572	63.8
TOTALS		568			2,226		7,114	

Area Plan

LAND USE DESIGNATION		Commercial/Industrial/Institutional					
		Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (x 1000 SF)	Average No. Employees Per 1000 SF	Employees	Average Employees/Acre
COM	(Commercial)	29	60%	189	2.0	377	13.0
IND	(Industrial)	175	50%	1,522	2.0	3,045	17.4
INST	(Institutional)	152	60%	1,976	1.0	1,976	13.0
TOTALS		356		3,687		5,398	

Source: El Rio/Del Norte Area Plan (6-28-11 edition)

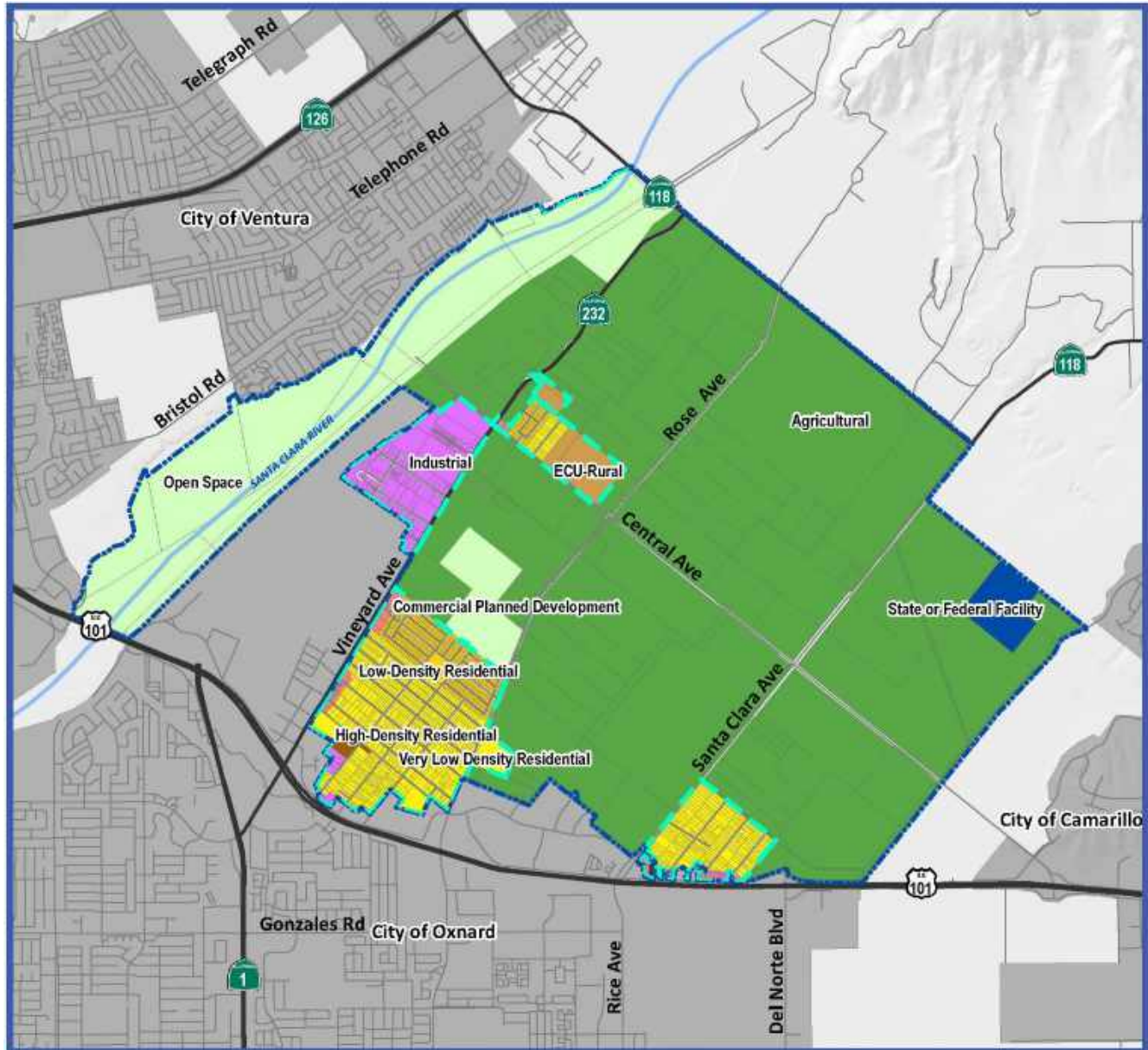
Notes:

¹ Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures. For nonconforming lots of less than 10 acres in area, maximum building coverage shall be 2,500 square feet, plus 1 square foot for each 22.334 square feet of lot area over 5,000 square feet. Greater building coverage may be allowed under discretionary permits for uses listed in the zoning ordinance under the heading of "Crop and Orchard Production" and for Farmworker Housing Complexes.

² Excludes second dwelling units.

³ Year 2010 Forecast for Oxnard Growth and Nongrowth Areas.

⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.



Land Use and Community Character

Land Use Designations and Standards

ED-1	To preserve irrigated agricultural lands in the El Rio/Del Norte area.
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ED-2	To minimize incompatibilities between agricultural operations and other land uses.
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ED-2.1 **Agricultural Use on Agricultural Land**

The County shall require discretionary development located on land designated as Agricultural to not conflict with the agricultural uses of those lands.

ED-2.2 **Areas Appropriate for the Agricultural Exclusive Designation**

The County shall designate land outside the Existing Community or Rural designated areas within the El Rio/Del Norte Area Plan boundary which is currently in, or suitable for agricultural production as Agricultural and zone as "A-E" (Agricultural Exclusive - 40 acre minimum).

ED-2.3 **Minimize Impacts on Agricultural Uses**

The County shall condition discretionary development located adjacent to Agricultural designated land to minimize the impacts on the agricultural uses.

ED-2.4 **Buffers for Agricultural Land**

The County shall require discretionary, non-agricultural land uses adjacent to Agricultural designated land to establish appropriate buffers, as determined by the Agricultural Department.

ED-2.5 **Discretionary Development on Lands Containing Significant Agricultural Soils**

The County shall evaluate discretionary development on lands containing "prime" or "statewide" significant agricultural soils regarding the feasibility of dedicating land or a conservation easement or cash-in-lieu fees to preserve agricultural land which is comparable to any land which would be permanently lost due to the development.

ED-2.6 **Topsoil Preservation**

The County shall condition discretionary development on lands containing "prime" or "statewide" significant agricultural soils to preserve topsoil for reuse as an agricultural soil amendment.

ED-3	To preserve the essentially undeveloped lands which surround the Existing Community designated areas of the El Rio/Del Norte area to protect lands which contain biological and mineral resources and water recharge/storage basins.
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ED-3.1 **Discretionary Development on or Adjacent to Open Space**

The County shall condition discretionary development located on or adjacent to Open Space land to ensure that impacts to biological and mineral resources and recharge/storage basins are minimized.

ED-3.2 Santa Clara River Land Use Designation

The County shall designate the Santa Clara River within the Area Plan boundary as Open Space on the Land Use Map (Figures ED-1 and ED-2) to minimize hazards from flooding.

ED-4

To recognize the educational and institutional uses in the El Rio/Del Norte area that require large acreage.

ED-4.1 Allowed Uses in the Institutional Land Use Designation

The County shall allow the principal uses in the Institutional designation to be institutional and educational facilities. Other permitted uses include those uses which are found to be necessary to maintain the principal uses, or other accessory uses that are customarily incidental, but subordinate to the principal permitted use.

ED-4.2 Minimum Parcel Size for the Institutional Land Use Designation

The minimum parcel size consistent with the Institutional land use designation is 10 acres.

ED-5

To recognize and plan for low density, large lot (five acres in size) residential development, and other compatible and ancillary land uses in a rural setting.

ED-5.1 Minimum Parcel Size for the Rural Residential Land Use Designation

The minimum parcel size consistent with the Rural Residential land use designation for residential parcels is five acres.

ED-6

To ensure that existing and future Urban Residential land use patterns result in cohesive and consolidated neighborhoods which preserve the community character of the El Rio/Del Norte area.

ED-7

To promote adequate housing opportunities by ensuring, to the extent possible, that a diversity of housing types for all economic segments of the population are provided.

ED-8

To encourage the enhancement/upgrading of existing neighborhoods.

ED-9

To improve the condition of existing substandard housing and housing otherwise in need of rehabilitation.

ED-9.1 Discretionary Residential Development in El Rio/Del Norte

The County shall condition new discretionary residential development to be compatible with its surrounding land uses and to maintain the character of the El Rio/Del Norte area.

ED-10

To provide sufficient commercially designated land to meet shopping and service needs of the community.

ED-11

To locate and design commercial uses to minimize land use incompatibility with residential, open space and agricultural land uses.

ED-11.1

Discretionary Commercial Development in El Rio/Del Norte

The County shall require commercial development to be designed to ensure consistency with the community character of the El Rio/Del Norte area.

ED-11.2

Discretionary Review of Commercial Development

The County shall subject commercial development to either a Planned Development Permit or a Conditional Use Permit to assure compatibility with neighboring land uses. Such review shall give careful attention to landscaping, signage, access, site and building design and size, drainage, on-site parking and circulation, operating hours, fencing, and mitigation of nuisance factors.

ED-12

To limit urban industrial land uses to existing industrial areas.

ED-13

To locate and design industrial land uses so as to minimize land use incompatibilities with residential, commercial, open space and agricultural uses and to minimize adverse aesthetic impacts.

ED-13.1

Limit on Industrial Uses

The County shall prohibit the expansion of industrial uses outside of areas presently planned for industrial.

ED-13.2

Buffers for Industrial Uses

The County shall require new or expanding industrial uses adjacent to residential, commercial, open space, and agricultural areas to provide buffers to protect these uses from nuisances and visual audio and any air-borne intrusion, as well as minimizing truck traffic through residential areas.

ED-13.3

Discretionary Review of Industrial Development

The County shall subject industrial development to either a Planned Development Permit or Conditional Use Permit to assure compatibility with neighboring uses. Such review shall give careful attention to aesthetics, landscaping, signage, access, site and building design and size, drainage, on-site parking and circulation, operating hours, fencing, and mitigation of nuisance factors.

Character and Design

ED-14

To preserve the character of the El Rio/Del Norte area. The character of the El Rio/Del Norte area is defined by its small town, semi-rural qualities, consisting of several separate and distinct neighborhoods situated within the Oxnard agricultural plain, and comprising one community of common social and political interest.

ED-15	To provide a socially desirable and economically viable community which includes an appropriate mix of housing, employment, shopping and education/recreation facilities.
ED-16	To locate new development primarily within the existing communities in order to avoid encroaching into established agricultural, open space lands, and to protect resources.
ED-17	To ensure that future discretionary development within the area is of high quality, consistent with the character of the community, and beneficial to the El Rio/Del Norte area as a whole.
ED-17.1	<p>Zoning Compatibility</p> <p>The County shall require all zoning to be in conformance with the Land Use Map (Figures ED-1 and ED-2), and Zoning Compatibility Matrix (Table ED-2).</p>
ED-17.2	<p>Review of All Discretionary Development</p> <p>The County shall review and condition all discretionary development projects to ensure that they are in conformance with the Building Intensity, Population Density Summary Table (Table ED-3), compatible with their surroundings, are of highest quality and best design feasible, are consistent with the character of the El Rio/Del Norte area, and are beneficial to the community as a whole.</p>

Circulation, Transportation, and Mobility

Roadways

ED-18	To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of the El Rio/Del Norte area.
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Regional Multimodal System

ED-19	To plan for safe pedestrian and bicycle pathways throughout the El Rio/Del Norte area.
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ED-20

To encourage the expansion of bus service to serve the El Rio/Del Norte area.

Public Facilities, Services, and Infrastructure

Public Facilities and Services

ED-21

To maintain the governmental mechanisms used to communicate the residents' needs and desires to their elected representatives.

ED-21.1

Public Review Authority

The El Rio/Del Norte Municipal Advisory Council shall continue to be the Board of Supervisors' recognized public review group for the El Rio/Del Norte area. All County and city applications for discretionary permits and all environmental documents for projects which would affect the El Rio/Del Norte area shall be sent to the Board of Supervisors' Office for transmittal to the El Rio/Del Norte Municipal Advisory Council as early in the process as possible.

ED-21.2

Notification of the El Rio/Del Norte Municipal Advisory Council

All County departments shall make an effort to notify the El Rio/Del Norte Municipal Advisory Council through the Board of Supervisors' Office, as early in the process as possible, concerning issues and programs of importance to the El Rio/Del Norte area prior to decisions being made regarding these matters.

Wastewater Treatment and Disposal

ED-22

To encourage the construction of an adequate sewage collection system to serve the El Rio/Del Norte area.

ED-23

To ensure that sewage collection and treatment facilities are available to serve future development in the Existing Community designated areas and are sized so as not to facilitate future development outside the existing communities.

ED-24

To ensure that sewage treatment facilities provide maximum feasible protection and/or enhancement of groundwater resources.

ED-25

To ensure practices that reduce the volume of waste disposed of in landfills.

ED-25.1

Percolation Standards for Discretionary Development

The County shall require discretionary development to be either served by a sewage treatment facility or an on-site septic system where the total percolate from the property to the groundwater basin does not exceed the Primary Standards - Inorganic Chemicals (Article 4, Title 22, California Code of Regulations). The County Environmental Health Division shall

regulate the installation and maintenance of septic systems in accordance with the County's Sewer Policy, County Building Code and County Service Area 32.

ED-25.2

Requirements for Discretionary Commercial or Industrial Development

The County shall condition discretionary development within Commercial or Industrial designations served by on-site septic systems to:

- a. Ensure to the satisfaction of the Environmental Health Division that any accidental release of industrial wastewater, hazardous materials, or hazardous waste will be remedied in a timely and safe manner. Satisfactory insurance may include demonstration of financial responsibility, including posting of a bond or surety.
- b. Grant an access easement to County Service Area 32. In addition, regular testing and monitoring of septic systems shall be performed to the satisfaction of the Environmental Health Division.

ED-25.3

Water Discharge from Oxnard Forebay

The County shall utilize, if feasible, water discharged from sewage treatment systems located within the Oxnard Forebay for agricultural and/or landscaping purposes.

ED-25.4

Solid Waste Reduction

The County shall require discretionary development to employ practices that reduce the quantities of solid wastes generated and to engage in recycling activities.

Flood Control and Drainage Facilities

ED-26

To construct necessary flood control and drainage facilities to minimize flood hazards in the El Rio/Del Norte area.

ED-26.1

Deficiency Study and Improvement Plan for Flooding and Erosion/Siltation

The County shall require discretionary development which would result in increased runoff which would contribute to flooding or erosion/siltation hazards to fund a Deficiency Study and Improvement Plan to identify existing flooding and erosion/siltation problems and determine appropriate flood control and drainage facilities necessary to reduce these hazards. If the Deficiency Study determines the need for flood control facilities, the discretionary development project shall be required to construct and/or contribute to the construction of all improvements necessary to reduce hazards to a less-than-significant level.

Public Utilities

ED-26.2

Visual Impacts from Utility Lines

The County shall require utility lines to use or parallel existing utility right-of-way's where feasible and avoid impacting the viewshed from U.S. 101 (Ventura Freeway), Highway 118 (Los Angeles Avenue), State Route 232, Rose Avenue, Santa Clara Avenue, and Central Avenue (within the El Rio/Del Norte Area Plan Boundary) when not in conflict with the rules and regulations of the California Public Utilities Commission. When such viewsheds cannot be avoided, the County should require transmission lines to be designed and located in a manner to minimize their visual impact.

Education and Library Facilities

ED-27

To encourage the funding, development and operation of adequate school and library facilities in the El Rio/Del Norte area.

ED-27.1

School Impact Fees

The County shall require all residential development projects to comply with the school districts' impact mitigation fee programs consistent with limitations imposed by State law.

ED-27.2

Mitigation of Project Impacts on School Facilities

The County shall require privately initiated General Plan Amendments and/or zone changes for new development which would increase the number of school-aged children to enter into a binding agreement with the affected school district to mitigate the projects' impact on school facilities.

ED-27.3

School District Review of Discretionary Residential Development

The County shall provide the Oxnard Union High School District and Rio School District the opportunity to review discretionary residential development and public park and recreational facility proposals.

Parks and Recreational Facilities

ED-28

To ensure that the recreational needs of existing and future residents within the El Rio/Del Norte area are adequately provided for.

ED-29

To promote full use of existing County, city and school district park and recreational facilities.

ED-30

To encourage the development of new bicycle and equestrian trails, and an El Rio community gymnasium.

ED-31

To ensure that recreational uses in the Santa Clara River preserve natural resources in balance with the provision of opportunities for the use and enjoyment of those resources.

ED-31.1

Contribution to the Trail Network

The County shall require discretionary development which may be expected to benefit from or contribute to the need for bicycle paths and trails systems to a) dedicate, improve, or pay a fee for planned bicycle lanes and trails and public trail access points, and b) install appropriate signage to the standards of the County of Ventura.

ED-31.2

Recreational Use of School Facilities

The County should use school facilities for parks and recreation activities whenever possible.

Conservation and Open Space

Biological Resources

ED-32

To protect the biological resources of the Santa Clara River and adjoining natural habitat areas including significant stands of Southern Willow within the Santa Clara River bounding the El Rio/Del Norte area.

ED-33

To encourage revegetation or landscaping in natural habitat areas and the Santa Clara River that incorporates native plant species in order to restore habitat in already disturbed areas.

ED-33.1

Discretionary Development within the Santa Clara River Habitat Area

The County shall require discretionary development within the Santa Clara River and adjoining natural habitat areas which could potentially impact biological resources to be evaluated by a qualified biologist to assess impacts and, if necessary, develop mitigation measures.

ED-33.2

Landscaping on Lots Adjacent to Santa Clara River Habitat Areas

The County shall require landscaping on lots adjacent to natural habitat areas in the Santa Clara River to utilize appropriate native species.

Scenic Resources

ED-34

To protect and, if possible, improve the viewshed from U.S. 101 (Ventura Freeway), Highway 118 (Los Angeles Avenue), State Route 232 (Vineyard Avenue), Rose Avenue, Santa Clara Avenue and Central Avenue within the El Rio/Del Norte Area Plan boundary.

ED-34.1

Discretionary Development Adjacent to Highways and Major Roadways

The County shall subject discretionary development on parcels adjacent to U.S. 101, Ventura Boulevard, Highway 118, State Route 232, Rose Avenue, Santa Clara Avenue, and Central Avenue (within the El Rio/Del Norte Area Plan boundary) to the following development standards:

- a. A sign program shall be submitted concurrently with a discretionary permit for all commercial and industrial development. Freestanding off-site advertising signs shall be prohibited. All on-site freestanding signs shall be limited to five feet in height.
- b. Outside open storage shall be landscaped and/or screened from public view to the maximum extent feasible.
- c. The architectural design and building material of development shall be designed to enhance the visual quality of the surrounding areas.

Cultural, Historical, Paleontological, and Archaeological Resources

ED-35

To encourage the maintenance and use of facilities and organizations (such as libraries, museums, schools and historical societies) which provide an understanding of the history and diversity of cultures in the El Rio/Del Norte area.

Soil and Mineral Resources

ED-36

To ensure compatibility between mineral extractions, or oil and gas exploration/production, and surrounding land uses.

ED-36.1 **Landscaping for Mineral Resource Extraction and Oil and Gas Exploration/Production**

All mineral resource extraction and oil and gas exploration/production sites shall be landscaped in accordance with an approved landscape plan to minimize incompatibility with other uses.

Oil and Gas Resources

ED-36.2 **Oil and Gas Exploration and Production Permits**

The County shall require oil and gas exploration and production permits to utilize "Best Available Control Technology" (BACT), as outlined by Air Pollution Control District Rules and Regulations.

ED-36.3 **Collection and Use of Gases Emitted from Oil Wells**

The County shall require gases emitted from oil wells to be collected and used or removed for sale or proper disposal, if feasible. The County should only allow flaring or venting in cases of emergency or testing purposes.

ED-36.4 **Limit on New Refining Facilities**

The County shall prohibit new refining facilities within the El Rio/Del Norte Area Plan boundary.

ED-36.5 **Retention Basins and Oil Separators Requirements**

The County shall condition, as appropriate discretionary development that has the potential to deposit a significant amount of sedimentation, oil residue, or other urban pollutants into the surface water drainage system to require retention basins and oily water separators so that at least the first inch of rainfall from any one storm is retained within the project, in order that contaminants from runoff do not significantly impact downstream surface water quality and biological resources. The County shall require control devices used in the oily separators to be properly maintained for the life of the authorized use.

Hazards and Safety

Flood Hazards

ED-37

To ensure that development does not contribute to the existing flooding problems in the El Rio/Del Norte area without adequate flood control and drainage improvements.

ED-37.1

Runoff from Discretionary Development

The County shall require discretionary development which would result in increased runoff which would contribute to flooding or erosion/siltation hazards to fund a Deficiency Study to identify existing flooding and erosion/siltation problems and, if necessary, an Improvement Plan to determine appropriate flood control and drainage facilities necessary to reduce these hazards to a less-than-significant level. If the Deficiency Study/Improvement Plan determines the need for flood control facilities, then the County shall require the discretionary development to construct and/or contribute to the construction of all necessary improvements necessary to reduce hazards to a less-than-significant level.

Air Quality

ED-38

To ensure that any potentially significant health risk resulting from the release of toxic, hazardous or odoriferous substances into the air are mitigated to less-than-significant levels.

ED-38.1

Adverse Air Quality Impacts from Discretionary Development

The County shall condition discretionary development which could have significant adverse air quality impacts with all feasible mitigation measures to avoid, minimize, or compensate (offset) for its air quality impacts.

ED-38.2

Discretionary Development Identified by the Air Pollution Control District

The County shall condition discretionary development identified by the Air Pollution Control District as a use which could potentially release toxic or hazardous substances into the air to mitigate any potentially significant health risks to less-than-significant levels.

Water Resources

ED-39

To protect the Oxnard Forebay Basin and its recharge area within the El Rio/Del Norte area to protect groundwater resources.

ED-39.1

Groundwater Quality Protection

In order to protect groundwater quantity, the County shall require discretionary development to not result in any net decrease in the quantity of groundwater, taking into account existing and projected water supply and demand factors (e.g. potable water demand, landscape irrigation, evapotranspiration, recharge). Discretionary development may utilize water offsets (e.g. plumbing fixture retrofits in existing structures) to achieve no decrease in the quantity of groundwater.

ED-39.2 Adverse Impacts on Groundwater Quality

The County shall prohibit discretionary development that would individually or cumulatively result in a significant adverse impact on groundwater quality.

ED-39.3 Compliance with National Pollution Discharge Elimination System (NPDES)

The County shall require discretionary development to comply with all applicable NPDES (National Pollution Discharge Elimination System) standards to protect surface water quality.

ED-39.4 Recharge Capability Protection

The County shall prohibit discretionary development that would significantly decrease the recharge capability of the property.

ED-39.5 Release of Hazardous Materials

The County shall prohibit discretionary development in commercial or industrial designated areas that has the potential for release of hazardous materials which could seriously degrade groundwater resources.

ED-39.6 Agricultural Uses within Reclaimed Mining Sites

Within reclaimed mining sites designated Agricultural or replanted in agriculture within the Oxnard Forebay, the County shall require the use crops with low nitrogen demand and to provide a monitoring program subject to the approval of the Public Works Agency – Water Resources Division.

Economic Vitality

ED-40

To maintain the economic vitality of the commercial districts.

Table ED-4 Implementation Programs

Programs	
A Home Improvement Program	The Area Housing Authority shall continue to administer the Home Improvement Program (funded by Community Development Block Grants) to provide low interest loans, deferred payment loans, and grants to qualified low income home owners within the El Rio/Del Norte area for the purpose of rehabilitating substandard or deteriorated housing.
B Nonconforming Land Uses	The Planning Division shall prepare a proposal for Board of Supervisors' consideration to pursue the elimination of existing illegal land uses and nonconforming commercial and industrial land uses in residential zones, specifically illegal uses and nonconforming uses on Cortez Street, Balboa Street, and Alvarado Street.
C Code Enforcement	The Planning Division shall prepare a proposal for Board of Supervisors' consideration to vigorously pursue code enforcement efforts in the El Rio/Del Norte area in order to enhance/upgrade existing neighborhoods.
D Tax Increment Financing Exploration	The Planning Division shall prepare a budgetary proposal for Board of Supervisors' consideration to explore tax increment financing as a means of funding appropriate public improvements which stimulate private investment in order to enhance/upgrade existing neighborhoods.
E Reciprocal Traffic Mitigation Agreement	The Public Works Agency shall seek to revise the Reciprocal Traffic Mitigation Agreement with the City of Oxnard to fund all necessary road improvements within each respective jurisdiction, including but not limited to the U.S. 101 overpasses (e.g., Rice Road, Rose Avenue).
F Bicycle Lanes and Trails	The General Services Agency shall continue to work with the El Rio/Del Norte Municipal Advisory Council, Ventura County Transportation Commission (VCTC), and other planning agencies to develop and implement the Regional Trails and Pathways Plan to facilitate the installation of bicycle lanes and trails within the El Rio/Del Norte Area Plan.
G Bus Service	The Public Works Agency shall continue to work with the Ventura County Transportation Commission, Gold Coast Transit District, and appropriate private bus companies to fund and provide increased bus services to the residents of the El Rio/Del Norte area.
H Capital Improvement Plan	The Public Works Agency shall meet annually with the El Rio/Del Norte Municipal Advisory Council to discuss the five-year Capital Improvement Plan.
I Information Exchange on Proposed Projects	The County Planning Division shall continue to coordinate an information exchange with the City of Oxnard to ensure that each is informed of proposed projects that could affect the other's jurisdiction.

Programs	
J Flood Hazard Evaluation	The Ventura County Public Works Agency, in coordination with the Ventura County Flood Control District, shall prepare a budgetary proposal for the Board of Supervisors' consideration to evaluate the flooding hazards on Balboa Street, upper Rio Plaza area, Strickland Acres, and the Rio Vista school yard in the El Rio/Del Norte area in order to provide adequate and appropriate flood control and drainage facilities within the area. The proposal shall also include identification of funding sources and consideration of priority status for construction of these facilities.
K Funding for Flood Control and Drainage Facilities	The Ventura County Flood Control District shall continue to investigate State and Federal funding sources to construct flood control and drainage facilities which will reduce flooding hazards in the area.
L Study on Regulations for Telecommunications Service Rates	The Board of Supervisors' office representing the El Rio/Del Norte area shall prepare a proposal for Board of Supervisors' consideration to study the feasibility of regulating the cable rates and services in the area.
M Adequate Library Facility	The Board of Supervisors' Office, in conjunction with the El Rio/Del Norte Municipal Advisory Council, shall continue to provide a library facility in the El Rio/Del Norte area.
N Cooperative Agreements for Parks and Recreation	The County General Services Agency shall work with the City of Oxnard, local civic groups, and public and private schools throughout the area to establish cooperative agreements for use of each others' facilities to provide parks and recreational opportunities for all residents of the El Rio/Del Norte area.
O Community Recreational Facilities Master Plan	The County's General Services Agency shall prepare a budget proposal, for the Board of Supervisors' consideration, for preparation of a Master Plan for community recreational facilities including an El Rio community gymnasium.
P Study on Law Enforcement Services in the West County Area	The County Sheriff's Department shall prepare a proposal for Board of Supervisors' consideration to evaluate the efficiency of law enforcement services in the West County area. The County shall include identification of new technologies and methods to implement them in order to promote efficiency.
Q Visual Quality of Recharge Basins	The Planning Division shall work with the United Water Conservation District to develop measures to incorporate vegetation buffers or park-like-settings into recharge basin designs to enhance the visual quality of the area.
R Cultural and Historical Inventory	The County Cultural Heritage Board shall conduct a cultural and historical inventory of the El Rio/Del Norte area.

Programs	
S History of Local Cultures	The Board of Supervisors' office representing the El Rio/Del Norte area shall coordinate with appropriate entities to promote an understanding of the history and diversity of cultures within the community.
T Reclamation of Mining Sites	The Planning Division shall continue to work with the El Rio/Del Norte Municipal Advisory Council and mining operators to determine appropriate uses for the reclamation of mining sites consistent with the goals and policies of the County General Plan and the El Rio/Del Norte Area Plan, and applicable ordinances.
U Reclamation of Oil and Gas Sites	The Planning Division shall continue to work with the El Rio/Del Norte Municipal Advisory Council and oil and gas exploration and production operators to determine appropriate uses for the reclamation of exploration and production sites consistent with the goals and policies of the County General Plan, the El Rio/Del Norte Area Plan, and applicable ordinances.
V Flood Management Study	The Ventura County Public Works Agency, in coordination with the Ventura County Flood Control District, shall prepare a budgetary proposal for the Board of Supervisors' consideration to evaluate the flooding hazards on Balboa Street, upper Rio Plaza area, Strickland Acres, and the Rio Vista school yard in the El Rio/Del Norte area. The proposal shall also include identification of necessary flood control and drainage facilities within the area, funding sources and priority schedule for construction of these facilities.
W Special Areas Fees Study for Flooding and Erosion	The Ventura County Flood Control District shall prepare a budgetary proposal for consideration by the Board of Supervisors to study the feasibility of assessing special area fees to development and other jurisdictions/special districts which contribute to the flooding or erosion/siltation problems of the El Rio/Del Norte area.
X U.S. 101 Highway Noise Barriers Study	The Public Works Agency shall prepare a proposal for consideration by the Board of Supervisors to study the feasibility of constructing noise barriers to protect existing noise sensitive uses which are or will be significantly impacted by traffic noise along the U.S. 101 Highway from Vineyard Avenue to Alvarado Street (to join the existing noise barrier wall) and from Rice/Santa Clara Avenue to Del Norte Boulevard.
Y Alternatives to Chemical Pest Control and Fertilization	The Agricultural Department shall continue to encourage the use of alternatives to chemical methods of pest control and fertilization.

Please see the next page.

LAKE SHERWOOD/ HIDDEN VALLEY AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

LAKE SHERWOOD/ HIDDEN VALLEY AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	LS-1
Local Setting	LS-3
Land Use Designations and Standards	LS-3
Land Use and Community Character.....	LS-12
Transportation, Circulation, and Mobility.....	LS-16
Public Facilities, Services, and Infrastructure	LS-18
Conservation and Open Space	LS-21
Hazards and Safety.....	LS-29
Agriculture	LS-33
Water Resources	LS-34
Glossary	39

List of Figures

Figure LS-1	Lake Sherwood/Hidden Valley Community Map	LS-4
Figure LS-2	Lake Sherwood/Hidden Community Planning Units.....	LS-5
Figure LS-3	Lake Sherwood/Hidden Valley Area Plan.....	LS-6
Figure LS-4	Lake Sherwood/Hidden Valley Circulation Map	LS-17
Figure LS-5	General Plan Land Use Map – Lake Sherwood/Hidden Valley Area Plan.....	LS-37

List of Tables

Table LS-1	Lake Sherwood/Hidden Valley Area Plan Land Use Designations	LS-8
Table LS-2	Zoning Compatibility Matrix	LS-9
Table LS-3	Summary – Building Intensity/Population Density Standards	LS-10
Table LS-4	Protected Trees and Replacement Requirements	LS-22
Table LS-5	Implementation Programs.....	LS-38

Area Plan

Please see the next page.

Introduction

Purpose

The Lake Sherwood/Hidden Valley Area Plan is an integral part of the Ventura County General Plan. “Area plan” is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the General Plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. This Area Plan governs the distribution, general location and types of land uses for urban residential, rural residential and open space purposes.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the Countywide General Plan. To achieve this consistency, the County reviewed and used the goals, policies, programs, and maps of the Ventura County General Plan in drafting this Area Plan. The goals, policies, and programs that have been incorporated into this Area Plan supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

The Lake Sherwood/Hidden Valley Area Plan is composed of this policy document and supporting maps and tables.

Area Plan Chronology

The impetus for development of this Area Plan was provided by a privately initiated General Plan Amendment request by Murdock Development Company involving the development of lands around Lake Sherwood. In November 1984, the Board of Supervisors found this privately initiated amendment request worthy of further consideration and directed the Planning Division to study the proposal in the context of a larger planning area including Hidden Valley. The Lake Sherwood drainage basin was selected as the logical geographical unit for delineating a planning study area for the Lake Sherwood/Hidden Valley area. The Planning Division then formulated a land use plan for the entire area which combined the privately initiated Lake Sherwood proposal with a County initiated plan for the surrounding drainage basin. The goal of the County initiated portion was to preserve existing land use patterns and recognize predominant existing lot sizes in accordance with various existing land use policies.

An Environmental Impact Report (EIR) was prepared for the land use plan. After six public hearings and numerous informational Community meetings, the Environmental Report Review Committee approved the Area Plan EIR on April 8, 1987. Issues and mitigation measures raised in the EIR, together with goals and policies from other adopted County policy documents, were used to formulate the goals, policies and programs of this Area Plan. The Ventura County Planning Commission, after two (2) public hearings, recommended approval of this Area Plan. The Board of Supervisors then adopted this Plan on July 14, 1987.

The County has continued to refine and update the plan over the years and has amended it numerous times since its adoption in 1987. As part of the 2040 General Plan Update process, the County updated this Lake Sherwood/Hidden Valley Area Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the Lake Sherwood/Hidden Valley Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the Lake Sherwood/Hidden Valley area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The Lake Sherwood/Hidden Valley Area Plan is the detailed land use plan of the Ventura County General Plan for the Lake Sherwood/Hidden Valley area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the Lake Sherwood/Hidden Valley area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Goals, Policies and Programs

This Area Plan covers the Lake Sherwood/Hidden Valley Area. As such, this Plan governs the distribution and location, population density and building intensity of land uses in the area.

The goals, policies and programs contained in this Plan clearly express the intent of the Board of Supervisors, the community and those governmental agencies responsible for providing services to the area. Goals, policies and programs are described below:

- Goal -** Means the ultimate purpose of our effort stated in a way that is general in nature. Example: "To maintain, as much as practical, the existing residential and recreational character of the Lake Sherwood area".
- Policy -** Means a specific statement guiding an action that implies clear commitment and governs day-to-day activities. Example: "The County shall require provisions for private road maintenance to be incorporated into any future discretionary development."
- Program -** Means a coordinated set of measures designed to be set in motion to carry out the goals or policies of the plan. Example: "The Planning Division shall coordinate with the City of Thousand Oaks to ensure that future to the City General Plan are consistent with this Area Plan."

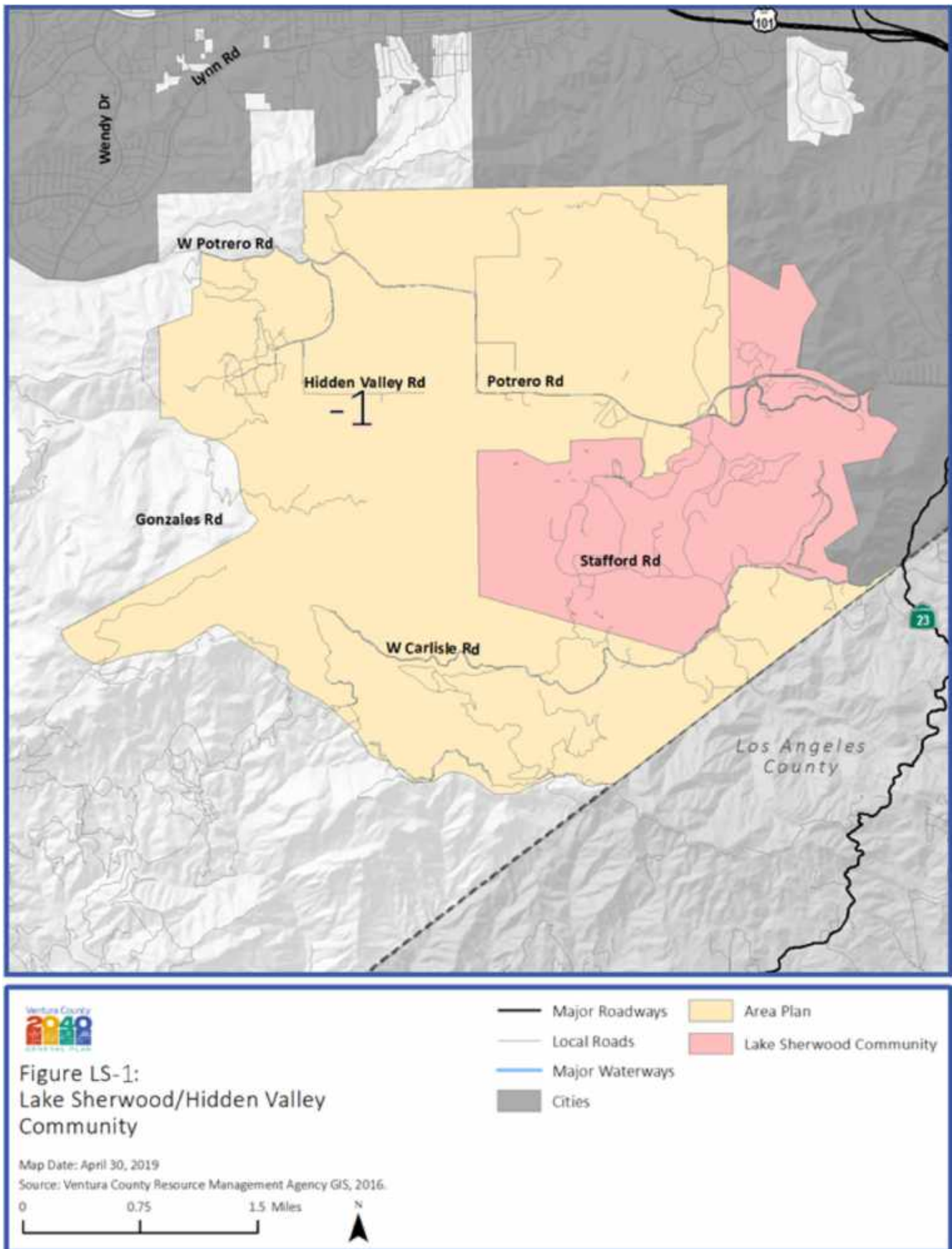
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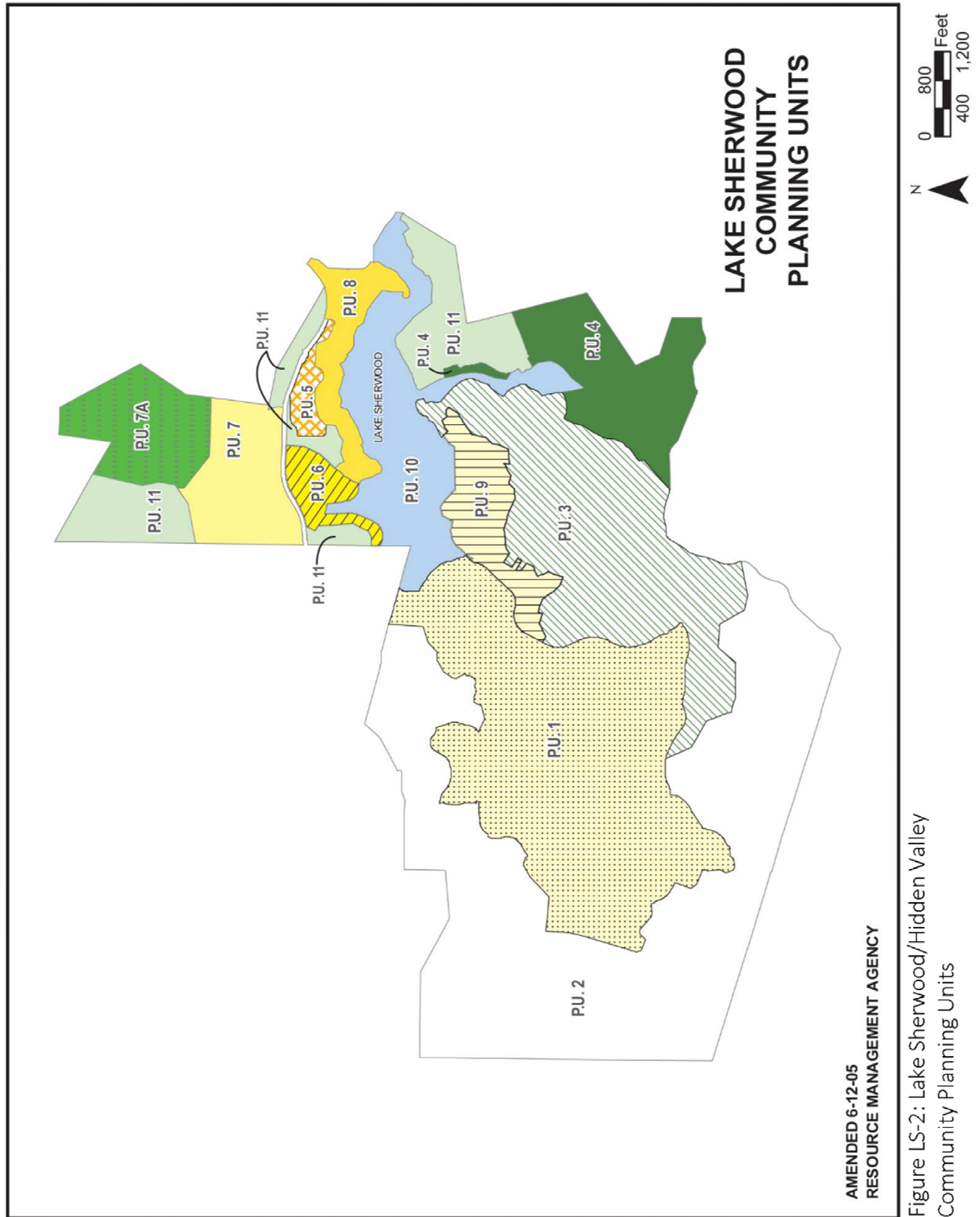
Overview of Plan Area

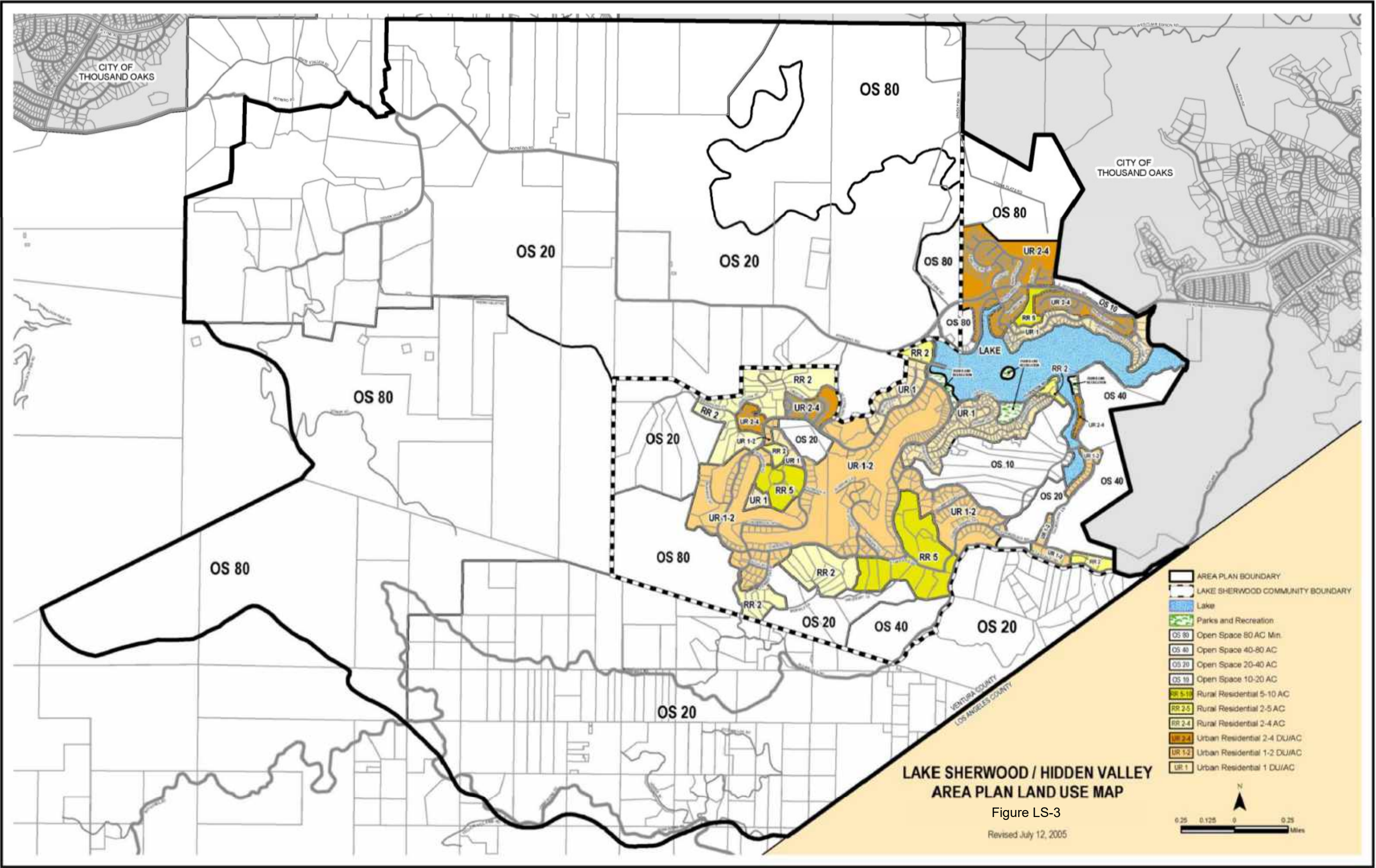
The Lake Sherwood/Hidden Valley Area Plan serves as the Land Use Plan for approximately 8,252 acres of land in the Lake Sherwood drainage basin (see Figure LS-1, Community Map). The Lake Sherwood/Hidden Valley Area Plan is the Area Plan for the Lake Sherwood/Hidden Valley Area of Interest. The area is divided geographically into two parts: the Lake Sherwood Community and Hidden Valley/Carlisle Canyon. The Lake Sherwood Community is defined as that area shown on the Land Use Plan as being within the Lake Sherwood Community boundary. This area consists of approximately 1,990 acres, including a 154-acre man-made lake. The community is divided into Planning Units (P.U.) as shown in Figure LS-2. Hidden Valley/Carlisle Canyon is defined as the remainder of the Area Plan area.

Land Use Designations and Standards

The Land Use Map (Figure LS-3) identifies the distribution and appropriate location of the various land uses permitted within the Area Plan boundary. Within five general land use categories, there are 11 land use designations which dictate the type and intensity of land use within each category. The purpose of each of the five land use categories is described in Table LS-1. Zoning consistency of each designation is shown on Table TL-2. A Land Use Map Summary Table (Table LS-3) lists each land use designation and their total area, building intensity, population capacity, and population density.







Please see the next page.

Table LS-1 Lake Sherwood/Hidden Valley Area Plan Land Use Designations

Land Use Designation		Description	Density/ Intensity
Rural Residential 2-4 ac min.		The purpose of the Rural Residential designation is to identify those areas where low density (2 to 9.9-acre parcel size) residential development may occur. Within this category there are two land use designations: "Rural Residential 2" ("RR 2", 2-5 acre minimum), and "Rural Residential 5" ("RR 5", 5-10 acre minimum).	2-4 ac min.
Rural Residential 2-5 ac min.			2-5 ac min.
Rural Residential 5-10 ac min.			5-10 ac min.
Urban Residential 1 du/ac		The purpose of the Urban Residential designation is to identify those areas where residential development at urban densities (1 dwelling unit per parcel less than 2 acres) is permitted. Within this category there are three land use designations: Urban Residential 1 ("UR 1", 1 du/ac), Urban Residential 1-2 ("UR 1-2", 1-2 du/ac), and Urban Residential 2-4 ("UR 2-4", 2-4 du/ac).	1 du/ac
Urban Residential 1-2 du/ac			1-2 du/ac
Urban Residential 2-4 du/ac			2-4 du/ac
Park and Recreation		The purpose of the Park and Recreation designation is to identify and preserve those areas, in common or public ownership, to be used for recreation.	
Lake		The purpose of the Lake designation is to recognize and protect that area inundated by Lake Sherwood including its shoreline.	
Open Space 10-20 ac		The purpose of the Open Space designation is to preserve land in open space while permitting very low-density residential development and agriculture, in accordance with the goals and policies of the County General Plan and the specific goals and policies of this Area Plan. Within this category there are four land use designations; Open Space 10 ("OS 10", 10-20 acres minimum), Open Space 20 ("OS 20", 20-40 acres minimum), Open Space 40 ("OS 40", 40-80 acres minimum), and Open Space 80 ("OS 80", 80+ acres minimum).	10-20 ac parcel size
Open Space 20-40 ac			20-40 ac parcel size
Open Space 40-80 ac			40-80 ac parcel size
Open Space 80 ac min.			80 ac min. parcel size

More specific land use regulations are established by zoning. The Zoning Compatibility Matrix (Table LS-2) delineates which zones are compatible with the various Land Use Designations.

Table LS-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS		ZONE																
		OS (10 AC. Min.)	AE (40 AC. Min.)	RA (1 AC. Min.)	RE (10,000 S.F. Min.)	RO (20,000 S.F. Min.)	R1 (6,000 S.F. Min.)	R2 (3,500 S.F./DU)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CP-D	M1	M2	M3
Lake		160 AC																
Parks and Recreation		■			5 AC													
OS 80	(Open Space 80 acre min.)	80 AC	80 AC															
OS 40	(Open Space 40 acre min.)	40 AC	■															
OS-20	(Open Space 20-40 acre)	20 AC	■															
OS 10	(Open Space 10-20 acre)	■	■															
RR 5	(Rural Residential 5-10 acre)	■		5 AC	5 AC	5 AC												
RR 2	(Rural Residential 2-5 acres)	■		2 AC	2 AC	2 AC												
UR 1	(Urban Residential 1 du/ac)	■		■	1 AC	1 AC												
UR 1-2	(Urban Residential 1-2 du/ac)	■			20	■			2 U									
UR 2-4	(Urban Residential 2-4 du/ac)				■	■	10		4 U									

Source: Lake Sherwood/Hidden Valley Area Plan (4-6-10 edition)

Table LS-3 Summary – Building Intensity/Population Density Standards

LAND USE DESIGNATION		Lake/Parks & Recreation/Open Space						
		Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/Acre)
Lake	(160 ac min.)	178	N/A	N/A	N/A	N/A	N/A	N/A
Parks & Rec.	(5 ac min.)	10	5%	N/A	N/A	N/A	N/A	N/A
OS 80	(80 ac min)	2,154	5%	0.013	26	1.82	47	0.02
OS 40	(40-80 ac)	190	5%	0.025	4	1.82	7	0.04
OS 20	(20-40 ac)	4,685	5%	0.05	234	1.82	425	0.09
OS 10	(10-20 ac)	128	5%	0.10	12	1.82	21	0.16
TOTAL		7,345			276		500	

LAND USE DESIGNATION		Residential						
		Acres	Max. Bldg. Coverage (% Of Lot Area) ⁴	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ⁵	Populat.	Avg. Populat. Density (Persons/Acre)
RR 5	(5-10 ac)	122	25%	0.2	24	2.64	63	0.52
RR 2	(2-5 ac)	198	25%	0.5	40	2.64	249	1.26
UR 1	(1 du/ac)	132	25%	1.0	132	2.64	348	2.64
UR 1-2	(1-2 du/ac)	384	28%	2.0	768	2.64	2,028	5.08
UR 2-4	(2-4 du/ac)	100	35%	4.0	400	2.64	1,056	10.55
TOTAL		936			1,364		3,744	

Source: Lake Sherwood/Hidden Valley Area Plan (4-6-10 edition)

Notes:

¹ Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures. For nonconforming lots of less than 10 acres in area, maximum building coverage shall be 2,500 square feet, plus 1 square foot for each 22.334 square feet of lot area over 5,000 square feet. Greater building coverage may be allowed under discretionary permits for uses listed in the zoning ordinance under the heading of "Crop and Orchard Production" and for Farmworker Housing Complexes.

² Excludes second dwelling units per Section 65852.2 of the State Government Code.

³ Year 2000 Forecasts for Thousand Oaks Nongrowth Area.

⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁵ Year 2000 Forecasts for Thousand Oaks Growth Area.

N/A = Not Applicable

The following are the goals, policies, and programs that govern general land use in the Lake Sherwood/Hidden Valley area.

Land Use and Community Character

Growth Management

The County of Ventura has adopted several plans and programs which pertain to land use on a regional scale. Several Federal, State and local agencies have adopted plans which embrace land use issues in the Lake Sherwood/Hidden Valley area. The following goal establishes a relationship between these other plans and this Area Plan:

LS-1	To ensure that development is consistent with all elements of the County General Plan.
LS-1.1	General Plan Consistency The County shall require all development to be consistent with all elements of the County General Plan.
LS-2	To minimize inconsistencies with the Guidelines for Orderly Development.
LS-3	To ensure that development is consistent with the population/ land use forecasts of the Countywide Planning Program and the Regional Plans thereunder, Air Quality Management Plan (AQMP), Water Quality Management Plan (WQMP), Ventura County Area Transportation Study (VCATS).
LS-4	To ensure consistency, to the maximum extent feasible, with the plans of the National Park Service, the Santa Monica Mountains Conservancy, and the City of Thousand Oaks.
LS-4.1	Santa Monica Mountains Comprehensive Plan Consistency The County shall require all development and subdivisions of land to be consistent with the Santa Monica Mountains Comprehensive Plan, except the Lake Sherwood Community.
LS-5	To ensure that the area's growth rate does not exceed the ability of service agencies to provide quality services.
LS-5.1	Land Use Map Conformance The County shall require all zoning and development to be in conformance with the Land Use Map (Figure LS-3), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Table LS-2) indicates the zones which are consistent with the various land use categories.

LS-5.2

Maximum Dwelling Units

The County shall require that the total number of dwelling units in the Lake Sherwood Community, excluding Planning Units 8 and 9 (excepting Lots 14, 15, 17 [portion], 151 and "I" of the Upson Tract Addition #1), does not exceed 630, and the total in Planning Unit 2 does not exceed 51 dwelling units exclusive of second dwelling units, farmworker housing, and low-income housing density bonuses as defined and regulated in the County Zoning Ordinance.

LS-5.3

P.U.10 Dedication

The County shall require P.U.10 to be dedicated to a public agency, homeowners association, or other organization satisfactory to the County with appropriate CC & R's to ensure maintenance of the lake and dam in perpetuity, to guarantee the lake use rights of existing homeowners as legally established, and to establish a means of providing future residents the opportunity for use of the lake. Such dedication shall be completed prior to recordation of any subdivision creating five or more lots. Deed restrictions, conservation easements or other means shall be employed to ensure that P.U.10 remain as open space in perpetuity.

LS-5.4

P.U.11 Dedication

The County shall require P.U.11 to be dedicated or transferred to a public agency, homeowners association or other entity satisfactory to the County. Deed restrictions, conservation easements or other means shall be employed to ensure that the entirety of P.U.11 remains as open space in perpetuity. Such dedication of those portions of P.U.11 north of old Potrero Road shall be completed prior to recordation of any subdivision creating five or more lots north of old Potrero Road. Such dedication of those portions of P.U.11 south of old Potrero Road shall be completed prior to recordation of any subdivision creating five or more lots in Planning Unit 4.

LS-6

To limit development in the Carlisle Canyon area until adequate services and access are provided.

Land Use Designations and Standards

LS-7

To maintain the lands outside the Lake Sherwood community in "Open Space" as a means of retaining the existing pastoral character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect natural resources, and the lack of public services and facilities required to support more intense land uses.

LS-7.1

Maximum Dwelling Units for Multi-family Structures

The County shall require multi-family structures to contain no more than four units per building except for Planning Units 5 and 7 where multi-family structures shall contain no more than two units per building.

LS-7.2

P.U. 6, 8, 9 Classification

The County shall require lots in P.U. 6, 8 and 9 to be classified as follows with corresponding grading restrictions:

- a. Where lots are located in areas that are relatively flat (less than 5 percent slope), grading of the lot area up to two acres will be permitted. Runoff should be directed to the adjacent streets.

- b. Where lots are characteristically located on minor inclined terrain (slopes between 5 and 15 percent), grading on these lots is permitted only for the location of uses and access to same. Storm runoff should follow its natural course.
- c. Where lots are typically located along major changes in topography (exceeding 15% slope), grading on these lots shall be restricted to earth movement necessary for roadway access and excavation for building foundations. Storm runoff should follow its natural course.

Character and Design

LS-8

To maintain, as much as practical, the existing residential and recreational character of the Lake Sherwood area.

LS-9

To ensure that new development incorporates aesthetic visual design features.

LS-9.1

Design Standards for Discretionary Development

The County shall condition discretionary development to incorporate good design standards including, open areas, landscaping, circulation, off-street parking, energy efficiency, architectural compatibility with the surroundings, etc.

LS-9.2

Minimize Impacts to Natural Scenic Topographical Features

The County shall require discretionary development/grading to be designed as much as practicable to minimize the alteration or degradation of natural scenic topographical features (such as ridgelines, natural slopes, rock outcroppings). The reshaping of the natural terrain to permit access and construction shall be kept to the absolute minimum. Where possible, grading shall employ landform grading techniques to emulate natural landforms and shall comply with the following:

- a. Transition Design: The angle of the graded slope shall be gradually adjusted to the angle of the natural terrain.
- b. Angular Forms: Angular forms shall generally not be permitted. The graded form shall reflect the natural rounded terrain, unless exposed rock faces can be used as a desirable visual element.
- c. Exposed Slopes: Graded slopes shall be concealed by landscaping, berms or other measures wherever possible.
- d. The toe and crest of all cut and fill slopes in excess of five (5) feet vertical height shall be rounded.
- e. Long, uniform slopes with severe grade breaks, which result in an unnatural, manmade appearance, shall be avoided. Where cut or fill slopes exceed 100 feet in horizontal length, the horizontal contours of the slope shall be curved in a continuous, undulating fashion so as to emulate natural slopes.

- f. Where cut and fill slopes in excess of five feet are created, detailed landscape and irrigation plans shall be submitted to and approved by the Planning Division and Public Works Agency prior to the issuance of any grading conditional use permit or building permit. The plans will be reviewed for type and density of ground cover, seed-mix, hydromulch mix, plant sizes and irrigation systems.

LS-9.3

Architectural Design Compatibility

The County shall require architectural design of buildings and structures to use colors, forms and materials that blend with the environment and/or the character of the community.

LS-10	To provide for the development of a compact residential community around Lake Sherwood without encroaching on nearby open space areas.
LS-11	To ensure a diversity of housing types in order to provide a variety of housing options.
LS-12	To maintain the lands outside the Lake Sherwood community in "Open Space" as a means of retaining the existing pastoral character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect natural resources, and the lack of public services and facilities required to support more intense land uses.
LS-13	To encourage and maintain agricultural and horse ranch operations in order to preserve the farm/ranch-based economy within the Hidden Valley area.
LS-14	To encourage owners of qualified agricultural property to file for Land Conservation Act (LCA) contracts and discourage the cancellation or non-renewal of existing contracts.
Civic Engagement	
LS-15	To establish governmental mechanisms to communicate the residents' needs and desires to their elected representatives.

Transportation, Circulation, and Mobility

Roadways

LS-16	To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of the Lake Sherwood/Hidden Valley area and meet regional circulation goals and objectives in the Lake Sherwood and Thousand Oaks areas.
LS-16.1	Road Improvement Conformance The County shall require road improvements to be in conformance with the Circulation Element of the General Plan and the Circulation Map (Figure LS-4) of this Area Plan.
LS-16.2	Minimize Impacts to Circulation The County shall require discretionary development to be conditioned to mitigate any adverse impact to circulation, including contributing to the cost of off-site improvements.
LS-16.3	County Public Road Standards Conformance The County shall require all new private and public roads to be constructed to meet minimum County Public Road Standards, unless higher standards are deemed necessary by the Public Works Agency.
LS-16.4	Carlisle Road Access The County shall require no access onto Carlisle Road to be permitted, except for tactical emergency access gates.]
LS-16.5	Stafford Road Alignment Buffer The County shall require a fifty-foot wide landscaped buffer strip to separate the old and new alignments of Stafford Road adjacent to the existing subdivision.
LS-17	To ensure that new development ties into the existing primary circulation system by an adequate collector street network.
LS-18	To ensure that the proposed realignment and widening of Potrero Road is minimally disruptive to the majority of the area's residents.

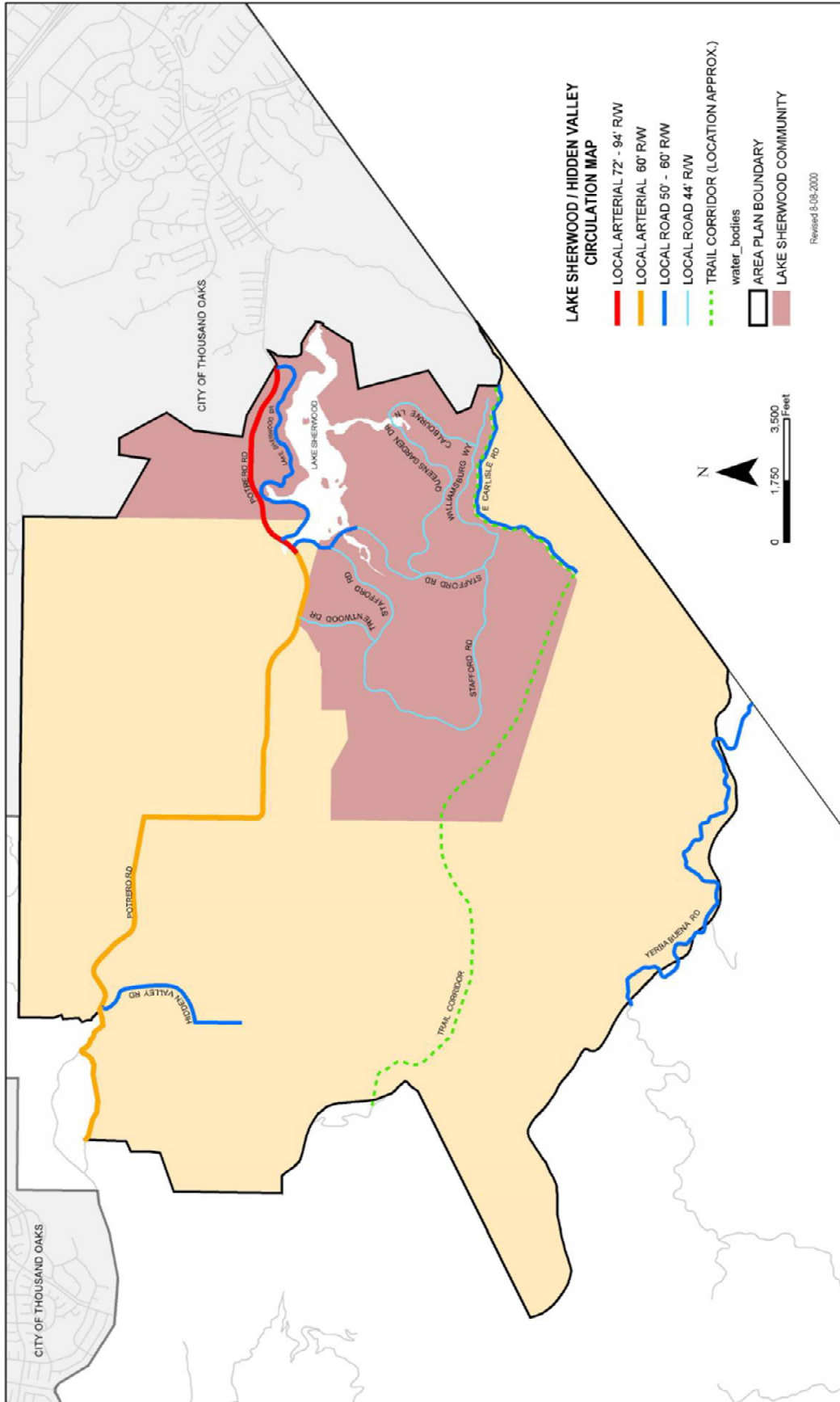


Figure LS-4: Lake Sherwood/Hidden Valley
Circulation Map

Regional Multimodal System

LS-19

To provide safe pedestrian and bicycle pathways throughout the Lake Sherwood Community.

Funding

LS-20

To distribute the cost of circulation improvements equitably among benefitting property owners and users.

LS-20.1

Private Road Maintenance Provisions

The County shall require provisions for private road maintenance to be incorporated into any future discretionary development.

Public Facilities, Services, and Infrastructure

LS-21

To ensure that new development financially supports County services.

Wastewater Treatment and Disposal

LS-22

To ensure that sewage lines are constructed to serve all existing and future development in the Lake Sherwood Community, and are sized so as not to facilitate future development outside of the Lake Sherwood Community.

LS-22.1

Sewer System Sizing

The County shall require the sewer system designed for the Lake Sherwood Community to be sized to be no larger than necessary to serve the community.

LS-22.2

Sewer System Service Area Limitations

The County shall limit the sewer system serving the Lake Sherwood Community to only serve the Lake Sherwood Community and existing or replacement single-family dwellings outside the Lake Sherwood Community which will be directly connected by a private lateral sewer line.

LS-22.3

Sanitary Sewers

The County shall require all residential development to be provided with sanitary sewers for the protection of Lake Sherwood, and all private septic systems to be connected as soon as they are deemed irreparable and a health hazard by the Environmental Health Division.

LS-22.4

Private Septic Systems

The County shall require private septic systems to be regulated by the County Environmental Health Division in accordance with the County's Sewer Policy and CSA 32.

LS-22.5

Sewer Facility Ownership

The County shall require all sewers to be owned and operated by a publicly operated sewerage entity.

LS-22.6

Westerly Community Boundary Water Transmission Line

The County shall require the main water transmission line on the westerly community boundary to be routed into the community along existing disturbed areas and the construction zone revegetated with native plants and erosion controlled within this area, in conjunction with landscaping along new Potrero Road.

Public Utilities

LS-23

To provide adequate utility services to the area in keeping with the area's scenic qualities.

LS-23.1

Utility Undergrounding

The County shall require the undergrounding of all electric, cable, phone and gas lines for all discretionary development.

LS-24

To provide public services at the level desired by area residents.

Library Facilities and Services

LS-25

To ensure a quality education for the children of the Lake Sherwood/Hidden Valley area.

LS-26

To ensure that adequate facilities are provided at local schools.

LS-26.1

Additional School Funding Requirement

The County shall require developer funding of additional school facilities when overcrowded school conditions exist.

Park and Recreational Facilities

LS-27

To provide a range of recreational opportunities and programs which are easily accessible to the residents of the Lake Sherwood/Hidden Valley area.

LS-27.1

Parkland for Lake Sherwood Community

The County shall require that nine acres of park land be provided within the Lake Sherwood Community. This land shall be improved to the local (passive) park standards of the Conejo Recreation and Park District and shall be available to all residents of the Lake Sherwood Community. An approved site shall be established prior to approval of the first discretionary permit.

LS-28

To establish and maintain a public trail network between public lands.

LS-28.1

Trail Easements

The County shall locate trail easements in general conformance with the trail corridor depicted in Figure LS-4. Where trail routes cross properties proposed for development, the County shall require the dedication of trail easements to a public or non-profit agency. The County shall require the trail alignment to conform to the design standards of the National Park Service.

LS-29

To encourage the dedication of open space lands to public agencies, where feasible.

LS-30

To ensure that new residential developments contribute toward recreational facilities for the population expected to be generated.

LS-30.1

Land Dedication for Public Recreation and Parks Facilities

The County shall require land dedication and/or fees for local public recreation and park facilities as a result of new development.

LS-30.2

Park and Open Space Land Reservation

The County shall require tract maps to reserve area(s) for public purchase of park or open space areas if requested by a public recreation agency.

Law Enforcement and Emergency Services

LS-31

To provide for the protection of the public through effective law enforcement and fire protection programs and policies.

LS-31.1

Fire Protection District Conformance

The County shall require discretionary development to comply with the requirements of the Fire Protection District and Sheriff's Department by providing adequate access for fire, law enforcement and emergency equipment and personnel.

LS-31.2

Water Supply and Delivery Systems for Firefighting

The County shall require that adequate water supplies and delivery systems for firefighting purposes serve any discretionary development in accordance with the standards of the Fire Protection District.

LS-31.3

Emergency Access at Carlisle Road

The County shall require tactical emergency access gates to be provided at Carlisle Road, subject to the approval of the Fire Protection District and Sheriff's Department.

LS-31.4

Additional Law Enforcement Funding Mechanism

The County shall require a funding mechanism to be established to fund law enforcement service in excess of the level typically provided by the County Sheriff, for non-urban areas.

LS-31.5

Heli-Spot Inclusion

The County shall require a "heli-spot" to be included in the Lake Sherwood Community.

LS-32

To prohibit development in areas where neither emergency access nor adequate water supplies for fire-fighting purposes can be provided.

LS-33

To ensure that future development provides adequate private security for the prevention of local crime.

LS-33.1

Private Security Requirement

The County shall require a licensed, private security guard to be present 24 hours a day, 7 days a week.

Conservation and Open Space

Biological Resources

LS-34

To protect the significant biological resources of the Lake Sherwood/Hidden Valley Area.

LS-35

To preserve "threatened" and "endangered" species.

LS-35.1

Biological Field Investigation for Discretionary Development

The County shall require a biological field investigation, subject to the approval of the Planning Division, be conducted in the spring prior to or during subsequent environmental documentation for future discretionary entitlements. The purpose of the survey will be to identify the presence or absence of threatened or endangered or sensitive species within the boundary of actual development and to establish additional mitigation measures as needed. The County shall implement these mitigation measures prior to approval of any discretionary permit.

LS-35.2

Biological Field Reconnaissance Requirement for Grading Conditional Use Permits

The County shall require a biological field reconnaissance report detailing the composition of species at the site and suitable mitigation measures to be submitted with all grading conditional use permit applications.

LS-35.3

Discretionary Development Near Marshes and Bodies of Water

The County shall require discretionary development that is proposed to be located within 300 feet of a marsh, small wash, intermittent lake, intermittent stream, spring, or perennial stream as identified on the latest USGS 7 1/2 minute quad map be evaluated by a qualified biologist, approved by the County, for potential impacts on "wetland" habitats. Discretionary development that would have a significant impact on significant "wetland" habitats shall be prohibited, unless mitigation measures are adopted that would reduce the impact to a less than significant level, or for lands designated "Urban" or "Existing Community", a statement of overriding considerations is adopted by the decision-making body.

LS-35.4

Blasting Restrictions

The County shall not permit blasting from February 15 through June 30 unless a field survey determines that there are no nesting raptors (other than kestrels) within 1/2 mile of the blasting site or unless studies are conducted to the satisfaction of Ventura County which indicate that blasting in an area will have no significant impact on nesting raptors.

LS-35.5

Field Surveys Requirement for Rocky Outcrops

The County shall require a field survey by a qualified biologist to be done prior to destruction or modification of any rocky outcrops. The County shall require mitigation measures recommended by the survey to be implemented.

LS-36

To protect, to the maximum extent feasible, natural habitat/vegetation.

LS-36.1

Protected Trees

The County shall locate discretionary development and grading to avoid the loss of any protected tree as defined in the County's Tree Protection Ordinance. If such is infeasible, the County shall require the protected trees be replaced in accordance with the following schedule:

Table LS-4 Protected Trees and Replacement Requirements

Protected Tree	Replacement Trees	Replacement Ratio (Removed: New)	Replacement Size
Oak (All Quercus species)	Oak	1:3	Two 24-inch box tree and one 15-gallon tree
Cottonwood (Populous all species)	Cottonwood or Sycamore	1:3	15-gallon trees
Alders (All Alnus species)	Alders	1:3	None specified
California Bayleaf (unbelluaria californica)	California Bayleaf	1:3	One 24-inch box tree and two 15-gallon trees
Maple (Acer macrophyllum)	Maple	1:3	One 24-inch box tree and two 15-gallon trees
Sycamore (All Platanus species)	Sycamore or Oak	1:3	None specified
All other protected trees	As provided by the County Tree Protection Ordinance		

Source: Existing Lake Sherwood/Hidden Valley Policy 2.1.2.1 (4-6-10 edition)

LS-36.2

Replacement Trees

The County shall require the location of the replacement trees to be on-site or in a location approved by the Planning Division. The Planning Division shall allow deviation from the above schedule where deemed appropriate.

LS-36.3

Oak Trees

The County shall require all discretionary development to comply with the following policies which are intended to minimize and mitigate the loss of oak trees. All references to oak tree ratings or oak tree clusters refer to the findings contained in the Preliminary Oak Tree Reports prepared by Lee Newman and Associates, dated June 1985.

- a. If an oak tree has a rating of C/B or better for health/aesthetics, all reasonable efforts should be made to preserve the tree through project design. If, in the opinion of the developer, such a tree cannot be reasonably preserved, a written statement of the reasons why shall be provided to the Planning Division as part of the project application. The final decision for removal will rest with the Planning Manager.
- b. Any oak tree to be preserved within development areas shall be preserved as follows:
 - (1) If possible, the tree shall be on land maintained by a Homeowners Association or a public agency. This is to encourage proper maintenance of the tree through use of professional landscape personnel.
 - (2) The property owner responsible for oak tree maintenance shall keep on file and implement oak tree maintenance instructions to be provided by the Planning Division.
 - (3) Landscaping within 5 feet of the dripline of oak trees shall consist of drought-resistant plant species compatible with the water requirements of the trees.
 - (4) Prior to approval of grading plans, the trees to be preserved shall be inspected by an arborist approved by the Planning Division. The arborist shall make written recommendations to the County and developer concerning a program to maintain, and if need be, to enhance the health of individual trees. This program shall include plans to protect the trees during grading and construction activities. The developer and/or maintenance agency shall implement the appropriate portions of the program as approved by the Planning Division. (Note: See the Newman Reports for details). Failure to adhere to the mitigation plan to the satisfaction of the Planning Division shall result in a \$3,500 assessment per affected tree to be made by the developer to the appropriate public agency for use in habitat enhancement. Said fee shall be paid prior to issuance of any further permits for the project.
- c. If trees are to be removed, a mitigation schedule shall be approved by the County. The baseline fee is calculated as the cost of purchasing and planting two 24 inch box and one 15 gallon oak trees. This baseline may be modified periodically by the Planning Division to reflect changes in the cost of trees or labor. The Baseline is based on the aesthetic and biological value of an isolated grade C/C oak tree. For a tree to be more valuable than grad C/C, both the health and aesthetic values must have a grade of C or better. For example, a D+/B tree is not considered to be more valuable than a grad C/C tree. For a tree to be less valuable than grade C/C, both value must have a grade of less than C. In the example of a D+/B tree, this tree would be treated as a C/C tree for mitigation purposes. (Note: These fees apply to dead trees as they have ecological value).
 - (1) Isolated Trees - Defined as trees shown with a separate canopy which is not merged with another tree canopy:
 - Trees of grade C/C or better - Baseline mitigation.
 - Trees of less than grade C/C = 1/2 of Baseline mitigation.

- (2) Clustered Trees - Defined as trees shown with a canopy combined with the canopy of at least one other tree.

- Trees of grade C health or better = 2 x Baseline.
- Trees of less than grade C health = Baseline.

(Note: Trees in a cluster of other oak trees provide more ecological benefits than do isolated trees).

- d. The largely intact trunk and major limbs of removed trees shall be offered to an appropriate agency, as determined by the Planning Division, for use on public park or open space lands. If accepted by said agency, such trees shall be delivered by the developer to an area located within 1 mile of the development parcel as designated by the agency. If a previously dead tree as identified in the Newman Reports is accepted by said agency, the mitigation fee is waived. Payment of the mitigation fee and delivery of the removed trees to the appropriate agency shall occur prior to final inspection of the first unit of a project.
- e. The recommendations for tree health maintenance, protection from grading and construction activities, and long-term water and fertilization made in the Newman Reports shall be implemented through written Homeowners Association and other CC&Rs, or other written documents as appropriate.

LS-36.4

Oak Savanna Habitat Areas

The County shall require discretionary development which would result in the destruction/degradation of oak savanna habitat areas shall compensate by dedication, to a public or non-profit agency, of land or conservation easement(s) containing an equal or greater amount of acreage of viable oak savanna habitat. In the event that such land or easements cannot be obtained, the County shall allow an in-lieu fee may be paid to an appropriate agency based upon the cost of acquisition of land/easements in other areas of the county.

LS-36.5

P.U. 7 Setback Requirements

The County should require structures and tree landscaping in Planning Unit 7 to be setback 50 feet from the Potrero Road right-of-way where finished grade is at or above the Potrero design elevation. Minimum setback below grade should be at 30 feet. The County shall require structures to not exceed 16 feet above the finished grade between 50 and 100 feet from Potrero Road and no more than 25 feet in height above finished grade within 250 feet of Potrero Road. Building and structure height shall be that defined by the Zoning Ordinance.

LS-37

To protect the biology of Sherwood Lake.

LS-38

To protect wildlife migration corridors and habitat where feasible.

LS-38.1

Wildlife Corridors

The County shall require wildlife corridors to be established, prior to the first discretionary entitlement, to follow the natural stream courses and, where appropriate, ridgelines. Where the

golf course perimeter road crosses the stream at the westernmost extent of the road, the County shall require a 6' x 6' or larger culvert to be developed with natural earthen bottoms and entrances landscaped with native plants. The County shall require similar culverts be used wherever golf course paths cross natural streambeds. The County shall require natural vegetated corridors of 50 feet wide or greater be established, linking open space areas.

LS-38.2

Golf Course Wildlife Management

The County shall require the golf course to be managed for wildlife as follows:

- a. The County shall prohibit the use of any pesticides or herbicides within 20 feet of creek and pond banks.
- b. The County shall require ponds to be managed such that emergent vegetation is allowed to grow on 50% of the pond's perimeter. The County shall require such vegetation to not be trimmed except as a consequence of sedimentation removal within desilting basins or to remove nuisance problems. Optimum width of the emergent vegetation is 5 to 20 feet. The County shall allow maintenance to provide open water within the pond.
- c. The County shall require non-controlled fertilizer applications to be limited to greens and tees. The County shall require fairways to be limited to an application rate of 200 pounds of actual nitrogen/acre per year including that nitrogen delivered from the reclaimed wastewater used for irrigation. The County shall prohibit fertilizers in rough areas. To prevent excessive phosphate input to Lake Sherwood, the County shall prohibit phosphate fertilizer on the fairways.

LS-39

To compensate for the destruction or degradation of natural habitat/vegetation.

LS-39.1

Wetland Habitat

To compensate for the loss of wetland habitat within Sherwood Lake, the County shall provide for the establishment of additional equivalent wetland habitat within Sherwood Lake or retention basins within the golf course.

Scenic Resources

LS-40

To preserve and protect the significant open views and vistas of the natural scenic features of the Lake Sherwood/Hidden Valley Area and the Santa Monica Mountains.

LS-41

To protect important views and vistas which have historically lent identity to the Lake Sherwood/Hidden Valley Area.

LS-41.1

Public Views of Natural Ridgelines

The County shall prohibit discretionary development and grading which will significantly obscure or alter public views of the natural ridgelines.

LS-41.2 Vista Point Establishment

The County shall require a public vista point for lake viewing to be established along the new alignment of Potrero Road.

LS-41.3 P.U. 3 Access Road Siting

The County shall require the northern access road in P.U.3 (Hereford Ridge area) to be sited to minimize alteration of the ridgeline to the maximum extent feasible.

LS-41.4 Slope Planting and Irrigation

The County shall require all planting and irrigation of slopes to be completed and approved by the Planning Division prior to final inspection.

LS-41.5 Slope Planting and Irrigation System Management

The County shall require the applicant and/or developer to be responsible for the maintenance and upkeep of all slope planting and irrigation systems within a planning unit until such time as these operations are the responsibility of other parties.

LS-41.6 Carlisle Inlet Infill Area

Prior to final inspection for residences in the Carlisle Inlet area, the County shall require the earth infill at the mouth of Carlisle Inlet to be recontoured and landscaped, and deed restricted to prevent construction thereon.

LS-41.7 Ventura County Landscape Design Criteria Compliance

The County shall require discretionary development to meet or exceed Ventura County Landscape Design Criteria standards.

LS-41.8 Night Lighting

The County shall require all night lighting within proposed development to be shielded and directed to the ground. The County shall require that transient light from lighting not exceed one foot-candle at 100 feet from the lightpole, except for tennis court areas.

Cultural, Historical, Paleontological, and Archaeological Resources

LS-42

To preserve and protect the unique cultural resources of the Lake Sherwood/Hidden Valley Area, including unique archaeological and historical sites and unique ethnic and social resources.

LS-42.1 County Historical Landmarks

The County shall require that all structures/sites designated, or being considered for designation, as County Historical Landmarks be preserved or appropriately salvaged as a condition of discretionary development.

LS-42.2 Local Native American Representative Consultation

The County shall require all archaeological studies and surveys to be performed in consultation with local Native American representatives.

LS-42.3 Archaeological Requirements for Discretionary Development

The County shall condition discretionary development to submit an archaeological literature search and walkover survey by a qualified archaeologist approved by the County. The County shall require further testing to determine the significance and boundaries of sites, if determined to be necessary by the archaeologist. The County shall require appropriate mitigation of

impacts to identified sites, as recommended by the archaeologist and approved by the County. The County shall monitor grading within those areas determined by the field survey to be of moderate or higher likelihood to yield buried artifacts. The County shall empower monitors to halt construction in the immediate vicinity of unburied artifacts until adequate mitigation can be implemented.

LS-42.4 Walkover Archaeological Survey Requirement for Unsurveyed Areas

Where deemed appropriate by the Planning Division, the County shall require, prior to issuance of the first discretionary entitlement, the applicant to conduct a walkover archaeological survey of unsurveyed portions of the area where there is a potential for direct and indirect impacts. The County shall require testing to determine site significance and site boundaries as recommended by the archaeologist. The County shall require mitigation measures recommended by the archaeologist to be implemented. The County shall require grading to be monitored per the recommendations of the survey.

LS-42.5 P.U.2 Rock Shelters

Prior to the issuance of the first appropriate discretionary entitlement (as determined by the Planning Division), the County shall condition the applicant to perform testing to determine the significance of the rock shelters on P.U. 2 and to protect the shelters and/or perform scientific data recovery.

LS-42.6 Trinomial Designations for Relocated Bedrock Mortar in P.U.4

Prior to the issuance of the first appropriate discretionary entitlement, the County shall condition the applicant to record and assign a trinomial designation to the relocated bedrock mortar in P. U. 4.

LS-42.7 Lake Bed Archaeologic Sites

If Lake Sherwood is drained at some future date, the County shall require subsequent grading conditional use permits to evaluate and protect archaeologic sites in the lakebed.

LS-42.8 Disturbance to Offsite Resources

Prior to the issuance of the first appropriate discretionary entitlement, the County shall condition the applicant to prevent disturbance to potential offsite resources by maintaining perimeter fencing and/or participating in survey and mitigation on surrounding properties together with adjoining property owners.

LS-42.9 Stafford Road Realignment Testing

Prior to the issuance of the first appropriate discretionary entitlement, the County shall require the applicant to perform testing in portions of the Stafford Road realignment not previously tested to determine potential impacts. If warranted, the County shall require the applicant to perform scientific data recovery or project redesign.

LS-43

To further the knowledge and understanding of the history of human use of the Lake Sherwood/Hidden Valley area.

LS-43.1 China Flats Area for Historical Significance

Prior to the issuance of the first appropriate discretionary entitlement, the County shall condition the applicant to resurvey the China Flats area for historic significance and to preserve it or perform scientific data recovery as warranted.

Open Space

LS-44

To preserve in perpetuity, the open space areas within the Lake Sherwood community.

LS-44.1

Pipeline and Transmission Lines Through Open Space

The County shall require revegetation of all buried pipeline and transmission line corridors through open space designated lands to be done as follows:

- a. During pre-construction clearing of right-of-way, the County shall require all vegetation and the top 6 to 12 inches of soil to be windrowed and later spread back over the construction site after burial of facilities.
- b. The County shall require post-construction grading to return the terrain to its pre-construction contours as much as practicable.
- c. The County shall require areas requiring compaction to have the top 6 to 12 inches scarified prior to any revegetation efforts.
- d. The County shall require those areas susceptible to erosion to be stabilized by the use of jute mats or other erosion-control devices.
- e. The County shall require a hydromulch mix of native seeds to be sprayed within the construction corridor after project construction.
- f. The County shall prohibit the siting or installation of construction, landscaping planting, irrigation equipment, or utilities within any oak tree dripline, unless approved by the County Planning Division.
- g. The County shall prohibit chemical herbicides application within one hundred feet of any oak tree dripline.
- h. The County shall prohibit natural leaf mulch removal from within oak tree driplines.
- i. The County shall require the dust accumulation onto the tree's foliage (from nearby construction) to be hosed off periodically during and after construction.

Hazards and Safety

Wildfire Hazards

LS-45	To protect the public and minimize public and private losses due to fire.
LS-46	To discourage development in High Fire Hazard Areas.
LS-47	To ensure that development in "High Fire Hazard" areas provides adequate protection of life and property.
LS-47.1	<p>Water and Access Conditions for Firefighting</p> <p>The County shall condition discretionary development permits to provide adequate water and access for firefighting purposes as determined by the Fire Protection District.</p>
LS-47.2	<p>Road Standards Conformance</p> <p>The County shall require all roads to conform to the standards of the Fire Protection District.</p>
LS-47.3	<p>P.U. 2, 3, 4 Homesite Location</p> <p>The County shall require all homesites within Planning Units 2, 3, and 4 to be located within 200 feet of proposed main access roads, unless homesites can be established which would protect biological resources, allow for adequate tactical fire access and prescriptive burning, and protect visual resources.</p>
LS-47.4	<p>P.U. 2, 3, 4 Homesite Location</p> <p>The County shall require all homesites within Planning Units 2, 3, and 4 to be located within 200 feet of proposed main access roads, unless homesites can be established which would protect biological resources, allow for adequate tactical fire access and prescriptive burning, and protect visual resources.</p>
LS-47.5	<p>Cul-de-sac Length</p> <p>The County shall limit cul-de-sac length to 800 feet.</p>
LS-47.6	<p>Adequate Access and Fire Flow Improvements for Combustible Construction</p> <p>The County shall require adequate access and fire flow improvements to be completed prior to combustible construction.</p>
LS-47.7	<p>Construction in High Fire Hazards Areas</p> <p>The County shall require all residences located in High Fire Hazard Areas to be constructed with non-combustible roof and siding materials.</p>
LS-47.8	<p>Species Requirements for Landscape Plans</p> <p>The County shall require landscape plans to use non-invasive, fire-resistant native species, to the maximum extent feasible.</p>

LS-47.9 Landscape Plan Requirement for High Fire Hazard Areas

The County shall require discretionary development in High Fire Hazard Areas to develop landscape plans utilizing fire-retardant plant material, cleared areas or other acceptable means of reducing fire hazards consistent with other policies.

LS-47.10 Fuel Modification Zone Planting

The County shall require fuel modification zones as required by the Fire Prevention District to be planted with fire-retardant native plants and irrigated until vegetation is well established.

LS-47.11 Emergency Vehicle Access

The County shall require discretionary development to provide adequate, direct access for the accommodation of emergency vehicles.

LS-47.12 Fuel Modification Program Requirement

The County shall require discretionary development to cooperate with the Fire Protection District in designing and implementing a fuel modification program in the immediate area of residential structures.

LS-47.13 P.U. 2, 3, and 4 Fence Restrictions

The County shall require that residential estate lots within P. U. 2, 3 and 4 not be fenced except for the outside perimeter of the Lake Sherwood Community, and within 200 feet of the main residence, corral, and swimming pool on each lot. Outside perimeter fencing used should not extend to the ground, but have an opening of not less than 6 inches between the ground and bottom of the fence. Top of fence should not exceed 8 feet in height above the ground.

LS-48

To support controlled burn programs and other fire prevention measures.

LS-48.1 Brush Removal

The County shall limit brush removal to 2 acres or less per lot, adjacent to proposed buildings, unless greater clearance is required by the Fire Protection Ordinance.

LS-48.2 P.U. 11 Brush Clearance and Grading Restrictions

The County shall prohibit, through deed restrictions and/or CC&Rs, brush clearance and grading in P.U. 11 other than for fire clearance or road construction as shown in the Circulation Map (Figure LS-4).

Flood Hazards

Those areas covered by this Area Plan which are subject to flooding are identified in the most recent edition of the Flood Insurance Rate Maps of the Federal Emergency Management Agency, as amended from time to time, which are hereby incorporated into this document by reference. The maps are available at the Ventura County Flood Control District office.

LS-49

To protect the public and minimize public and private losses due to flood hazards.

LS-50

To provide flood control and drainage facilities where necessary for the protection of life and property.

LS-50.1

Flood Protection

The County shall achieve flood protection of existing and new building and essential facilities upstream of Lake Sherwood through a combination of approaches, including proper design and construction of roads, culverts and bank protection devices such as rock riprap; by adequate setback of facilities from the 100-year flood plain limits of adjacent watercourses; or by the limited encroachment of protected fills into the 100-year flood plain using appropriate flood plain management techniques.

LS-50.2

Improved Channel Construction

Where improved channels are necessary for flood control purposes, the County shall construct them to maintain as natural a setting as possible.

LS-50.3

County Flood Plain Management Ordinance Compliance

The County shall require all discretionary development located in a flood plain, as shown on Federal Flood Insurance Rate Maps, to show compliance with the County's Flood Plain Management Ordinance prior to permit approval.

LS-50.4

Water Runoff

The County shall require all discretionary development to include measures to control water runoff.

LS-50.5

Flood Control and Drainage Facility Design Standard Compliance

The County shall require all flood control and drainage facilities to be constructed to meet the minimum design standards of the Public Works Agency and the County Flood Control District.

LS-50.6

Hydrology Study Requirement for Discretionary Development

The County shall require a detailed hydrology study showing flowrates after the completion of construction of any proposed project shall be done before approval of any discretionary development permits. The study must indicate that there will be no increase in peak runoff downstream of Lake Sherwood. The County shall require flood flow attenuation techniques, such as the design of retention basins that are indicated to be necessary by this study, before grading permits are approved.

LS-50.7

Desilting Basins

The County shall require the design of desilting basins to include calculations demonstrating that there will be no increase in the average annual siltation loading on Lake Sherwood.

Geologic and Seismic Hazards

LS-51

To protect the public and minimize public and private losses due to seismic and geologic hazards.

LS-51.1

Seismic and Geologic Hazards

The County shall require developers to provide all necessary information relative to seismic and geologic hazards which may affect their project. The County shall require developers to specify how they intend to alleviate identified hazards.

LS-51.2 Development Near Sherwood Lake

The County shall require structures adjacent to Sherwood Lake shall be placed above the 965 foot elevation contour.

LS-51.3 Compliance with Lake Sherwood Dam Safety Requirements

The County shall condition discretionary development in the Lake Sherwood area to demonstrate compliance with the Division of Dam Safety Requirements (for the Lake Sherwood dam). The County shall require a funding mechanism to be established to pay for any needed dam repairs through CC&Rs and/or Homeowners Association rules as a condition of each tract map.

LS-51.4 Landslides

The County shall require a detailed geologic investigation of possible and questionable landslides on the north-facing slope above the golf course in the vicinity of P.U.1 and 2 to determine whether the features are landslides. If shown to be landslides, the County shall require the potential for instability under both current and proposed conditions to be evaluated. If a potential for instability exists, the County shall not allow residences to be sited on, or downslope from, the landslides.

LS-51.5 P.U. 3 Mapping

The County shall require the Potrero Road realignment and the southerly connector road in Planning Unit 3 (Hereford Ridge) to be mapped in detail by an engineering geologist. The County shall require stability of the slopes to be assessed before grading.

Noise

LS-52

To provide for a relatively quiet environment through proper land use planning and permit conditioning.

LS-52.1 Hazards and Safety Element Compliance

The County shall require development proposals to be subject to the policies and standards of the Noise section (Section 7.9) of the Hazards and Safety Element of the Ventura County General Plan. The County shall require noise levels for noise-sensitive uses proposed to be located near continuous noise sources, and for noise generators proposed to be located near noise-sensitive uses, to conform to the specific noise standards of said section.

LS-52.2 Outdoor Construction Hour Limitations

The County shall limit outdoor construction and grading operations to take place only during the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday.

LS-52.3 Muffler Requirement for Heavy Construction Equipment

The County shall require mufflers to be used on all heavy construction equipment.

LS-52.4 Construction Generators

The County shall require construction generators to be located a minimum of 300 feet from occupied residences or appropriately shielded.

LS-53

To separate and/or buffer noise sensitive uses from noise generating uses.

LS-53.1

Buffer for Noise Sensitive Uses

The County shall require noise sensitive uses to be buffered from road noise by either the placement of walls or berms, the establishment of setbacks, greenbelts, and appropriate speed limits or other appropriate means.

Air Quality

LS-54

To promote a level of air quality which protects the public health, safety, and welfare.

LS-55

To ensure that any adverse air quality impacts resulting from development are mitigated to the maximum extent feasible.

LS-56

To ensure that all development is consistent with the Ventura County Air Quality Management Plan (AQMP).

LS-56.1

Air Quality Impact Mitigation

The County shall require discretionary development which could have significant adverse air quality impacts to be conditioned to avoid, minimize or compensate for the air quality impact. The County shall prohibit projects which are inconsistent with the Air Quality Management Plan (AQMP).

LS-56.2

Air Pollutant Mitigation Measure Requirement

The County shall require all air pollutant mitigation measures deemed appropriate by the APCD for all discretionary development.

LS-56.3

Air Pollution Control District Compliance

The County shall require projects subject to Air Pollution Control District (APCD) permit authority to comply with all applicable APCD rules and permit requirements, including using the best available control technology as determined by the APCD. The County shall encourage developers to employ innovative technology in order to minimize are pollution impacts.

LS-56.4

Transportation Systems Management Plan Requirement

Where deemed necessary by the APCD, the County shall require discretionary development to submit a Transportation Systems Management Plan.

LS-56.5

Commuter Computer Funding Requirement

The County shall require discretionary development to contribute funds to the Commuter Computer as determined by the APCD.

Agriculture

LS-57

To conserve soils classified as "Prime" or of "Statewide Significance" as a valuable natural resource.

LS-57.1

Land of Prime or Statewide Significance

The County shall require discretionary development located on land designated as "Prime" or of "Statewide Significance" to be planned and designed to remove as little land from agricultural use as possible and to minimize impacts on topsoil.

LS-58

To control erosion and the production of sediment from hillside agricultural development.

LS-58.1

Hillside Agricultural Grading Regulations

The County shall require hillside agricultural grading in areas outside of the Scenic Resource Protection Zone to be regulated by the County's Hillside Erosion Control Ordinance.

Water Resources

Water Supply

LS-58.2

Water System Service Area

The County shall limit the water system serving the Lake Sherwood Community to only serve the Lake Sherwood Community and existing or replacement single-family dwellings outside the Lake Sherwood Community which will be directly connected by a private lateral water line.

LS-58.3

Water Distribution System Sizing

The County shall require the water distribution system for the Lake Sherwood Community to be sized to be no larger than necessary to serve the community.

LS-58.4

Requirement for Publicly Operated Water Supplier

The County shall require discretionary development to be served by a publicly operated water supplier. The County shall require all facilities to meet or exceed County Waterworks Standards.

LS-59

To ensure that the water purveyor for the Lake Sherwood Community is publicly accountable.

LS-60

To ensure that water lines are constructed to serve all existing and future development in the Lake Sherwood Community, and are sized so as not to facilitate future development outside of the Lake Sherwood Community.

Water Conservation and Reuse

LS-61

To restore and maintain the chemical, physical and biological integrity of Lake Sherwood.

LS-61.1

Soil Stabilization

During the construction phase, the County shall require soil stabilization fabrics be employed in addition to temporary revegetation measures where necessary.

LS-62

To encourage the employment of water conservation measures in new construction.

LS-62.1

Water Conservation

The County shall require all discretionary development to include provisions for water conservation techniques and the use of drought resistant native plants wherever possible.

Groundwater

LS-63

To maintain the quality of the area's ground and surface water resources.

LS-63.1

Flood Plain and Aquifer Recharge Area Retention

The County shall require flood plains and aquifer recharge areas that are the best sites for groundwater recharge to be retained as open space.

LS-64

To protect against overdrafting of the area's groundwater basins.

LS-64.1

Water Availability Analysis Requirement for Hidden Valley and Carlisle Canyon

The County shall require any proposed discretionary development in Hidden Valley or the Carlisle Canyon area to submit an analysis of water availability including developing necessary mitigation measures to reduce offsite effects. The County shall implement such measures as necessary prior to granting the first discretionary entitlement.

LS-65

To ensure that proposed development is consistent with the Ventura County Water Quality Management Plan (WQMP).

LS-65.1

Lake Management Plan

The County shall require the preparation of a Lake Management Plan for the golf course lakes and for Lake Sherwood shall be prepared by a qualified consultant, which shall be subject to the approval of the Planning Division. The Plan shall provide for the protection of the water quality of Lake Sherwood and minimize eutrophication. The County shall require recommendations contained in the Lake Management Plan to be implemented as conditions of discretionary entitlements.

LS-65.2

Reclaimed Water Use for Landscaping

The County shall require landscaping within discretionary development to utilize reclaimed water from the Triunfo County Sanitation District, where feasible.

LS-65.3

Reclaimed Water Use for Golf Course Irrigation

The County shall require the golf course to use reclaimed water from the Triunfo County Sanitation District as its primary source of irrigation water.

LS-65.4

Golf Course Wells

The County shall limit the existing wells in the golf course vicinity to providing emergency back-up for the reclaimed water system. The County shall limit the quantities used to not exceed

historic averages as demonstrated by well monitoring. The County shall require wells not being used to be abandoned and destroyed per the requirements of the County Well Ordinance.

LS-65.5

Siltation from Grading and Construction Activity

The County shall require the use of retention basins, drainage diversion structures, and/or spot grading to reduce siltation into the lake during grading and construction activities.

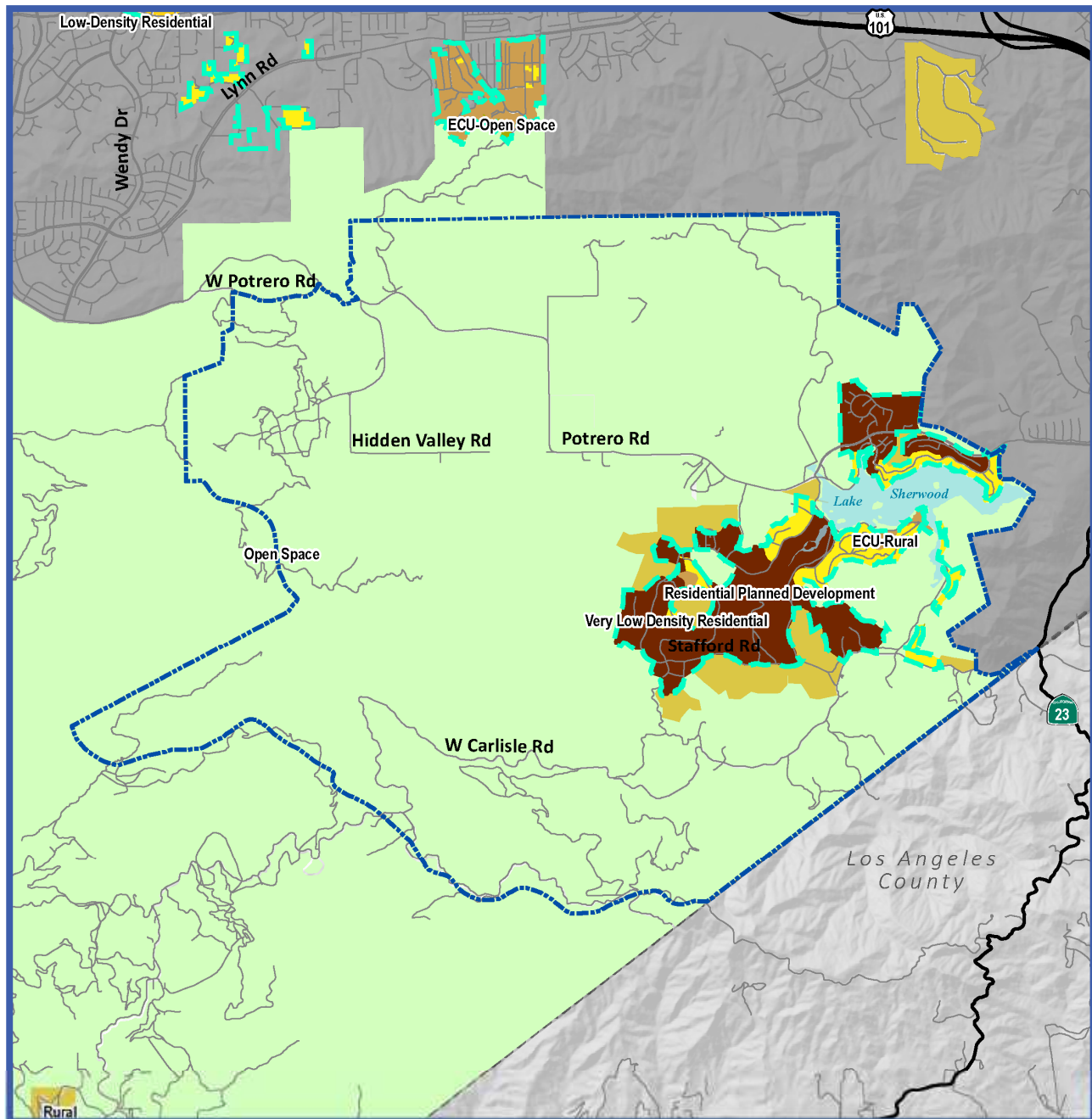


Figure LS-5:
General Plan
Land Use Diagram
Lake Sherwood/
Hidden Valley
Area Plan

Map Date: August 27, 2019
Ventura County Resource Management
Agency GIS, 2019; Mintier Harnish, 2019

- Area Plan Boundary
- Major Roadways
- Local Roads
- Major Waterways
- Cities
- Existing Community

- Coastal RPD
- Residential Beach
- Rural
- ECU-Rural
- Very Low Density Residential
- Low-Density Residential
- Medium-Density Residential

- High-Density Residential
- Residential PD
- Mixed Use
- Commercial

- Commercial PD
- Industrial
- Agricultural
- ECU-Agricultural
- Open Space
- ECU-Open Space
- State or Federal Facility

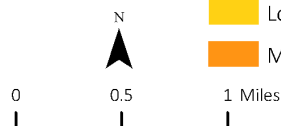


Table LS-5 Implementation Programs

Programs	
A New Area of Interest	The Local Agency Formation Commission should consider the creation of a new Area of Interest for the Lake Sherwood/ Hidden Valley area.
B Population/Dwelling Unit Forecasts Amendment	The Planning Division shall pursue amendment of the population/dwelling unit forecasts of the Countywide Planning Program, and like assumptions of the WQMP and AQMP, in accordance with this Area Plan.
C Population/Dwelling Unit Forecasts Amendment	The Planning Division shall pursue amendment of the population/dwelling unit assumptions of the AWMP in accordance with this Area Plan.
D Coordination with Local and Regional Agencies	The Planning Division shall coordinate with the National Park Service and the Santa Monica Mountains Conservancy to ensure that future amendments to those agency's plans are consistent with this Area Plan.
E Coordination with the City of Thousand Oaks	The Planning Division shall coordinate with the City of Thousand Oaks to ensure that future to the City General Plan are consistent with this Area Plan.
F Communication with Conejo Unified School District	The Planning Division shall apprise the Conejo Unified School District of the phasing of development in the Lake Sherwood/Hidden Valley area.
G Traffic Impact Mitigation	The County Public Works Agency shall work with the City of Thousand Oaks and CALTRANS to mitigate traffic impacts along the Westlake Boulevard corridor. Developers of property that contribute traffic to these roadways shall proportionately contribute to funding the cost of offsite improvements made necessary by their development.
H Funding for Potrero Road Turns	The Public Works Agency should consider establishment of a financing mechanism for acquisition of rights-of-way and reconstruction of the two 90 degree turns on Potrero Road to a suitable design standard.
I Evacuation Plan for Sherwood Dam	The County Sheriff's Department shall maintain (and update as necessary) an emergency warning and evacuation plan in the event of the imminent failure of the dam at Lake Sherwood.

Glossary

Unless the context requires otherwise, the definitions of words and terms provided in this section, as well as the Goals, Policies and Programs volume of the County General Plan, shall be used in interpreting this Plan.

Dripline: The area created by extending a vertical line from the outermost portion of the limb canopy to the ground.

Oak Savanna: A habitat distinguished by grasslands with interspersed oak trees. Note: The precise habitat boundaries and location must be determined by a qualified biologist.

Protected Tree: Any tree identified in Table I of the County's Tree Protection Ordinance that meets the dimensional standards therein and is situated on land with the applicable zoning shown on Table I.

Rocky Outcrop: An outcropping of rock (from a hillside) generally larger than 1/5 acre.

Please see the next page.

NORTH VENTURA AVENUE AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

NORTH VENTURA AVENUE AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	NV-1
Local Setting	NV-2
Land Use Designations and Standards	NV-5
Land Use and Community Character.....	NV-13
Circulation, Transportation, and Mobility.....	NV-14
Conservation and Open Space	NV-17
Water Resources	NV-19
Sections of North Ventura Avenue Area Plan (1990) Relevant to the City of Ventura	NV-20
Appendix	NV-24

List of Figures

Figure NV-1	North Ventura Avenue Location Map	NV-4
Figure NV-2	North Ventura Avenue Area Plan	NV-6
Figure NV-3	North Ventura Avenue Area Bikeways	NV-16
Figure NV-4	General Plan Land Use Map – North Ventura Ave Area Plan.....	NV-22

List of Tables

Table NV-1	North Ventura Avenue Area Plan Land Use Designations.....	NV-7
Table NV-2	Zoning Compatibility Matrix	NV-11
Table NV-3	Summary – Building Intensity/Population Density Standards	NV-12
Table NV-4	Implementation Programs.....	NV-23

Appendix

Appendix A	Resolution No. 82-151 (City).....	NV-26
Appendix B	Resolution No. 222 (County).....	NV-29
Appendix C	General Land Use Map - (County).....	NV-32
Appendix D	Open Space & Conservation Element Map (City).....	NV-33
Appendix E	Phasing Map (City).....	NV-34
Appendix F	Circulation Element Map (City)	NV-35
Appendix G	Select System of Bikeways Map (City)	NV-36
Appendix H	Scenic Highways Element Map (City).....	NV-37
Appendix I	Land Use Element Map (City).....	NV-38

Area Plan

Please see the next page.

Introduction

Purpose

The North Ventura Avenue Area Plan is an integral part of the Ventura County General Plan, functioning as the land use plan for the North Ventura Avenue area. "Area plan" is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the general plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. In general, the purpose of this Area Plan is to specify the distribution, location, types, and intensity of land uses within a prescribed area, as well as provide specific policies concerning development in that area.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the countywide general plan. To achieve this consistency, the County reviewed and used the goals, policies, programs, and maps of the Ventura County General Plan in drafting this Area Plan. The goals, policies, and programs that have been incorporated into this Area Plan supplement the Countywide General Plan, therefore, this Plan is intended to be read in conjunction with the Countywide General Plan.

This document was a joint County of Ventura Area Plan and a City of San Buenaventura Comprehensive Plan Amendment for the North Ventura Avenue area. It is the intent of this document to provide a long-range plan which will clearly state the County's and City's policies, and provide a basis for future actions in the area prior to annexation to the City.

Every effort has been made to minimize any discrepancies between the City's Comprehensive Plan Amendment and the County's Area Plan. However, there are minor differences in terminology, plan format and content in this Plan, and in the supporting General Plan of each jurisdiction. Accordingly, portions of this document are titled "County" (County of Ventura), or "City" (City of San Buenaventura), indicating the appropriate jurisdictional origin and/or the entity responsible for the statement/policy/program. In the various sections of this Plan, where no "County" or "City" modifier appears, the various statements apply to both jurisdictions.

Area Plan Chronology

In 1968, the City and County adopted the Ventura Avenue Plan, which included the North Ventura Avenue area. In late 1981, the Local Agency Formation Commission defined the City's Sphere of Influence to include the North Ventura Avenue area. Inclusion of the North Avenue area in the sphere indicates that the area should eventually be annexed into the City, and the County and the City made the decision to evaluate and update land use and public service policies for the area. Accordingly, the County and the City prepared this Plan. During the preparation of the Plan it became evident that the annexation of the area to the City would proceed slowly and that most development would occur under County jurisdiction. Therefore, this plan was adopted by both the County of Ventura and the City of San Buenaventura so their respective policies will be generally compatible.

The City of Ventura Planning Department initiated work on this Plan in early 1982. The North Avenue Area Study Preliminary Report was released in March 1982, and examined the existing situation, identified issues, and suggested possible policies. After a series of public hearings, the City of San Buenaventura City Council adopted the Comprehensive Plan Amendment for the North Avenue on December 13, 1982 and certified the North Avenue Plan EIR. Following the City Council's action, County and City staff produced this document based on the City's Plan.

The County adopted the North Ventura Avenue Area Plan in 1984, which covered the topics of land use, conservation and open space, circulation, and scenic highways. The County subsequently amended the Area Plan in 1988, 1989, and 1990. As part of the 2040 General Plan Update process, the County updated this North Ventura Avenue Area Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the 1990 North Ventura Avenue Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the North Ventura Avenue area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The North Ventura Avenue Area Plan is the detailed land use plan of the Ventura County General Plan for the North Ventura Avenue area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the North Ventura Avenue area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Local Setting

Overview of Plan Area

The North Ventura Avenue Area has a unique character and development pattern which exists in no other part of the Ventura planning area. The Community lies in the Ventura River Valley, and has views of the Ventura River and the surrounding hillsides. Significant amounts of agricultural land create a rural atmosphere. Long term oilfield uses and oil related industry constitute the majority of the existing urban development in the area. These oil uses are currently undergoing a period of increased activity and upgrading of facilities. Given the stability of the existing residential areas and the importance of the oilfield development, the overriding intent of land use designations in this area is to protect the quality and integrity of the existing residential neighborhoods, to provide the expansion and upgrading of the industrial areas, and to protect the scenic vistas and environmental quality of the hills and river.

The entire area, other than the Water Filtration Plant, is unincorporated County territory. Annexation of the area to the City is encouraged but will be hindered by the existing oilfield development adjacent to the City and current annexation law. This situation will require much of the development of the area to proceed under County jurisdiction.

The North Ventura Avenue is defined as the properties bounded by Buenaventura Academy Road (extended) on the south; the sanitary treatment facility and urban designated properties north of the treatment facility on the north; the westerly property lines abutting the Ventura River on the west; and the easterly property lines of parcels at the base of the hillside area on the east (see Figure NV-1).

The City of San Buenaventura, however, has omitted several parcels from their Comprehensive Plan Amendment. The affected parcels and the reasons for the omission is given below:

- Parcels identified as APN 063-03-05, 06, 07, and APN 063-04-01 (located generally north of the City's sanitation plant) have been omitted from the City's Comprehensive Plan Amendment so as to be consistent with their adopted Sphere of Influence boundary. (These properties will not be eligible for water service based on the City's present water policy.)
- Parcels identified as APN 068-01-01 and 02, APN 068-02-01 and 02, APN 068-03-01, 02, 03, 04, 05, 07, and APN 068-04-01, 02, 05, 08, 12, 13 (located generally south of Gosnell Bend), have also been omitted from the City's Comprehensive Plan Amendment as they are located within the City's "Avenue Community." The City has designated these properties "Industrial" while the County's designations are "Industrial" and "Floodplain."

Community History

The area has historically consisted of long-term oilfield uses and oil-related industry. North Avenue was also home to the Brooks Institute, a world-renown professional photography and motion picture college, which closed in 2016. The area also contains numerous brownfield sites that may possess contaminated soils but also have potential for reuse and revitalization.

Because of the stability of the existing residential areas and the importance of the oilfield development, the overriding intent of land use designations in this area is to protect the quality and integrity of the existing residential neighborhoods, to provide the expansion and upgrading of the industrial areas, and to protect the scenic vistas and environmental quality of the hills and river.

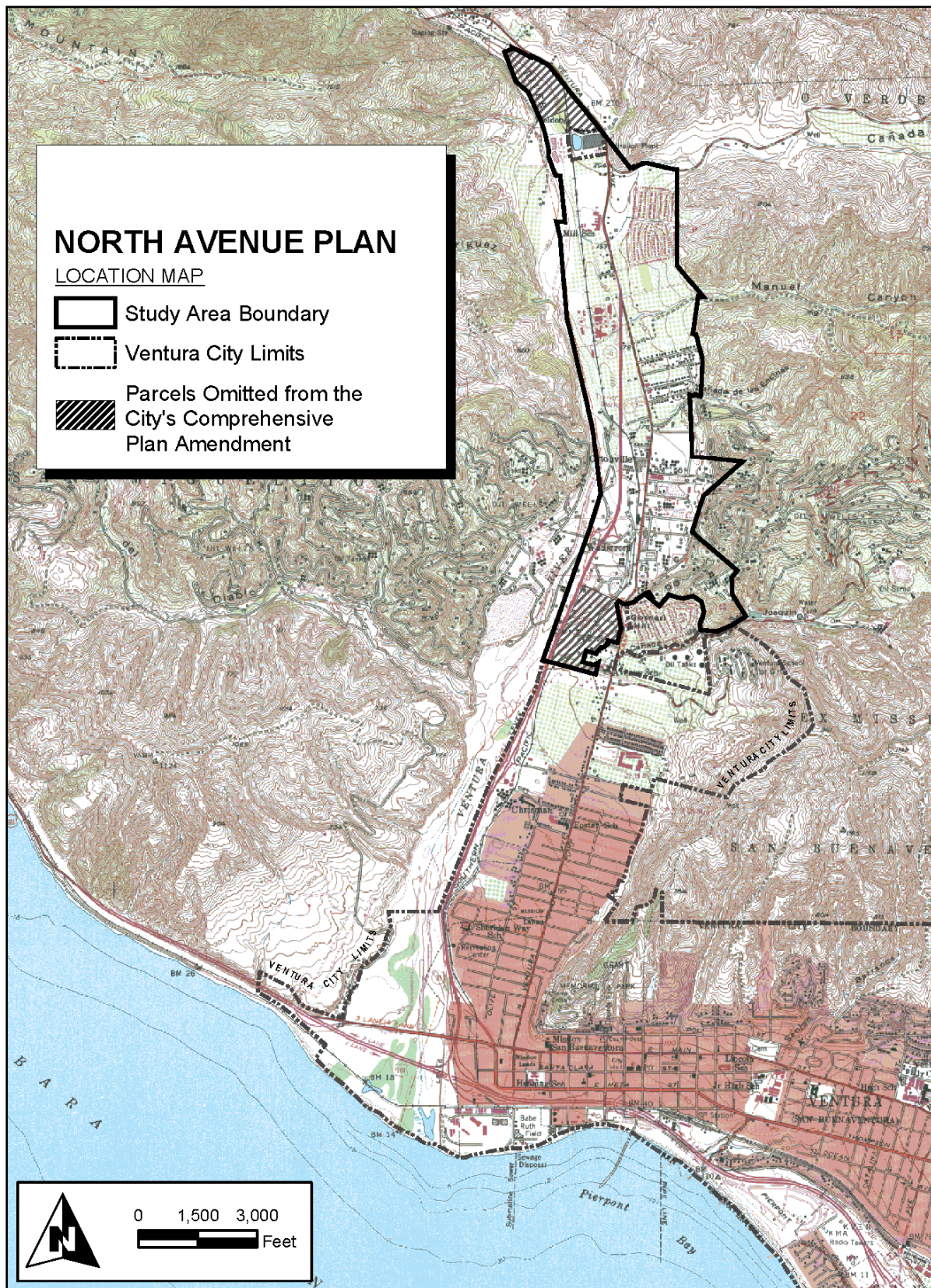


Figure NV-1: North Ventura Avenue Location Map

Land Use Designations and Standards

The Implementation Section contains the operative policies, programs, and maps that guide land use decisions in the North Avenue Community. This section includes the Land Use Element designations and policies, the plan maps (see Figure NV-2), and the zoning compatibility matrix (see Table NV-2).

The respective Land Use Plans of the County and the City divide their jurisdictions into distinct geographic areas. The divisions in the County are titled "Area Plans" and in the City they are named "Communities." The geographic area under consideration is identified in the respective Land Use Plans as a separate area/community (see Figure NV-2). The plan's official County title is the "North Ventura Avenue Area Plan" although it is commonly titled by both the City and the County, as the "North Avenue Plan."

Area Plans include a distinguished set of land use designations that are specific to the unique needs, resources, and history of a specifically-defined area. These plans govern the distribution, general location, and extent of uses of the land within the area for housing, business, industry, open space, agriculture, and public facilities.

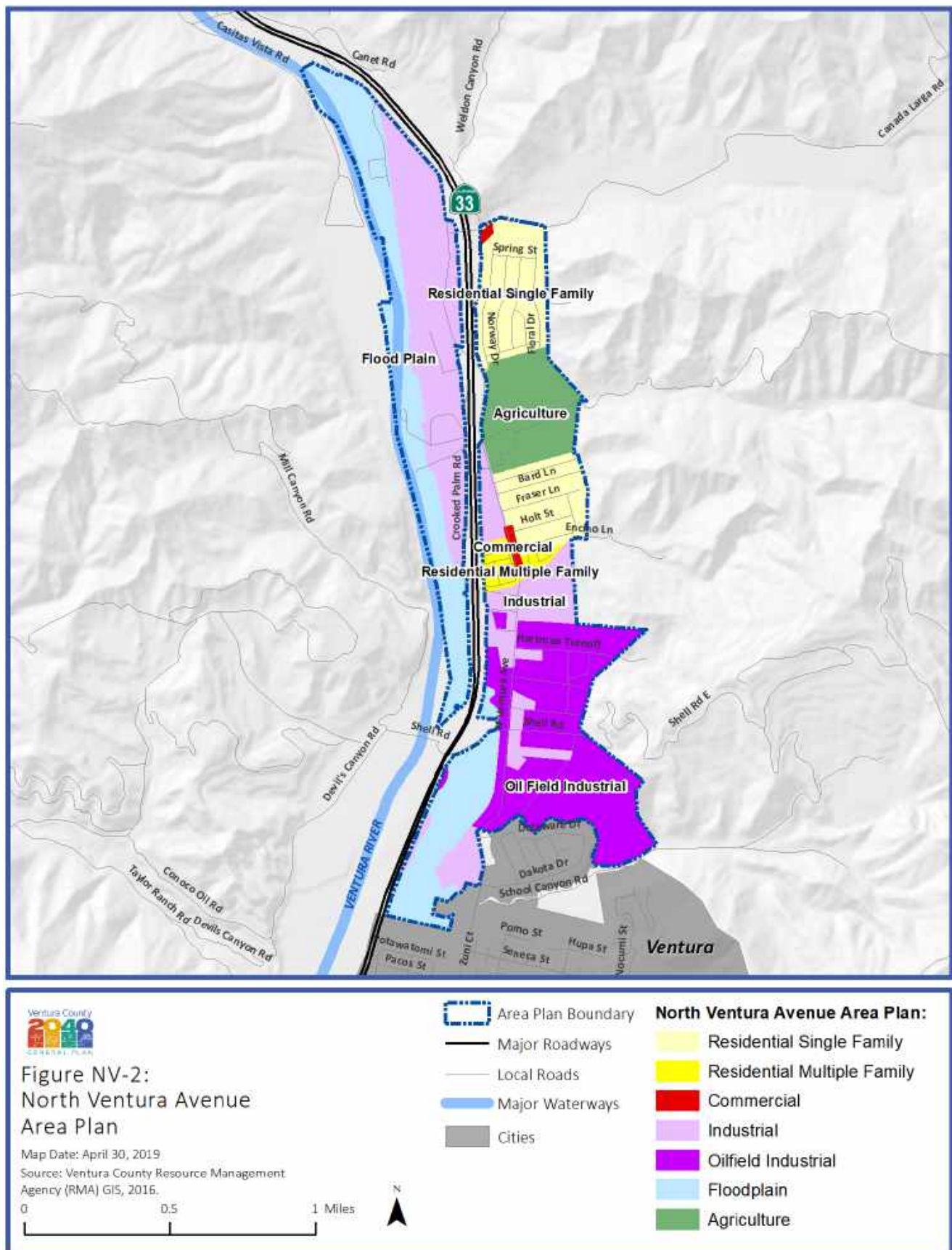


Table NV-1 North Ventura Avenue Area Plan Land Use Designations

Land Use Designation	Description	Max. Density/ Intensity
Residential, Single-Family	<p>The existing single-family residential areas to the east of Ventura Avenue are stable neighborhoods and should remain in residential use. New residential development would be appropriate in the area to the east of Ventura Avenue, in close proximity to the existing residential areas, and designated "Existing Community" (County) and "phased urban" (City), (see County General Plan). The only parcels which meet these criteria are two 5-acre parcels north of Bard Land, and a 12-acre parcel south of Canada Larga Road. The remaining scattered residential uses are surrounded by industrial development and should be gradually phased out. The density of the existing and future residential areas should be primarily single-family (maximum density - 7 du/ac), to reflect the character of the area.</p> <p>The existing residential development in the Community is primarily single-family. The intent of the single-family designation is to emphasize the continuation of single-family development in those areas, and to encourage the upkeep and maintenance of these neighborhoods (maximum permissible density - 7 du/ac).</p>	7 du/acre
Residential, Multiple-Family	<p>There are two mobile home parks in the planning area which should, at this time, be designated Residential, Multiple Family (maximum density - 13 du/ac). Thirteen dwelling units per acre was selected, as this represents the existing density of the mobile home parks. The Magnolia Mobile Home Park, located west of Ventura Avenue, is surrounded by industrial use. For this reason, it is appropriate that the plan designation be changed from "Residential, Multiple Family" to Industrial" at such time as the park ceases to exist, so as to ensure that any new use is compatible with surrounding land uses. The Las Encinas Mobile Home Park, located east of Ventura Avenue, and north of the Las Encinas Barranca, should remain in multiple family residential use in the event the existing park ceases to exist.</p> <p>The two existing mobile home parks are designated residential-Multiple Family (maximum permissible density - 13 du/ac). The Magnolia Mobile Home Park shall be redesignated "Industrial" at such time as the park ceases to exist so as to ensure that any new use is</p>	13 du/acre

Land Use Designation		Description	Max. Density/ Intensity
		compatible with surrounding land uses. The Las Encinas Mobile Home Park, located east of Ventura Avenue, and north of the Las Encinas barranca, shall remain in multiple family residential use in the event the existing park ceases to exist.	
General Commercial		<p>Commercial development currently exists in the area of Ventura Avenue and McKee and Holt Streets, and at the intersection of Highway 33 and Canada Larga Road. These areas should be retained with a general commercial designation which would permit the development and continuation of commercial services for the residential neighborhoods and support commercial uses for the industrial area.</p> <p>This designation is intended to encourage the development and continuation of commercial services for the residential neighborhoods and support commercial uses for the industrial areas.</p>	
Industrial		<p>The community contains a significant amount of general Industrial development. General industrial development should be "manufacturing" rather than "office park" in character. Any new or altered industrial development of either type should provide adequate buffers to protect adjacent residential areas and should not have an adverse effect on the Ventura River.</p> <p>The North Ventura Avenue Community contains a substantial amount of oil related manufacturing, light manufacturing and open storage facilities. These uses are appropriate, and the Industrial designation is intended to allow their continuation and expansion, as well as the construction of new facilities consistent with the County's M-2 and M-3 zoning and the City's M-1 and M-2 zoning. The impacts of new or expanded industrial uses shall be evaluated on a case-by-case basis to ensure that no significant adverse impacts are generated.</p>	
Oilfield Industrial		The community contains a significant amount of Oilfield Industrial development. Including oilfield uses under the "Industrial" designation would not be appropriate, since oilfield areas are substantially different from most general industrial areas. The primary distinction between oilfield industrial and general industrial uses is the need for public services. Oilfield uses do not require	

Land Use Designation	Description	Max. Density/ Intensity
	<p>extensive use of water, sewers and roads. Distinguishing between the two uses will allow specific policies to be developed for each use. A new land use designation should be developed that would be appropriate for oil extraction uses.</p> <p>The EIR projected a limited amount of conversion from oilfield extraction to general industrial use, due to the expected lifespan of 30 to 40 years of the oilfields. Therefore, the impacts of large-scale conversion on public services were not evaluated and any conversion should be subject to the development of a master plan for public services.</p> <p>The new Oilfield Industrial category is intended to designate those areas where oil extraction uses are located. Such uses would include the removal, transfer and storage of crude oil and related products prior to refining. The Oilfield Industrial category does not include refining or storage of finished product. In establishing this category, it is recognized that industrial uses typically require the provision of urban public services, while Oilfield Industrial uses do not. Oilfield Industrial areas may be converted to industrial uses if the property is found to be appropriate in terms of location, size, and the provision of public services. It is the intent that any conversion of oilfield industrial land to industrial uses be subject to the submittal of a master plan of public services for the site, which would evaluate the availability and capacity of public services and the impacts of the conversion on those services and provide programs for mitigating deficiencies.</p> <p>Areas which are converted should be located such that they can be annexed to the City and make adequate provision for access to the remaining oilfields. The gradual development of a narrow strip of converted properties along the Ventura Avenue frontage is not appropriate.</p> <p>The 67-acre hillside parcels located south of Shell Road (extended) and east of Ventura Avenue are designated "Oilfield Industrial." Most of the area is in oil production and is characterized by severe topographic constraints.</p>	

Land Use Designation	Description	Max. Density/ Intensity
	<p>The oilfield industrial category shall apply only after annexation to the City. The County's "Open Space" designation, as noted on the General Land Use map (Appendix C), shall control until annexation takes place.</p> <p>All new or expanded oilfield development shall meet County standards for oil drilling and extraction uses until such time as the City may adopt oilfield development standards, and any other requirement that may be necessary to adequately buffer and protect surrounding areas.</p>	
Floodplain	<p>The Floodplain designation should be applied to those lands affected by the 100-year floodplain of the Ventura River (see discussion in Section B, Conservation and Open Space Element).</p> <p>Lands adjacent to the Ventura River which have been designated as "Floodplain" are generally not appropriate for urban uses until a Floodplain ordinance is adopted by the city. The areas designated as the 100-Year Floodplain are based on the Flood Insurance Rate maps prepared for the United States Department of Housing and Urban Development's Federal Insurance Administration.</p> <p>The underlying land use designations outside the floodway but within the 100 Year Floodplain are "Industrial," generally located north of Shell Road or south of Gosnell Bend, and "Oilfield Industrial," generally located north of Gosnell and south of Shell Road.</p>	
Agriculture	<p>The Agriculture designation should be applied to those lands identified for agricultural use on the City's Open Space Element (see discussion in Section II, Conservation and Open Space Element).</p> <p>The Agricultural Use "1990" category identifies those lands that are designated for agricultural use based on the City's Open Space Element and the Important Farmlands Inventory Map. The designation has been applied to approximately 70 acres of land located north of Bad Lane and east of Ventura Avenue.</p>	

Source: II.A.1 Land Use Categories and III.A. Intent and Rationale for Land Use Designation

The Matrix (see Table NV-2) identifies zones in the Ventura County Zoning Ordinance which are consistent with the North Avenue Plan. After adoption of the North Ventura Avenue Plan, the County shall pursue a rezoning program to bring the zoning of the area into conformance with the General Plan, as required by State law.

Table NV-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS	ZONE																
	OS (10 AC. Min.)	AE (40 AC. Min.)	RA (1 AC. Min.)	RE (10,000 S.F. Min.)	RO (20,000 S.F. Min.)	R1 (6,000 S.F. Min.	R2 (3,500 S.F./DU)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CP-D	M1	M2	M3
Residential – Single-Family				■		■		7 U									
Residential – Multiple-Family								13 U									
Commercial													■	■			
Industrial																■	■
Oilfield Industrial	■															■	■
Flood Plain	■	■														■	■
Agriculture	40 AC	■															

Source: North Ventura Avenue Area Plan (12-11-90 edition), Figure 3

Table NV-3 Summary – Building Intensity/Population Density Standards

LAND USE DESIGNATION	Residential						
	Net Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Populat.	Avg. Populat. Density (Persons/ Acre)
Residential, Single-Family	106	44%	7	769	2.34	1,799	16.97
Residential, Multiple-Family	17	55%	13	221	2.34	517	30.41
TOTALS	123			990		2,316	
LAND USE DESIGNATION	Commercial/Industrial/Institutional						
	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (x 1000 SF)	Average No. Employees Per 1000 SF	Employees	Average Employees/ Acre	
Commercial	3	60%	19.6	2.0	39	13	
Industrial	205	40%	357	2.0	714	3.5	
Oil Field Industrial	173	20%	75.4	2.0	151	0.9	
TOTALS	381		452		904		

Source: North Ventura Avenue Area Plan (12-11-90 edition), Figure 2.1

Notes:

¹ Excludes second dwelling units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Ventura Growth Area

This plan was prepared jointly by the County of Ventura and the City of San Buenaventura and contains policies relating to each jurisdiction. As noted below, there are minor differences in terminology and format which require clarification. However, these minor differences do not constitute any major changes in basic policy intent. The following is a discussion of the County's and City's General Plans as they apply to the North Ventura Avenue area.

Land Use and Community Character

NV-1.1

Review Procedures

The County shall notify the City regarding development applications. Specific notification shall be given to the City by the County at the following points:

- a. Pre-application meeting
- b. Application review period
- c. New case committee meetings (application completeness and environmental determination)
- d. Development Advisory Committee meetings and permit hearings
- e. Environmental document hearings
- f. Notification of final decision

Project applicants shall be requested to contact both the County and the City for discussion of projects as early as possible in the design phase of the proposal.

NV-1.2

Development Standards

The North Ventura Avenue Area Plan requires all ministerial projects (those requiring only a zone clearance) to meet the development standards established by the County of Ventura's Zoning Ordinance. However, discretionary projects (those requiring a Planned Development Permit, Conditional Use Permit, etc.) in the North Avenue Community, shall conform to this Plan and the County and City development standards (if there is a difference in the standards between the two jurisdictions, the more stringent of the two standards shall apply). "Standards," as used above, involve conditionally permitted uses, parking requirements, signs, building setbacks, lot coverage, landscaping and building height.

Facilities such as streets, bikeways, secondary drainage facilities, and water systems shall conform to the development standards of the City of Ventura as of the adoption of this plan, or as may be subsequently amended by the City and approved by the County.

NV-1.3

General Plan Amendments

Amendments to the North Ventura Avenue Area Plan should be processed and approved by both the City of San Buenaventura and the County of Ventura.

NV-1.4

New or Expansion of Existing Industrial or Oilfield Industrial Development

New industrial or oilfield industrial development or an expansion of existing industrial or oilfield industrial development may occur only if it can be shown through additional analysis that such areas will be protected from a 100-year flood. Any flood protection measures necessary to protect existing development in the Floodplain shall minimize adverse impacts and changes to the river channel.

NV-1.5

Industrial Buffering

New or expanded industrial development in either of the industrial designations which is adjacent to residential areas shall provide buffers to adequately protect residential areas from any intrusion or nuisance factors generated by the industrial development. Industrial uses adjacent to the Ventura River (which is an anadromous fish stream), shall be compatible with the goal of preserving the natural attributes of the River, and development should not be permitted which would result in its degradation.

NV-1.6

Development Adjacent to Barrancas

The Canada Larga, Manuel Canyon and Las Encinas Barrancas are subject to periodic flooding and erosion, but are also part of the visual quality and character of the area. As the Community develops, the visual importance of these open, natural watercourses will increase. Development adjacent to the barrancas should be reviewed on a case-by-case basis so as to retain the watercourses in as natural a state as feasible, given the erosive nature of the channels and potential flooding considerations.

NV-1.7

Air Quality Management Program (AQMP) Implementation Program

The City has adopted an Air Quality Management Program (AQMP) as part of its Comprehensive Plan. The City's AQMP Implementation Program applies to all residential construction in the Growth Area of the City, which includes the North Avenue Community. According to the City's AQMP Implementation Program, all residential projects must comply with the AQMP in order to receive City water service. Project applications which do not comply with the City's AQMP Implementation Program will not be issued "Preliminary Will Serve Letters" by the City and, therefore, the permit applications will be found incomplete by the County.

Circulation, Transportation, and Mobility

There are several distinctions between the County's and the City's Circulation Plans, necessitating a different discussion for each jurisdiction. The County's Regional Road Network, for example, does not include bikeways, bike lanes, or the more detailed system of collector streets (existing and proposed) as the City's element. For this reason, the North Avenue Community's collector street system and the bikeway system are incorporated in this plan. Changes to collector streets and bikeways are identified below:

NV-1.8

Collector Streets

Ventura Avenue will remain the major collector street in the planning area. Crooked Palm Road is an existing collector street but its alignment should be improved and widened to meet City standards when further development warrants it. In addition, a north/south collector street(s) may become necessary in the eastern portion of the planning area as further residential and industrial development takes place. The alignment and improvement standards of these collector street(s) should be determined after a special study of the area's traffic needs.

NV-1.9

Collector Streets

Ventura Avenue and Crooked Palm Road should be designated as collector streets, and a future collector street extending from Floral Drive to Shell Road should be considered. (The circulation system is also reflected on the City's "Circulation Element" (Appendix F).

NV-1.10

Bikeways

A Class I Bike Path is a special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier.

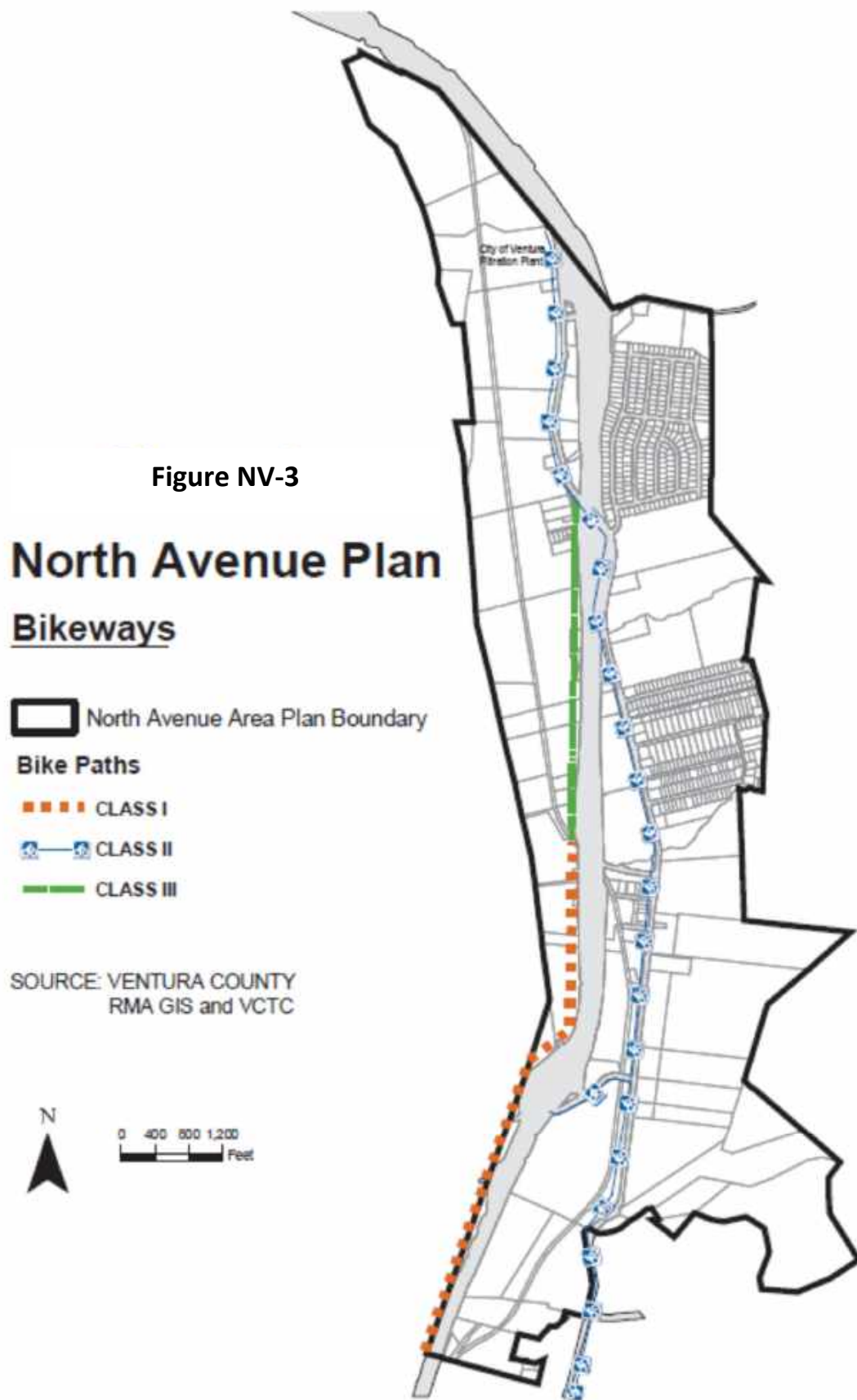
A Class II Bike Lane is a lane on a paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

A Class III Bike Route is a paved right of way identified by "Bike Route" guide signing or permanent lane line markings. Bicycles must share the facility with motor vehicles and pedestrians. The County is in the process of developing a bikeway system, which will extend from the Pacific Ocean to Ojai. The integration of the County's bikeway system with the City's bikeway system is recommended (see Figure NV-3 and the Appendix).

NV-1.11

Bikeways

A Class II Bikeway along Ventura Avenue, a Class III bikeway along Crooked Palm Road, and the Ojai/Ventura Class I Bike Path as shown on the "Bikeways Map" (Figure NV-3), should be established. (The Bikeway system is also reflected on the City's "Select System of Bikeways" [Appendix G]).



Conservation and Open Space

The City's Conservation and Open Space Element is the primary element of the City's General Plan which guides the general urban development of the City. The County General Plan guides the general development in the rural, agricultural, and open space areas surrounding areas designated for urban development. The City's Open Space Element and the County's Land Use Map identifies those areas which are appropriate for urban development and those which are to be retained in open or non-urbanized use.

It has been assumed, for purposes of this Plan, that the designations noted on each jurisdiction's plans are functionally equivalent (i.e., the County's "Open Space" category is similar to the City's "Agricultural" and "Floodplain" designations, and the County's "Existing Community" designation is similar to the City's "Phased Urban" category).

- County - The County's General Land Use Map contains two primary designations which apply to the North Ventura Avenue area: "Existing Community" and "Open Space" (see Appendix C). The "Existing Community" designation is applied to areas which are suitable for eventual urban development, subject to the provisions of the Area Plan's Land Use Plan. The "Open Space" designation applies to properties within the study area which have agricultural viability, have severe topographic constraints, or are located within the Ventura River Floodway and should be withheld from urbanization.
- City - The City's Open Space Element contains three primary designations which apply to the North Avenue: "Agricultural Use," "Phased Urban," and "Floodplain" (See Appendix D). The "Agricultural Use" designation applies to areas which have agricultural viability and should be withheld from urbanization. The "Phased Urban" designation is applied to areas which are suitable for eventual urban development, subject to the provisions of the Phasing Program. "Floodplain" relates to those areas within the 100-year floodplain of the Ventura River, and which are not available for urban use until the Floodplain Ordinance is adopted.

The City's Open Space Element also states that "Agricultural Areas" should be re-evaluated in 1990 for possible reclassification.

The land use categories listed below describe the type and density of land use permitted within each category. A Summary Table (Table NV-3) lists each land use designation and its total area, building intensity, population and employment capacity, and population and employment density. The purpose of each of the land use categories is described below:

1. Open Space/Agriculture

In determining which areas should be considered for "Agricultural" use (City) and for "Open Space" use (County), the County and City used the "Important Farmlands Inventory Map" prepared by the Soil Conservation Service for Ventura County as a criterion. All larger agricultural parcels within the study area have been identified as being of "state-wide importance," or are "prime" agricultural land. Another criterion used for an "Open Space" designation was parcel size. The general standard used by the County is a minimum of 40 acres for agricultural use. The impacts of surrounding land use were also considered (parcels surrounded by urban land uses are less viable than those adjacent to agricultural areas). A final criterion was the intensity and probable duration of the agricultural use. The existence of a Land Conservation Contract (LCA) was taken to indicate continued agricultural use for at least 10 years. Recent expansion of, or improvement to, agricultural activities were also taken as indicating continued use.

Based on these criteria, one area was identified as appropriate for a County "Open Space" and City "Agriculture" designation. The area is located south of Bounds Road, north of Bard Lane and east of Ventura Avenue. It contains a total of 71 acres; 38 acres are in LCA contact and 33 acres are in citrus groves.

Designating this area for continued "Open Space" uses (County), or "Agricultural" use (City), rather than urbanization would preserve agricultural and open space land, which was a mitigation measure identified in the North Avenue Environmental Impact Report. If all, or a portion, of this area was designated for urban use, it would be added to the existing supply of developable land.

2. Open Space/Floodplain (Areas Subject to Flooding)

The County and City recognize that the U.S. Department of Housing and Urban Development has developed Flood Insurance Rate Maps for the Federal Flood Insurance Program. These maps indicate the boundaries of the floodway, and the 100-year and 500-year floodplain of rivers in Ventura County and elsewhere. The boundaries have been used to determine the floodway and floodplain areas of the Ventura River for purposes of this plan.

The County's General Plan map designates the Ventura River floodway as "Open Space." In addition, territory that is affected by the 100-year floodplain is subject to certain restrictions as noted in the Land Use discussion (see Section III, "Implementation.")

The City's Open Space and Conservation Element designates certain areas of the City as "Floodplain" and indicates that these are "not to be considered for urbanization until a floodplain ordinance is adopted." Consistent with this policy, the Open Space Element map (Appendix D) designates the 100-year floodplain of the Ventura River as "Floodplain." In "Floodplain" areas containing existing development, additional development may occur only if it can be shown through updated information that such areas are currently protected from a 100-year flood.

3. Open Space/Phased Urban (Hillside Oilfield)

A 67-acre parcel, located within the City's Sphere of Influence, is bounded on the south by School Canyon Road, on the west by Ventura Avenue, on the north by Shell Road (extended), and features hillside oil field development. The parcel is designated "Open Space" (County) and "Phased Urban" (City). The County's Open Space designation will control until the parcel annexes to the City. At that time, the City's "Phased Urban" designation will control which is more specifically defined as potential "Oilfield Industrial" on the Land Use Element map (see Figure NV-2).

4. Existing Community/Phased Urban

The County's "Existing Community" and the City's "Phased Urban" categories are functionally equivalent in terms of dictating land use policy.

- Existing Community (County) - Those portions of the North Ventura Avenue area which do not meet the criteria for Open Space are appropriate for an "Existing Community" designation, which is more specifically defined in the Land Use Plan (see Section III).
- Phased Urban (City) - Those portions of the North Avenue which do not meet the criteria for continued agricultural use, which are not in the floodplain of the Ventura River, are then appropriate for a "Phased Urban" designation.

NV-1.12

Scenic Features

The State and the County of Ventura recognizes Highway 33 as eligible for official designation as a state adopted scenic highway. The highway can be officially designated as a scenic thoroughfare when the City develops a corridor protection program (e.g., building height limitations, requiring landscape screening of unaesthetic land uses, limiting signs and outdoor advertising, etc.).

Currently, the area where Highway 33 enters the City (Ventura Avenue and Shell Road), is designated as a scenic approach. Given that the City boundary will ultimately be located at the northerly boundary of the community, (Ventura Avenue and Canada Larga Road), the designation should be moved to that area.

NV-1.13

Scenic Approach

A "Scenic Approach" is established in the area of Ventura Avenue and Canada Larga Road. The purpose of this designation would be the protection of aesthetic views of the surrounding area that could include topography, vegetation, panoramas, natural and manmade features. Through discretionary permit conditions, view protection measures should consist of preventing obstruction of views by means of landscaping grade differences or fences, limiting signs and outdoor advertising, and the undergrounding of utility lines. (Scenic Highway considerations are also reflected on the City's "Scenic Highways Element" [Appendix H]).

NV-1.14

Barrancas Preservation

Consideration should be given to retaining Canada Larga, Manuel Canyon, and Las Encinas Barrancas in as natural a state as possible, given the erosive nature of the channel, the volume of water transported, and potential flooding considerations.

Water Resources

NV-1.15

Water Policy Procedures

Water service shall be provided by the City to the North Ventura Avenue Community (within its Sphere of Influence), subject to the provisions of the City's Water Policy (see City policy resolution No. 82-151 in Appendix). Development proposals shall receive a "Preliminary Will Serve" (water availability) letter from the City prior to the filing planning applications with the County. The provision and/or expansion of water systems shall meet the City's standards.

Applications which do not contain a "Preliminary Will Serve" letter will be considered incomplete. After obtaining all appropriate County approvals, applicants pursuing development will enter into a "Water Service Agreement" with the City and the City will then issue a "Final Will Serve" letter.

Sections of North Ventura Avenue Area Plan (1990) Relevant to the City of Ventura

Water Policy (City) - The City has an adopted Water Policy regulating requests for new or expanded water service which restricts water service to incorporated properties. While the Comprehensive Plan amendments would technically allow development to proceed, the existing Water Policy would not allow water service as the majority of the area cannot be annexed. Therefore, a change to the policy to allow water service to appropriate, unincorporated land in the North Avenue is needed. Conditioning water service to require that the proposed use conform to General Plan policies, the AQMP, and zoning and subdivision requirements would ensure that while the development would proceed under County jurisdiction, it would generally conform to City policies and standards. Further requiring that recipients of water service sign consent to annex forms would result in annexation of the property at a later date. A third condition requiring participation in required water system improvements (as well as any other capital improvement funding programs), would ensure that the water system would meet City standards.

5. Phasing Program (City)

After determining which areas are appropriate for urban development, the timing of such development must be set. The Phasing Program is the City's mechanism used to provide specific policies on the timing and public improvements needs for "Phased Urban" areas.

In determining the appropriate phasing policies for the North Avenue area, several characteristics should be addressed. First, the majority of the "Phased Urban" area is appropriate for industrial use, and would help address an identified shortage of light industrial land in the City. Therefore, the phasing policies should identify the industrial areas as Phase I (see Appendix E), and as appropriate for immediate development. Second, development in the area will require expansion of the available public services. In keeping with City policy, development must be required in the phasing policies to provide the needed capital improvements in accordance with an adopted capital improvement program.

The Phasing Program also includes the City's AQMP Implementation Program. Any residential development which occurs in the North Avenue, whether under City or County jurisdiction, will be taken from the City's allocated population. It would, therefore, be logical to make residential development subject to the City's AQMP provisions. This would not require a Comprehensive Plan /amendment, but could be accommodated through changes to the Evaluation Guidelines.

C. Circulation Element (City)

The City's Circulation Element (Appendix F), was amended with respect to circulation features, but not the County's Circulation Element. The following is a discussion of the City's Circulation Element as it applies to the North Avenue Area:

The North Avenue EIR indicates that as development proceeds in the community, improvements to the circulation system will be necessary. A greater level of design detail was presented in the EIR than is necessary in the city's Circulation Element; those types of mitigation measures would be placed upon individual projects as they are proposed. However, the general level of improvement suggested would be best addressed by extending the City's Circulation Plan designation of "Future Improvement-Collector" currently placed on Ventura Avenue, through the community from Gosnell Bend to the northern community boundary, as well as on Shell Road and Crooked Palm Road (see Appendix F). As noted previously, future development of the oilfield industrial area will require an expanded road system and another north/south street. Portions of this north/south street were installed in the Valley Vista Tract and could be extended along the base of the foothills from Canada Larga Road to an extension

of Shell Road. This road would also be designated as a "Collector Street, Future Extension," with its width and configuration determined as projects are proposed. The portions which traverse "Agricultural Use" designated parcels should be shown on the long-range system as a "Collector, Future Extension," in keeping with the city's Comprehensive Plan policies.

The City's Circulation Element also includes the Select System of Bikeways which indicates the general routes and classifications of bikeways. Currently, a Class II Bike Lane terminates at the southerly boundary of the community. It would be logical to extend the system through the North Avenue. The Select System also shows a Class I bike path extending up the Ventura River levee. It is proposed to show a route through the community for this bike path. The City Parks Division has reviewed the physical constraints of the area and suggests that the route extend north, adjacent to the freeway right-of-way, then transition to Crooked Palm Road and Ventura Avenue as a Class III bike route (see Appendix G).

D. Scenic Highway Element (City)

The City's Scenic Highway Element was amended with respect to Scenic Highway features, but not the County's Element. Currently, the State and the County of Ventura designate Highway 33 as eligible for official designation as a State adopted Scenic Highway. At such time as the City develops a corridor protection program, the highway can be officially designated.

The City's Scenic Highway Element designates City scenic highways, drives, streets and approaches, with the purpose of protecting the view of the surrounding areas from these roadways. The views would include aesthetic views of topography, vegetation, structures, panoramas, natural and manmade features. Protection of the views would entail consideration of items such as: preventing obstruction of views by building heights, screening unaesthetic land uses from view by means of landscaping, grade differences or fences, limiting signs and outdoor advertising, and undergrounding of utility lines.

Ventura Avenue to the south of the community has been designated as a City scenic drive, and the EIR states that continuing the designation through the community would protect the scenic qualities of the area. However, the view of the hillsides and river are more easily seen from Highway 33, given its elevated route, than Ventura Avenue. Also, the character of development along Ventura Avenue and the North Avenue Community is primarily industrial, while in the Avenue Community, it is commercial. Therefore, the scenic drive designation on Ventura Avenue should not be extended into the North Avenue. Scenic approach designations have been placed on the intersection of the freeways and City boundaries, as well as other prominent viewpoint areas. Currently the area where Highway 33 enters the City is designated as a scenic approach. As the City boundary will ultimately be at the northerly boundary of the community, the designation should be moved to that area (see Appendix H).

City Policy: - An expansion of existing industrial or oilfield industrial urbanization may occur only if it can be shown through additional analysis that such areas are currently protected from a 100-year flood.

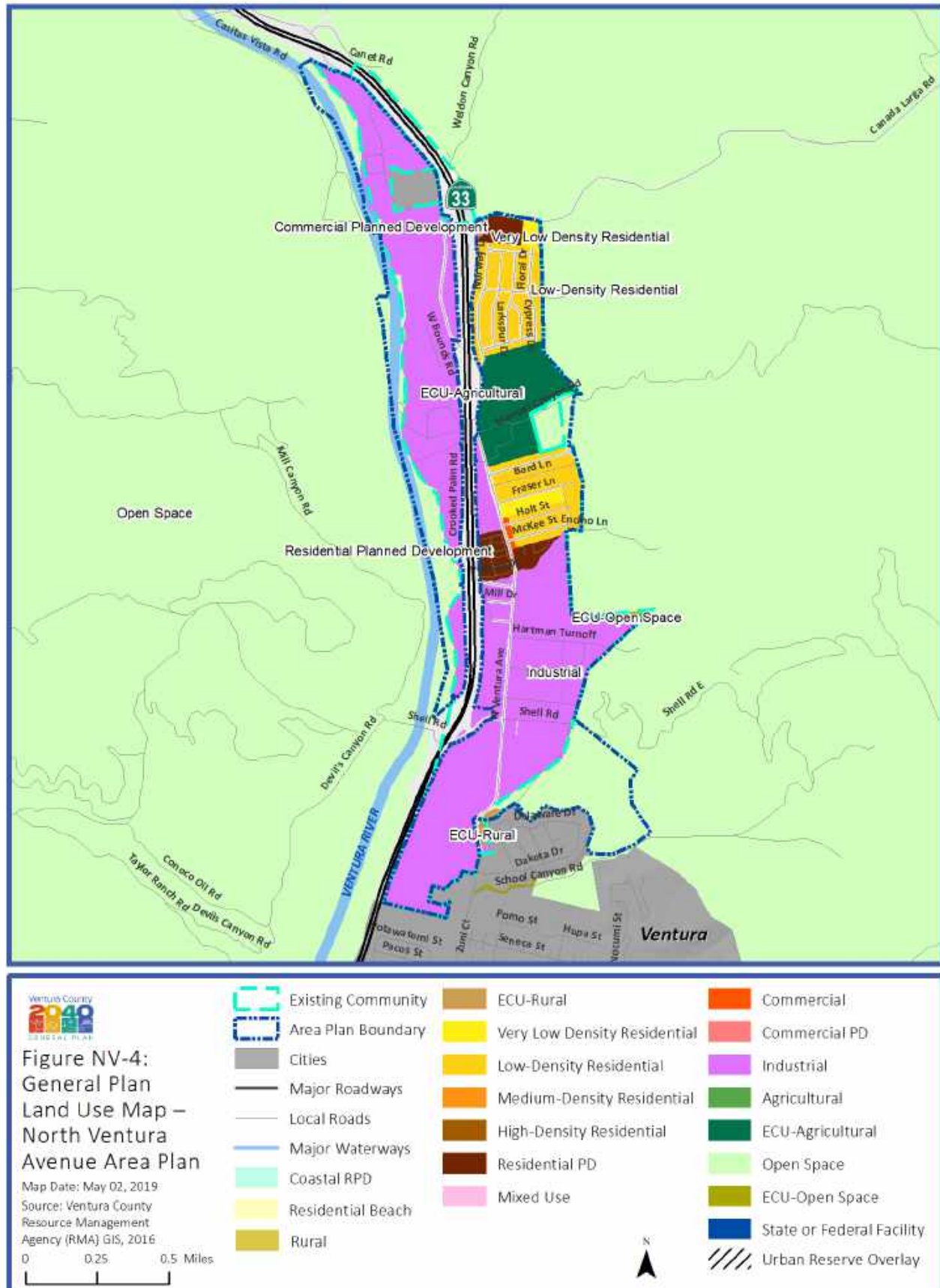


Table NV-4 Implementation Programs

Programs	
A	<p>Rezoning Program</p> <p>The County should institute a rezoning program so as to bring the zoning of the community into conformance with the adopted land use designations.</p>
B	<p>County/City Coordination</p> <p>The Plan would require all ministerial projects (those requiring only a zone clearance), to meet the development standards established by the County of Ventura's Zoning Ordinance Code. However, the Plan would require discretionary projects (those requiring a Planned Development Permit, Conditional Use Permit, etc.) in the North Avenue Area, to meet County and City development standards (if there is a difference in the standards between the two jurisdictions, the more stringent of the two standards would apply). "Standards," as used herein, involve permitted uses, parking requirements, signs, building setbacks, lot coverage, landscaping and building height. Facilities such as streets, bikeways, secondary drainage facilities, and water systems should conform to the City of Ventura's standards.</p> <p>In order to implement this, a method of City and County development review coordination should be established. A County procedure requesting review and comments on projects in unincorporated areas and within a City Sphere of Influence currently exists. A policy statement, which would specify the County/City project review system, should be adopted by the County and the City.</p>

Appendix

The Appendix has been incorporated in the North Ventura Avenue Area Plan for reference purposes. The Appendix, while not a formal part of the Plan, contains the following "support" elements comprised of text changes and maps. This section interprets and provides background material for many of the contributing policies and programs of the County's General Plan and the City's Comprehensive Plan with specific reference to the conditions within the North Avenue Community.

Any differences between the City's Comprehensive Plan Amendment and the County's General Plan, such as discrepancies in terminology, format, and content, are prefaced with the terms "County" (County of Ventura) or "City" (City of San Buenaventura). These notations indicate the appropriate jurisdictional origin or responsibility for the statement/policy/program.

A. City Conservation and Open Space Element/County General Plan

1. Open Space Element (County)

The County General Plan, as adopted on May 24, 1988, or as may be subsequently amended, shall function as the General land use guide for growth and development in the North Avenue Community.

2. Open Space Element (City)

a. Open Space Plan Map

- (1) Amend the Open Space Map to include the North Avenue Area (Appendix D) within the City's planning area.
- (2) Amend the Open Space Map to designate the North Avenue area with open space categories of "Phased Urban," "Agricultural Use," and "Floodplain Area," as shown on Appendix D, Open Space Map.

b. Phasing Program

- (1) Amend the Phasing Program to designate all "Phased Urban" areas within the North Avenue Community "Phase I - North Avenue," as shown on Appendix E, Phasing Map.
- (2) Add a policy to the program as follows: "All those areas shown as "Phased Urban" in the North Avenue Community are hereby designated as "Phase I - North Avenue," and are available for immediate development in accordance with all applicable City ordinances and policies. Development in the "Phase I - North Avenue" will be required to provide capital improvements in accordance with a capital improvement funding program to be adopted by the City. In addition, any oilfield conversion to general industrial use will require the preparation of a master plan of public services to ensure that adequate services are available.
 - Explanation - Deficiencies in the water system in particular, as well as in streets and drainage will be created by further development which must be corrected by the involved project proponents. Conversion of oilfield areas to general industrial use may require additional capital improvements which must be evaluated in a public service master plan.

B. City Circulation Element/County Regional Road Network

1. County

The County's Regional Road Network, as adopted on May 24, 1988, or as may be subsequently amended, shall function as the general, long range guide, for the improvement and development of the arterial and highway system in the North Avenue Community.

2. City

- (a) Amend the Circulation Element map to designate Ventura Avenue and Crooked Palm Road as collector streets and designate a future collector street extending from Floral Drive to Shell Road as shown on Appendix F, Circulation Element Map.
- (b) Amend the Select System of Bikeways to place a Class II bikeway on Ventura Avenue, a Class III bikeway on Crooked Palm Road, and extend the Ojai/Ventura River Class I bike path, as shown on Appendix G, Select System of Bikeways.

C. City Scenic Highways Element

City - Amend the City Scenic Highway Element Map to designate Highway 33 as an adopted State Scenic Highway and relocate the adopted Scenic Approach designation from Ventura Avenue and Gosnell Bend to Ventura Avenue and Canada Larga Road as shown on Appendix H, Scenic Highway Element Map.

D. Policy Resolution (City)

The City's Policy Resolution No. 82-151 has been incorporated in the Appendix as a reference document. The Resolution, while not a part of the County's or City's General (Comprehensive) Plan(s), contains additional guidelines for processing and evaluating public and private projects.

Appendix A Resolution No. 82-151 (City)

APPENDIX A

RESOLUTION NO. 82-151

A POLICY RESOLUTION FOR THE COORDINATION
OF CITY AND COUNTY DEVELOPMENT REVIEW FOR
PROJECTS LOCATED IN THE NORTH AVENUE COMMUNITY

BE IT RESOLVED by the City Council of the City of San Buenaventura as follows:

SECTION 1 - PURPOSE: The City Council finds that the policies contained in the Intent and Rationale Statements for the North Avenue Community and the City Water Policy require that development in the North Avenue meet and conform to the City's Comprehensive Plan policies, including Phasing and Air Quality Management Plan Implementation Program, as well as zoning and subdivision requirements. In order to ensure timely development review and implementation of these policies, a mechanism for coordinated City and County review is necessary.

SECTION 2 - REVIEW PROCEDURES: The existing system of County notification to the City as specified in County Planning Division Policies and Procedures Manual Policy/Procedure No. 4.1 is appropriate and should be continued, with specific notification given to the City at the following points:

- A. Pre-application meeting (if one is necessary);
- B. Application review period;
- C. New case committee meetings (application completeness and environmental determination);
- D. Development Advisory Committee meetings;
- E. All other points where notice is now required by Procedure No. 4.1.

Project applicants shall be requested to contact both the City and the County for discussion of projects as early as possible in the design phase of the proposal.

SECTION 3 - WATER POLICY APPLICABILITY: Water service will be provided to the unincorporated, subject to the provisions of the Water Policy. Development proposals shall receive a "Will Serve Letter" from the City prior to filing planning applications with the County. Applications which do not contain valid "Will Serve Letters" will be considered to be incomplete applications. After receiving all appropriate County approvals, landowners pursuing development will enter into a Water Service Agreement with the City.

SECTION 4 - AQMP IMPLEMENTATION PROGRAM APPLICABILITY: The City has adopted an Air Quality Management Program as part of the Comprehensive Plan. The AQMP Implementation Program applies to all residential construction in the Growth Area of the City, which includes the North Avenue Community. All residential projects must comply with the AQMP Implementation Program in order to receive City water service and prior to applying for County development approvals. Project applications which do not comply with the AQMP Implementation Program will not be issued "Will Serve Letters" and will, therefore, be found to be incomplete applications by the County.

SECTION 5 - DEVELOPMENT STANDARDS: The City shall develop and provide the County with a listing of basic City development standards to provide preliminary information to staff and project applicants. However, the listing should not be used in lieu of direct discussion with City staff.

SECTION 6 - COMPREHENSIVE PLAN AMENDMENT REQUEST: Amendments to the North Avenue Plan must be processed and approved by both the City and the County.

SECTION 7 - REZONING PROGRAM: After adoption of the Plan for the North Avenue, the County will pursue a rezoning program to bring the zoning of the North Avenue into conformance with the Plan.

SECTION 8 - QUIMBY ACT: The City requests that the County reserve all Quimby Act funds collected in the North Avenue Community for parks and recreation development in the North Avenue.

SECTION 9 - STORM DRAINAGE: Storm drainage improvements shall be regulated by County Public Works, Development Services, or, where appropriate, the Ventura County Flood Control District. Current County Drainage Standards are similar to City Standards. The County's approach to development conditioning appears similar to City methods and practices. In order that application be consistent, City review of land development proposals and County recommended conditions of approval is needed, and will be done pursuant to Section 2 of this resolution.


As a condition of development in the North Avenue area, a hydrology study of the drainage area shall be required. This requirement shall be met by the first proposed development with the drainage area. Mitigation measures shall be included in the hydrology study, and development, as it occurs, be required to solve or mitigate all drainage concerns. Typical approaches used where major deficiencies exist include formation of drainage areas of benefit and reimbursement to first developer within drainage area for construction of mutual benefiting facilities.

SECTION 10 - STREETS: Street improvements shall be regulated by County Public Works, Development Services and Road Design. Current County Street Standards are similar to City Standards; however, conformance to City roadway width shall be required where the width is

not already fixed by prior development. In order that application of standards and conformance to City criteria be consistent, City review of Land Development proposals and County recommended conditions of approval will be done pursuant to Section 2 of this resolution.

Cumulative development may create roadway deficiencies beyond developing areas. Deficiencies shall be mitigated as they occur unless the deficiencies can be anticipated and an area of benefit established.

PASSED AND ADOPTED this 13th day of December, 1982.


City Clerk

STATE OF CALIFORNIA)
COUNTY OF VENTURA) SS
CITY OF SAN BUENAVENTURA)

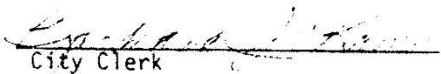
I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, do hereby certify that the above and foregoing Resolution was duly passed and adopted by the City Council of said City at a regular meeting held on the 13th day of December, 1982, by the following vote:

AYES: Councilmembers Sullard, Longo, Chaudier,
 Henson, Monahan, Orrock, and McWherter.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 14th day of December, 1982.


City Clerk

Appendix B Resolution No. 222 (County)

Appendix B

RESOLUTION NO. 222

A RESOLUTION OF
THE BOARD OF SUPERVISORS
OF VENTURA COUNTY
ADOPTING GENERAL PLAN AMENDMENT NO. 88-1
TO THE VENTURA COUNTY GENERAL PLAN
AND ZONE CHANGE NO. Z-2806
AND CERTIFYING THE PROJECT EIR

WHEREAS, after providing public notice, a legal public hearing on this matter was held by the Board of Supervisors at Ventura, California on May 3, 1988; and

WHEREAS, the Board has considered all written and oral testimony and exhibits, as well as the recommendation of the County staff and the Planning Commission; and

WHEREAS, the Board has reviewed and considered the Environmental Impact Report (EIR) as recommended for certification by the Environmental Report Review Committee and the County Planning Commission;

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors hereby certifies that the Final EIR (Exhibit "15" of the Board transmittal of May 3, 1988) has been completed in compliance with CEQA and the State CEQA Guidelines; and

FURTHER BE IT RESOLVED that the Board certifies that it has reviewed and considered the information contained in the Final EIR before taking action on General Plan Amendment No. 88-1 and Zone Change No. Z-2806; and

FURTHER BE IT RESOLVED that the Board finds that all feasible mitigation measures identified in the EIR have been or will be implemented; and

FURTHER BE IT RESOLVED that the Board finds that all environmental effects identified in the EIR which have not been, or will not be, avoided or reduced to less than significant levels either:

- a. Cannot be so avoided or reduced because they are within the responsibility and jurisdiction of another public agency and not the County; or
- b. Are acceptable by reason of the overriding considerations set forth in Section X of the staff report to the Planning Commission (Exhibit "1" of the Board transmittal of May 3, 1988); and

FURTHER BE IT RESOLVED that the Board intends that the amendment to the Local Coastal Plan (LCP) be carried out in a manner fully in compliance with Division 20 of the Public Resources Code; and

FURTHER BE IT RESOLVED that the amendment to the LCP will automatically become effective upon approval by the California Coastal Commission; and

FURTHER BE IT RESOLVED that the Board of Supervisors hereby adopts General Plan Amendment No. 88-1 as described in Exhibits "2" through "14", inclusive, and as revised in Exhibits "51" and "52" of the Board transmittal dated May 3, 1988; and with the following revisions to Exhibit "2":

- a. Policy 1.2.2.1 shall be deleted.

- b. A new program 1.2.3.5 shall be added to read as follows:

"The Planning Division and the Public Works Agency will submit, for Board budget consideration, programs to implement Transportation Control Measures as outlined in the AQMP.",

- c. Add new goal 3.1.1.6 to read as follows:

"Ensure that Countywide growth and development is consistent with the Guidelines For Orderly Development.",

- d. Add new policy 3.1.2.2 to read as follows, renumber subsequent policies:

"Guidelines for Orderly Development: Discretionary Development shall be consistent with the Guidelines For Orderly Development.",

- e. Section 3.2, definition of "Urban" designation, second paragraph, first line - change "unincorporated" to "incorporated",

- f. Revise the General Land Use Map (Figure 3.1) and the West Simi Existing Community Figure (Figure 3.16) to include Assessor's Parcel 635-01-19 (Sinaloa Lake) in the West Simi Existing Community with a land use designation of "R-E-13",

- g. Revise the Lynn Ranch Existing Community Figure (Figure 3.21) to establish the designation of Parcel 663-271-020 (Redeemer Church) as "R-E-1Ac",

- h. Revise Policy 4.2.2.3b to read as follows:

"(b) Whether they would worsen traffic conditions on existing roads within the Regional Road Network which are currently functioning below an acceptable service level;",

- i. Revise policy 4.2.2.3e to read as follows:

"(e) Whether they would worsen traffic conditions on existing local roads which are currently functioning below an acceptable service level;",

- j. Revise Policy 4.2.2.4 to read as follows:

"County General Plan land use designation changes, zone changes and discretionary development which would individually or cumulatively cause any of the impacts identified in subparagraphs (a) through (f) of Policy 3 above shall be prohibited unless feasible mitigation measures are adopted which would ensure that the impact does not occur, or unless a project completion schedule and full funding commitment for road improvements are adopted which ensure that the impact will be eliminated within a reasonable period of time."

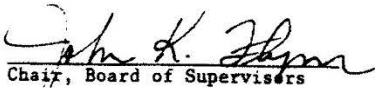
FURTHER BE IT RESOLVED that the El Rio Area Plan (Exhibit "12") shall retain "Map 3", albeit renumbered as "Map 2"; and

FURTHER BE IT RESOLVED that the Board directs staff to:

- a. Present to the Board a work program and budget request to revisit and revise the Ojai Area Plan in order to reduce the density of development in the Ojai Valley commensurate with the carrying capacity of public facilities and natural resources, and
- b. Restudy the "C-P-D" area of the Santa Susana Knolls and prepare a General Plan Amendment for Board consideration.

FURTHER BE IT RESOLVED that the Board does not intend to carry out another study of the Chatsworth Peak-Box Canyon area within the near future; rather, the Board suggests that the various homeowners associations of that area jointly meet with staff of the Local Agency Formation Commission to explore the feasibility of forming a Community Services District for that area in order to provide needed services and facilities; and

FINALLY BE IT RESOLVED that the Board hereby adopts Zone Change No. Z-2806 as described in Exhibit "51" of the Board transmittal, excluding Assessor's Parcels 60-100-235, 64-290-065 and 635-012-190; and changing the proposed zoning of Parcels 163-04-01 and 163-04-02 to O-S-20Ac; and directs that Zone Change No. Z-2806 become final 60 days from the date of adoption by the Board.


Chair, Board of Supervisors

ATTEST:

RICHARD D. DEAN, County Clerk
County of Ventura, State of
California, and ex officio Clerk of
the Board of Supervisors thereof.

By 
Deputy Clerk



BS:bb/D236

Appendix C General Land Use Map - (County)

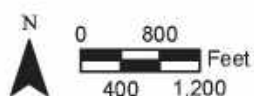
APPENDIX C North Ventura Ave. Plan

County of Ventura General Land Use Map

North Ventura Ave. Land Use

-  Open Space (10 Acre Minimum)
-  Existing Community
-  Urban

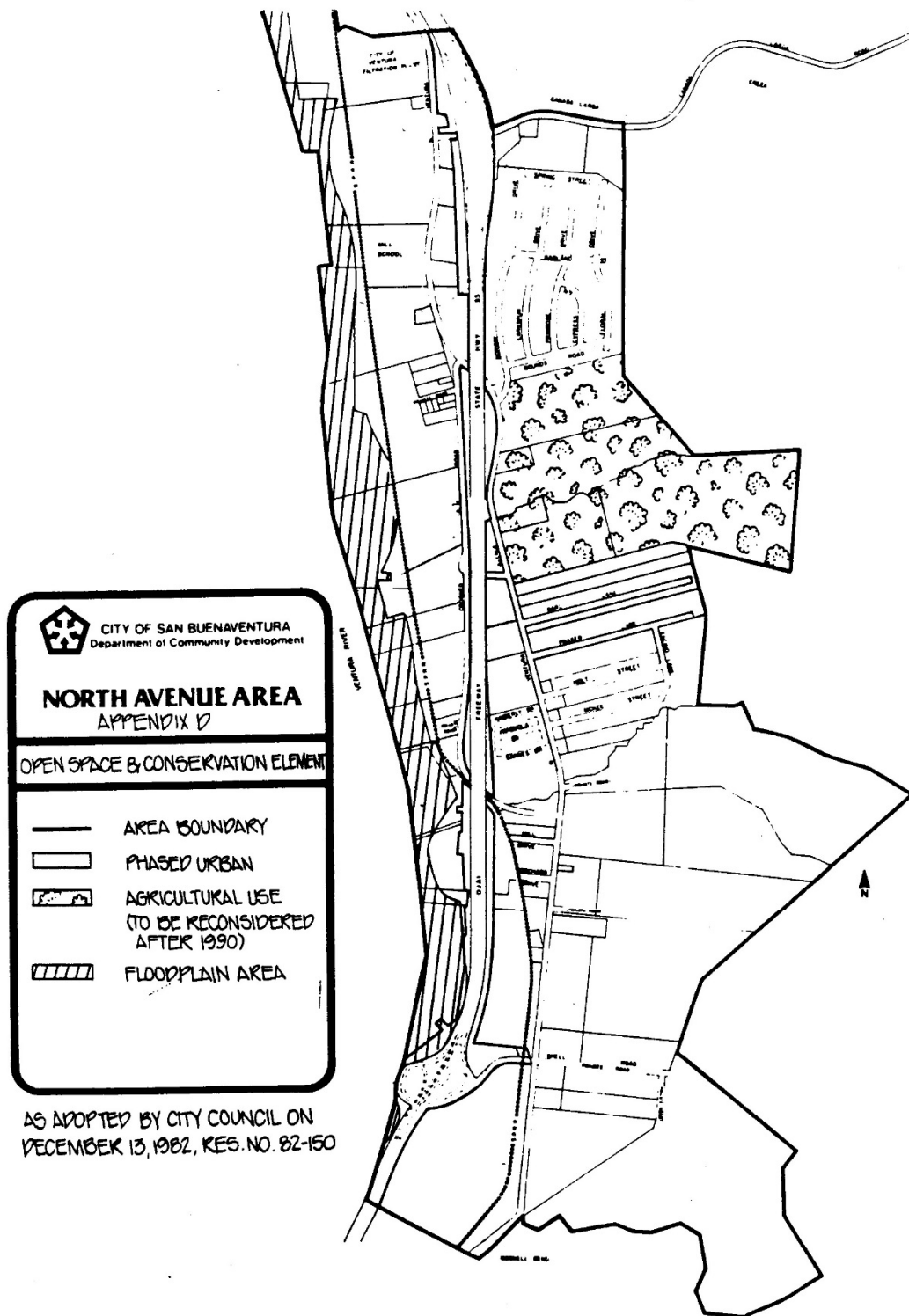
Source: Ventura County
Resource Management Agency



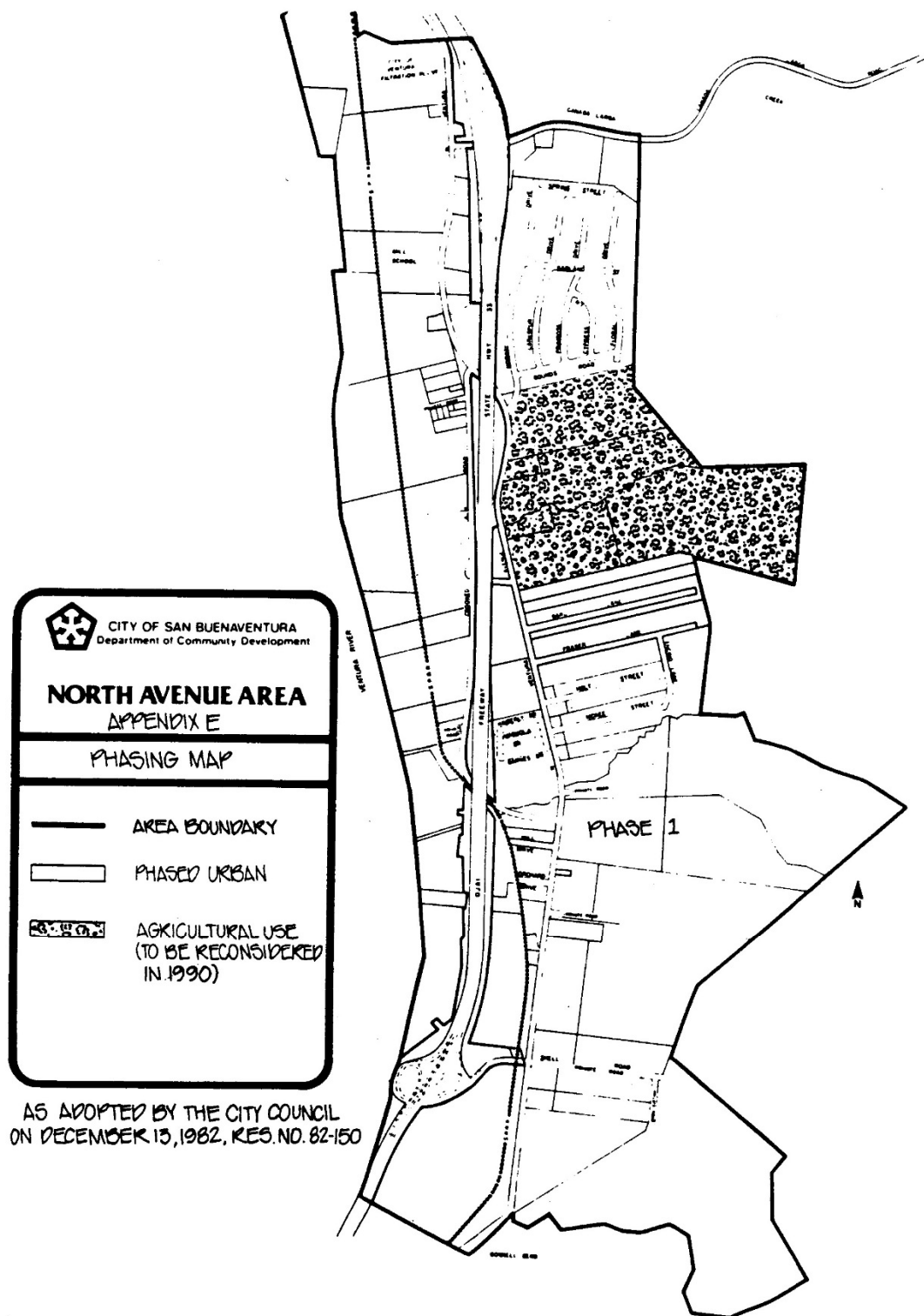
Updated: 9/13/2006



Appendix D Open Space & Conservation Element Map (City)



Appendix E Phasing Map (City)



Appendix F Circulation Element Map (City)

CIRCULATION ELEMENT

LEGEND

----- Planning Area Boundary

	PRIMARY ARTERIAL*	SECONDARY ARTERIAL**	COLLECTOR***
EXISTING			
FUTURE WIDENING			
FUTURE EXTENSIONS			

Parks Plan sets school open space and recreation areas and Linear Park System

Linear Park Natural Area

Linear Park Study Area

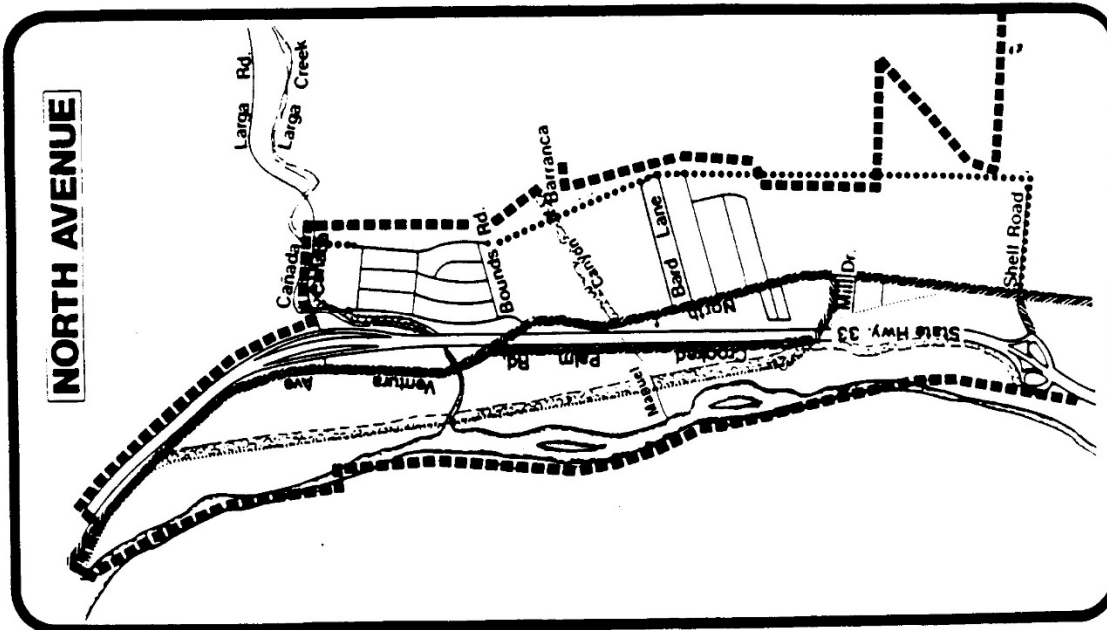
* PRIMARY ARTERIAL - A major street designed to provide through traffic, with intermission access to freeways, other primary arterials, secondary arterials, and collector streets. Access to abutting property is generally restricted.

**SECONDARY ARTERIAL - A street that provides access to primary arterials, other secondary arterials, and collector streets, with some access to local roads, and major traffic generating land uses.

***COLLECTOR - A street that provides local access, and movement of traffic, residential, commercial, and industrial areas, as well as contacts in the local area with the arterial street system.

As adopted by the City Council on August 29, 1989.
RES 89-03

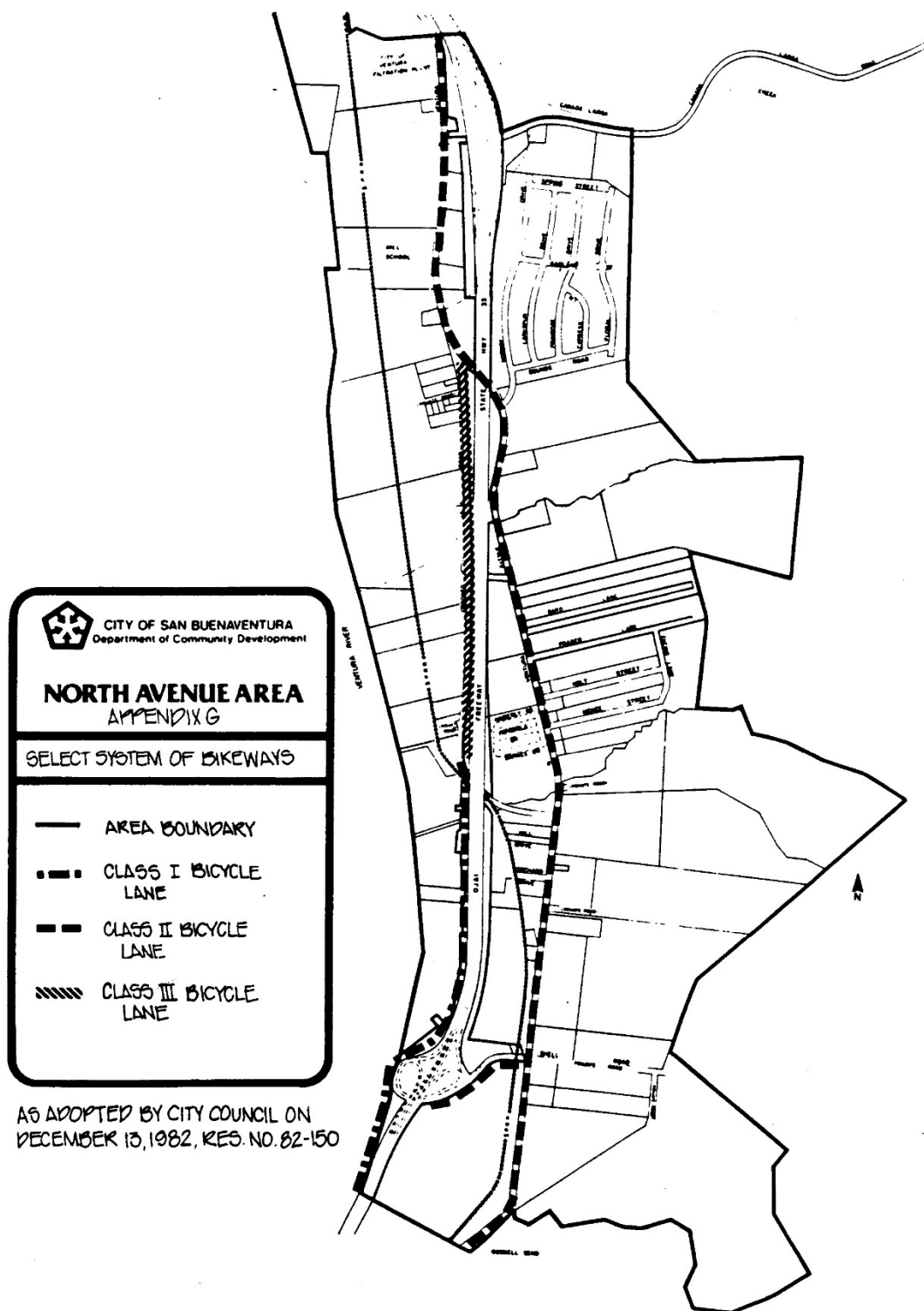
NORTH AVENUE



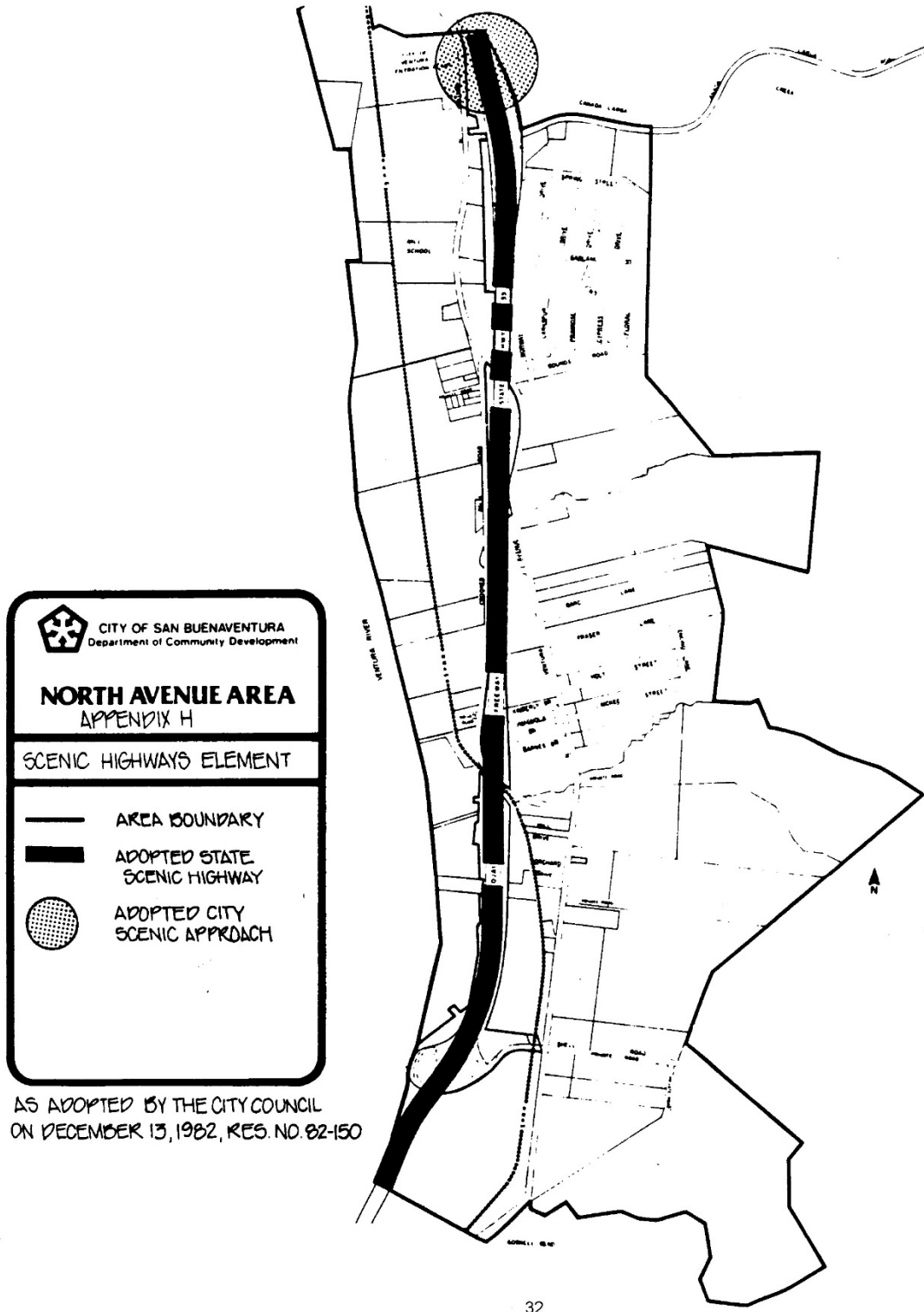
R.12/11/90

APPENDIX "F"

Appendix G Select System of Bikeways Map (City)

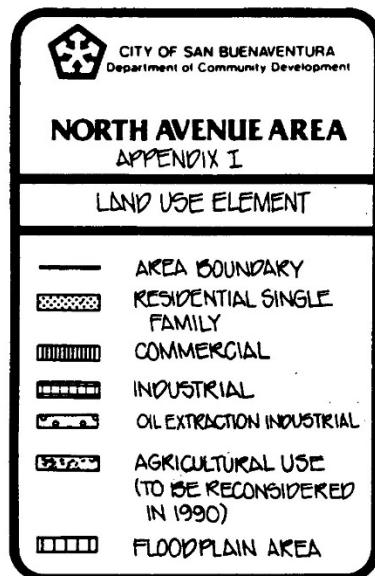


Appendix H Scenic Highways Element Map (City)

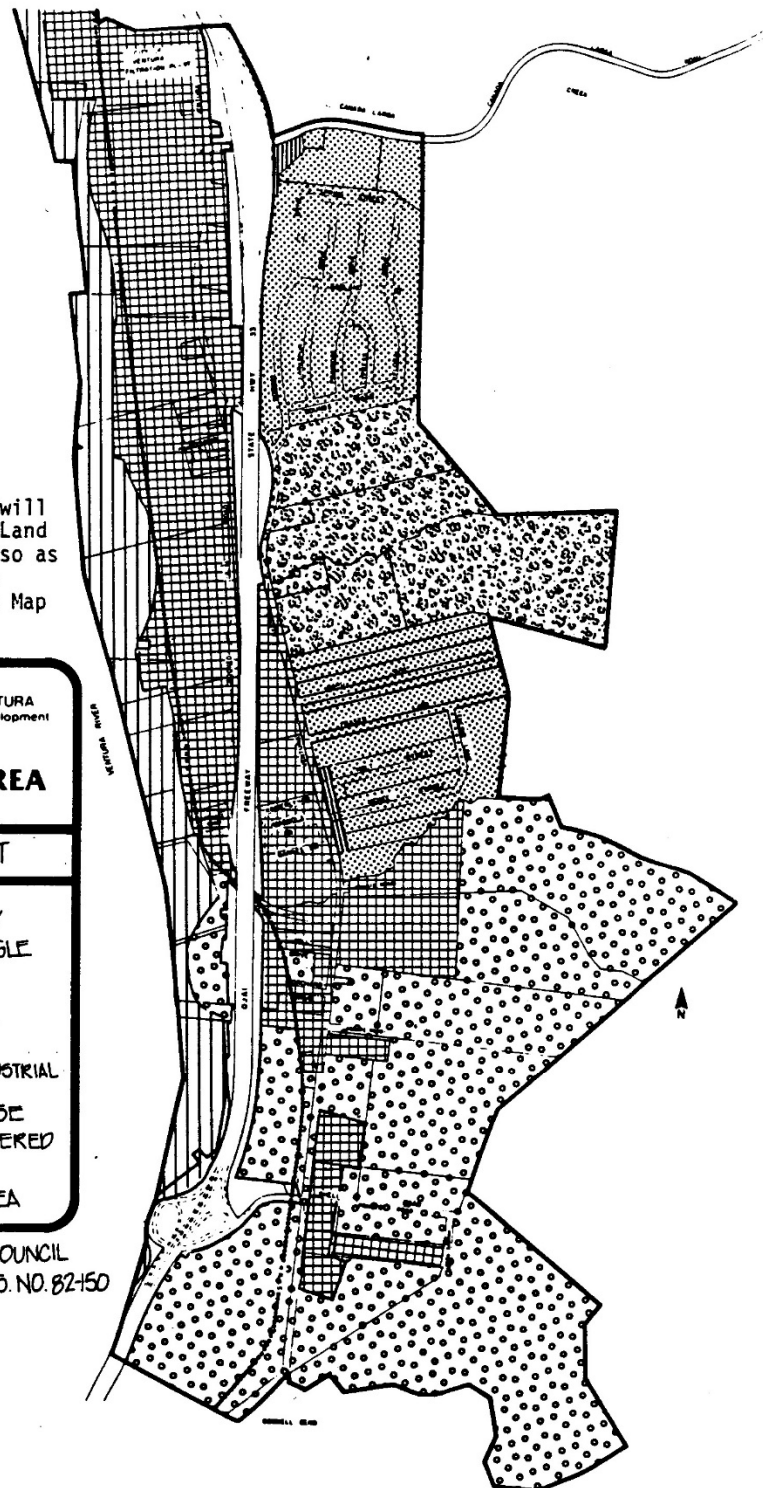


Appendix I Land Use Element Map (City)

The Ventura City Council will consider adjusting these Land Use Element designations so as to be consistent with the County's Land Use Element Map (see Figure 2)



AS ADOPTED BY THE CITY COUNCIL
ON DECEMBER 13, 1982, RES. NO. 82-150



OAK PARK AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

OAK PARK AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	OP-1
Local Setting	OP-3
Land Use Designations and Standards	OP-3
Land Use and Community Character	OP-12
Circulation, Transportation, and Mobility	OP-15
Public Facilities, Services, and Infrastructure	OP-19
Conservation and Open Space	OP-22
Hazards and Safety	OP-27
Water Resources	OP-30

List of Figures

Figure OP-1	Community Planning Zones	OP-4
Figure OP-2	Areas of Interest	OP-5
Figure OP-3	Oak Park Area of Interest	OP-6
Figure OP-4	Oak Park Area Plan	OP-7
Figure OP-5	Oak Park Community Circulation Map	OP-18
Figure OP-6	General Plan Land Use Map – Oak Park Area Plan	OP-33

List of Tables

Table OP-1	Oak Park Area Plan Land Use Designations	OP-8
Table OP-2	Zoning Compatibility Matrix	OP-9
Table OP-3	Summary – Building Intensity/Population Density Standards	OP-10
Table OP-4	Implementation Programs	OP-32

Area Plan

Please see the next page.

Introduction

Purpose

The Oak Park Area Plan is an integral part of the Ventura County General Plan and, as such, serves as the Land Use Plan for the Oak Park Community. "Area plan" is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the general plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. This Area Plan governs the distribution, general location and types of land uses for community facilities, commercial, residential and open space purposes. The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future.

The Oak Park Area Plan is composed of this policy document and supporting maps and tables.

State law also mandates that a general plan be internally consistent. To achieve this consistency, the goals, policies, programs and maps of the Ventura County General Plan Policy document were reviewed and used in drafting this Area Plan. The goals, policies, and programs that have been incorporated into this Area Plan supplement the Countywide General Plan, therefore, this Plan is intended to be read in conjunction with the Countywide General Plan.

Area Plan Chronology

The first 600 dwelling units in Oak Park were developed in the mid-1960s. In May of 1972, Metropolitan Development Corporation (MDC) filed an application with Ventura County to obtain a General Plan amendment and Zone Change to permit development of the remainder of the Oak Park Community. On April 24, 1973, the MDC application was denied by the County Board of Supervisors due to concerns related to development of unincorporated County land contrary to adopted Guidelines for Orderly Development and due to economic impacts associated with the project.

MDC subsequently filed an action with the Superior Court against Ventura County claiming vested interest due to prior construction of sewer, water and roadway infrastructure. On December 30, 1974, a judgment was entered affirming a stipulated agreement between MDC and Ventura County. The County agreed to amend the General Plan, rezone Oak Park and approve the Oak Park Master Plan and Development Program in order to accommodate development of the Oak Park community. In return, MDC agreed to donate land for a fire station, County administration building, school sites, parks and open space, totaling more than 1,843 acres, and MDC agreed to pay a fee for the development of park and recreation facilities, for schools and other capital improvements.

From 1974 to 1991, the County approved Development Plans for each of four planning zones (see Figure OP-1). More than half of the Oak Park Urban Community was developed or was under construction during this period. In addition, applications for development of 12 out of the remaining 16 undeveloped urban parcels (outside of Planning Zone III) were under review by the Planning Division.

In mid 1978, the Planning Division determined that it was necessary, as part of the General Plan Recodification Program, to prepare an area plan for the Oak Park Area of Interest in order to be consistent with other developing urban areas within the County. The Oak Park Plan does not contemplate urban development at this time in the Ahmanson and Jordan Ranch areas. Urban development in these areas would require a future amendment to this Area Plan. The goals, policies and programs for this plan are primarily derived from the original Oak Park Master Plan and Development Program, the Environmental Impact Report prepared for the Oak Park Community in 1977, the EIR Supplement prepared in 1983, the three existing Oak Park specific plans and from other existing plans and policies previously adopted by the Board of Supervisors.

The Oak Park Area Plan incorporates by reference the four existing Development Plans.

The County has continued to refine and update the plan over the years, and has amended it eight times, in 1989 (twice), 1991, 1992 (twice), 1995, 1996, and 2005. As part of the 2040 General Plan Update process, the County updated this Oak Park Area Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the Oak Park Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law,
- Reduce redundancy with the 2040 General Plan,
- Eliminate goals, policies, and programs not specific to the Oak Park area, and
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The Oak Park Area Plan is the detailed land use plan of the Ventura County General Plan for the Oak Park area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the Oak Park area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Goals, Policies, and Programs

The goals, policies and programs contained in this Plan clearly express the intent of the Board of Supervisors, the community and those governmental agencies responsible for providing services to the area. Goals, policies and programs are described below:

- **Goal** - Means the ultimate purpose of our effort stated in a way that is general in nature. Example: "To provide for unified planning and a diversified urban community which reflects modern site design standards and concepts providing for the separation of incompatible uses."
- **Policy** - Means a specific statement guiding day-to-day actions and implying clear commitment. Example: "The County shall require all discretionary development to comply with the oak tree preservation and mitigation requirements of the adopted Oak Park Development Plans."
- **Program** - Means a coordinated set of measures designed to be set in motion to carry out the goals and policies of the plan. Example: "The Planning Division shall coordinate with the National Park Service, the Santa Monica Mountains Conservancy and Rancho Simi Recreation and Park District to ensure that future amendments to those agency's plans are consistent with this Area Plan."

Local Setting

Overview of Plan Area

The Oak Park Area Plan consists of approximately 869 acres of land in Eastern Ventura County (see Figures OP-2 and OP-3).

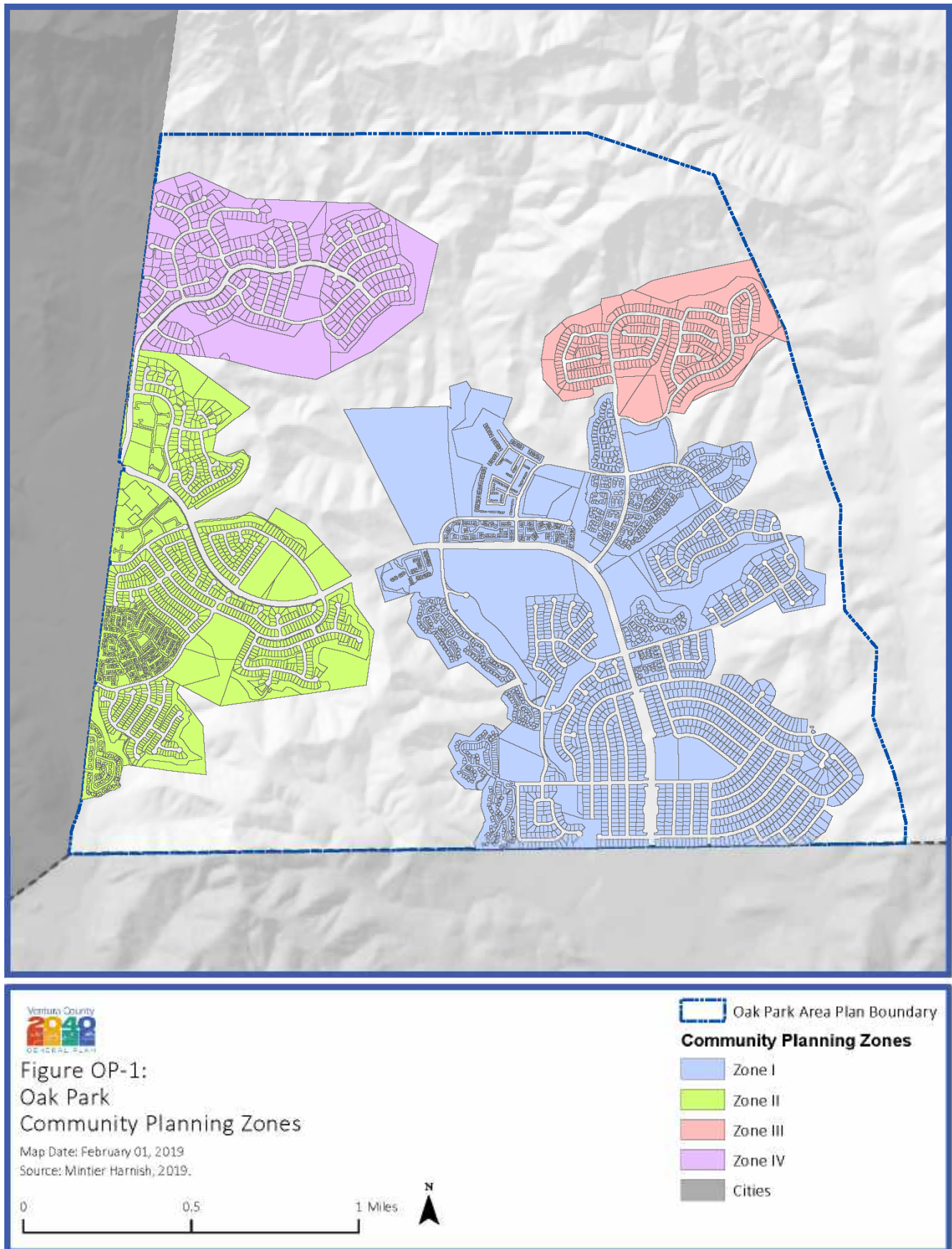
Community History

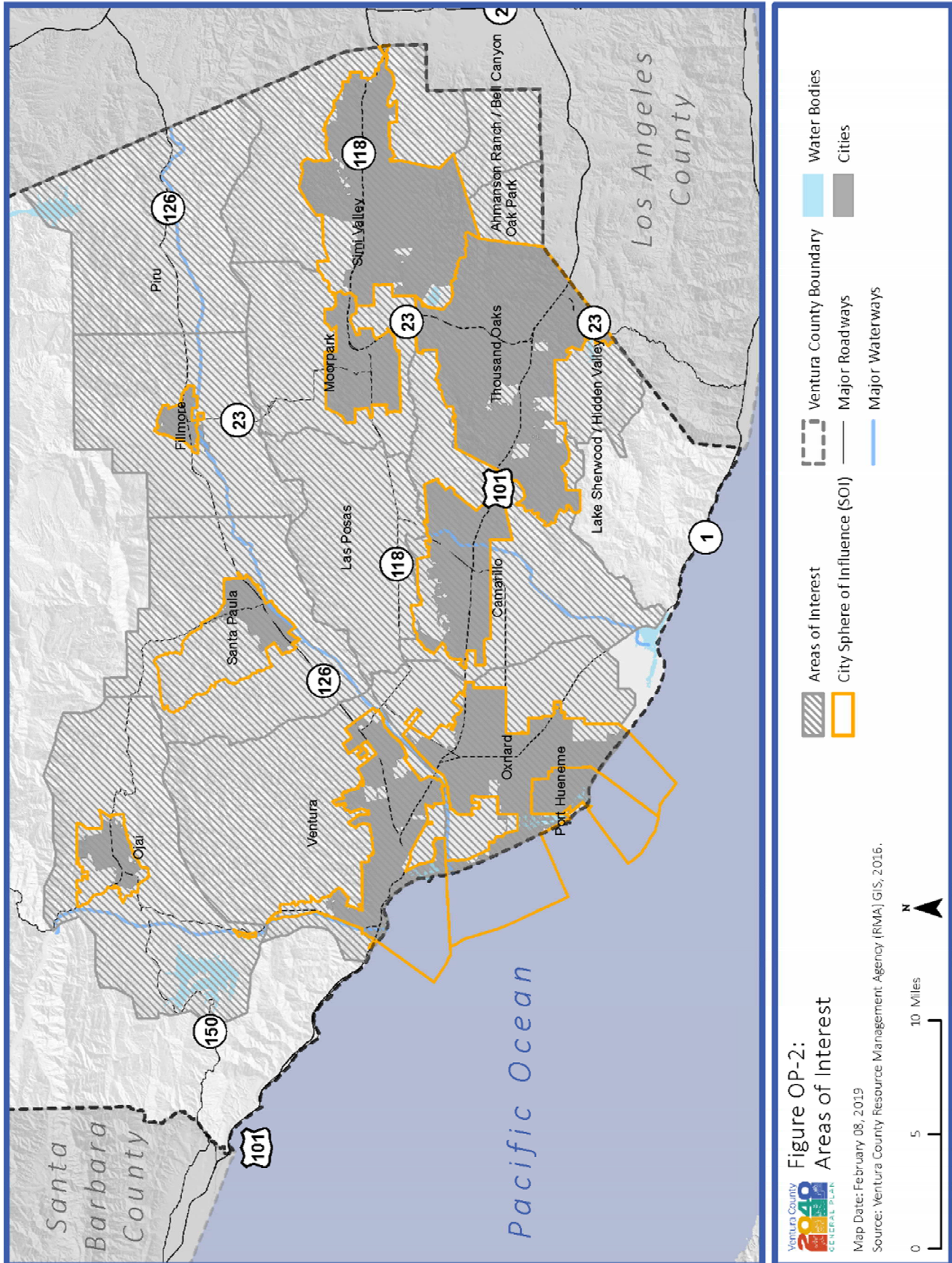
In the late 1960s through the 1970s, Oak Park attracted hundreds of buyers from the San Fernando Valley and beyond. Oak Park built out 2002, and with no further development possible, the open spaces within and surrounding this community are forever dedicated parklands. Oak Park is the largest unincorporated community in Ventura County.

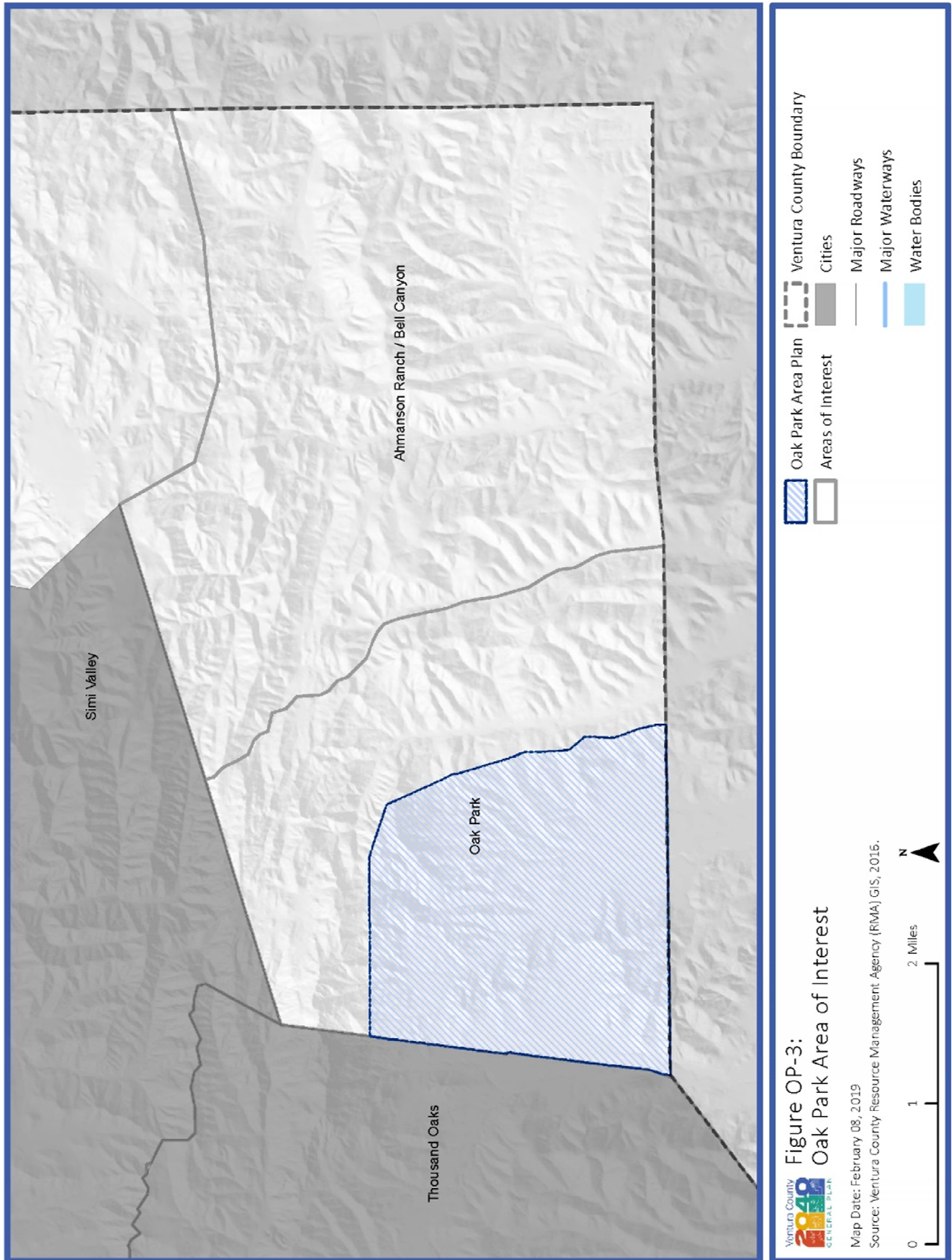
Land Use Designations and Standards

Area Plans include a distinguished set of land use designations that are specific to the unique needs, resources, and history of a specifically-defined area. These plans govern the distribution, general location, and extent of uses of the land within the area for housing, business, industry, open space, agriculture, and public facilities.

The Land Use Map (Figure OP-4) identifies the distribution and appropriate location of the various land uses permitted within the Area Plan boundary. Within four general land use categories, there are Land Use Designations which dictate the type and intensity of land use within each category. A Summary Table (Table OP-3) lists each land use designation and their total area, building intensity, population capacity and population density. The purpose of each of the land use designations is described in Table OP-1.







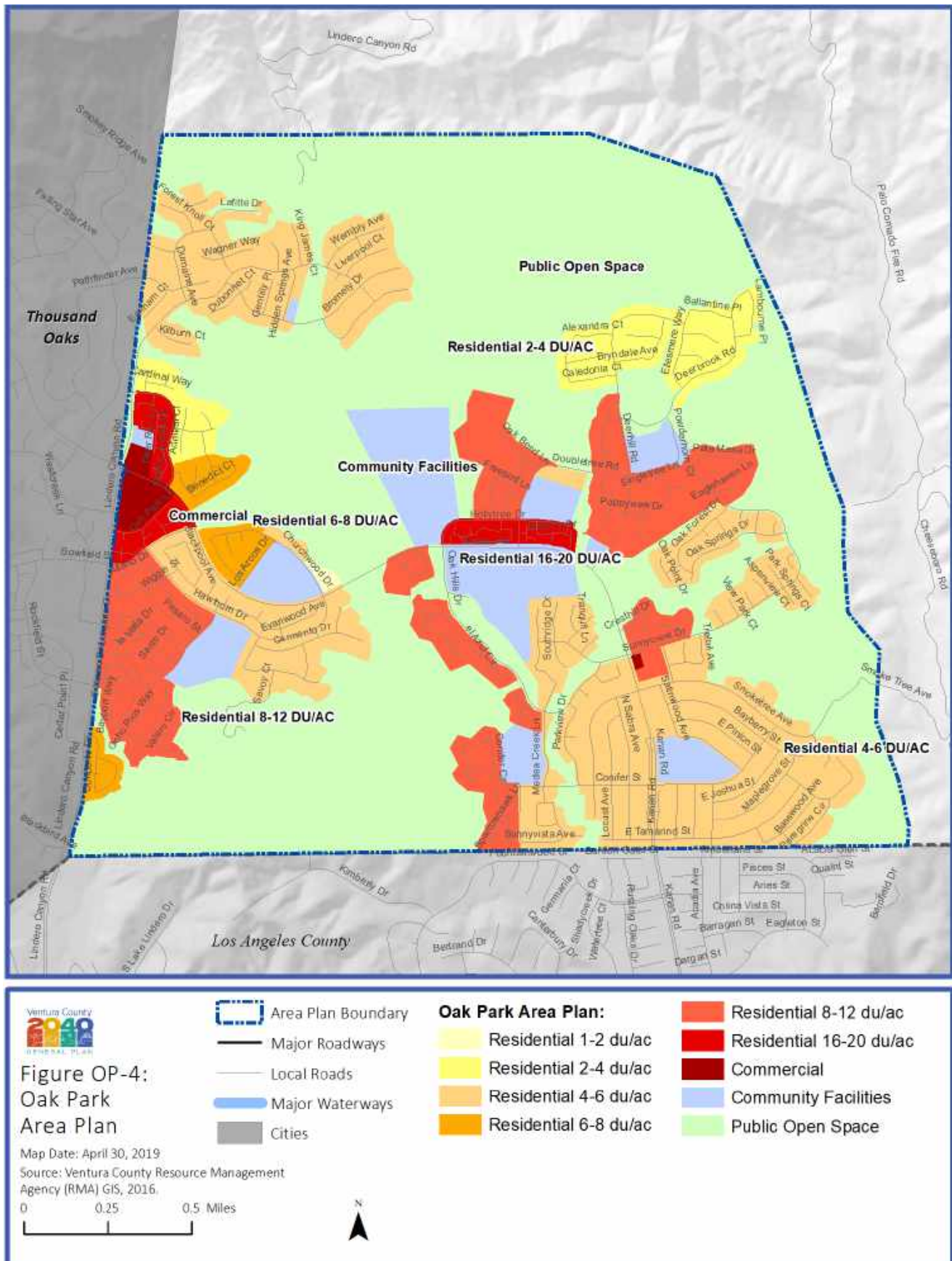


Table OP-1 Oak Park Area Plan Land Use Designations

Land Use Designation		Description	Density/ Intensity
Residential 1-2 du/ac		The purpose of the Residential designation is to identify those areas where residential development at urban densities (1 Dwelling Unit/Acre or greater) is permitted. Within this category there are six land use designations; "Residential 1-2" (1-2 du/ac), "Residential 2-4" (2-4 du/ac), "Residential 4-6" (4-6 du/ac), "Residential 6-8" (6-8 du/ac), "Residential 8-12" (8-12 du/ac) and "Residential 16-20" (16-20 du/ac).	1-2 du/ac
Residential 2-4 du/ac			2-4 du/ac
Residential 4-6 du/ac			4-6 du/ac
Residential 6-8 du/ac			6-8 du/ac
Residential 8-12 du/ac			8-12 du/ac
Residential 16-20 du/ac			16-20 du/ac
Commercial		The purpose of the Commercial designation is to identify areas for neighborhood shopping and necessary commercial services for residents of Oak Park.	
Community Facilities		The purpose of the Community Facilities category is to identify land required for schools, parks and other governmental and institutional facilities.	
Public Open Space		The purpose of the Public Open Space designation is to identify lands devoted to natural parks, passive recreation areas, and landscaped areas owned and maintained by a public recreation agency or a homeowner's association.	

Source: Oak Park Area Plan (11-15-2005 edition), Section 3. Land Use

More specific land use regulations are established by zoning. The Zoning Compatibility Matrix (Table OP-2) delineates which zones are compatible with the various Land Use Designations.

Table OP-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS			ZONE															
		OS (10 AC. Min.)	AE (40 AC. Min.)	RA (1 AC. Min.)	RE (10,000 S.F. Min.)	RO (20,000 S.F. Min.)	R1 (6,000 S.F. Min.	R2 (3,500 S.F./DU)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CP-D	M1	M2	M3
POS	(Public Open Space)	■	■	■	■	■	■	■	■		■							
R/1-2	(Residential 1-2 du/ac)	■		■	20	■	■		2 U		■							
R/2-4	(Residential 2-4 du/ac.)	■		■	■	■	10		4 U		■							
R/4-6	(Residential 4-6 du/ac .)	■		■	■	■	■		6 U		■							
R/6-8	(Residential 6-8 du/ac)	■		■	■	■	■		8 U		■							
R/8-12	(Residential 8-12 du/ac)	■		■	■	■	■	■	12 U		■							
R/16-20	(Residential 16-20 du/ac)	■		■	■	■	■	■	20 U		■							
COM	(Commercial)												■	■	■			
CF	(Community Facilities)	■		■	■	■	■	■	■		■		■	■	■			

Source: Oak Park Area Plan (11-15-2005 edition)

Area Plan

Table OP-3 Summary – Building Intensity/Population Density Standards

LAND USE DESIGNATION		Open Space						
		Net Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/ Acre)
POS	(Public Open Space)	1,974	5%	N/A	0	N/A	0	0
TOTALS		1,974			0		0	
LAND USE DESIGNATION		Residential						
		Net Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (du/ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/ Acre)
R/1-2	(1-2 du/ac)	1.0	28%	2	2	2.99	6	6.00
R/2-4	(2-4 du/ac)	105.2	35%	4	420	2.99	1,255	11.95
R/4-6	(4-6 du/ac)	514.2	41%	6	3,085	2.99	9,224	17.94
R/6-8	(6-8 du/ac)	86.3	48%	8	690	2.99	2,063	23.90
R/8-12	(8-12 du/ac)	175.1	50%	12	2,101	2.99	6,282	35.88
R/16-20	(16-20 du/ac)	38.6	60%	20	772	2.99	2,308	59.79
TOTALS		920.4			7,070		21,138	

LAND USE DESIGNATION		Commercial/Community Facilities					
		Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (x 1000 SF)	Average No. Employees Per 1000 SF	Employees	Average Employees/Acre
C	(Commercial)	15.2	60%	99.3	2.0	199	13.1
CF	(Community Facilities)	187.7	60%	817.6	1.0	818	4.4
TOTALS		202.9		916.9		1,017	

Source: Oak Park Area Plan (11-15-2005 edition)

Notes:

¹ Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures.

² Excludes second dwelling units per Section 65852.2 of the State Government Code.

³ Year 2000 Forecast for Oak Park Growth Area.

Land Use and Community Character

Growth Management

OP-1

To ensure that the area's growth rate does not exceed the ability of service agencies to provide quality services.

OP-2

To ensure that development is consistent with the population/land use forecasts of the Countywide Planning Program and the Regional Plans thereunder, Air Quality Management Plan (AQMP), Water Quality Management Plan (WQMP) and the Ventura County Transportation Study (VCATS).

OP-3

To provide living opportunities for families of a wide range of incomes.

Land Use Designations and Standards

The following are the goals, policies and programs which apply to each land use category in the Oak Park Community. The Oak Park Community is divided into four Planning Zones (see Figure OP-1).

OP-3.1

Zoning and Development Land Use Map Conformance

The County shall require all zoning and development to be in conformance with the Land Use Maps (Figure OP-4), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Table OP-2) indicates the zones which are consistent with the various land use categories.

OP-3.2

Public Open Space

The County shall require Public Open Space to be located in conformance with the Land Use Maps which have been developed in accordance with the above goals and objectives (see Figure OP-4).

Character and Design

OP-4

To provide for new development within a compact urban community while preserving the bulk of the Oak Park area as open space or public recreation.

OP-5

To provide a socially and economically balanced community, including apartments, attached single-family homes, and conventional single-family detached houses.

OP-6

To preserve the major resources of the area by adapting development patterns to the natural environment.

OP-7

To provide for unified planning and a diversified urban community which reflects modern site design standards and concepts providing for the separation of incompatible uses.

OP-7.1

Design Standards for Discretionary Development

The County shall condition discretionary development to incorporate good design standards including open areas, landscaping, circulation, off-street parking, energy efficiency, architectural compatibility with surroundings, etc.

OP-7.2

Setback Standard Compliance

The County shall require all development to comply with the setback standards contained in the adopted Oak Park Development Plans.

OP-8

To provide for flexibility in the design of the Oak Park Community.

OP-9

To provide a focus for the community around which an identity can emerge.

OP-10

To promote a lifestyle characterized by intimate and extensive experience with the natural environment, a rich and varied social context, and a strong sense of community.

OP-10.1

Design Standards for Discretionary Development

The County shall require discretionary residential development shall be conditioned to incorporate good design standards and maintain the character of the Oak Park Community. Design standards include open space, landscaping circulation, off-street parking, energy efficiency, architectural compatibility with the surroundings, etc.

OP-10.2

Cul-de-sac Length

The County shall limit cul-de-sac length to 800 feet.

OP-11

To provide neighborhood types which utilize the variety of micro climates and natural topographic characteristics of the site.

OP-12

To produce residential environments and dwelling configurations that have a substantial view, privacy, and open space qualities.

OP-13

To encourage the provision of a variety of housing densities within large developments so long as the overall density is consistent with the land use category established by the Land Use Map (Figure OP-4).

OP-13.1

Residential Development Land Use Map Conformance

The County shall require residential development to be located in conformance with the Land Use Map (see Figure OP-4) which has been developed in accordance with the above goals and objectives.

OP-14

To provide commercial uses which meet the convenience shopping and service needs of the Community of Oak Park.

OP-15

To locate and design commercial land uses so as to minimize land use incompatibility with residential land uses.

OP-15.1

Commercial Development Land Use Map Conformance

The County shall require commercial development to be located in conformance with the Land Use Map which has been developed in accordance with the above goals (see Figure OP-4).

OP-15.2

Compatibility with Adjacent Land Uses

The County shall subject commercial development to the Planned Development or Conditional Use Permit process to assure compatibility with adjacent land uses. Such review shall give careful attention to landscaping, signing, access, site and building design, drainage, on-site parking and circulation, fencing, and mitigation of nuisance factors.

Civic Engagement

OP-16

To provide opportunities for the citizens of Oak Park to take an active role in determining community affairs.

OP-17

to establish governmental mechanisms to communicate the residents' needs and desires to their elected representatives.

OP-17.1

Oak Park Municipal Advisory Council (OPMAC)

The Oak Park Municipal Advisory Council (OPMAC) shall continue to be the Board of Supervisors' recognized public review group for the Oak Park Area of Interest. All applications for discretionary permits and all environmental documents for projects located within the Oak Park Area of Interest shall be distributed to the OPMAC.

OP-17.2 Notification to Oak Park Municipal Advisory Council (OPMAC)

All County departments shall make an effort to notify the OPMAC concerning issues and programs of importance to the Oak Park area prior to decisions being made regarding these matters.

Development Review and Inter-Agency Coordination

The County of Ventura has adopted several plans and programs which pertain to land use on a regional scale. Additionally, several Federal, State, and local agencies have adopted plans which embrace land use issues in the Oak Park area. The following goals, policies and programs address the relationship between these regional plans and programs and the Oak Park Area Plan.

OP-18

To ensure that development is consistent with all elements of the County General Plan.

OP-18.1 County General Plan Compliance

The County shall require all development to be consistent with the goals, policies and programs of the County General Plan.

OP-19

To ensure consistency, to the maximum extent feasible, with the plans of the National Park Service, the Santa Monica Mountains Conservancy, and the City of Thousand Oaks.

OP-19.1 Santa Monica Mountains Comprehensive Plan Compliance

The County shall require all development and subdivisions of land to be consistent with the Santa Monica Mountains Comprehensive Plan.

Circulation, Transportation, and Mobility**Roadways****OP-20**

To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of Oak Park.

OP-21

To ensure that new development ties into the existing primary circulation system by an adequate collector street network.

OP-21.1 Road Improvement Circulation Map Conformance

The County shall require all road improvements to be in conformance with the Circulation Map which has been designed to reflect the above goals and objectives (see Figure OP-5).

OP-21.2 County Public Road Standards Compliance

The County shall require all new private and public roads to be constructed to meet minimum County Public Road Standards, unless higher standards are deemed necessary by the Public Works Agency.

OP-21.3

Grading and Disturbance of Natural Topography

The County shall require all roads to be designed to minimize grading and disturbance of natural topography.

Regional Multimodal System

OP-22

To provide safe pedestrian and bicycle pathways throughout the Oak Park Community.

OP-22.1

Bicycle and Pedestrian Trails Network

The County shall connect all areas of the Oak Park Community together through a network of bicycle and pedestrian trails and to public open spaces in accordance with the adopted Oak Park Development Plans and as shown on the Oak Park Community Circulation Map (Figure OP-5).

OP-22.2

Pedestrian, Equestrian, and Bicycle Circulation System

The County shall require a pedestrian, equestrian and bicycle circulation system to be constructed in accordance with the adopted Oak Park Development Plans and as shown on the Oak Park Community Circulation Map (Figure OP-5).

OP-22.3

Secure Bicycle Parking Facilities

The County shall require discretionary commercial development to provide secure bicycle parking facilities.

OP-22.4

Turnout Facilities

The County shall require pedestrian, equestrian, bicycle and bus turnout facilities to be constructed and maintained in accordance with the requirements of the adopted Oak Park Specific Plans.

OP-23

To encourage the provisions of public and private bus service to and from Oak Park.

OP-23.1

Incentives to Transit Use

The County shall require discretionary commercial development to provide incentives to transit use (e.g., provide bus passes for their employees, residents or clients; establish a subscription bus service, or participate in car pool/van pool programs).

OP-23.2

Oak Park Development Plan Compliance

The County shall require bus turnouts along Kanan Road to be located and designed in accordance with the adopted Oak Park Development Plans.

OP-23.3

Park and Ride Lot

The County shall require a Park and Ride lot to be developed, fully committed, or in lieu monies paid consistent with Caltrans siting criteria and Ventura County Planning Division requirements.

OP-23.4

Park and Ride Lot Requirement

The County shall require a Park and Ride facility to be developed, fully committed, or in lieu monies have been paid prior to the issuance of any building permits for commercial development at the southeast corner of Kanan Road and Lindero Canyon Road. The County shall require such facility to be consistent with Caltrans siting criteria and Ventura County Planning requirements.

Funding

OP-23.5

Circulation Impact Mitigation

The County shall condition discretionary development to mitigate any adverse impact to circulation, including contributing to the cost of off-site improvements.

OP-23.6

Private Road Maintenance

The County shall require provisions for private road maintenance to be incorporated into any future discretionary development.

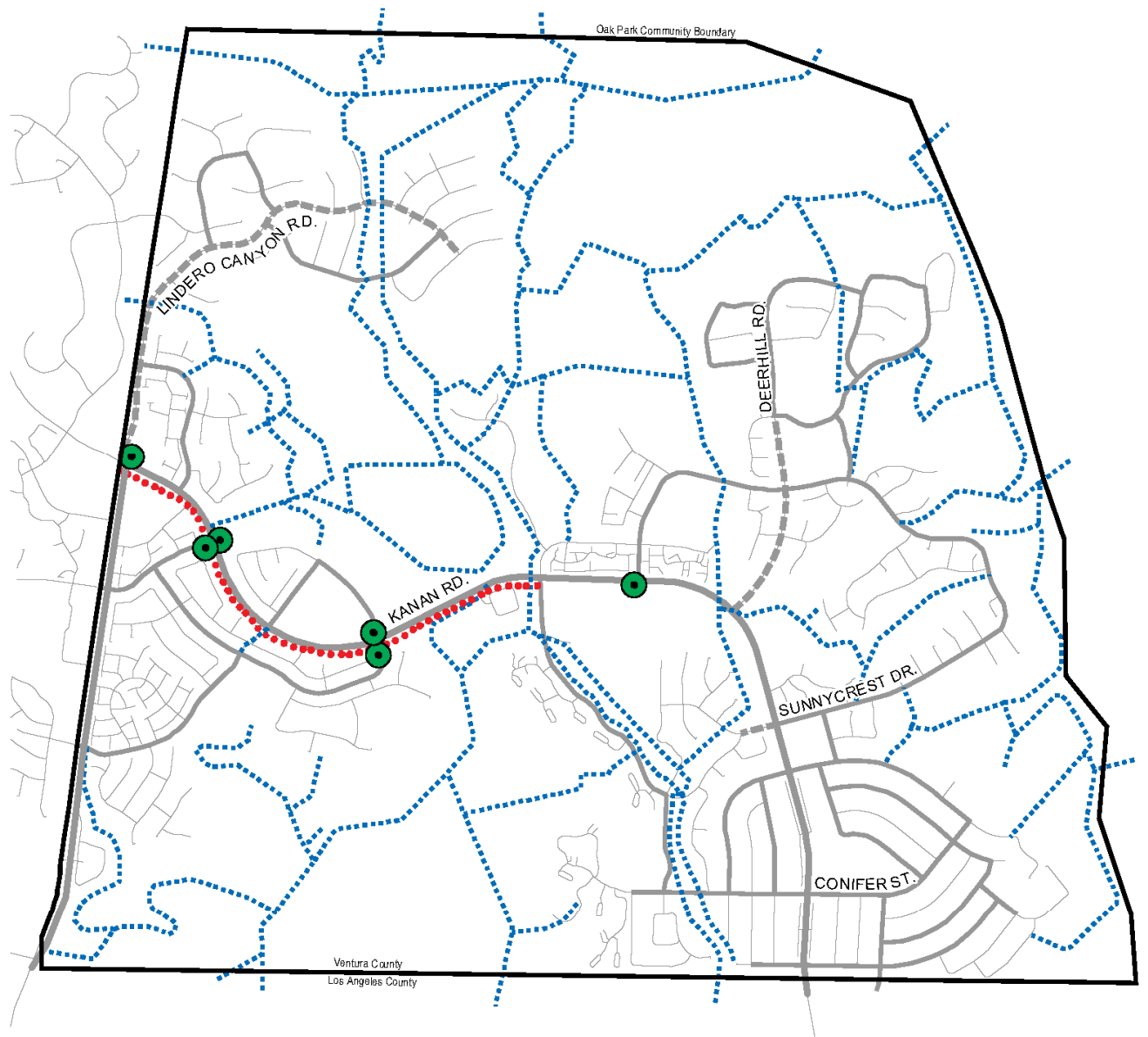









Figure OP-5: Oak Park Community Circulation Map



0 500 1,000 1,500 Feet

9-23-98
Rev. 9-18-2006

-  Oak Park Community Boundary
-  Bus Turnout

-  LOCAL ARTERIAL (4 LANES, 118' OR MORE R/W REQUIRED)
-  MAJOR COLLECTOR (2 LANES, 65'-75' R/W REQUIRED)
-  MINOR COLLECTOR (2 LANES, 53'-65' R/W REQUIRED)
-  CLASS I BIKE PATH
-  PEDESTRIAN PATH/RECREATIONAL TRAIL (CONCEPTUAL ALIGNMENT)

Public Facilities, Services, and Infrastructure

Public Facilities and Services

OP-24 *To provide public services at the level desired by area residents.*

OP-25 *To ensure that new development financially supports County services.*

Wastewater Treatment and Disposal

OP-26 *To ensure that sewage lines are constructed to serve all existing and future development in the Oak Park Community, and are sized so as not to facilitate future development outside of the Oak Park Community.*

OP-27 *To preserve major drainage courses and integrate them into a public path network.*

OP-27.1 Sewer System Connection Requirement

The County shall require all development within the Oak Park Community to be connected to the sewer system. A will-serve commitment shall be obtained from the sanitation district prior to project approval.

OP-27.2 Sewer System Sizing

The County shall require the sewer system designed for the Oak Park Community shall be sized to be no larger than necessary to serve the Community.

OP-27.3 Private Septic Systems Outside the Oak Park Community

The County Environmental Health Division shall regulate private septic systems outside the Oak Park Community in accordance with the County's Sewer Policy and CSA 32.

Solid and Hazardous Waste

OP-28 *To encourage recycling of solid waste materials.*

Public Utilities

OP-29 *To provide adequate utility services to the area in keeping with the area's scenic qualities.*

OP-29.1 Undergrounding Utility Lines Requirement

The County shall require undergrounding of all electric, cable, phone, and gas lines for all discretionary development.

Community Facilities

OP-30	<i>To provide community facilities to meet the needs of the Oak Park residents.</i>
-------	---

OP-31	<i>To encourage the provisions of a broad range of community facilities, including recreational and commercial.</i>
-------	---

OP-31.1 Community Facility Land Use Map Conformance
The County shall require community facilities to be located in conformance to the Land Use Map (Figure OP-4) which has been developed in accordance with the above goals.

OP-32	<i>To encourage joint-use facilities where possible.</i>
-------	--

Library Facilities and Services

OP-33	<i>To ensure a quality education for the children of Oak Park.</i>
-------	--

OP-34	<i>To ensure that adequate facilities are provided at local schools.</i>
-------	--

OP-35	<i>To promote multiple use of school/park facilities.</i>
-------	---

OP-36	<i>To promote multiple use of school facilities.</i>
-------	--

OP-36.1 Adjacent Locations for Schools and Parks
The County shall require schools and parks to be located adjacent to each other and planned as joint-use facilities as much as possible.

OP-36.2 Multiple Use of School Facilities
The County shall require school facilities, such as parking lots, gymnasiums, libraries, and fields, to be located and planned as multiple use facilities as much as possible (e.g., combine public and school library).

Parks and Recreational Facilities

OP-37

To provide a range of recreational opportunities and programs which are easily accessible to the residents of Oak Park.

OP-38

To ensure that new residential developments contribute toward recreational facilities for the population expected to be generated.

OP-38.1

Recreation Facilities and/or In-Lieu Fees

The County shall require recreation facilities and/or in-lieu fees to be provided for each residential development in accordance with the adopted Oak Park Development Plans.

OP-39

To establish and maintain a public trail network between public lands.

Law Enforcement and Emergency Services

OP-40

To provide for the protection of the public through effective law enforcement and fire protection programs and policies.

OP-40.1

Compliance with Fire Protection District and Sheriff's Department Requirements

The County shall require discretionary development to comply with the requirements of the Fire Protection District and Sheriff's Department by providing adequate access for fire, law enforcement, and emergency equipment and personnel.

OP-41

To ensure that future development provides adequate private security for the prevention of local crime.

Fire Protection

OP-41.1

Adequate Water for Fire-Fighting

The County shall require adequate water supplies and delivery system for fire fighting purposes to serve any discretionary development in accordance with the standards of the Fire Protection District.

Conservation and Open Space

Biological Resources

OP-42	<i>To protect the significant biological resources of the Oak Park Area of Interest.</i>
-------	--

OP-43	<i>To preserve "threatened" and "endangered" species.</i>
-------	---

OP-43.1 **Biological Field Reconnaissance Report Requirement**

The County shall require, where not previously prepared, a biological field reconnaissance report detailing the composition of species at the site and suitable mitigation measures to be prepared as part of the environmental assessment of all discretionary permits involving earth movement or construction on previously undeveloped land.

OP-43.2 **Discretionary Development Near Marshes and Bodies of Water**

The County shall require discretionary development that is proposed to be located within 300 feet of a marsh, small wash, intermittent lake, intermittent stream, spring, or perennial stream as identified on the latest USGS 7 1/2 minute quad map to be evaluated by a qualified biologist, approved by the County, for potential impacts on "wetland" habitats.

OP-43.3 **Wetland Habitat Impact Mitigation**

The County shall require discretionary development that is proposed to be located within 300 feet of a marsh, small wash, intermittent lake, intermittent stream, spring, or perennial stream, as identified on the latest USGS 7 1/2 minute quad map, to be evaluated by a qualified biologist, approved by the County, for potential impacts on "wetland" habitats.

The County shall prohibit discretionary development that would have a significant impact on significant "wetland" habitats, unless mitigation measures are adopted that would reduce the impact to a less than significant level, or for lands designated "Urban" or "Existing Community", a statement of overriding considerations is adopted by the decision-making body.

OP-43.4 **Biological Resource Consultation**

The County shall require the California Department of Fish and Game, the U. S. Fish and Wildlife Service, National Audubon Society, California Native Plant Society, and the National Park Service to be consulted when discretionary development may affect significant biological resources.

OP-43.5 **Blasting Restrictions**

The County shall prohibit blasting from February 15 through June 30 unless a field survey determines that there are no nesting raptors (other than kestrels) within 1/2 mile of the blasting site or unless studies are conducted to the satisfaction of Ventura County which indicate that blasting in an area will have no significant impact on nesting raptors.

OP-44

To protect, to the maximum extent feasible, natural habitat/vegetation.

OP-44.1

Healthy Mature Trees and Sensitive Plant Species

The County shall require discretionary development to be located to avoid the loss or damage to healthy mature trees and sensitive plant species, including: Catalina Mariposa Lily, Wind Poppy and Santa Susana Tar Plant and other rare or endangered species.

OP-44.2

Oak Trees

The County shall require, where applicable, developers to submit an updated Oak Tree Report, covering all oaks located within 50 feet of any proposed grading or construction. Trees, along with identifying number, health and aesthetic grades, shall be shown on the grading plan.

OP-44.3

Oak Park Development Plans Compliance

The County shall require all discretionary development to comply with the oak tree preservation and mitigation requirements of the adopted Oak Park Development Plans.

OP-45

To protect wildlife migration corridors and habitat where feasible.

OP-46

To compensate for the destruction or degradation of natural habitat/vegetation.

Scenic Resources

OP-47

To preserve and protect the significant open views and vistas of the natural features endemic to the Oak Park Area of Interest.

OP-47.1

Ventura County Guide to Landscape Plans Compliance

The County shall require discretionary development to meet or exceed standards of the Ventura County Guide to Landscape Plans.

OP-48

To ensure that new development minimizes grading and is sensitively designed in order to preserve the natural beauty of the area.

OP-48.1

Public Views of Natural Ridgelines

The County shall prohibit discretionary development and grading which will significantly obscure or degrade public views of the natural ridgelines.

OP-48.2

Standards for Landscape Plans

The County shall require discretionary development to meet or exceed standards of the Ventura County Guide to Landscape Plans.

OP-48.3

Terrain Conformance

The County shall require discretionary development to be designed to conform to the terrain rather than the reverse and shall comply with the following:

- a. Transition Design: The County shall require the angle of the graded slope to be gradually adjusted to the angle of the natural terrain.
- b. Angular Forms: The County shall generally not permit angular forms. The County shall require the graded form to reflect the natural rounded terrain, unless exposed rock faces can be used as a desirable visual element.
- c. Exposed Slopes: The County shall require graded slopes to be concealed by landscaping, berms or other measures wherever possible.
- d. The County shall require the toe and crest of all cut and fill slopes in excess of five (5) feet vertical height to be rounded with vertical curves.
- e. The County shall prohibit privately maintained slopes in excess of 12 vertical feet in height.
- f. Where cut or fill slopes exceed 100 feet in horizontal length, the County shall require the horizontal contours of the slope to be curved in a continuous, undulating fashion in conformance with natural slopes.
- g. Where cut and fill slopes in excess of five feet are created, the County shall require detailed landscape and irrigation plans to be submitted to and approved by the Planning Division and Public Works Agency. The plans will be reviewed for type and density of ground cover, seed-mix, hydromulch mix, plant sizes and irrigation systems.
- h. The County shall require all planting and irrigation of manufactured slopes to be completed and approved by the Planning Division prior to final grading inspection.
- i. The County shall require extensive grading on slopes exceeding 25% to be avoided in all but the most unusual circumstances.
- j. The County shall require grading to be designed to avoid a terrace or staircase effect.
- k. The County shall require grading to be avoided on the upper slopes of major hills in order to preserve views.
- l. The County shall require all requirements of the Grading and Maintenance of Slopes Standards to be continued in the adopted Oak Park Development Plans shall be complied with.

OP-49

To ensure that new development takes into account views, sun, wind and privacy.

OP-49.1

Exterior Lighting

The County shall require all exterior lighting to be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced, and off-site glare is fully controlled.

Cultural, Historical, Paleontological, and Archaeological Resources

OP-50

To preserve and protect the unique cultural resources of the Oak Park Area of Interest.

OP-50.1

Archaeological Resources Organization and Chumash Indian Community Review

The County shall require all discretionary permits involving construction or earth movement within the Oak Park Area of Interest to be reviewed by the County's designated archaeological resource organization and representatives of the local Chumash Indian Community. Where deemed necessary by the Planning Division, the County shall require a field reconnaissance study to be conducted by a County approved archaeologist to determine the potential for surface or subsurface cultural remains. The County shall require appropriate mitigation of impacts to identified sites, as recommended by the archaeologist and approved by the County. The County shall require grading to be monitored within those areas determined by the field survey to be of moderate or higher likelihood to yield buried artifacts. The County shall require monitors to be empowered to halt construction in the immediate vicinity of unearthed artifacts until adequate investigation has occurred.

OP-51

To further the knowledge and understanding of the history of human use of the Oak Park area.

Energy Resource Conservation

OP-52

To create a land use pattern which minimizes energy consumption.

OP-53

To encourage the use of alternative sources of energy within new development.

OP-54

To encourage the employment of energy conservation techniques in new development.

OP-54.1

Energy Saving Devices

The County shall require all residential units to employ energy saving devices as may be appropriate to the state of the art. These are to include, but are not limited to, the following:

- a. Low flush toilets (not to exceed 2-3 gallons);
- b. Shower controllers;
- c. Gas appliances shall not have continuous burning pilot lights;
- d. All thermostats connected to the wall space heating source to have night setback features; and

- e. Kitchen ventilation system to have automatic dampers to ensure closure when not in use.

Open Space

OP-55	<i>To protect public access to hills and recreation areas.</i>
-------	--

OP-56	To preserve in perpetuity, the "Public Open Space" areas within the Oak Park Community.
-------	---

OP-56.1 **Open Space Within Oak Park**

The County shall require open Space areas within the Oak Park Community to be dedicated or transferred to a public agency, homeowners association or other entity satisfactory to the County. The County shall require deed restrictions, conservation easements, or other means to be employed to ensure that the entirety of these areas remain as open space in perpetuity.

OP-57	<i>To encourage the dedication of open space lands to public agencies, where feasible.</i>
-------	--

OP-58	To encourage the acquisition of public open space and recreation land between Cheeseboro Canyon and the Oak Park Community pursuant to the Santa Monica Mountains National Recreation Area Land Protection Plan.
-------	--

OP-59

To maintain the lands outside the Oak Park Community in "Public Open Space" as a means of retaining the remote scenic character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect natural resources, and the lack of public service and facilities required to support more intense land uses.

Hazards and Safety

Wildfire Hazards

OP-60

To protect the public and minimize public and private losses due to fire.

OP-61

To ensure that development in "High Fire Hazard" areas provides adequate protection of life and property.

OP-61.1

Adequate Water and Access for Firefighting

The County shall condition discretionary development permits to provide adequate water and access for firefighting purposes as determined by the Fire Protection District.

OP-61.2

Fire Department Policy Consistency

The County shall limit development in the Oak Park Community to only occur if such development is found by the Board of Supervisors to be consistent with all Fire Department policies.

OP-61.3

Fuel Modification Zone Requirement

The County shall require a fuel modification zone of at least 100 linear feet be provided around all residential areas. The County shall require said zone to be in conformance with the Landscape Design and Planting standards for the "Crown Edge" (Fuel Modification Zone) contained in the adopted Oak Park Development Plans.

OP-61.4

High Fire Hazard Area Requirements

The County shall require discretionary development in High Fire Hazard areas to develop landscape plans utilizing fire retardant plant material, cleared areas or other acceptable means of reducing fire hazards consistent with other policies.

OP-61.5

Adequate Access and Fire Flow Improvements for Combustible Construction

The County shall require adequate access and fire flow improvements to be completed prior to combustible construction.

OP-61.6

Fire Protection District Compliance

The County shall require all roads to conform to the standards of the Fire Protection District.

OP-62

To support controlled burn programs and other fire prevention measures.

OP-62.1

Brush Removal Adjacent to Proposed Buildings

The County shall limit brush removal adjacent to proposed buildings to 2 acres or less per lot, unless greater clearance is required by the Fire Protection Ordinance.

OP-62.2

Defensible Space Standards

The County shall require all discretionary development to comply with the Defensible Space standards and policies contained in the adopted Oak Park Specific Plans.

Flood Hazards

OP-63

To protect the public and minimize public and private losses due to flood hazards.

OP-64

To provide flood control and drainage facilities where necessary for the protection of life and property.

OP-64.1

Flood Hazard Protection

The County shall require new development to be protected from flood hazards and to be designed to avoid aggravating flood hazards to downstream properties.

OP-64.2

Red Line Channels in Oak Park Area of Interest

The County shall require the County Public Works Agency, Flood Control and Water Resources Department to regulate, by means of a Watercourse Permit, any construction affecting Red Line Channels in the Oak Park Area of Interest (Lindero Creek, Medea Creek, Las Virgenes Creek, Palo Comado Creek, Cheeseboro Creek).

OP-64.3

Improved Channel Construction

Where improved channels are necessary for flood control purposes, The County shall require them to be constructed to maintain as natural a setting as possible.

Geologic and Seismic Hazards

OP-65

To Protect the public and minimize public and private losses due to seismic and geologic hazards.

OP-65.1

Seismic and Geologic Hazards

The County shall require developers to provide all necessary information relative to seismic and geologic hazards which may affect their project. Developer shall specify how they intend to alleviate identified hazards.

OP-65.2

Grading and Maintenance of Slopes Standards

The County shall require all discretionary grading to be in accordance with the Grading and Maintenance of Slopes standards contained in the adopted Oak Park Development Plans.

OP-65.3

Oak Park Development Plan Conformance

The County shall not permit development in the Oak Park Community (Figure OP-4) unless it can be demonstrated to the satisfaction of the Board of Supervisors that the Grading and Maintenance of Slopes Standards contained in the applicable Oak Park Development Plan will be fully adhered to.

Noise

OP-66

To provide for a relatively quiet environment through proper land use planning and permit conditioning.

OP-66.1

Ventura County General Plan Conformance

The County shall require development proposals to be subject to the policies and standards of the Noise Section of the Goals-Policies-Programs of the Ventura County General Plan. The County shall require noise levels for noise-sensitive uses proposed to be located near continuous noise sources, and for noise generators proposed to be located near noise-sensitive uses, to conform to the specific noise standards of said section.

OP-66.2

Construction and Grading Operating Hours

The County shall limit outdoor construction and grading equipment to operate only during the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday.

OP-66.3

Muffler Requirement for Heavy Construction

The County shall require mufflers to be used on all heavy construction equipment.

OP-66.4

Construction Generators

The County shall require construction generators to be located a minimum of 300 feet from occupied residences or appropriately shielded.

OP-67

To separate and/or buffer noise sensitive uses from noise generating uses.

OP-67.1

Buffer for Noise Sensitive Uses

The County shall require noise sensitive uses to be buffered from road noise by either the placement of walls or berms, the establishment of setbacks, greenbelts and appropriate speed limits, installation of double glazed windows, or other appropriate means.

Air Quality

OP-68

To promote a level of air quality which protects the public health, safety, and welfare.

OP-69

To ensure that any adverse air quality impacts resulting from development are mitigated to the maximum extent feasible.

OP-70

To ensure that all development is consistent with the Ventura County Air Quality Management Plan (AQMP).

OP-70.1

Air Quality Impact Mitigation

The County shall condition discretionary development which could have significant adverse air quality impacts to avoid, minimize or compensate for the air quality impact.

OP-70.2

Air Pollution Control District Compliance

The County shall require projects subject to Air Pollution Control District (APCD) permit authority to comply with all applicable APCD rules and permit requirements, including using the best available control technology as determined by the APCD. The County shall encourage developers to employ innovative technology in order to minimize air pollution impacts.

OP-70.3

Transportation Systems Management Plan Requirement

Where deemed necessary by the APCD, the County shall require discretionary development to submit a Transportation Systems Management Plan, contribute funds to the Commuter Computer, develop or participate in employee ride sharing or van pooling programs, subsidize transit fares for employees, implement a four-day work week, incorporate an Integrated Energy System into the design of the development, and/or comply with other air pollution mitigation measures deemed appropriate by the APCD.

OP-70.4

Low NOx Water Headers

The County shall require "Low NOx" water heaters to be installed in all units.

Water Resources

Water Supply

OP-71

To maintain the quality of the area's water resources.

OP-71.1

Unused Wells

The County shall require unused wells to be abandoned and destroyed per the requirements of the County Well Ordinance.

OP-71.2

Soil Erosion and Downstream Siltation and Pollution

The County shall require discretionary development to be designed to minimize soil erosion and downstream siltation and pollution by the following means:

- a. Temporary revegetation shall be used on graded areas to reduce erosion potential.
- b. During the construction phase, soil stabilization fabrics shall be employed where necessary.

OP-72

To ensure that water lines are constructed to serve all existing and future development in the Oak Park Community, and are sized so as not to facilitate future development outside of the Oak Park Community.

OP-72.1

Water System Sizing

The County shall require the water system for the Oak Park Community to be sized to be no larger than necessary to serve the Community.

OP-73

To ensure that proposed development is consistent with the Ventura County Water Quality Management Plan.

OP-73.1

Ventura County Water Quality Management Plan Conformance

The County shall require all discretionary permits to be reviewed for consistency with the goals, objectives and policies of the County's Water Quality Management Plan.

OP-73.2

Will-serve Commitment Requirement

The County shall require all development within the Oak Park Community to obtain a will-serve commitment from a County or State of California Department of Public Health approved water purveyor prior to project approval.

Water Conservation and Reuse

OP-74

To encourage the employment of water conservation measures in new construction.

OP-75

To encourage employment of water conservation techniques in new construction.

OP-75.1

Water Conservation Provisions

The County shall require all discretionary development to include provisions for water conservation techniques and the use of drought resistant native plants wherever possible.

OP-75.2

Water Conservation Plan Requirement

The County shall require developers of discretionary projects to submit a water conservation plan which should include consideration of low water usage landscape plants and irrigation systems, low or ultra-low water usage plumbing fixtures and other measures designed to reduce water usage.

OP-76

To encourage use of reclaimed water for landscaping purposes.

OP-76.1

Reclaimed Water for Landscaping

The County shall require landscaping within discretionary development to utilize reclaimed water from the Triunfo Sanitation District where economically and physically feasible.

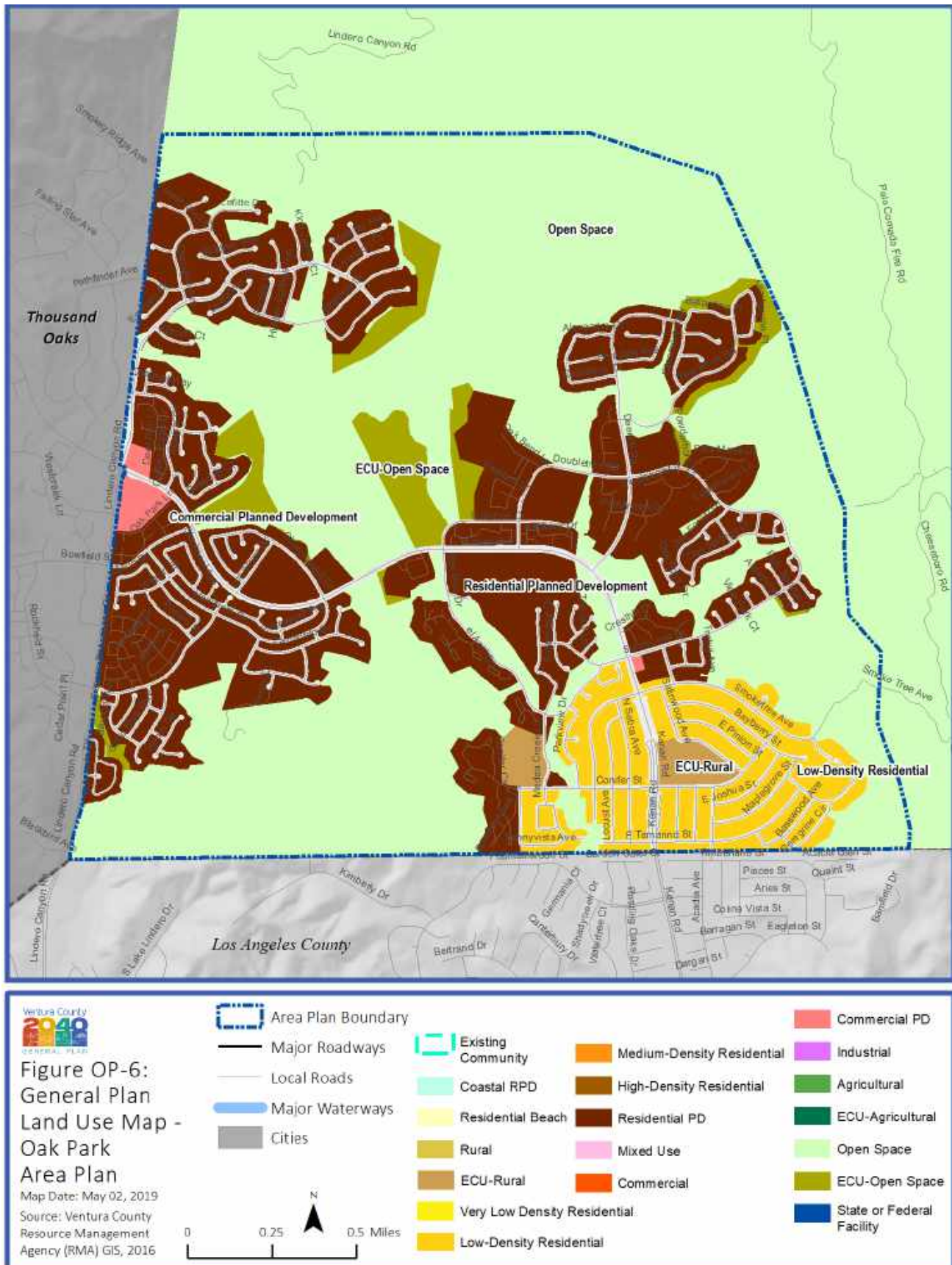
OP-76.2

Landscape Design for Water Conservation

The County shall require each residential tract to include at least one model home which shall utilize a water conserving landscape design (Xeriscape) consistent with the Ventura County Guide to Landscape Plans.

Table OP-4 Implementation Programs

Programs	
A	Establish a New Greenbelt The Ventura County Planning Division shall work with the City of Simi Valley, City of Thousand Oaks, City of Los Angeles, City of Hidden Hills, City of Agoura Hills, City of Calabasas and the County of Los Angeles to establish a greenbelt within the Oak Park, Ahmanson Ranch and Simi Valley Areas of Interest to preserve a wildlife corridor between the Santa Susana Pass and the Santa Monica Mountains.
B	Coordination with the National Park Service, the Santa Monica Mountains Conservancy, and Rancho Simi Recreation and Park District The Planning Division shall coordinate with the National Park Service, the Santa Monica Mountains Conservancy and Rancho Simi Recreation and Park District to ensure that future amendments to those agency's plans are consistent with this Area Plan.
C	Coordination with the Oak Park Unified School District The County Planning Division shall coordinate an exchange of information with the Oak Park Unified School District regarding school needs and new residential development (ongoing program).
D	Coordination with Neighboring Jurisdictions The County Planning Division shall coordinate an information exchange with Los Angeles County and nearby cities to ensure that the OPMAC is informed of projects planned by Los Angeles County and nearby cities which could adversely affect the Oak Park Area of Interest.



Please see the next page.

OJAI VALLEY AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

OJAI VALLEY AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	OV-6
Local Setting	OV-7
Overall Goals of the Ojai Valley Area Plan	OV-8
Land Use Designations and Standards	OV-11
Land Use and Community Character.....	OV-18
Transportation, Circulation, and Mobility.....	OV-24
Public Facilities, Services, and Infrastructure	OV-25
Conservation and Open Space	OV-28
Hazards and Safety.....	OV-33
Agriculture	OV-36
Water Resources	OV-36

List of Figures

Figure OV-1	Ojai Valley Vicinity Map	OV-10
Figure OV-2	Ojai Valley Area Plan.....	OV-12
Figure OV-3	Resources.....	OV-38
Figure OV-4	General Plan Land Use Map – Ojai Valley Area Plan	OV-39

List of Tables

Table OV-1	Ojai Valley Area Plan Land Use Designations	OV-14
Table OV-2	Zoning Compatibility Matrix	OV-15
Table OV-3	Building Intensity/Population Density Standards.....	OV-16
Table OV-4	Implementation Programs.....	OV-40

Introduction

Purpose

The Ojai Valley Area Plan is the detailed land use plan of the Ventura County General Plan for the Ojai and Ventura River Valley areas. In general, the purpose of an Area Plan is to specify the distribution, location, types and intensity of land uses within a prescribed area, as well as provide specific policies concerning development in that area. “Area plan” is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the general plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. The Ventura County General Plan is the plan by which the unincorporated portions of Ventura County will develop in the future.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the countywide general plan. To achieve this consistency, the goals, policies and programs and maps of the Ventura County General Plan were reviewed and used in drafting this Area Plan. The goals, policies and programs of this Area Plan supplement those goals, policies and programs of the Countywide General Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the Ojai Valley Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the Ojai Valley area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The Ojai Valley Area Plan is the detailed land use plan of the Ventura County General Plan for the Ojai and Ventura River Valley areas. It should be noted that words in italics in the Area Plan are defined in its glossary or in the General Plan.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the Ojai area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Definitions

The goals, policies and programs contained in this Area Plan express the intent of the Board of Supervisors, with input from the community and those governmental agencies responsible for providing services to the area. Goals, policies and programs are defined below:

- Goal -** The ultimate purpose of the County's effort stated in a way that is general in nature. Example: "To discourage the expansion of Rural and Existing Community designations into the East Ojai and Upper Ojai Valleys."
- Policy-** A specific statement guiding day-to-day actions and implying clear commitment to carry out the goals of the General Plan in a prescribed manner. Example: "The County shall require land outside the Existing Community and Rural designated areas which is primarily in agricultural use to be designated Open Space."
- Program-** A coordinated set of actions to carry out the goals of the plan. Example: "The county should preserve and promote special economic programs that aid agriculture (e.g., Land Conservation Act)."

- An asterisk () next to a program means that particular program will not be pursued until the budgetary constraints affecting the County are relieved and the Planning Division is given direction by the Board of Supervisors to proceed with the program.

Local Setting

Overview of Plan Area

The planning area of the Ojai Valley Area Plan encompasses approximately 74,000 acres and is generally bound on the north by the Nordhoff Ridge, on the south by the Sulphur Mountain ridgeline, on the east by the mountain ridge between Bear Canyon and Santa Paula Canyon and on the west by the Lake Casitas/Ventura River watershed boundary. Parcel lines, which most closely match those identified geographic features, have been used as the actual boundaries in order to avoid the splitting of land use designations and zoning of parcels.

Area Plan Chronology

The first Area Plan governing the Ojai Valley was part of the Land Use Element of the General Plan for Ventura County and was adopted in 1963.

In March 1977, the Board of Supervisors adopted an Emergency Ordinance to restrict subdivisions in the Ojai Valley because questions were raised regarding the cumulative impacts on air quality, traffic and water supply. They established a technical task force to prepare a report on the status of services and the quality of the physical environment in the Valley. In conjunction with that effort, County staff began work on the Ojai Valley Area Plan, which was subsequently adopted by the Board of Supervisors on August 14, 1979.

In 1988, during discussions regarding the comprehensive update to the Countywide General Plan, the Board of Supervisors directed County staff to "revisit" the Ojai Valley Area Plan. The specific purposes for updating the 1979 Ojai Valley Area Plan were to:

1. Update the Plan's technical information and goals, policies and programs in light of changing conditions;
2. Ensure that Area Plan policies are consistent with Countywide General Plan goals, policies and programs; and
3. Reformat the Area Plan to be consistent with other County Area Plans.

Due to staff vacancies, work on the update did not begin until July 3, 1990 when the Board of Supervisors adopted a Resolution of Intention directing staff to proceed with processing of a General Plan Amendment to update the Ojai Valley Area Plan.

County staff began work on updating the Ojai Valley Area Plan by preparing a Background Report (separate document) which was completed in June 1991. In order to provide for input from the citizens of the Ojai Valley, an Area Plan Advisory Committee was formed consisting of six representatives from District 1, appointed by Supervisor Lacey, and three representatives and one alternate from District 3, appointed by Supervisor Kildee. From July 1991 through February 1993 the committee held public meetings at which time they formulated goals, policies, programs and land use maps of the draft Ojai Valley Area Plan.

On February 8, 1993, the Ojai Valley Area Plan Advisory Committee preliminarily approved the draft Ojai Valley Area Plan, and on December 12, 1994, made its final recommendation to the County Planning Commission and Board of Supervisors. The Ojai Valley Area Plan was subsequently adopted by the Board of Supervisors on July 18, 1995. On September 15, 2020, the Board of Supervisors adopted an revised Area Plan that was primarily updated for formatting to be consistent with the 2040 General Plan.

Overall Goals of the Ojai Valley Area Plan

This Area Plan was developed in public meetings over a period of two years by a 10-member citizen's advisory committee. The following overall goal statements were used by the committee in drafting the Ojai Valley Area Plan:

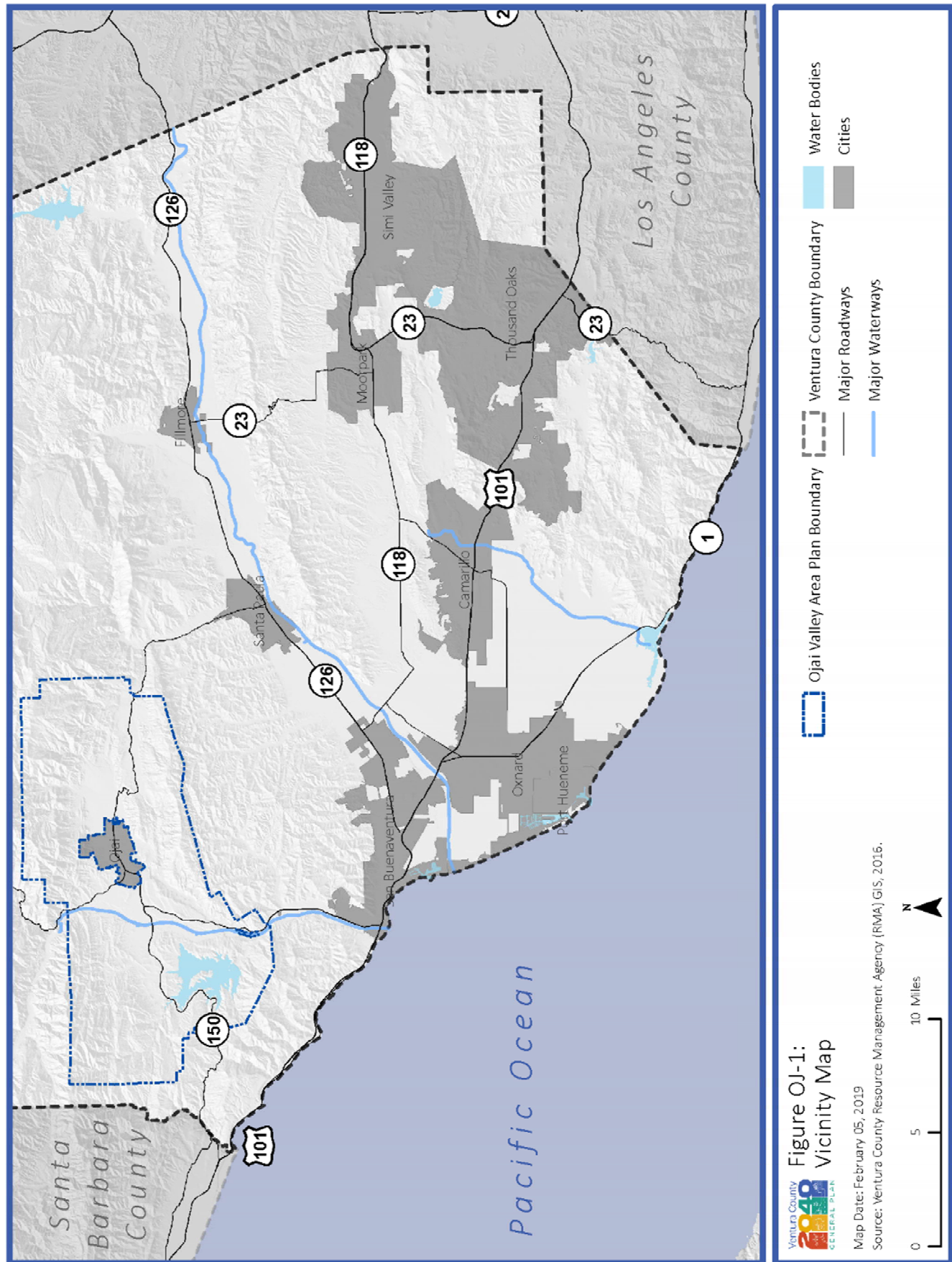
- A. The primary goals of the committee are to preserve and protect the character of the Ojai Valley and ensure and maintain the quality of life for its residents. These goals can only be met by ensuring that population densities, land uses, and development are consistent with the appropriate utilization of existing valley resources. The committee intends to protect and maintain a healthful and attractive environment for the inhabitants of the study area.
- B. The character of the Ojai Valley is defined by its rural, small town qualities containing many natural and cultural resources, and framed by its commercial agricultural and open space lands which provide for scenic views and vistas. The committee, in establishing this list of goals, expressly recognizes that with respect to its most important resources, particularly air quality, transportation and water, the study area is at, nearing, or exceeding the limits of its resources. The recommendations of the committee, both as to general and specific goals, must be viewed in that context.
- C. The committee recognizes that although the Ojai Valley comprises several distinct and diverse neighborhoods, it is one valley-wide community, wherein everyone shares a common air basin, road system, sources of water supply, etc.

The specific recommendations made by the committee with respect to the Plan were governed by the following general goals:

1. Ensure that the type, rate, amount and location of both the population and economic growth do not compromise the public health and safety (e.g. air quality, water quality, geologic, fire and flood hazards), nor exceed the Valley's ability to provide adequate public facilities and services (e.g., roads, sewers, water supply, parks, trails and schools).
2. Ensure that any future development within the study area is of high quality, consistent with the character of the Ojai Valley and beneficial to the community as a whole.
3. Within the limitations of the resources found within the study area, it is important to ensure that land uses are planned and managed to foster a healthy commercial and economic base.
4. Promote adequate housing opportunities by ensuring, to the extent possible, that a diversity of housing types for all segments of the population are provided.
5. Protect and preserve the continued viability of commercial agriculture within the study area.
6. Ensure that adequate and efficient public facilities and services (e.g., roads, sewers, water supply, parks, trails, public transportation, police, fire and schools) are provided to serve the existing and future residents of the Valley and that these facilities be sized and located in a manner which does not, in and of itself, induce and promote growth.
7. Utilize a common unified approach to land use planning and provide and enhance mechanisms for decision-making by area residents. The fiscal and political feasibility of a single valley-wide governmental entity should be explored.
8. Prevent the degradation of the Ojai Valley airshed from developments which are site specific sources of air pollution, specifically including a dump site in Weldon Canyon or elsewhere affecting the Ojai Valley airshed, whether privately or publicly owned and operated.

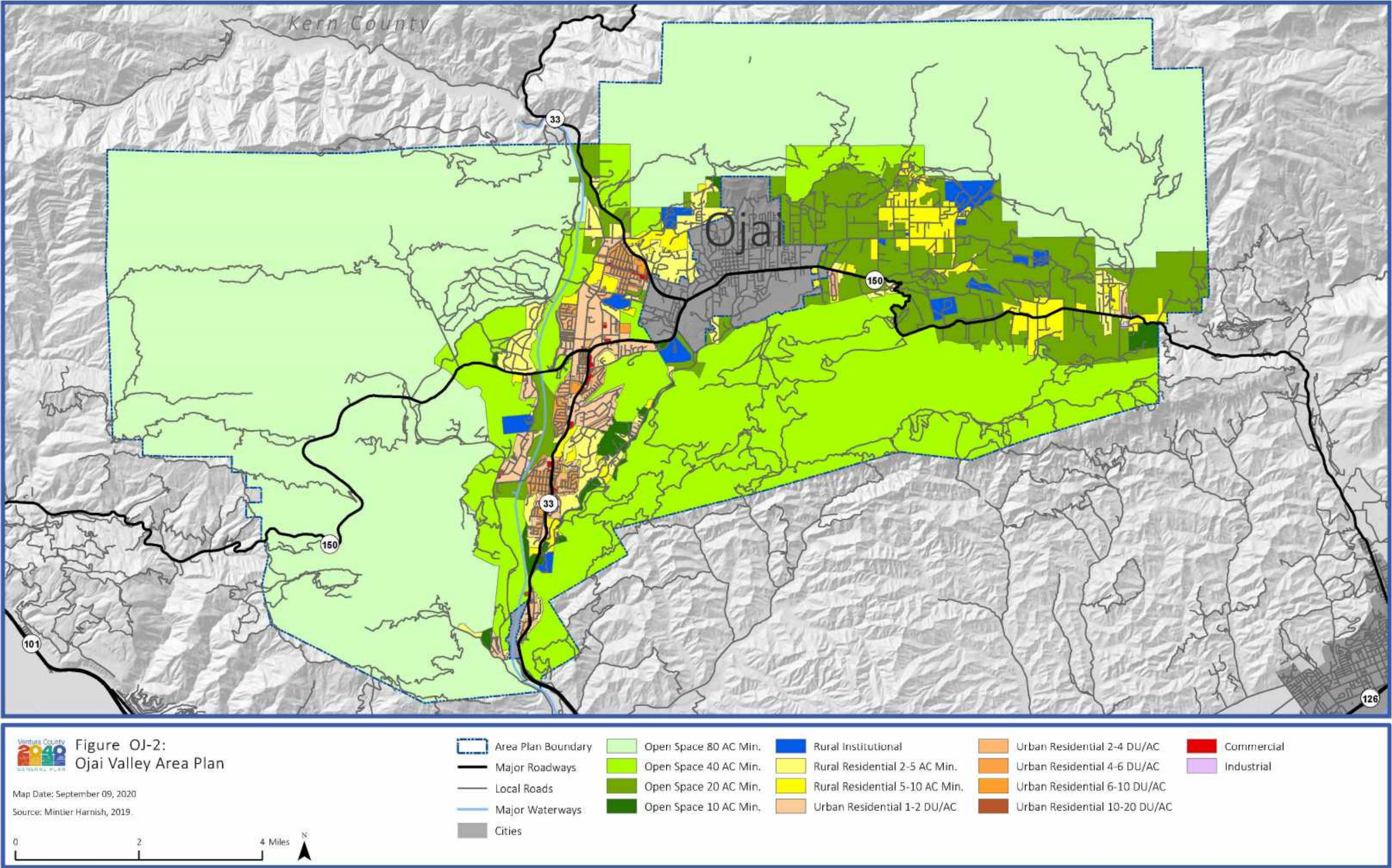
The following goals establish the overall framework for the Ojai Valley Area Plan:

- A. The primary goals of the Ojai Valley Area Plan are to preserve and protect the character of the Ojai Valley and ensure and maintain the quality of life for its residents. These goals can only be met by ensuring that population densities, land uses, and development are consistent with the appropriate utilization of existing valley resources. The Plan has been written to protect and maintain a healthful and attractive environment for the inhabitants of the study area.
- B. The character of the Ojai Valley is defined by its rural, small town qualities containing many natural and cultural resources, and framed by its commercial agricultural and open space lands which provide for scenic views and vistas. This Area Plan expressly recognizes that with respect to its most important resources, particularly air quality, transportation and water, the Ojai Valley is at, nearing or exceeding the limits of its resources. The recommendations of the Area Plan, both as to general and specific goals, must be viewed in that context.
- C. This Area Plan recognizes that although the Ojai Valley comprises several distinct and diverse neighborhoods, it is one valley-wide community, wherein everyone shares a common air basin, road system, sources of water supply, etc.



Land Use Designations and Standards

The Ojai Valley Area Plan is the detailed land use plan of the Ventura County General Plan for the Ojai Valley area. This Area Plan includes a distinguished set of land use designations that are specific to the unique needs, resources, and history of El Rio/Del Norte. The Area Plan Land Use Diagram (see Figure OV-2) identifies the distribution and appropriate location of the various land uses permitted within the Area Plan boundary. Table OV-1 describes the land use designations in the Area Plan, which dictate the type and intensity of land use within each category. Table OV-2 outlines the compatibility between the Area Plan land use designations and County zones. Table OV-3 lists each land use designation and their total area, building intensity, population capacity, and population density.



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Table OV-1 Ojai Valley Area Plan Land Use Designations

		Description	Density/ Intensity
Open Space (OS 80)		The purpose of the Open Space designation is to preserve the undeveloped lands which surround and frame the urban and rural communities of the Ojai Valley as a means of retaining the existing natural, scenic resources of the area. There are four subcategories, each with a different minimum parcel size. The minimum parcel size for the OS 10 subcategory is 10 acres, OS 20 is 20 acres, OS 40 is 40 acres and OS 80 is 80 acres.	80-acre minimum
Open Space (OS 40)			40-acre minimum
Open Space (OS 20)			20-acre minimum
Open Space (OS 10)			10-acre minimum
Rural Institutional		The purpose of the Rural Institutional designation is to recognize the camps and educational uses in the Ojai Valley that require large acreage and are set in a rural environment. The principal uses allowed in the Rural Institutional designation shall be camps and educational facilities. Other permitted uses include those uses which are found to be necessary to maintain the principal use, or other accessory uses that are customarily incidental, but subordinate to the principal permitted use.	20 ac min.
Rural Residential 2 - 5 ac min.		The purpose of the Rural Residential designation is to recognize and plan for low density, large lot (2 to 10 acres in size) residential development and other compatible and ancillary land uses in a rural setting.	2 ac min.
Rural Residential 5 ac min.			5 ac min.
Rural Residential 5 - 10 ac min.			5 ac min.
Urban Residential 1-2 du/ac		The purpose of the Urban Residential designation is to ensure that existing and future Urban Residential land use patterns result in cohesive and consolidated neighborhoods.	1-2 du/ac
Urban Residential 2-4 du/ac			2-4 du/ac
Urban Residential 4-6 du/ac			4-6 du/ac
Urban Residential 6-10 du/ac			6-10 du/ac
Urban Residential 10-20 du/ac			10-20 du/ac
Commercial		The purpose of the Commercial designation is to provide commercially designated property to meet the convenience shopping and service needs of the residents of the Ojai Valley.	
Industrial		The purpose of the Industrial designation is to recognize the current industrial uses within the Ojai Valley. The Industrial designation also provides for industrial uses that are sensitive to the environment and to re-enforce the need to conserve local resources.	

Source: Ojai Valley Area Plan (03-24-2015 edition)

Table OV-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS		ZONE																
		OS (10 ac min.)	AE (40 ac min.)	RA (1 ac min.)	RE (10,000 S.F. min.)	RO (20,000 S.F. min.)	R1 (6,000 S.F. min.)	R2 (3,500 S.F./du)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CPD	M1	M2	M3
OS 80	(Open Space 80 ac. min.)	80 AC	80 AC															
OS 40	(Open Space 40 ac. min.)	40 AC	■									■						
OS 20	(Open Space 20 ac. min.)	20 AC	■									■						
OS 10	(Open Space 10 ac. min.)	■	■									■						
R 1	(Rural Institutional 20 ac. min.)			20 AC	20 AC													
RR 2	(Rural Residential 2-5 ac. min.)			2 AC	2 AC	2 AC						■						
RR 5	(Rural Residential 5-10 ac. min.)			5 AC	5 AC	5 AC						■						
UR 1-2	(Urban Residential 1-2 du/ac)			*	20	■	20		2 U			■						
UR 2-4	(Urban Residential 2-4 du/ac)					■	10		4 U									
UR 4-6	(Urban Residential 4-6 du/ac)						■		6 U									
UR 6-10	(Urban Residential 6-10 du/ac)							■	10 U									
UR 10-20	(Urban Residential 10-20 du/ac)								20 U									
COM	(Commercial)														■			
IND	(Industrial)															■	**	**

Source: Ojai Valley Area Plan (03-24-2015 edition)

Notes:

* Applies to those parcels zoned "R-A" as of 7/18/95

** Only compatible within parcels zoned "M-2" and "M-3" as of 7/18/95

Table OV-3 Building Intensity/Population Density Standards

LAND USE DESIGNATION		Open Space						
		Net Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (du/ac) ¹	Dwelling Units	Average Pop/DU ²	Populat.	Avg. Populat. Density (Persons/Acre)
OS 80	(80 ac min.)	42,198	5% ³	0.013	143 ⁵	2.51	359 ⁵	0.03
OS 40	(40 ac. min.)	14,490	5% ³	0.025	362	2.51	908	0.06
OS 20	(20 ac min.)	6,690	5% ³	0.05	335	2.51	841	0.12
OS 10	(10 ac min.)	467	5% ³	0.1	47	2.51	118	0.25
RI	(20 ac min.)	966	25%	N/A	N/A	N/A	N/A	N/A
RR 5	(5-10 ac min.)	2,039	25% ⁴	0.2	408	2.51	1,024	0.50
RR 2	(2-5 ac min.)	1,504	25% ⁴	0.5	752	2.51	1,888	1.22
UR 1-2	(1-2 du/ac	1,223	28% ⁴	2.0	2,446	2.43	5,943	4.86
UR 2-4	(2-4 du/ac)	349	35% ⁴	4.0	1,396	2.43	3,392	9.72
UR 4-6	(4-6 du/ac)	137	45% ⁴	6.0	822	2.43	1,997	14.47
UR 6-10	(6-10 du/ac)	269	50% ⁴	10.0	2,690	2.43	6,537	24.30
UR 10-20	(10-20 du/ac)	94	60%	20.0	1,880	2.43	4,568	48.60
TOTALS		70,426			11,281		27,575	

LAND USE DESIGNATION		Commercial/ Industrial					
		Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (x 1000 SF)	Average No. Employees Per 1000 SF	Employees	Average Employees/ Acre
C	(Commercial)	99	60%	633	2.0	1,266	13.0
I	(Industrial)	25	50%	218	2.0	436	17.4
TOTALS		124		851		1,702	

Source: Ojai Valley Area Plan (03-24-2015 edition)

Notes:

¹ Excludes second dwelling units.

² Year 2010 Forecast for Ojai Growth and Nongrowth Areas.

³ Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures. For nonconforming lots of less than 10 acres in area, maximum building coverage shall be 2,500 square feet, plus 1 square foot for each 22.334 square feet of lot area over 5,000 square feet. Greater building coverage may be allowed under discretionary permits for Farmworker Housing Complexes and may be allowed on non-conforming lots by discretionary permits for existing uses listed in the zoning ordinance under the heading of "Crop and Orchard Production".

⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁵ Projection adjusted to reflect 74% (31,249 acres) of OS-80 designation is owned by the U.S. government and thus will not be developed with housing.

N/A = Not Applicable

Land Use and Community Character

Growth Management

OV-1

To locate *new development* primarily within the existing urban communities and rural residential areas in order to avoid encroaching into established agricultural operations and undeveloped open space lands, and to minimize environmental degradation.

OV-2

To discourage the expansion of Rural and Existing Community designations into the East Ojai and Upper Ojai Valleys.

OV-2.1

Land Outside Existing Community and Rural Areas

The County shall require land outside the Existing Community and Rural designated areas which is primarily in agricultural use to be designated Open Space.

OV-2.2

Boundary Expansion Restriction

The County shall prohibit outward expansion of the boundaries of the Existing Community areas, as delineated on Figure OV-2.

OV-2.3

Land Annexation

The County shall promote the annexation of property located within the Ojai Sphere of Influence to the City of Ojai, in accordance with the County's Guidelines for Orderly Development.

OV-2.4

Zoning and Land Use Designations Within the Sphere of Influence

The County shall establish zoning and land use designations within the City of Ojai's Sphere of Influence to reflect existing parcel sizes and uses so that future discretionary development requests would be required to annex and develop under the auspices of the City.

Land Use Designations and Standards

OV-2.5

Changes to Land Use Regulations and Standards

The County shall prohibit Area Plan land use designation changes, zone changes, and discretionary development that would individually or cumulatively cause any of the impacts identified in subparagraphs (a) through (c) of Policy OV-22.2 Evaluation of Level of Service (LOS) Impacts based on Land Use Changes, unless feasible mitigation measures are adopted that would ensure that the impact does not occur or unless a project completion schedule and full funding commitment for road improvements are adopted that ensure that the impact will be eliminated within a reasonable period of time. This policy does not apply to city thoroughfares, City-maintained local roads, or Federal or State highways located within the city unless the City of Ojai has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County respecting development in the city that would affect the LOS of the County thoroughfares, County-maintained local roads, and Federal and State highways located within the unincorporated area of the county, similar to the following policies:

- OV-2.5 Changes to Land Use Regulations and Standards,
- OV-22.1 Level of Service (LOS) Standards,
- OV-22.2 Evaluation of Level of Service (LOS) Impacts based on Land Use Changes,
- OV-22.3 Public Road Maintenance and Improvement,
- OV-22.5 Highway 33 and Creek Road,
- OV-64.1 Water Conservation Techniques in New Development, and
- OV-64.2 Retrofits to Limit Water Demand.

Exceptions to the prohibitions of this policy include the following:

- a. Farmworker Housing Complexes, Affordable Housing development per Article 16 of the Non-Coastal Zoning Ordinance, and other housing exclusively for lower-income households, where such developments are served by roads that are currently operating at LOS "E" or better.
- b. Additional dwellings and lots on Cultural Heritage Sites as permitted in the Non-Coastal Zoning Ordinance.
- c. Agriculture and Agricultural Operations as permitted in the Coastal and Non-Coastal Zoning Ordinances, where such developments are served by roads that are currently operating at LOS "E" or better.

OV-3

To recognize the camps and educational uses in the Ojai Valley that require large acreage and are set in a rural environment.

OV-3.1

Zoning for Rural Institutional

The County shall zone Rural institutional development in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) that have been developed in accordance with the above goal.

OV-3.2

Principal Uses in Rural Institutional

The principal uses in the Rural Institutional designation are be camps and educational facilities. Other permitted uses include those uses which are found to be necessary to maintain the principal use, or other accessory uses that are customarily incidental, but subordinate to the principal permitted use.

OV-3.3

Minimum Parcel Size for Rural Institutional

The minimum parcel size consistent with the Rural Institutional land use designation is 20 acres.

OV-4

To recognize and plan for low density, large lot (2 to 10 acres in size) residential development and other compatible and ancillary land uses in a rural setting.

OV-5

To provide a transitional land use designation to buffer agricultural and open space lands from the more densely developed urban areas.

OV-5.1

Zoning for Rural Residential

The County shall zone Rural Residential designated parcels in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) that have been developed in accordance with the above goals. Within the Rural Residential designation there are two subcategories, each with a different minimum parcel size. The minimum parcel size for the RR 2 subcategory is 2 acres and RR 5 is 5 acres.

OV-5.2

Minimum Parcel Size for Rural Residential

The minimum parcel size consistent with the Rural Residential land use designation for residential parcels is 2 to 10 acres.

OV-6

To ensure that existing and future Urban Residential land use patterns result in cohesive and consolidated neighborhoods.

OV-7

To promote adequate housing opportunities by ensuring, to the extent possible, that a diversity of housing types for all segments of the population is provided.

OV-8

To provide housing opportunities affordable to people of all income levels.

OV-9

To encourage the use of the "R-P-D" zone on undeveloped parcels of five acres in size or larger which are designated Urban Residential, except in situations of infill development where it would not result in a cohesive, consolidated neighborhood.

OV-9.1

Zoning for Urban Residential

The County shall zone Urban Residential designated parcels in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) that have been developed in accordance with the above goals. Within the Urban Residential designation there are five subcategories, each with a different density limitation. The density range permitted in the UR 1-2 subcategory is 1 to 2 du/acre, UR 2-4 is 2 to 4 du/acre, UR 4-6 is 4 to 6 du/acre, UR 6-10 is 6 to 10 du/acre and UR 10-20 is 10 to 20 du/acre.

OV-9.2

Residential Development Compatibility

The County shall condition new residential discretionary development so as to be compatible with its surroundings and to maintain the character of the Ojai Valley.

OV-10	To provide commercially designated property to meet the convenience shopping and service needs of the residents of the Ojai Valley.
OV-11	To locate and design commercial land uses so as to minimize land use incompatibility with urban and rural residential, open space and agricultural land uses.
OV-11.1	<p>Zoning for Commercial</p> <p>The County shall zone commercially designated parcels conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) which have been developed in accordance with the above goals.</p>
OV-11.2	<p>Discretionary Review of Commercial Development</p> <p>The County shall subject discretionary development in Commercial designated areas to either a Planned Development or a Conditional Use Permit to assure compatibility with neighboring land uses. Such review shall give careful attention to landscaping, signage, access, site and building design and size, drainage, on-site parking and circulation, operating hours, fencing, and mitigation of nuisance factors.</p>
OV-12	To recognize the current industrial uses within the Ojai Valley.
OV-13	To provide for industrial uses that are sensitive to the environment and to re-enforce the need to conserve local resources.
OV-14	To locate and design industrial land uses so as to minimize land use incompatibilities with urban and rural residential, open space and agricultural uses, and to minimize aesthetic impacts.
OV-14.1	<p>Zoning for Industrial</p> <p>The County shall zone Industrially designated parcels in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) which have been developed in accordance with the above goals.</p>
OV-14.2	<p>Discretionary Review of Industrial Development</p> <p>The County shall subject discretionary development in Industrial designated areas to either a Planned Development or Conditional Use Permit to assure compatibility with neighboring uses. Such review shall give careful attention to aesthetics, landscaping, signage, access, site and building design and size, drainage, on-site parking and circulation, operating hours, fencing, and mitigation of nuisance factors.</p>
OV-14.3	<p>M-2 and M-3 Zoning Restriction</p> <p>The County shall prohibit expansion of “M-2” and “M-3” zoning.</p>

OV-15

To preserve the undeveloped lands which surround and frame the urban and rural communities of the Ojai Valley as a means of retaining the existing natural, scenic resources of the area.

OV-15.1

Purpose of the Open Space Designation

The County shall use the Open Space designation to define the boundaries of the Existing Community and Rural designated areas, in order to prevent urban sprawl and to promote the efficient use of public facilities and services by confining the areas of *development*.

OV-15.2

Zoning for Industrial

The County shall zone Open Space designated parcels in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2) which have been developed in accordance with the above goals. Within the Open Space designation, there are four subcategories, each with a different minimum parcel size. The minimum parcel size for the OS 10 subcategory is 10 acres, OS 20 is 20 acres, OS 40 is 40 acres, and OS 80 is 80 acres.

OV-15.3

Assurance of Agricultural Operations in Open Space

The County shall prohibit all *discretionary development* that would have a significant unavoidable impact on agricultural operations in Open Space designated lands unless a statement of overriding considerations is adopted by the decision-making body.

Character and Design

OV-16

To maintain the existing rural, small town character of the Ojai Valley.

OV-17

To ensure that future discretionary development within the study area is of high quality, consistent with the character of the Ojai Valley, and beneficial to the community as a whole.

OV-17.1

Community Compatibility

The County shall require all discretionary development projects to be reviewed and conditioned to ensure that they are compatible with their surroundings, are of high quality and good design, are consistent with the character of the Ojai Valley, and are beneficial to the community as a whole.

OV-17.2

Existing Development Annexation

The County shall encourage property owners requesting a discretionary permit in conjunction with existing development (e.g. a modification to an existing CUP or PD) within the City of Ojai's Sphere of Influence to request annexation to the City of Ojai prior to consideration of their request by the County.

OV-17.3

New Development Annexation

The County shall apply the following annexation policies to all requests for subdivisions of land and all requests for discretionary development permits which would result in new uses on land designated Existing Community or Rural within the Ojai Sphere of Influence:

- a. The County shall require owners of property contiguous and legally annexable to the City of Ojai to request annexation to the City prior to consideration by the County of any subdivision of land or request for new discretionary development. Such subdivisions and

discretionary development requests shall not be accepted by the County unless an application for annexation has been denied by the City or the Local Agency Formation Commission (LAFCO).

- b. The County shall require owners of property not contiguous and legally annexable to the City to record an agreement to annex when such property becomes legally annexable, as a condition of any subdivision or new discretionary development approved by the County. This agreement to annex shall contain language that is binding on all future owners of the property.

OV-18

To improve the condition of existing substandard housing and housing otherwise in need of rehabilitation.

Civic Engagement

OV-19

To provide opportunities for the citizens of the Ojai Valley to take an active role in determining community affairs.

OV-20

To maintain the governmental mechanisms used to communicate the residents' needs and desires to their elected representatives.

OV-20.1

Ventura River Valley Municipal Advisory Council (VRVMAC) Authority

The Ventura River Valley Municipal Advisory Council (VRVMAC) or successor group shall continue to be the Board of Supervisors' recognized public review group for all projects which fall within its review boundaries. All applications for discretionary development and all environmental documents for projects which would affect the Ojai Valley shall be reviewed by the VRVMAC or successor group.

OV-20.2

Notifications to the Ventura River Valley Municipal Advisory Council (VRVMAC)

All County departments shall make an effort to notify the VRVMAC (or successor group), concerning issues and programs of importance to the Ojai Valley area prior to decisions being made regarding these matters.

OV-21

To encourage the study of local governmental options available to the citizens of the Ojai Valley.

Development Review and Inter-Agency Coordination

OV-21.1

Zoning and Land Use Maps Conformance

The County shall require all zoning to be in conformance with Figure OV-2 and the Zoning Compatibility Matrix (Table OV-2). A Summary Table (Table OV-3) lists each land use designation and its total area, building intensity, population capacity, and population density.

Transportation, Circulation, and Mobility

Roadways

OV-22

To promote a safe road system throughout the Ojai Valley without encouraging population growth and development.

OV-22.1

Level of Service (LOS) Standards

For the area covered by this plan, the minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network shall be as follows:

- a. LOS - 'D' for all County thoroughfares and State highways within the unincorporated area of the County, except as otherwise provided in Subparagraph (b);
- b. LOS - 'E' for Highway 33 between the end of the freeway and the City of Ojai and for Creek Road;
- c. LOS - 'C' for all County maintained local roads; and
- d. The LOS prescribed by the City of Ojai's General Plan for all city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted policies (similar to this policy, and Policies OV-22.2 Evaluation of Level of Service (LOS) Impacts based on Land Use Changes and OV-2.4 to Land Use Regulations and Standards) respecting discretionary development in the city that would affect the LOS of County thoroughfares, County-maintained local roads, and State highways within the unincorporated area of the County.

At any intersection between two roads, each of which has prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable LOS for that intersection.

OV-22.2

Evaluation of Level of Service (LOS) Impacts based on Land Use Changes

The County shall evaluate Area Plan land use designation changes, zone changes, and discretionary development for individual and cumulative impacts on existing and future roads, with special emphasis on the following:

- a. Whether they would cause existing roads within the Regional Road Network or Local Road Network that are currently functioning at an acceptable Level of Service (LOS) to function below an acceptable LOS;
- b. Whether they would worsen traffic conditions on existing roads within the Regional Road Network that are currently functioning below an acceptable LOS; and
- c. Whether they could cause future roads planned for addition to the Regional Road Network or the Local Road Network to function below an acceptable LOS.

OV-22.3

Public Road Maintenance and Improvement

The County shall maintain and improve all public roads within the Ojai Valley in a manner which preserves their scenic qualities.

OV-22.4 County Road Standards and Five-Year Capital Improvement Programs Consistency
The County Road Standards and Five-Year Capital Improvement Programs shall be consistent with the goals, policies, and programs of the Area Plan.

OV-22.5 Highway 33 and Creek Road
The County shall limit Highway 33 to two lanes between Oak View and the City of Ojai. The County shall limit Highway 33 south of Oak View to as few lanes as necessary to accommodate the traffic projected to occur under the City of Ojai General Plan and this Area Plan at the prescribed Level of Service (LOS) in Policy OV-22.1 Level of Service (LOS) Standards. The County shall not construct Highway 33 to freeway standards. The County shall limit Creek Road to two lanes.

Regional Multimodal System

OV-23 To encourage alternatives to single occupancy motor vehicle trips by promoting carpools, vanpools and expanded bus service.

Public Facilities, Services, and Infrastructure

Public Facilities and Services

OV-24 To ensure that there are adequate public facilities and services available to serve the needs of the present and future residents of the Ojai Valley before additional growth is allowed to occur.

OV-24.1 Adequate Public Facilities and Services
The County shall require discretionary development to demonstrate that there are adequate public facilities and services available to serve the needs of the proposed development.

OV-25 To prevent development from occurring in areas where it would exceed the ability to provide public facilities and services.

Wastewater Treatment and Disposal

OV-26 To ensure that sewage lines are constructed to serve all existing and future development in the unincorporated urban neighborhoods of the Ojai Valley, and are sized so as not to facilitate future development outside of the unincorporated urban neighborhoods.

OV-26.1 Sewer System Connections Requirement
The County shall require discretionary development within the service boundaries of the Ojai Valley Sanitation District to either connect directly to the existing sewer system or install necessary off-site pipelines to connect with the sewer system.

OV-26.2 County Sewer Policy Compliance
The County shall require new development that generates sewage in aquifer recharge areas to comply with the County Sewer Policy.

OV-26.3 Private Septic Systems Installation and Regulations Requirement

The County shall require private septic systems outside of the Ojai Valley Sanitation District boundaries to be installed and regulated in accordance with the County Environmental Health Division regulations.

OV-26.4 Private Sewage Disposal Systems

The County shall require existing homes and businesses with private sewage disposal systems that function improperly to make necessary modifications or to convert to a sewer system in compliance with the County Sewer Policy.

Solid and Hazardous Waste

OV-27

To encourage practices that reduce the volume of waste disposed of in landfills.

OV-27.1 Waste Reduction in Discretionary Development

The County shall encourage discretionary development to employ practices that reduce the quantities of wastes generated and shall be requested to engage in recycling activities.

Library Facilities and Services

OV-28

To ensure a quality education for the children of the Ojai Valley.

OV-28.1 School Districts' Impact Mitigation Fee Compliance

The County shall require all development projects to comply with the school districts' impact mitigation fee programs as prescribed by State law.

OV-28.2 School-Aged Children Increases from General Plan Amendments or Zone Changes

In order to ensure adequate school facilities, the County shall not approve general plan amendments and/or zone changes for development which would increase the numbers of school aged children, unless the applicant enters into a binding agreement with the affected school district to fully mitigate the project's impact.

OV-29

To promote the multiple use of school facilities.

Park and Recreational Facilities

OV-30

To ensure that the recreational needs of existing and future residents throughout the Ojai Valley are adequately provided for.

OV-30.1 Limited Expansion of Recreation Facilities

The County shall encourage limited expansion of recreational facilities at Lake Casitas and other recreational areas within the Ojai Valley, consistent with the open space character of the area.

OV-31

To fully utilize existing County, City, and school district park and recreational facilities and encourage the acquisition and development of new park and recreation facilities.

OV-31.1

Fair Share Contributions to the Trail System

The County shall condition discretionary development permits which may be expected to benefit from or contribute to the need for the trails system to dedicate and improve, or pay a fee for, planned trails and public trail access points, and install appropriate signs to the standards of the County of Ventura and the National Forest Service.

OV-32

To protect existing trails and encourage the development of new bicycle and hiking/equestrian trails.

OV-32.1

Adverse Impacts from Discretionary Development

The County shall condition discretionary development near existing trails to mitigate or avoid adverse impacts to the existing trail system.

OV-33

To encourage the expansion of the Ojai Valley Trail.

Law Enforcement and Emergency Services

OV-34

To provide for the protection of the public through effective law enforcement, fire protection and paramedic programs.

OV-34.1

Compliance with Fire Protection District and Sheriff's Department Requirements

The County shall require discretionary development to comply with the requirements of the Fire Protection District and Sheriff's Department by providing adequate access for fire, law enforcement, emergency equipment and personnel, and evacuation.

Fire Protection

OV-35

To prohibit development in areas where either emergency access or adequate water supplies for firefighting purposes cannot be provided.

OV-35.1

Adequate Water for Firefighting

The County shall require adequate water supplies and delivery system for firefighting purposes to serve any discretionary development in accordance with the standards of the Fire Protection District.

Conservation and Open Space

Biological Resources

OV-36

To protect significant biological resources within the Ojai Valley in order to maintain natural ecosystems and also preserve the natural beauty of the area.

OV-36.1

Indigenous Plant Species

The County shall require that required revegetation or landscaping plans to incorporate *indigenous plant species* where feasible in order to restore habitat in already disturbed areas.

OV-36.2

Biological Field Reconnaissance Report Requirement

The County shall require a biological field reconnaissance report detailing the composition of species at the site, the presence of *rare, threatened, endangered* or candidate plant or animal species, significant *wetlands, locally important plant communities*, and suitable mitigation measures to be prepared by the County's biological consultant as part of the environmental assessment of all *discretionary development* permits involving earth movement or construction on previously undeveloped land where the natural vegetation still exists.

OV-36.3

Water Course and Wetland Habitat Agency Coordination

The County shall require proposed discretionary development to be coordinated with affected agencies that regulate water courses and wetland habitats early in the planning stages so as to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed, including protection of anadromous fish habitat.

OV-36.4

Biological Resource Agency Notification

The County shall require the California Department of Fish and Game, the U.S. Fish and Wildlife Service, the National Audubon Society, the California Native Plant Society and the Los Padres National Forest to be contacted during the initial 30-day project review period for *discretionary development* proposals when proposals are submitted which may adversely affect the *biological resources* under their purview. This policy does not apply to *emergency permits*.

OV-36.5

Locally Important Plant Community Replacement

The County shall require *discretionary development* which would result in a significant adverse impact to a *Locally Important Plant Community* to replace such *Locally Important Plant Community* proposed for removal on at least a 1:1 basis and will be required to monitor the success of such planting for a minimum of seven years. In lieu of replacement, developers may dedicate without compensation, acreage containing such *Locally Important Plant Community* to a government agency or non-profit organization (e.g., a homeowners' association, a land conservancy) provided such entity will provide assurances that the dedicated *Locally Important Plant Community* acreage will be retained in a permanent undeveloped state. The County shall require such dedicated lands to be at least two times the acreage of the Locally Important Plant Community which is proposed for removal. The form of such dedication may be fee title, conservation easement or other instrument approved by the County.

OV-36.6

Wildlife Migration and Sensitive Biological Resource Impact Mitigation

The County shall require *discretionary development* within 300 feet of the Ventura River, Coyote Creek, San Antonio Creek/Reeves Creek and Lion Canyon Creek, or located within the Sensitive Biological Resources Area (as illustrated on Figure OV-3) to be reviewed to determine the potential for interference with *wildlife migration* opportunities and potential for impact on

"Endangered", "Threatened", "Rare" or "Locally Important" species and communities. The County shall deny projects which would result in significant adverse impacts to such resources unless they can be mitigated to a less-than-significant level or a statement of overriding considerations is adopted by the decision-making body per CEQA requirements.

OV-36.7 Tree Protection Ordinance Compliance

The County shall require *discretionary development* to be located to avoid loss or damage to protected trees as defined in the County's Tree Protection Ordinance. The County shall require the removal of protected trees to only occur after review of the necessity of such removal, and in accordance with the provisions of the County's Tree Protection Ordinance.

OV-36.8 Protected Trees

The County shall require discretionary development on parcels containing protected trees as defined in the County's Tree Protection Ordinance, to design necessary grading to ensure the survival and health of all such trees, except those which have been expressly authorized for removal or encroachment into the protected zone. The County shall require These trees to be protected from grading activities. If a permit has been issued for encroachment into the protected zone, the County shall require the grading plan to be accompanied by details for retaining walls and drainage devices prepared by a landscape architect.

Oil and Gas Resources

OV-37

To ensure compatibility between oil and gas exploration and production and neighboring land uses.

OV-37.1 Oil and Gas Exploration and Production Technology Requirement

The County shall require oil and gas exploration and production permits to utilize "Best Available Control Technology" (BACT), as outlined by APCD Rules and Regulations.

OV-37.2 Oil and Gas Production Site Landscape Requirement

If it is determined there would be a significant visual impact created or if visible from a public road or publicly owned land, the County shall require oil and gas production sites to be landscaped in accordance with an approved landscape plan.

OV-37.3 Oil and Gas Drill Site Location Restriction

The County shall not permit drill sites that would be silhouetted on a prominent ridge as illustrated by the Scenic Resource Protection Overlay Zone on Figure OV-3 (Resource Map).

OV-37.4 Refining Facilities Restriction

The County shall prohibit refining facilities within the Ojai Valley.

OV-37.5 Landscaping - Oil and Gas Production

If it is determined there would be a significant visual impact created or if visible from a public road or publicly owned land, oil and gas production sites shall be landscaped in accordance with an approved landscape plan.

Mineral Resources

OV-38

To ensure that mineral extraction is conducted in a manner which is least impacting to the environment and the public's health, safety and welfare.

Scenic Resources

OV-39

To preserve and protect the significant visual quality and aesthetic beauty of the Ojai Valley which includes, but is not limited to, surrounding mountains, hills, and ridgelines, arroyos, barrancas and protected trees.

OV-40

To preserve the scenic view of State, Federal and local park land in and around the Ojai Valley.

OV-41

To ensure that discretionary development on or near ridgelines minimizes impacts from grading activities in order to preserve the natural beauty of the area.

OV-41.1

Scenic Views and Vistas from Public Roads or Publicly-owned Land

The County shall prohibit discretionary development/grading which will significantly degrade or destroy a scenic view or vista from public roads or publicly-owned land, unless the development/grading is a public project, or a private project for which there is a substantial public benefit, and overriding considerations are adopted by the decision-making body.

OV-41.2

Minimize Impacts to Natural Terrain

The County shall require as a result of any discretionary development, the reshaping of the natural terrain to permit access and construction to be kept to the absolute minimum. Where possible, improvements shall be designed to conform to the terrain rather than the reverse and shall comply with the following:

- a. Transition Design: The County shall require the angle of the graded slope to be gradually adjusted to the angle of the natural terrain.
- b. Angular Forms: The County shall generally not permit angular forms. The County shall require the graded form to reflect the natural rounded terrain, unless exposed rock faces can be used as a desirable visual element.
- c. Exposed Slopes: The County shall require graded slopes to be concealed by landscaping, berms or other measures.
- d. The County shall require the toe and crest of all cut and fill slopes in excess of five feet vertical height to be rounded with vertical curves.
- e. Where cut or fill slopes exceed 100 feet in horizontal length, the County shall require the horizontal contours of the slope to be curved in a continuous, undulating fashion in conformance with natural slopes.
- f. Where cut and fill slopes in excess of five feet in height are created, the County shall require detailed landscape and irrigation plans to be submitted to and approved by the

Planning Division and Public Works Agency prior to the issuance of any grading permit, conditional use permit or building permit. The plan will be reviewed for type and density of ground cover, seed-mix, hydromulch mix, plant sizes and irrigation systems.

OV-41.3 Prominent Ridgelines Protection

The County shall require the area within 400 feet (horizontal) of prominent ridgelines as shown in Figure OV-3 to be zoned "Scenic Resource Protection Overlay" in order to ensure that visual impacts of grading and attendant structures are minimized to the maximum extent feasible. The County shall require discretionary development to be located and designed to minimize visibility and silhouetting against the skyline as viewed from nearby public roads, and to incorporate as many of the following planning techniques as feasible:

- a. Limit construction to single-story structures on or near ridgelines;
- b. Utilize large building pad setbacks (50 feet or more) from the edge of a ridgeline;
- c. Utilize berms and landscaping to soften the visual impact of homes and graded areas;
- d. Utilize raised foundations, split-level designs, roof materials consisting of clay or concrete plate tile with a natural color, and other techniques to fit the home to the hillside terrain, and to minimize the amount of grading required.

OV-41.4 Cut or Fill Slopes in Excess of 25 Feet

The County shall require cut or fill slopes for discretionary development which exceed a vertical height of 25 feet to be subject to a Planning Commission hearing.

OV-41.5 Sign Program Requirement

The County shall require a sign program to be submitted concurrently with a discretionary development permit for all commercial and industrial development. The County shall prohibit Freestanding off-site advertising signs. The County shall limit all on-site freestanding signs to five feet in height.

OV-42

To discourage the proliferation of wireless communication facilities on ridgelines.

OV-42.1 Wireless Communication Facilities

The County shall grant discretionary development permits for wireless communication facilities only when necessary for public safety or to provide a substantial public benefit. The County shall condition such facilities to minimize visual impacts to the maximum extent feasible.

OV-42.2 Wireless Communication Facility Height Restriction

The County shall limit discretionary development permits for wireless communication facilities the height of such facilities, with the exception of monopole whip-type antennas, to 40 feet. The County prefers several shorter facilities to one large facility.

Cultural, Historical, Paleontological, and Archaeological Resources

OV-43

To preserve and protect the unique cultural resources within the Ojai Valley.

OV-43.1

Historical Structure Preservation

The County shall require all structures and/or sites designated, or being considered for designation as County Historical Landmarks within the Ojai Valley to be preserved or appropriately salvaged, when deemed reasonable by the permitting authority, as a condition of discretionary development. The County shall require all costs of preservation/salvage to be borne by the developer. The County shall require an appropriate marker to be placed on the site to describe the historical significance of the structure, site or event.

OV-44

To ensure the utilization of proper archaeological research and assistance to precede future development so as to prevent the loss or destruction of significant archaeological and historic resources.

OV-44.1

Archaeological Resource Review

The County shall require all discretionary development permits involving construction or earth movement within the Ojai Valley to be reviewed by the County's designated archaeological resource review organization.

- a. Whenever such discretionary development requires a field reconnaissance study, the County shall require such study to be conducted by a County approved archaeologist to determine the potential for surface or subsurface cultural remains.
- b. The County shall require a qualified archaeological monitor to be present to monitor significant trenching or earth movement at any such site if deemed to be needed by the study. If the archaeological monitor is not a Native American and Native American cultural resources are found at the site, the County shall require a Native American monitor.
- c. In the event that artifacts of historical or archaeological significance are uncovered, the County shall empower the qualified archaeological monitor to halt construction in the immediate vicinity of such unearthed artifacts until disposition of the site has been determined by the County Planning Division.

OV-45

To encourage the maintenance and use of facilities and organizations, (such as libraries, museums, historical societies and schools), which provides an understanding of the history and diversity of cultures in the Ojai Valley and surrounding areas.

Open Space

OV-46

To Ensure that recreational uses in sensitive Open Space areas preserve natural resources in balance with the provision of opportunities for the use and enjoyment of those resources.

Hazards and Safety

Wildfire Hazards

OV-47

To minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from fire hazards.

OV-47.1

Fire Protection District Road Standards Compliance

The County shall require all roads to meet or exceed the standards of the Fire Protection District.

OV-48

To ensure that development in “high” and “very high” fire hazard areas provides adequate protection of life and property.

OV-48.1

Adequate Water and Access for Firefighting

The County shall condition discretionary development permits to provide adequate water and access for firefighting purposes as determined by the Fire Protection District. The County shall require adequate access and fire flow improvements to be completed prior to combustible construction.

OV-48.2

Fuel Modification Zone Requirement

The County shall require a Fire Protection District approved fuel modification zone (fuel break) of at least 100 linear feet to be provided around all combustible structures located in “high” or “very high” fire hazard areas.

OV-49

To support controlled burn programs and other fire prevention measures.

OV-49.1

High Fire Hazard Area Requirements

The County shall require discretionary development within high fire hazard areas to be reviewed with attention to the environmental impact of required brush clearance to biological resources, particularly on moderate to steep slopes. The County shall encourage brush clearance that reduces fuel volumes while allowing the selective retention of native shrubs a minimum of 20 feet apart, as permitted by the Ventura County Fire Protection District.

OV-49.2

Landscape Plan Requirements for High and Very High Fire Hazard Areas

The County shall require discretionary development in “high” and “very high” fire hazard areas, as determined by the Ventura County Fire Protection District to develop landscape plans utilizing fire

retardant plant material, cleared areas, or other acceptable means of reducing fire hazards consistent with Fire Protection District standards.

OV-49.3

Roofing Material Requirement for High and Very High Fire Hazard Areas

The County shall require fire-retardant roofing materials for new construction in “high” and “very high” fire hazard areas.

Flood Hazards

OV-50

To minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from flood hazards.

OV-51

To provide and adequately maintain flood control and drainage facilities as necessary for the protection of life and property.

OV-51.1

Flood Hazard Protection

The County shall require new development to be protected from flood hazards and to not adversely affect the flood carrying capacity of the area of Special Flood Hazard, as provided for in the Flood Plain Management Ordinance.

OV-51.2

Ventura River 100 Year Floodplain

The County shall prohibit subdivisions of land within the 100-year floodplain of the Ventura River until flood control facilities to protect the area from the 100-year flood are constructed by the Ventura County Flood Control District (VCFCD) or others.

Geologic and Seismic Hazards

OV-52

To minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from seismic and geological hazards.

OV-52.1

Seismic and Geologic Hazards

The County shall require developers to provide all necessary information relative to seismic and geologic hazards which may affect their project. The County shall require the developer to specify how they intend to alleviate any and all identified hazards.

OV-52.2

Seismic and Geologic Hazard Area Development Restriction

The County shall prohibit discretionary development in seismic and geologic hazard areas (as identified during the environmental review process) where such hazards cannot be mitigated to less-than-significant levels.

Noise

OV-53

To provide for a quiet environment within the Ojai Valley through proper land use planning and permit conditioning.

OV-54

To separate and/or buffer noise sensitive uses from noise generating uses.

OV-54.1**Noise Impact Mitigation Requirement**

The County shall prohibit discretionary development which would create significant noise impacts to locate near residences and other noise sensitive uses (dwellings, schools, hospitals, nursing homes, churches and libraries) unless the impact is mitigated to an insignificant level, as defined in the Noise section of the Countywide General Plan Hazards and Safety Element.

OV-54.2**Buffer for Noise Sensitive Uses**

The County shall require noise sensitive uses to be buffered from excessive road noise by either the placement of walls or berms, the establishment of setbacks, greenbelts and appropriate speed limits, installation of double-glazed windows, or other appropriate means.

OV-54.3**Muffler Requirement for Heavy Construction**

The County shall require mufflers to be used on all heavy construction equipment used in conjunction with discretionary development and equipment used in oil/gas exploration and production activities.

Air Quality

OV-55

To promote a level of air quality which protects the public health, safety and welfare and seeks to meet or surpass State and Federal primary and secondary standards.

OV-55.1**Adverse Impacts on Regional Air Quality**

The County shall find discretionary development in the Ojai Valley to have a significant adverse impact on the regional air quality if daily emissions would be greater than 5 pounds per day of Reactive Organic Compounds (ROC) and/or greater than 5 pounds per day of Nitrogen Oxides (NOx).

OV-56

To control oil and gas exploration/development, landfills and other industrial development which are site specific sources of air pollution by imposing conditions in order to move toward achieving State and Federal mandated air quality standards.

OV-57

To promote public transportation with the intent of improving air quality.

OV-58

To promote the development of alternative energy sources, with the intent of improving air quality, which are not deemed to cause other significant environmental impacts.

Agriculture

OV-59

To preserve agricultural lands as a valuable resource in the Ojai Valley.

OV-60

To preserve agricultural land as a resource and economic benefit to the Ojai Valley.

OV-61

To minimize land use incompatibilities between agricultural operations and other land uses.

OV-61.1

Buffers for Agricultural Operations

The County shall require *discretionary*, non-agricultural land uses adjacent to agricultural operations to establish appropriate buffers.

Water Resources

Water Supply

OV-62

To ensure that water which currently meets State standards shall not be degraded and ensure that water quality which does not meet State standards is improved.

OV-62.1

Effects on Water from Oil and Gas Exploration and Production

The County shall require that new oil and gas exploration and production activity does not significantly affect the quality or quantity of the water supply.

OV-63

To ensure that new development does not exceed water resources available to the Ojai Valley.

OV-63.1

Sedimentation, Oil Residue, and other Urban Pollutant Impact Mitigation

The County shall appropriately condition discretionary development which has the potential to deposit a significant amount of sedimentation, oil residue, or other urban pollutants into the surface water drainage system to require retention basins and oily water separators so that at least the first inch of rainfall from any one storm is retained within the project, in order that contaminants from urban runoff do not significantly impact downstream surface water quality and biological resources. The County shall require the control devices used in the oily separators to be properly maintained for the life of the authorized use.

Water Conservation and Reuse

OV-64

To ensure the employment of water conservation measures in new construction and encourage water conservation practices in agricultural, municipal, industrial, and recreational uses and in existing development.

OV-64.1

Water Conservation Techniques in New Development

The County shall condition discretionary development to utilize all feasible water conservation techniques.

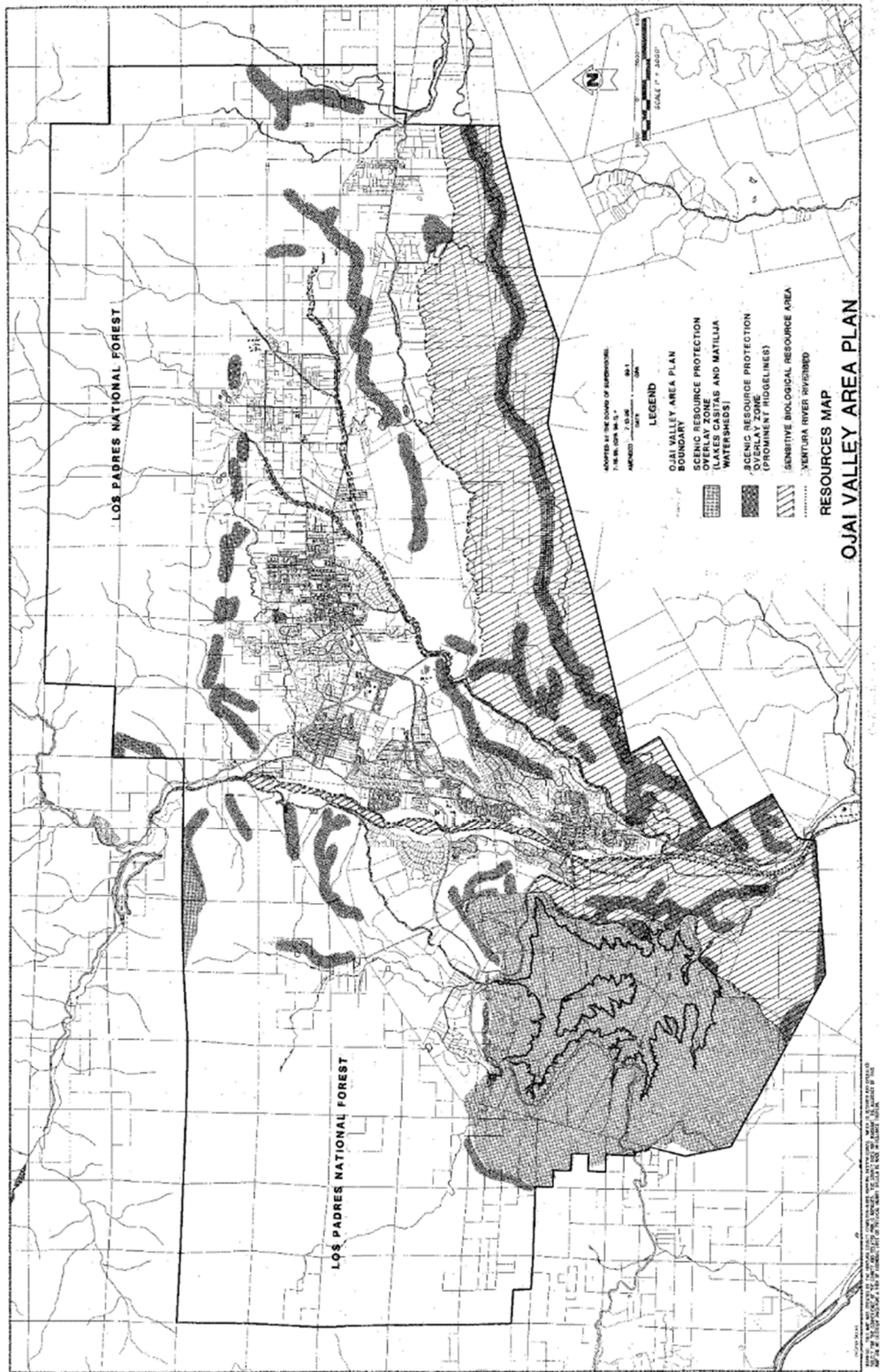
OV-64.2

Retrofits to Limit Water Demand

The County shall require new discretionary development to retrofit existing plumbing fixtures or provide other means so as not to add any net increased demand on the existing water supply. The County shall apply this policy until such time as a groundwater basin study is completed and it is found that the available groundwater, or other sources of water, could adequately provide for cumulative demand without creating an overdraft situation.

OV-65

To encourage the safe use of reclaimed water for irrigation, agriculture, wetland enhancement and stream flow maintenance and such other uses as are applicable.



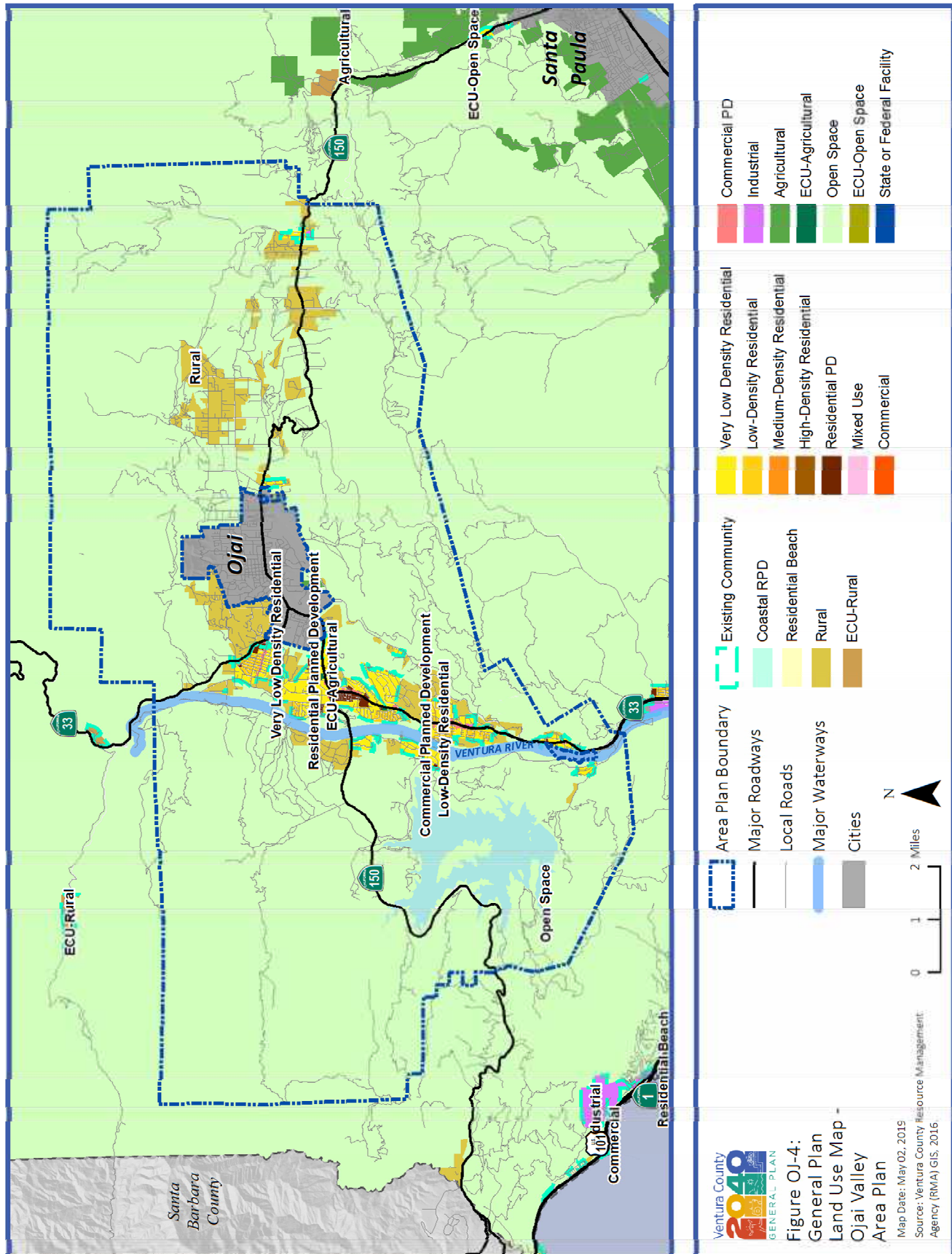


Table OV-4 Implementation Programs

Programs	
A	Amend Initial Study Assessment Guidelines The Planning Division shall amend the County Initial Study Guidelines so that the Ventura River Municipal Advisory Council and the City of Ojai will have review authority over all projects in the Ojai Valley Airshed that emit more than 5 lbs./day of NOx and/or ROC.
B	Ojai Valley Design Guidelines The Planning Division shall prepare a budgetary proposal to develop, with suitable public input, a set of guidelines that will ensure that discretionary development projects are compatible with their surroundings, are of high quality and good design, are consistent with the character of the Ojai Valley and beneficial to the community as a whole. The general parameters of these guidelines have been included as Appendix "A" of the Ojai Valley Area Plan.
C	City of Ojai Sphere of Influence Expansion Proposal The Planning Division shall prepare, on behalf of the Board of Supervisors, a request to LAFCO to amend the existing city Sphere of Influence line in the area north of El Roblar and west of Highway 33 in the Existing Community of Meiners Oaks.
D	Examination of the Pace of Development in Ojai Valley The Planning Division shall prepare a program proposal for the Board of Supervisors' consideration to re-examine and lower the current pace of development in the Ojai Valley concurrent with the next update of the VCOG population, dwelling unit, and employment forecasts.
E	Regulate the Pace of Commercial and Industrial Development To the extent the methodology exists or can reasonably be determined, the Planning Division shall prepare a program proposal for the Board of Supervisors' consideration to regulate the pace of commercial and industrial development.
F	HOME Improvement Program The Area Housing Authority shall continue to administer the HOME improvement program (funded by Community Development Block Grants) to provide low-interest loans, deferred payment loans, and grants to qualified low-income home owners within the Ojai Valley for the purpose of rehabilitating substandard or deteriorated housing.
G	Preferential Treatment to Affordable Housing Projects The Planning Division shall investigate ways to provide preferential treatment to affordable housing projects on the Ojai Valley Clean Air Ordinance waiting lists.
H	Information Exchange with the City of Ojai The County Planning Division shall continue to coordinate an information exchange with the City of Ojai to ensure that each is informed of proposed projects that could affect the other jurisdiction.

Programs	
I	Coordination with the Ojai Valley Unified Local Government Options Study Committee The County shall work with the Ojai Valley Unified Local Government Options Study Committee in order to provide adequate information for the residents of the Ojai Valley to make a knowledgeable decision regarding future incorporation options.
J	OVMAC Reconstitution The members of the Board of Supervisors representing the Ojai Valley should explore reconstituting the VRVMAC to cover the entire planning area.
K	Support for Public Open Space Preservation The County shall continue to support the work of the Ojai Valley Land Conservancy, the Ventura County Agricultural Land Trust and Conservancy, and other similar preservation organizations that might acquire and maintain “Public Open Space” lands within the Ojai Valley.
L	Concurrently Process Discretionary Permits and Annexation Requests The Planning Division shall request the City of Ojai to process discretionary permits concurrently with any request for annexation.
M	Cooperation and Communication between the County, CALTRANS, and the City of Ojai In order to improve circulation both within the City of Ojai and valleywide, the County should establish increased cooperation and communication between CALTRANS, the City of Ojai, and the County Public Works Agency.
N	Highway 150 Without expanding the road beyond two lanes, CALTRANS should provide an acceptable and safe level of service on Highway 150 for motorists, pedestrians, bicyclists, and equestrians through modifications such as lane widening, curve alterations and bridge improvements where necessary and feasible.
O	South Coast Area Transit (SCAT) Service South Coast Area Transit (SCAT) should provide public transit service both intra-valley and inter-city with particular emphasis on providing for senior and disabled persons and increasing service for commuters desiring to take public transit to and from work.
P	Highway 33 Improvements CALTRANS should install modifications such as traffic signals, turn lanes, and pedestrian crossing facilities on Highway 33 from Foster Park to the city of Ojai as needed and where feasible, to achieve a safer highway for both motorists and pedestrians. To determine where the installation of such modifications should occur, the County Public Works Agency should conduct a traffic study. The study should include a travel time/intersection analysis and implementation strategies.

Programs	
Q	<p>Highway 33 Improvement in Casitas Springs</p> <p>Highway 33 needs a modification in the vicinity of Casitas Springs to improve pedestrian and motor vehicle safety and to allow for an improved sense of community in Casitas Springs. Funding and construction of a Casitas Springs by-pass should only be undertaken after a thorough and complete consideration of all alternatives, including but not limited to, cuplets, pedestrian overcrossings and stoplights. Analysis of alternatives should include the following considerations:</p> <ul style="list-style-type: none"> a. there should be minimal intrusion upon adjoining property owners and residents, b. safety and not traffic flow should be the primary concern, and c. a thorough discussion of all issues related to the proposed project should be presented in a public forum to the citizens of Casitas Springs.
R	<p>Restriction on Highway 33 Truck Traffic</p> <p>The County Public Works Agency shall meet with CALTRANS officials to discuss the establishment of a restriction on truck traffic on the Highway 33 corridor during peak traffic hours.</p>
S	<p>Information Exchange with School Districts</p> <p>The County Planning Division shall coordinate an exchange of information with the Ojai Unified School District and the Ventura Unified School District regarding school needs and new residential development.</p>
T	<p>Joint Use of School Facilities</p> <p>The Ojai Unified School District, the Ventura Unified School District, and private schools throughout the valley, should make school facilities available during off-school hours for community meeting space, recreational programs, and other compatible functions.</p>
U	<p>Recreational Programs</p> <p>The County shall encourage service clubs, civic groups, and individuals who wish to coordinate or provide recreational programs in the Ojai Valley will be encouraged.</p>
V	<p>Cooperative Agreements for Facilities Joint Use</p> <p>The County General Services Agency shall work with the City of Ojai, local civic groups, and public and private schools throughout the Ojai Valley in order to establish cooperative agreements for use of each other's facilities to provide the best possible service for all residents of the Ojai Valley.</p>
W	<p>Bicycle and Trails Master Plan</p> <p>The County Trails Advisory Committee, in cooperation with the General Services Agency, City of Ojai, and National Forest Service shall develop a master plan of proposed bicycle and hiking/equestrian trails.</p>
X	<p>Planning for Additional Local Parks</p> <p>The County General Services Agency and the City of Ojai should plan for at least 180 acres of additional local park facilities. Funding for this park acquisition should come from Quimby Fees, development dedications, and other sources which may be available to the City and the County.</p>

Programs	
Y	More Equitable Recreational Services The County General Services Agency and the City of Ojai should jointly investigate the potential for formation of a new park district for the Ojai Valley in order to more equitably spread the cost of providing recreational services to the entire Ojai Valley.
Z	Parks and Recreation Funding To fund an expanded local parks program, the County and the City of Ojai should consider a special tax or other means to permanently support local and regional park and recreational services within the Ojai Valley.
AA	Crime Prevention Programs The County Sheriff's Department shall continue to encourage crime prevention programs such as "Neighborhood Watch" and the "Senior Patrol."
BB	Anti-Drug and Anti-Gang Programs The County Sheriff's Department shall work with the local schools, both public and private, in providing anti-drug, anti-gang, and other anti-crime programs.
CC	CPR Training Programs The hospitals and school districts should continue to provide CPR training programs to local residents.
DD	Ojai Valley Trail Maintenance and Extension The Ojai Valley Trail will continue to be maintained and should be extended where possible.
EE	Ministerial Ridgeline Development Standards The Planning Division shall prepare a budgetary proposal, for the Board of Supervisors' consideration, to develop ministerial ridgeline development standards which will regulate the height, shape and color of structures built on or near prominent ridge lines. Once these standards are adopted, the County shall remove the requirement for a Conditional Use Permit from properties zoned Scenic Resource Protection Overlay Zone outside of the Lake Casitas Resource Protection area. After the Planning Division prepares the proposal and before action is taken by the Board of Supervisors, a citizen's committee shall convene for the purpose of reviewing and commenting on the proposal.
FF	Existing Drainage Channels and Storm Drain System The Ventura County Flood Control District (VCFCD) should continue to monitor, clean, and adequately maintain the existing drainage channels and storm drain system within the Ojai Valley.
GG	Funding for Flood Control The VCFCD shall actively investigate and pursue all available sources of funding for flood control improvements and maintenance such as bond issues, State grants, and borrowed funds.

Programs	
HH	Conditions on Oil and Gas Permits The County shall enforce conditions applied to conditional use permits for oil and gas exploration and development to the maximum extent feasible in order to protect the health and welfare of the citizens and the character of the Ojai Valley.
II	Monitor and Protect Sensitive Species The County shall encourage the U.S. Forest Service to monitor and protect sensitive species, including the Ojai Fritillary. Appropriate resource management efforts to protect the Ojai Fritillary might include realignment of the Gridley Springs hiking trail and/or the transplanting of specimens to minimize the risk of extirpation of this species.
JJ	Wildlife Migration Mitigation in Highway 33 Improvements For any proposed Highway 33 improvements between Sulphur Mountain Road and Canada Larga Road, the County shall encourage CALTRANS to incorporate appropriate wildlife migration mitigation measures, such as underpasses or other means that will allow safe movement of wildlife between the Ventura River corridor and the Sulphur Mountain area.
KK	List of Qualified Archaeological Monitors The Planning Division shall review the County's list of qualified archaeological monitors every five years.
LL	Alternative Energy Sources Brochure The Planning Division shall prepare a budgetary proposal for the preparation of a brochure to promote the use of alternative energy sources.
MM	Control Burn Program The Fire Protection District, in cooperation with the Los Padres National Forest Service, shall continue control burn programs as necessary.
NN	Fire Hazard Management Program The Ventura County Fire Protection District should continue the fire hazard management (including enforcement of brush clearance requirements) program within the Ojai Valley.
OO	Oak View Fire Station Upgrade The Ventura County Fire Protection District should prepare, for the Board of Supervisors' consideration, a budgetary proposal to upgrade the Oak View Fire Station.
PP	Emergency Warning and Evacuation Plan The County Sheriff's Department Office of Emergency Services, in coordination with the Ventura County Flood Control District and the Casitas Municipal Water District, shall maintain and update as necessary an emergency warning and evacuation plan to protect affected residents in the event of failure or spill-over of either the Matilija Dam or the Casitas Dam.

Programs	
QQ	Review Projects for Noise Impacts The Ventura River Valley Municipal Advisory Council (or successor group) shall continue to review all discretionary projects within its review boundaries that could generate significant noise impacts affecting the Ojai Valley.
RR	Alternatives to Chemical Methods of Pest Control and Fertilization The Agricultural Department shall continue to encourage the use of alternatives to chemical methods of pest control and fertilization.
SS	Brochure on the Right to Farm Ordinance The Planning Division shall prepare a budgetary proposal to develop a brochure on the County's Right to Farm Ordinance in order to increase public awareness of the ordinance.
TT	Economic Programs for Agriculture The county should preserve and promote special economic programs that aid agriculture (e.g., Land Conservation Act).
UU	Groundwater Supply Database The County Public Works Agency, in coordination with the Ojai Groundwater Basin Management Agency, City of Ventura and water purveyors within the Ojai Valley, should work to establish a data base on actual available groundwater supply, projected use factors for all types of development and threshold limits for development within available water resources.
VV	Adopt a Policy on Retrofits to Limit Water Demand The Casitas Municipal Water District, the other water purveyors within the Ojai Valley and the City of Ojai should adopt a policy similar to Policy OV-64.2 Retrofits to Limit Water Demand.
WW	Water Efficiency in Agriculture The Agriculture Department shall discourage inefficient irrigation methods in agriculture including flood or furrow irrigation. The County shall encourage conservation, such as the goal of 80 percent distribution uniformity and irrigation efficiency, as currently encouraged by the Casitas Municipal Water District.
XX	State Water Imports The Casitas Municipal Water District should continue to explore the concept of the importation of State water.
YY	Groundwater Availability The Watershed Protection District of the County Public Works Agency, in conjunction with the appropriate water agency, should investigate the groundwater availability of the Upper Ventura River Groundwater Basin and the Upper Ojai Groundwater Basin.
ZZ	Water Conservation The Casitas Municipal Water District and other water purveyors should promote water conservation through the implementation of a tiered rate structure, and through participation and implementation of their own water conservation program.

Programs	
AAA Conjunctive Use	The Casitas Municipal Water District, in coordination with the Ojai Groundwater Basin Management Agency, should investigate the conjunctive use of water, giving full consideration to all affected beneficial uses of water, including in-stream and out-of-stream beneficial uses.
BBB Comprehensive Watershed Management Study	The Ventura County Flood Control District, Public Works Agency-Water Resources Division and Planning Division, City of Ojai, City of Ventura, water and sewer districts within the Ojai Valley, and appropriate Federal and State agencies should explore the development of a comprehensive watershed management study to address the full spectrum of water quantity and quality issues of the Ventura River system.

Glossary

Unless the context requires otherwise, the following definitions of words and terms shall be used in interpreting this Area Plan:

Agreement to Annex: A binding agreement, officially recorded with the deed of a property, in which the owners of a property, and all heirs and successors, give their permission to allow their property to be annexed to the City of Ojai at such time as the City wishes to carry out annexation.

Aquifer Recharge Area: Streambeds, spreading grounds, and aquifer outcrops, which are areas where the aquifer is exposed at the ground surface, or the area above a groundwater basin that does not have a clay cap.

Area of Interest: Major geographic areas reflective of community and planning identity established by the Ventura County *Local Agency Formation Commission (LAFCO)*. (c.f., *Sphere of Influence*)

Conditional Use Permit (CUP): See County Zoning Ordinance.

Conjunctive Use of Water: The operation of a groundwater basin in combination with a surface water storage and conveyance system. Water is stored in the groundwater basin for later use by intentionally recharging the basin during years of above-average water supply.

Emergency Use Authorization: See County Zoning Ordinance.

Flood and Furrow Irrigation: An agricultural irrigation technique in which the ground is graded with a very gentle, uniform slope, and water is distributed down furrows. Most commonly used in orchards and row crops.

Indigenous Plant Species: Vegetation native to the region.

Land Conservation Act (LCA): A California statute which allows local government to enter into long-term contracts with agricultural landowners by lowering property taxes as an incentive to continue agricultural use of the land, also known as the Williamson Act.

Locally Important Plant Communities: Southern Sycamore-Alder, Riparian Woodland, California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Oak Woodlands, and Coastal Sage-Scrub Community.

Ojai Valley: Approximately 74,000 acres governed by the Area Plan that is generally bound on the north by the Nordhoff Ridge, on the south by the Sulphur Mountain ridgeline, on the east by the mountain ridge between Bear Canyon and Santa Paula Canyon, and on the west by the Lake Casitas/Ventura River watershed boundary (see Figure OV-1).

Planned Development Permit (PD): See County Zoning Ordinance.

Qualified Archaeological Monitor: A County-recognized Archaeologist or Native American who is trained to monitor trenching or earthmoving activities at a potentially or confirmed archaeologically sensitive area.

Retrofit: Replacement of less efficient plumbing fixtures in existing structures with new ultra-low volume (ULV) devices.

Slope, moderate: Any slope on a property, or portion of a property, which exceeds ten percent (10%) average slope, but is below twenty-five percent (25%) average slope.

Slope, steep: Any slope on a property, or portion of a property, which exceeds twenty-five percent (25%) average slope.

Sphere of Influence: An area designated by the Local Agency Formation Commission (LAFCo) for each City or special district representing the probable, ultimate boundary of the City or special district. (c.f., Area of Interest)

Wireless Communication Facility, Non-Stealth: See Non-Coastal Zoning Ordinance.

Wireless Communication Facility, Stealth: See Non-Coastal Zoning Ordinance.

Wireless Communication Facility: See Non-Coastal Zoning Ordinance.

Appendix "A" – Urban and Rural Design Concept

The indigenous settlement pattern of the Ojai Valley consists of small towns and villages connected by country roads through intervening rural land. The scale, forms, materials and detailing of the roads, streets and buildings typical of the Valley prior to the 1950's define the unique design character which this Plan seeks to preserve and promote. In the near future, the essential characteristics of these design elements will be codified as Special Development Standards and Design Guidelines for all development within the Plan area requiring discretionary review, and for major public improvements. For clarity, existing prototypical examples of roads, streets and buildings are identified. These are intended to illustrate principles of scale, massing, materials, construction methods, and detailing which are appropriate to the Valley, but are not intended to require a particular "style."

General

Simple, rustic street, road and building types, designed in the local vernacular, are appropriate. Streets and public and private roads are narrow and often irregular, deflecting around natural features of terrain and vegetation, and closely following the natural contours of the land. Frontages are typically defined by low walls, fences and native plants. Building walls are typically made of or clad in wood siding, smooth stucco, or native stone. Doors and windows have vertical or square proportions. Roofs are gabled, with overhanging eaves, and are clad in wood shingles, clay tile, or dimensional composition shingles. Parking is to the side or rear of the lot except for single rows of parking spaces directly off the street at retail frontages.

Suburban street and building types - including standard arterial - and collector type streets, strip type retail buildings, chain type architectural design and signage, parking lots fronting the street, and tract type houses with garage doors visible from the public way - are specifically identified as destructive of the Valley's unique character and are strongly discouraged.

Towns and Villages

Communities are close knit, each residence within walking distance of a store, a park or other public open space, and a bus stop. Buildings are scaled to the pedestrian, and enfront the public way with porches, colonnades or forecourts. The prototypical town center is Ojai Avenue from Ventura Street to Montgomery Street; the village center is Ventura Avenue in Casitas Springs; prototypical neighborhood streets are Canada Street and Grand Avenue in Ojai.

Countryside

Country roads are two lane with a pavement of 16-20 feet, flanked by 4-8 foot gravel shoulders, ditches or earth banks. Frontage improvements include native stone walls, wood board or wire fences, and native shrubs and trees. Prototypical roads are Thacher Road, Carne Road and Ojai Santa Paula Road. Houses are typically obscured from public views by frontage elements or are well set back in groves of trees. Grading is strictly minimized. Local serving general merchandise stores and restaurants are located at selected crossroads - Boccali's at Ojai Santa Paula and Reeves Roads is the prototype.

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PIRU AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

PIRU AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	P-1
Local Setting	P-2
Land Use Designations and Standards	P-4
Land Use and Community Character.....	P-10
Circulation, Transportation, and Mobility.....	P-28
Public Facilities, Services, and Infrastructure	P-41
Conservation and Open Space	P-44
Hazards and Safety.....	P-50
Agriculture	P-53
Water Resources	P-54
Appendix – Piru Community Design Guidelines	P-62

List of Figures

Figure P-1	Area of Interest.....	P-3
Figure P-2	Piru Area Plan	P-5
Figure P-3	Piru Area Plan, Central.....	P-6
Figure P-4	Community Business District	P-16
Figure P-5	Land Use Plan for the Piru Area of Interest	P-17
Figure P-6	Land Use Plan for Piru Community	P-18
Figure P-7	Piru Expansion Area Land Use Designations	P-19
Figure P-8	Development Standards for the Single-Family Estate (SFE) Designation.....	P-22
Figure P-9	Development Standards for the Single-Family Traditional (SFT) Designation	P-23
Figure P-10	Development Standards for the Main Street Promenade (MSP) Designation.....	P-24
Figure P-11	Development Standards for the Cottage Residential (CR) Designation	P-25
Figure P-12	Development Standards for the Retail Mixed-Use (RMU) Designation	P-26
Figure P-13	Development Standards for the Residential High Density (RHD) Designation.....	P-27
Figure P-14	Circulation Plan	P-31
Figure P-15	1986 County Road Standards Plate B-4	P-34
Figure P-16	1986 County Road Standards Plate B-3	P-35
Figure P-17	Enhanced Main Street Concept Plan.....	P-36
Figure P-18	Enhanced Main Street - Cross-Section "A"	P-37
Figure P-19	Enhanced Main Street - Cross-Section "B"	P-38
Figure P-20	Enhanced Main Street - Cross-Section "C"	P-39
Figure P-21	Intersection Enhancements at Main Street and Via Fustero.....	P-40
Figure P-22	Piru Area Plan Scenic Roadways	P-49
Figure P-23	General Plan Land Use Map – Piru Area Plan	P-56

List of Tables

Table P-1	Piru Area Plan Land Use Designations.....	P-4
Table P-2	Zoning Compatibility Matrix.....	P-7
Table P-3	Summary – Building Intensity/Population Density Standards.....	P-8
Table P-4	Description of Piru Expansion Area Land Use Designations	P-20
Table P-5	Allowed Land Uses in the Piru Expansion Area.....	P-21
Table P-6	Description of Proposed Circulation Improvements.....	P-32
Table P-7	Implementation Programs	P-58

Introduction

Purpose

The Piru Area Plan is an integral part of the Ventura County General Plan serving as the Land Use Plan for the Piru Area of Interest (Figure P-1). In general, the purpose of an Area Plan is to specify the distribution, location, types, and intensity of land uses within a prescribed area, as well as provide specific policies concerning development in that area. “Area plan” is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the general plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. This Plan governs the distribution, general location, and extent of the uses of the land for housing, business, industry, open space, agriculture, and community facilities.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the countywide general plan. To achieve this consistency, the County reviewed and used the goals, policies, programs, and maps of the Ventura County General Plan in drafting this Area Plan. The goals, policies, and programs that have been incorporated into this Area Plan supplement the Countywide General Plan, therefore, this Plan is intended to be read in conjunction with the Countywide General Plan.

Area Plan Chronology

In November of 1963, the Board of Supervisors adopted the “1985” General Plan for Ventura County. This plan contained area plans for various geographic areas of the County. The Fillmore-Piru Area Plan projected a population for the Fillmore-Piru area of approximately 40,000 people by 1985. That 1963 projection, turned out to be an overestimate. The 1963 projection was reflective of the thought that the County would continue to grow as rapidly as in previous decades. The City of Fillmore adopted a new General Plan in 1967 which then superseded the County's Fillmore-Piru Area Plan. In June of 1973, the County Open Space Plan was adopted. In December of 1974, the Fillmore portion of the Area Plan was deleted and the Piru portion was amended to accommodate a then proposed paper/plastic cup manufacturing business (Solo Cup Company). In portions of Piru, the uses allowed by the Open Space Plan and the Piru Area Plan conflicted. From 1973 to 1986, the more restrictive of the two plans dictated the allowable land uses. One of the objectives of the December 1986 adopted Plan was to eliminate those conflicts.

The County adopted an Amendment to the Area Plan in May 1988 as part of the reformatting of the Countywide General Plan. In December 1989, Area Plan tables were updated to reflect minor County-wide policy changes to building intensity standards. An Amendment adopted in November 1992 provided the land use redesignation necessary to achieve consistency with a zone change to accommodate a low- and moderate-income housing project located southwest of Main and Via Faster, within the Urban boundary. An update to the Piru Area Plan was adopted by the Board of Supervisors in December 1996 to remove the superfluous Glossary and to bring certain text, programs, and tables into consistency with a concurrent Countywide General Plan amendment. In July 1997, the Area Plan was amended to add the Piru Community Design Guidelines Appendix and was revised to be consistent with the Piru Community Enhancement Plan. In October 2001, the Area Plan was amended to accommodate the expansion of the highway-oriented commercial area at Main Street and Highway 126. A focused update to the Piru Area Plan was adopted in 2008, expanding the urban community to accommodate additional housing development adjacent to Main Street north of Highway 126, between Warring Wash and the United Water Conservation District percolation basins. This amendment also included changes to various goals, policies and programs and amended the Piru Community Design Guidelines to include design guidelines for residential development. The County has continued to refine and update the plan over the years, and has been amended nine times, in 1988, 1989, 1992, 1996, 1997, 2001, 2005, 2008, and 2011. As part of the 2040 General Plan Update process, the County updated this Piru Area Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the Piru Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the Piru area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The Piru Area Plan is the detailed land use plan of the Ventura County General Plan for the Piru area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the Piru area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

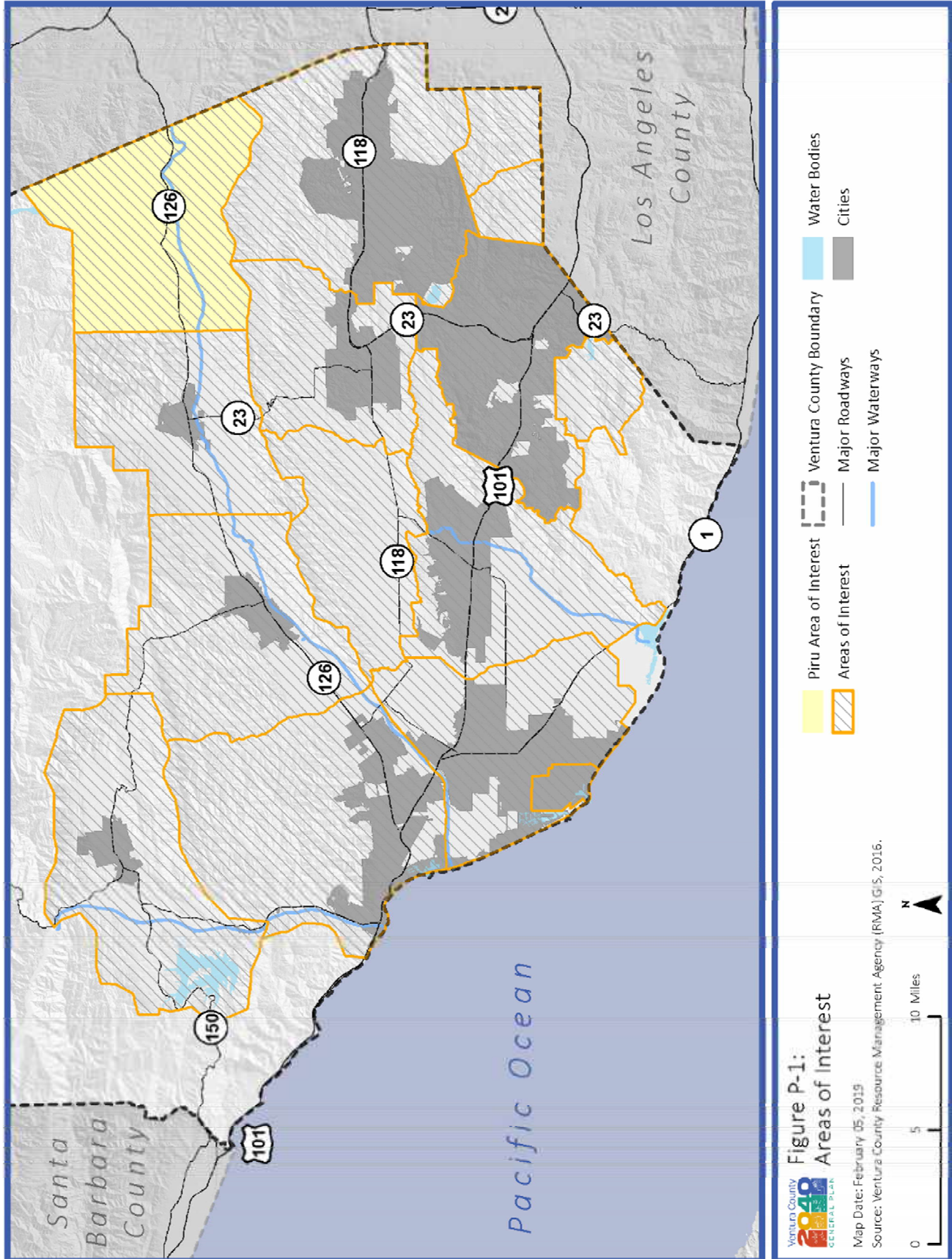
Local Setting

Overview of Plan Area

The Piru area is in eastern Ventura County, as shown in Figure P-1. The Piru area straddles Highway 126, between Fillmore and the Los Angeles County line.

Community History

Piru began as a small town in the late 1800's that served as a citrus stop for the Southern Pacific Railroad. Paralleling El Camino Real (now known as Telegraph Road), the rail line was built from east to west – Los Angeles to Ventura. The town of Piru was founded in 1888 by David C. Cook, a publisher of religious books from Illinois who had moved west for his health. Cook planned to create a "Second Garden of Eden" and planted over 900 acres of oranges, apricots, walnuts, olives, and other fruit and nut trees. Originally Highway 126 ran through the center of this town. A new bypass built in the 1980's moved the highway one half mile south.



Land Use Designations and Standards

Area Plans include a distinguished set of land use designations that are specific to the unique needs, resources, and history of a specifically-defined area. These plans govern the distribution, general location, and extent of uses of the land within the area for housing, business, industry, open space, agriculture, and public facilities.

Table P-1 Piru Area Plan Land Use Designations

Land Use Designation	Description	Max. Density/ Intensity
Agriculture and Open Space	The purpose of the Agriculture and Open Space designation is to maintain the bulk of the Piru Area of Interest in Agriculture or Open Space as a means of retaining the existing rural scenic character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect resources, and the lack of public services and facilities required to support urban development.	
Community Facility	The purpose of the Community Facility designation is to recognize existing and future public, homeowner association and utility-owned properties which are, or will be, developed for schools, parks, pedestrian/bike trails, agricultural buffers, cemeteries, town greens, community centers, fire stations, utility facilities, railroad depot and a 100-foot railroad right-of-way for placement of tracts to accommodate excursion or commuter trains, and appurtenant commercial activities consistent with the Piru Community Enhancement Plan (1996).	
Residential	The purpose of the Residential designation is to promote a diversity of housing types, tenure, and price to provide a variety of housing options and increase housing opportunities for persons of all income levels.	
Commercial	The purpose of the Commercial designation is to provide commercial uses which meet the shopping, service, and entertainment needs of the residents of Piru and visitors to the community of Piru and Lake Piru.	
Industrial	The purpose of the Industrial designation is to provide industrial uses to meet the service and employment needs of the Piru Community.	



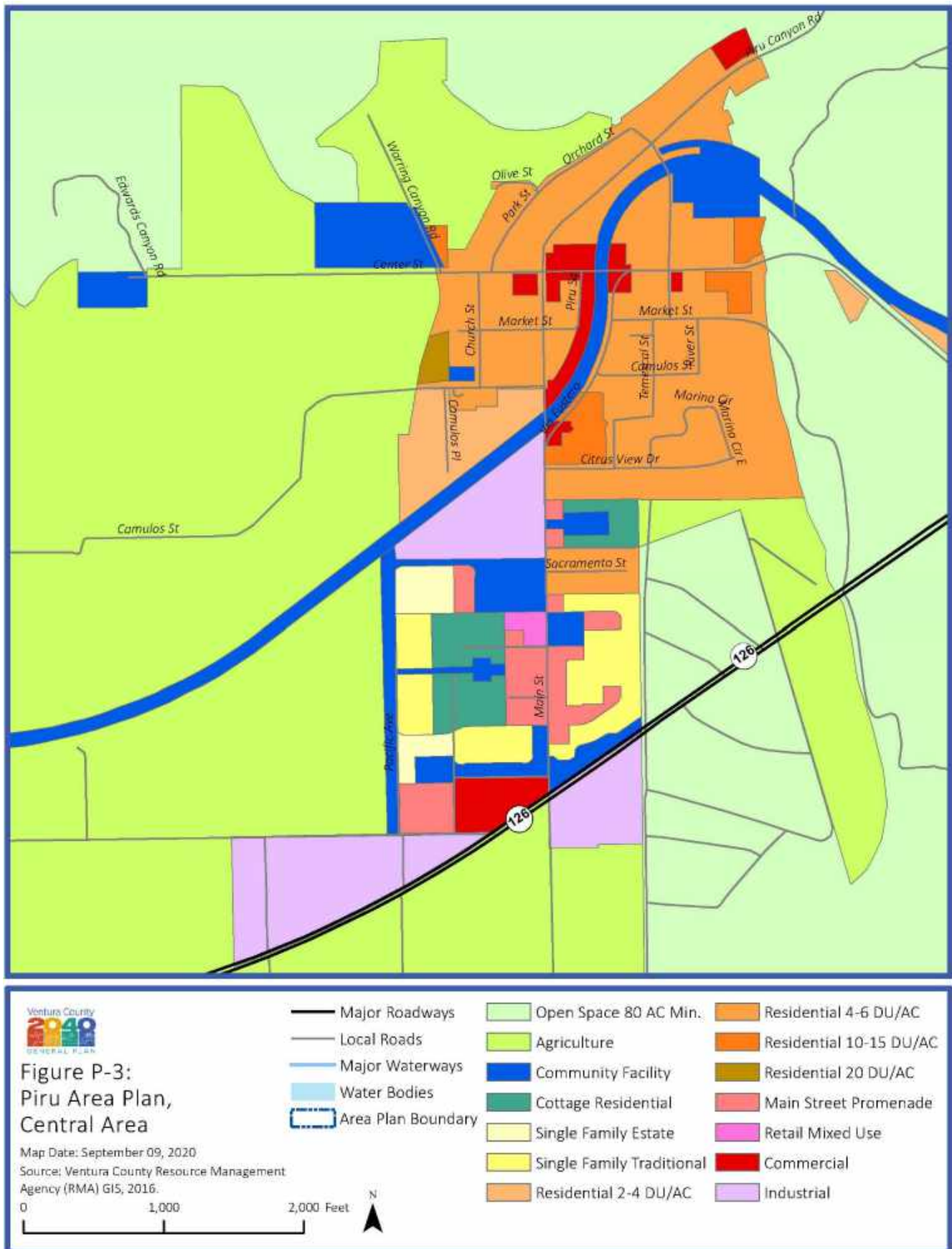


Table P-2 Zoning Compatibility Matrix

AREA PLAN MAP LAND USE DESIGNATIONS	ZONE																
	OS (10 ac min.)	AE (40 ac min.)	RA (1 ac min.)	RE (10,000 S.F. min.)	RO (20,000 S.F. min.)	R1 (6,000 S.F. min.)	R2 (3,500 S.F./du)	RPD	RHD (20 du/ac)/Ac.)	SP	TP	CO	C1	CP-D	M1	M2	M3
Open Space (80 ac min.)	80 AC	80 AC															
Agriculture (40 ac min.)		■															
R-4 (Residential 2-4 du/ac)				■	■			4 U									
R-6 (Residential 4-6 du/ac)				■	■	■		6 U									
R-15 (Residential 10-15 du/ac)								15 U									
R-20 (Residential 20 du/ac)									20 U								
C (Commercial)													■	■			
I (Industrial)															■	■	
CF (Community Facility)	■	■		■		■		■						■			
PIRU EXPANSION AREAS LAND USE DESIGNATIONS																	
SFE (Single Family Estate, 204 du/ac)								4 U									
SFT (Single Family Traditional, 4-6 du/ac)								6 U									
MSP (Main Street Promenade, 6-8 du/ac)								8 U									
CR (Cottage Residential, 10-12 du/ac)								12 U									
RMU (Retail Mixed Use)														■			
CF (Community Facility)	■	■		5 AC		■		■						■			

Source: Piru Area Plan (6-28-11 edition)

Table P-3 Summary – Building Intensity/Population Density Standards

LAND USE DESIGNATION	Open Space						
	Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (DU/Ac) ²	Dwelling Units	Average Pop/DU ³	Populat.	Avg. Populat. Density (Persons/Acre)
Open Space (80 ac min.)	38,529	5%	0.10	481	3.66	1,760	0.05
Agricultural (40 ac min.)	5,037	5%	0.03	125	3.66	458	0.09
Totals	43,566			606		2,218	
LAND USE DESIGNATION	Residential						
	Acres	Max. Bldg. Coverage (% Of Lot Area) ¹	Maximum Intensity (DU/AC) ²	Dwelling Units	Average Pop/DU ³	Population	Average Population Density (Persons/Acre)
R-4 (2-4 du/ac)	14	36%	4.0	56	3.66	205	14.64
R-6 (4-6 du/ac)	112	45%	6.0	672	3.66	2,460	21.96
R-15 (10-15 du/ac)	7	55%	15.0	105	3.66	384	54.86
RHD (20 du/ac)	1.51	60%	20	30	3.66	110	72.85
SFE (2-4 du/ac)	5	36%	4.0	20	3.66	73	14.60
SFT (4-6 du/ac.)	18	45%	6.0	108	3.66	395	21.94
MSP 6-8 du/ac.)	14	50%	8.0	112	3.66	410	29.29
CR (8-12 du/ac)	12	55%	12.0	144	3.66	527	43.92
Totals	12			1,247		4,564	

LAND USE DESIGNATION	Commercial/Industrial/Community Facility/Private Open Space					
	Acres	Max. Bldg. Coverage (% of Lot Area) ⁴	Projected Floor Area (X 1,000 SF) ²	Average Number of Employees Per 1,000 SF	Employees	Average Number of Employees/Acre
C (Commercial)	13	60% ⁵	65	2.0	130	10.0
RMU (Retail Mixed-Use)	1	60%	10	2	20	13.07
I (Industrial)	44	50%	313	2.0	627	14.25
CF (Community Facility)	160	60%	552	1.0	536 ⁶	3.35
Totals	218		943		1,291	

Source: Piru Area Plan (6-28-11 edition)

Notes:

¹ Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures. For nonconforming lots of less than 10 acres in area, maximum building coverage shall be 2,500 square feet, plus 1 square foot for each 22.334 square feet of lot area over 5,000 square feet. Greater building coverage may be allowed under discretionary permits for uses listed in the zoning ordinance under the heading of "Crop and Orchard Production" and for Farmworker Housing Complexes.

² Excludes second dwelling units per Section 65852.2 of the State Government Code.

³ Year 2000 Census ⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁵ Deviations may be allowed under the provisions of the Community Business District Overlay Zone.

⁶ The 60% maximum building coverage standard is intended to allow flexibility for development of the more urban-type parks in the community. Employee estimates for the CF designation are based on 60% lot coverage for the total CF designated acreage. It is likely that this estimate is significantly high as much of the CF designation is planned for development of trails and open space.

Land Use and Community Character

Growth Management

P-1

To ensure that growth occurs in a manner consistent with the ability of service agencies to provide quality services.

P-2

To guide growth into developed areas and discourage the conversion of agricultural land to urban uses.

Land Use Designations and Standards

P-2.1

Land Use Map Conformance

The County shall require commercial development to be located in conformance with the Land Use Map which has been developed in accordance with the above goals and objectives (Figures P-2, P-3, P-6, and P-7).

P-2.2

Land Use Compatibility

The County shall subject new commercial development to either a Planned Development or Conditional Use Permit to assure compatibility with adjacent land uses. Such review shall give careful attention to landscaping, signage, access, site, and building design and size, drainage, on-site parking and circulation, operating hours, fencing and mitigation of nuisance factors.

P-2.3

Zoning and Development Land Use Map Conformance

The County shall require all zoning and development to be in conformance with the Land Use Maps which have been designed to reflect the above goals (Figure P-2, P-3, P-5, P-6, and P-7). The County shall require development within the Piru Expansion Area as depicted on Figure P-7 to be consistent with Table P-4 and P-6 and Figures P-8, P-9, P-10, P-11, and P-12. The Zoning Compatibility Matrix (Table P-2) indicates the zones which are consistent with the various Area Plan land use categories.

P-3

To provide commercial uses which meet the shopping, service, and entertainment needs of the residents of Piru and visitors to the community of Piru and Lake Piru.

P-4

To locate and design commercial land uses so as to minimize land use incompatibility with surrounding land uses, as much as is practical.

P-4.1

Highway-Oriented Development

The County shall require new highway-oriented development to be confined to the existing commercial area at Main Street and Highway 126.

P-4.2

Commercial Uses

The County shall require commercial uses which serve Lake Piru visitors to locate within existing commercial areas.

P-4.3 Exterior Lighting

The County shall require all exterior lighting to be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced, and off-site glare is fully controlled.

P-5

To ensure that the uses in the commercial area along Highway 126 complement the Commercial Town Center.

P-5.1 Complementary Character

The County shall require discretionary development in the Commercial designated area along Highway 126 to complement the Commercial Town Center.

P-6

To encourage a mixture of commercial and residential uses in the CBD overlay district.

P-7

To locate and design industrial land uses so as to minimize land use incompatibility with residential land uses.

P-7.1 Industrial Development

The County shall require industrial development to be located in conformance with the Land Use Map which has been developed in accordance with the above goals (Figures P-2, P-3, P-6, and P-7).

P-7.2 Industrial Use Siting

The County shall require industrial uses to be confined to locations adjacent to State Highway 126 and/or rail lines.

P-7.3 Discretionary Review of Industrial Development

The County shall subject new industrial development to either a Planned Development or Conditional Use Permit to assure compatibility with neighboring uses. Such review shall give careful attention to aesthetics, landscaping, signage, access, site and building design and size, drainage, on-site parking and circulation, fencing, operating hours, and mitigation of nuisance factors.

P-7.4 Exterior Lighting

The County shall require all exterior lighting to be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced, and off-site glare is fully controlled.

P-7.5 Hazardous Materials and Wastes

The County shall require hazardous materials and wastes to be stored, handled, and disposed in a manner approved by the Environmental Health Division.

P-8

To promote a diversity of housing types, tenure, and price in order to provide a variety of housing options and increase housing opportunities for persons of all income levels.

P-8.1

Residential Development Conformance with Land Use Maps

The County shall require residential development to be located in conformance with the Land Use Maps (Figures P-2, P-3, P-6, and P-7) which has been developed in accordance with the above goals.

P-8.2

Affordable Housing Requirement within the Piru Expansion Area

The County shall require residential development within the Piru expansion area, but outside the Redevelopment area will ensure that 10.5% of the units will be maintained as affordable to low-income families. The County shall require covenants and restrictions to maintain affordability for a period of 45 years for ownership units and 55 years for rental units. The County shall allow payment of in-lieu fees only in cases where it can be shown by the applicant and determined by the County that actual construction of the units is unnecessary to meet the housing needs set forth in the Regional Housing Need Assessment Allocation.

P-8.3

Low-Income Housing

The County shall encourage well-designed low-income housing in accordance with demand.

P-9

To strive for a reasonable (three percent) vacancy rate in both rental and ownership housing in Piru.

P-10

To improve the condition of existing substandard housing and housing otherwise in need of rehabilitation.

P-11

To recognize existing and future public, homeowner association, and utility-owned properties which are, or will be, developed for schools, parks, pedestrian/bike trails, agricultural buffers, cemeteries, town greens, community centers, fire stations, utility facilities, railroad depot and a 100-foot railroad right-of-way for placement of tracts to accommodate excursion or commuter trains, and appurtenant commercial activities consistent with the Piru Community Enhancement Plan (1996).

P-11.1

Community Facility Designation and the Piru Community Enhancement Plan (1996)

The County shall require all discretionary development within the "Community Facility" designation to be consistent with the goals of this land use designation and the Piru Community Enhancement Plan (1996).

P-12

To maintain the bulk of the Piru Area of Interest in Agriculture or Open Space as a means of retaining the existing rural scenic character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect resources, and the lack of public services and facilities required to support urban development.

P-12.1

Agricultural and Open Space on the Land Use Diagram

The County shall locate Agricultural and Open Space in conformance with the Land Use Diagram which the County developed in accordance with the above goals (Figures P-2, P-3 and P-5).

P-12.2

Land Designated Open Space or Agricultural

The County shall designate land outside the Piru Urban and Existing Community areas as Open Space or Agricultural.

Character and Design

P-13

To maintain the existing early 1900's small town character of Piru.

P-13.1

Conformity with Piru Community Design Guidelines

The County shall require discretionary development or redevelopment to employ the Piru Community Design Guidelines (see Appendix) which are intended to complement and maintain the community's unique early 1900's small town identity.

P-13.2

Piru Community Design Guidelines Conformance

The County shall condition discretionary residential development to incorporate good design standards and maintain the character of the Piru community consistent with the Piru Community Design Guidelines.

P-13.3

Driveway, Parking Lot, and Landscaped Area Consolidation

The County shall require commercial development to consolidate driveways, parking lots, and landscaped areas, whenever possible.

P-14

To ensure that existing and future land use patterns result in a cohesive and consolidated community.

P-15

To locate new development within a compact urban community and avoid encroaching on established agricultural operations.

P-15.1

Urban Boundary Expansion

The County shall discourage outward expansion of the Urban boundary, as delineated on the Land Use Map (Figures P-2, P-3, P-6, and P-7) if suitable developable areas exist within the Piru Community.

P-16

To provide a balance of industry, commerce, recreation and housing in order to encourage a sound economic base and afford opportunities to live, work, shop and play within the community.

P-16.1

Impact Consideration for New Development

The County shall require social, physical and economic impacts to be considered prior to the determination of the suitability and appropriateness of new development within the Piru Community.

P-16.2

Building Intensity/Population Density Summary Table Conformance

The County shall require all discretionary development projects to be reviewed and conditioned to ensure that they are in conformance with the Building Intensity/Population Density Summary Table (Table P-3).

P-16.3

Community Business District Overlay Zone

The County shall require the Commercial Town Center, Railroad Property, and Piru Expansion Area mixed-use site (Figure P-4) to be zoned with the Community Business District Overlay Zone.

P-17

To encourage the revitalization and rehabilitation of substandard or deteriorated areas in the Piru Community.

P-18

To allow reduction of development, parking, landscaping, and sign standards in the Community Business District (Figure P-4) to be consistent with the Piru Community Design Guidelines (see Appendix).

P-19

To ensure that new development in Piru is integrated with the existing community.

Civic Engagement

P-20

To Provide opportunities for the citizens of Piru to take an active role in determining community affairs.

P-20.1

Piru Neighborhood Council

The Board of Supervisors shall continue to recognize the Piru Neighborhood Council as the 'public review group for the Piru Area of Interest. The County shall require all applications for discretionary permits and all environmental documents for projects located within the Piru Area of Interest be distributed to the Piru Neighborhood Council.

P-20.2

Notifications to the Piru Neighborhood Council

All County departments shall make an effort to notify the Piru Neighborhood Council concerning issues and programs of importance to the Piru area prior to decisions being made regarding these matters.

P-20.3

Community Services District Review Authority

If a community services district (CSD) is ultimately formed with an elected Board of Directors, the County shall require the CSD board take the place of the Piru Neighborhood Council as the recognized public review group for review of discretionary permits.

Figure P-4 Community Business District

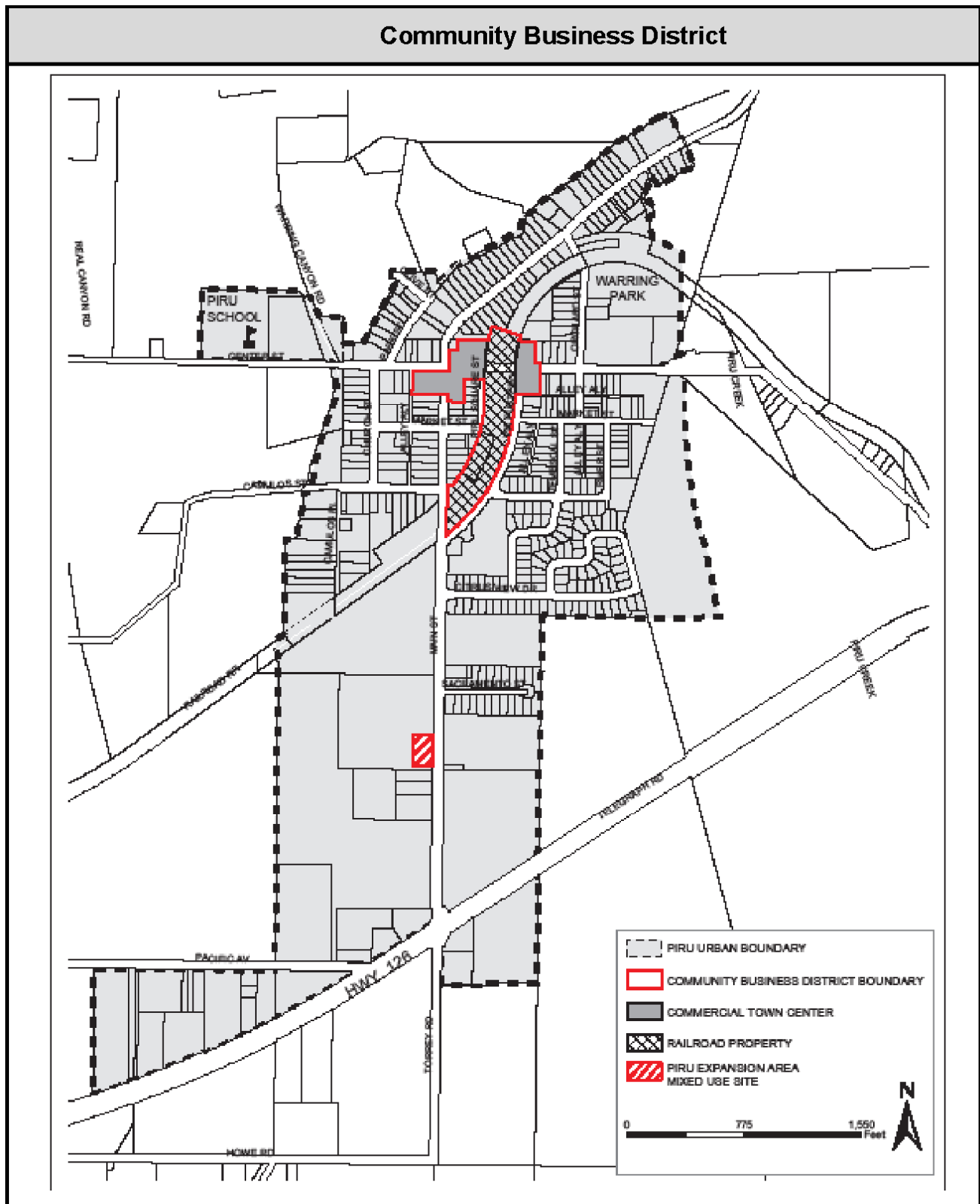


Figure P-5 Land Use Plan for the Piru Area of Interest

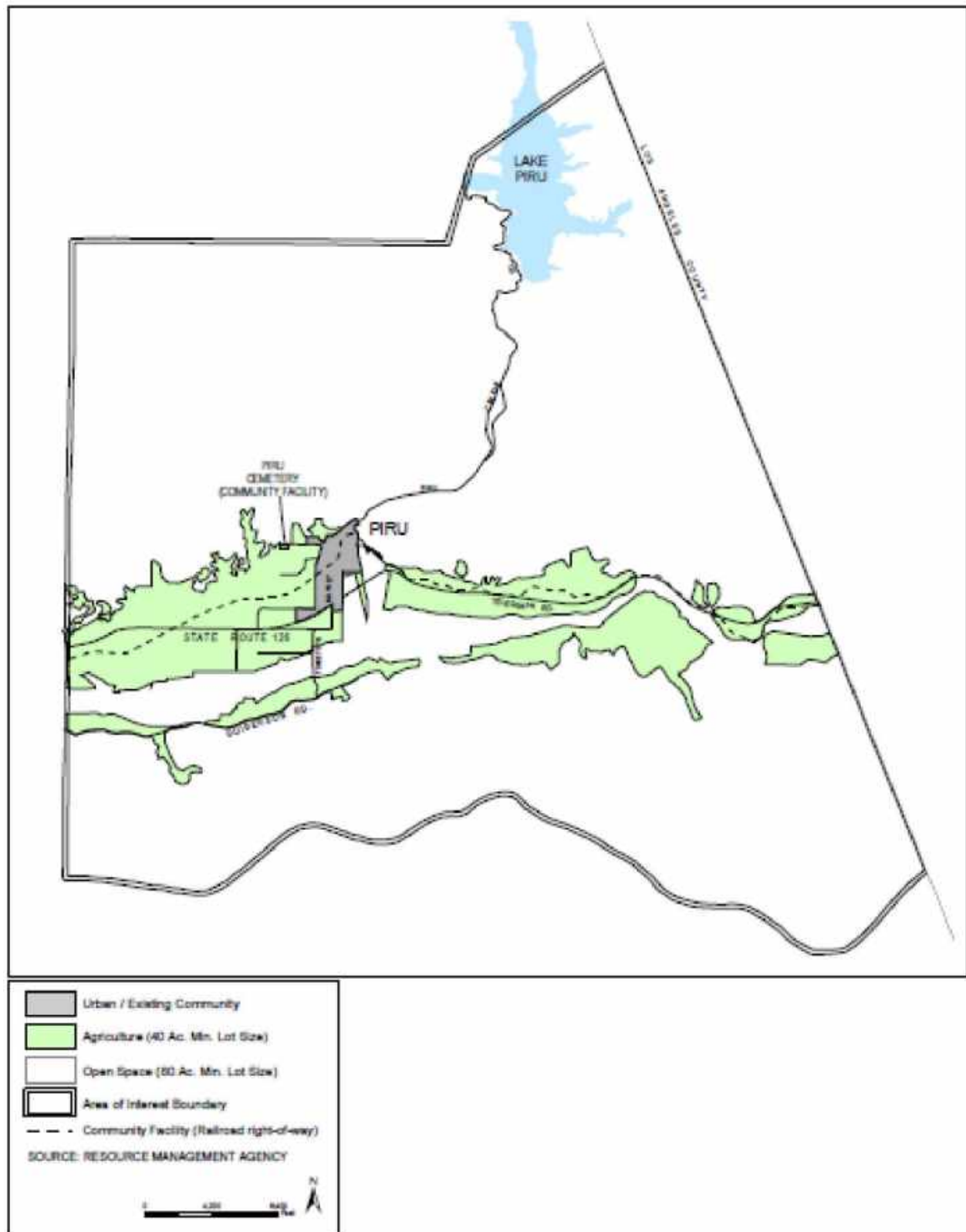


Figure P-6 Land Use Plan for Piru Community

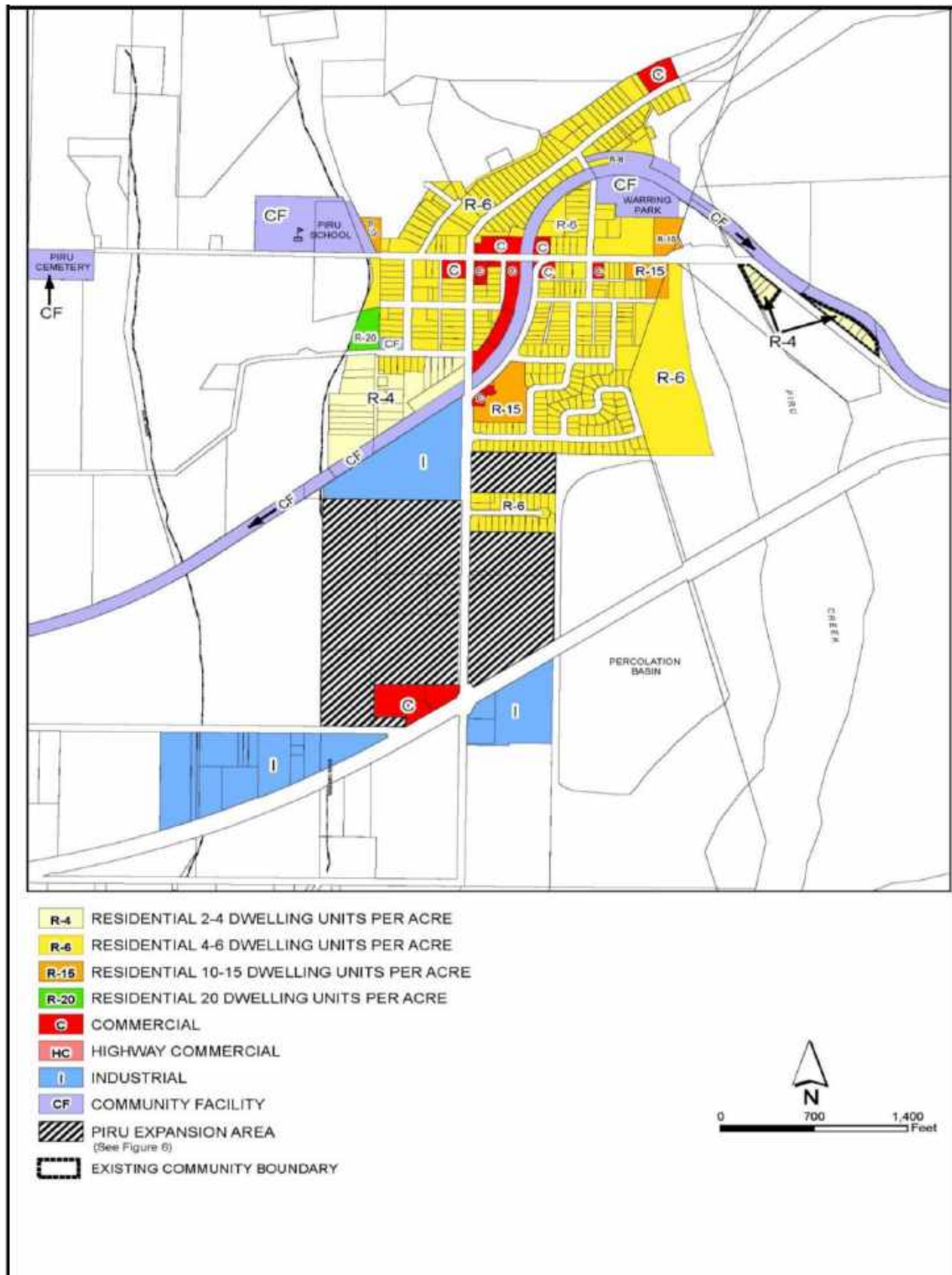


Figure P-7 Piru Expansion Area Land Use Designations



Table P-4 Description of Piru Expansion Area Land Use Designations

Description of Piru Expansion Area Land Use Designations
<p>The Piru Expansion Area is comprised of six land use designations. These designations are illustrated in Figure P-7. Note that the precise alignment of parcel lines, roadways, location, size and configuration of land use designations and community facilities shown on Figure P-7 may be subject to minor adjustments by the Planning Director following review by the Piru Neighborhood Council if necessary to comply with requirements of other agencies or to achieve an improved project design. Major adjustments shall require approval of a General Plan Amendment by the Board of Supervisors. A description of each land use designation are described as follows:</p> <ul style="list-style-type: none"> • Single Family Estate (SFE). The SFE designation consists of single-family residential units located on lots varying in size from 8,000 to 10,000 square feet. • Single Family Traditional (SFT). The SFT designation consists of single-family residential units located on lots 4,000 square feet or greater. • Main Street Promenade (MSP). The MSP designation refers to the duplexes and triplexes that flank Main Street and Pacific Avenue. This designation is characterized by larger setbacks and garages strategically placed in alleys behind Main Street to generate a pedestrian friendly, relaxed ambiance that mirrors existing homes on Main Street. • Cottage Residential (CR). The CR designation is intended to provide high quality cottage cluster type residences that are higher density than the other residential designations in the Piru Expansion Area. • Retail Mixed-Use (RMU). The RMU designation refers to a small commercial site adjacent to Main Street which includes attached residential apartments or condominiums on the second floor. • Community Facility (CF). The CF designation is comprised of public parks, pedestrian/bike trails, private recreation areas, agricultural buffers, and stormwater detention basins and utility facilities. The CF designation could also accommodate community garden plots. <p>Permitted uses for each land use designation within the Piru Expansion Area are set forth in Table P-5. Note that not all uses permitted in the RPD zoning district are permitted within the Piru Expansion Area. Land uses are as defined in the Ventura County Non-Coastal Zoning Ordinance. In the event of an inconsistency between Table P-5 and the Non-Coastal Zoning Ordinance, the more restrictive requirement shall govern. Accessory uses and structures may be permitted consistent with the Non-Coastal Zoning Ordinance.</p> <p>Development standards for the above land use designations are set forth in Figures P-8, P-9, P-10, P-11, and P-12. Note that residences that are currently present in the Piru Expansion Area will be allowed to remain indefinitely and are not considered nonconforming or noncompliant uses.</p>

Table P-5 Allowed Land Uses in the Piru Expansion Area

Land Use	Land Use Designations					
	SFE	SFT	MSP	CR	RMU	CF
Residential Uses						
Dwellings, Single-Family	PD	PD	PD	PD	PD	-
Dwellings, Duplex, Triplex	-	-	PD	PD	PD	-
Dwellings, Multi-Family	-	-	-	PD	PD	-
Dwellings, Second	ZC	-	-	-	-	-
Commercial						
Art Galleries, Museums	-	-	-	-	PD	-
Banks and Related Financial Offices	-	-	-	-	PD	-
Eating Establishments	-	-	-	-	PD	-
Office (Business, Professional, Administrative)	-	-	-	-	PD	-
Retail Trade	-	-	-	-	PD	-
Personal Service Establishments	-	-	-	-	PD	-
Care Facilities						
Day Care Centers	-	-	-	-	CUP	-
Family Day Care Home	E	E	E	E	-	-
Intermediate: (Care for 7 or More Persons)	CUP	CUP	CUP	CUP	CUP	-
Residential: (Care for 6 or Fewer Persons)	ZC	ZC	ZC	ZC	ZC	-
Residential: (Care for 7 or More Persons)	CUP	CUP	CUP	CUP	CUP	-
Meeting Places						
Churches, Synagogues	-	-	-	-	CUP	-
Clubhouses (No Alcoholic Beverages)	-	-	-	-	PD	-
Filming Activities						
Occasional	ZC	ZC	ZC	ZC	ZC	ZC
Recreational, Sport and Athletic Facilities						
Community Centers	-	-	-	-	PD	CUP
Athletic Fields	-	-	-	-	-	CUP
Parks	PD	PD	PD	PD	PD	PD
Parks with Buildings	-	-	-	CUP	-	CUP
Community Garden Plots	-	-	-	-	-	PD
Theater, Arcade, Billiard and Pool Establishments, and similar amusement/ recreation facilities.	-	-	-	-	CUP	-
Government / Utilities						
Libraries, Government Buildings	CUP	CUP	CUP	CUP	PD	CUP
Public Service/ Utility Facilities	See Non-Coastal Zoning Ordinance					

- = Use not allowed
- E = Allowed, but exempt from obtaining a Zoning Clearance
- ZC = Ministerial Zoning Clearance required
- PD = Use permitted but subject to issuance of a planned development permit for site plan review (Refer to Non-Coastal Zoning Ordinance for decision-making body)
- CUP = Use may be allowed subject to issuance of a conditional use permit (Refer to Non-Coastal Zoning Ordinance for decision-making body)

Figure P-8 Development Standards for the Single-Family Estate (SFE) Designation






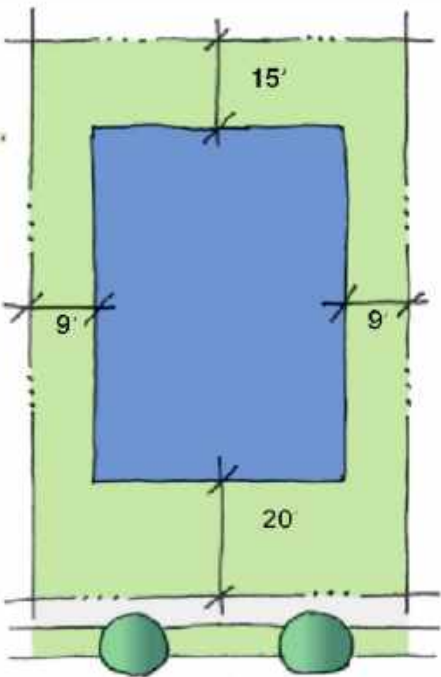
<p>The Single Family Estate (SFE) designation is comprised of parcels with a minimum lot size of 8,000 square feet. This designation provides single-family houses that are both alley loaded and street loaded (garages on the front façade).</p>	
<p>Purpose & Intent</p>	
<p>Minimum Lot Width shall be based upon the following standards:</p> <ul style="list-style-type: none"> ▶ 45 feet: If garage entry is from a rear alley. ▶ 50 feet: If garage is set back behind the house and accessed by a single-car wide driveway. ▶ 60 feet: If two or more garage bays face the street. 	
<p>Lot Width</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">   </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <p>Single-Family (Alley-Loaded)</p> <p>Single-Family (Street-Loaded)</p> </div>	
<p>Allowable Building Types</p>	
<div style="display: flex; justify-content: space-around; align-items: center;">    </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <p>No Front Driveway</p> <p>Front Driveway with Rear Detached Garage</p> <p>Front Driveway with Attached Garage</p> </div>	
<p>Allowable Frontage Type</p>	
 <div style="margin-top: 10px;"> <p>Minimum Front Setback: 20'</p> <p>Minimum Side Setback: 9'</p> <p>Minimum Rear Setback: 15' (detached garages may encroach on rear setback)</p> <p>Maximum Height: 25'</p> </div>	
<p>Building Placement & Height</p>	

Figure P-9 Development Standards for the Single-Family Traditional (SFT) Designation






<p>The Single Family Traditional (SFT) designation is comprised of parcels with a minimum lot size of 4,000 square feet. This designation provides single-family houses that are both alley loaded and street loaded (garages on the front façade).</p>		
<p>Purpose & Intent</p>		
<p>Minimum Lot Width shall be based upon the following standards:</p> <ul style="list-style-type: none">▶ 45 feet: If garage entry is from a rear alley.▶ 50 feet: If garage is set back behind the house and accessed by a single-car wide driveway.▶ 55 feet: If garage is set back at least 15 feet from the front of the house.▶ 60 feet: If two garage bays face the street and garages are set back less than 15 feet from the front of the house.		
<p>Lot Width</p>		
<div><p>Single-Family (Alley-Loaded)</p></div> <div><p>Single-Family (Street-Loaded)</p></div>	<div><p>Minimum Front Setback: 15' (may be reduced up to 20% if average front setback on block is greater than 15')</p><p>Minimum Side Setback: 5'</p><p>Minimum Rear Setback: 15' (Garages may encroach on rear setback if side yard is increased to 15')</p><p>Maximum Height: 25'</p></div>	
<p>Allowable Building Types</p>		<p>Building Placement & Height</p>
<div><p>No Front Driveway</p></div> <div><p>Front Driveway with Rear Detached Garage</p></div> <div><p>Front Driveway with Attached Garage</p></div>		
<p>Allowable Frontage Type</p>		

Figure P-10 Development Standards for the Main Street Promenade (MSP) Designation

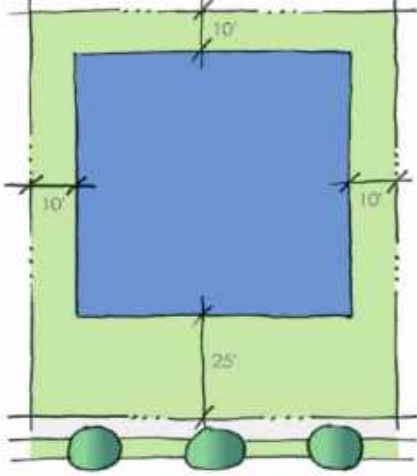


<p>This designation is characterized by duplex and triplex homes meant to appear like one larger home with gracious front setbacks and alley loaded garages. The Main Street Promenade is the primary entry to the existing Town of Piru and the recreational amenities north of town. This street corridor is perhaps the most important aspect of the expansion plan and every effort must be made to ensure that development mirrors that of the existing Main Street homes. Triplex units shall be limited to corner lots and lots adjacent to or facing parks.</p>	
<p>Purpose & Intent</p>	
<p><i>Duplex, Triplex (Alley Loaded)</i></p> 	<p>Minimum Front Setback from Main Street/Pacific Avenue: 25' (May be reduced by the decision-making body when an existing residence on an adjacent property has less than 25' required setback)</p> <p>Minimum Front Setback from Interior Streets: 15'</p> <p>Minimum Side Setback: 10'</p> <p>Minimum Rear Setback: 10' (Garages may encroach on rear setback if side yard is increased to 15')</p> <p>Maximum Height: 25'</p> <p>Minimum Lot Width: 75' (May be averaged)</p>
<p>Allowable Building Types</p>	<p>Building Placement, Height & Lot Width</p>
	
<p>Allowable Frontage Type</p>	

Figure P-11 Development Standards for the Cottage Residential (CR) Designation

<p>The multi-family cottage clusters will provide the more affordable housing product, but every attempt will be made to ensure that development resembles single-family residential.</p>	
<p>Purpose and Intent</p>	
<div data-bbox="380 737 870 1157" data-label="Image"> </div> <p>Multi-Family Cottage Cluster</p>	<div data-bbox="1003 411 1349 852" data-label="Image"> </div> <p>Minimum setback from Main Street: 25'</p> <p>Minimum Front, Side and Rear street setback (other than Main Street: 10' (garages may encroach on side or rear setback)</p> <p>Minimum Building Separation: 0'</p> <p>Maximum Height: 25'</p>
<p>Allowable Building Types</p>	<p>Building Placement & Height</p>
<div data-bbox="342 1356 716 1535" data-label="Image"> <p>No Front Driveway</p> </div> <div data-bbox="302 1587 740 1787" data-label="Image"> </div>	<div data-bbox="846 1356 1308 1577" data-label="Image"> </div> <div data-bbox="846 1577 1308 1787" data-label="Image"> </div>
<p>Allowable Frontage Type</p>	

Figure P-12 Development Standards for the Retail Mixed-Use (RMU) Designation

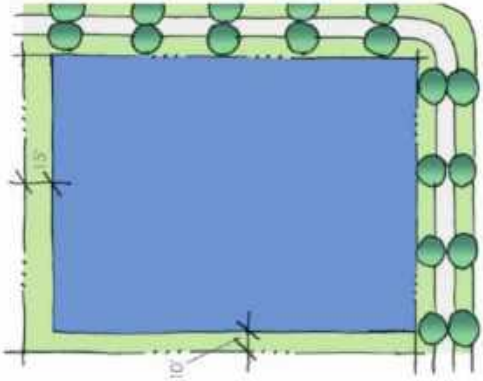
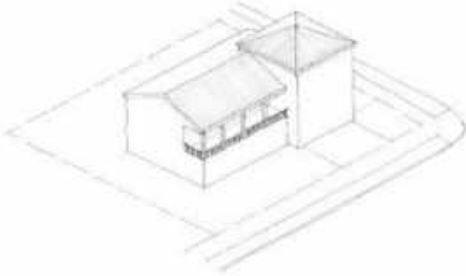



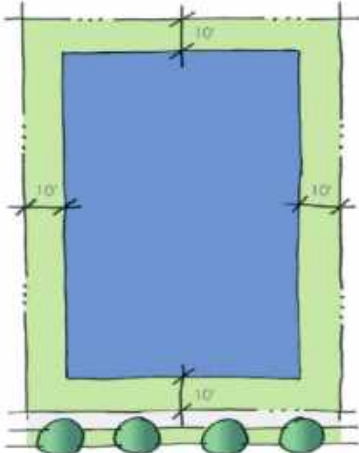


<p>This designation will accommodate a mix of residential, retail commercial, restaurants, offices, civic uses and other compatible uses.</p>	 <p>Minimum Rear Setback: 15' (may be measured from centerline of rear alley) Maximum Height: 35'</p>
<p>Purpose & Intent</p>  <p>Vertical Mixed-Use</p>	
<p>Allowable Building Types</p>	<p>Building Placement & Height</p>
 <p>Storefront</p>	
<p>Allowable Frontage Type</p>	

Figure P-13 Development Standards for the Residential High Density (RHD) Designation

<p>The residential high density multi-family developments will provide housing units for lower-income households, while also maintaining open space for the benefit and recreational use of residents.</p>	
<i>Purpose and Intent</i>	
 <p>High Density Multi Family</p>	 <p><i>Minimum setback from public street: 10'</i></p> <p><i>Minimum Front, Side and Rear street setback 10'</i></p> <p><i>Minimum Building Separation: 0'</i></p> <p><i>Maximum Height: 35'</i></p>
<i>Allowable Building Types</i>	
	
<i>Allowable Frontage Type</i>	

Circulation, Transportation, and Mobility

Roadways

P-21

To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of, and visitors to, Piru.

P-21.1

Conformance with the Circulation Map

The County shall require all road improvements to be in conformance with the Circulation Map which the County has designed to reflect the goals in this section (Figure P-14 and Table P-6).

P-21.2

Street Improvements within Urban and Existing Community

For street improvements within Urban and Existing Community designated areas (Figures P-2, P-3 and P-4), the following apply:

a. Residential and Community Facility Designations:

The County shall require public street improvements adjacent to Residential and Community Facility designations, with the exception of Center Street which is to be consistent with Policy P-21.2-b, below, to be constructed in accordance with County of Ventura Public Works Agency Plate B-4(A) (Residential Roads, Urban with Parkways) as it existed in the County Road Standards on January 28, 1986 (Table P-6).

b. Commercial Designations Within or Adjacent to the Commercial Town Center:

The County shall require public streets adjacent to Commercial designations within or adjacent to the Commercial Town Center (Figure P-4) to be constructed in accordance with County of Ventura Public Works Agency Plate B-3(D), (Secondary Free Access and Commercial and Industrial Roads) which requires a 10-foot monolithic sidewalk (Figure P-15).

c. Main Street, South of the Railroad Tracks (Figures P-16, P-17, P-18, and P-19):

Between SR 126 and the first intersection north of SR 126, the County shall require Main Street to be developed with an 8-foot wide multi-purpose pathway, an 8-foot wide landscaped parkway and a landscaped median.

North of the first intersection north of SR 126, the County shall require Main Street to be developed as above except that the center median would be eliminated.

At the intersection nearest the public park, the County shall employ bulb-outs and pedestrian-activated signals to facilitate safe pedestrian movement across Main Street.

At the Fillmore-Piru Citrus Association packing house, the County shall provide a left-turn lane to facilitate truck access to the packing house. The County should eliminate on-street parking at the packing plant and carefully design the multi-purpose pathway with signage and pavement markings to minimize potential safety conflicts with packing house truck traffic.

South of the intersection with Via Fustero, the County shall provide a landscaped median island (Figure P-20).

P-22

To ensure that new development ties into the existing circulation system by an adequate street network.

P-22.1

Driveway and Access Point Consolidation

The County shall require discretionary development adjacent to State Highway 126 to be designed to consolidate driveways and access points, wherever possible, in order to minimize traffic disruption on this major arterial.

P-22.2

Design Plans Requirement Along Main Street Corridor

Prior to recordation of any tract maps along Main Street, south of the railroad tracts, the County shall require a detailed design plan to be prepared for the Main Street corridor from Highway 126 to the railroad tracts that will include drainage, landscaping, irrigation, street lighting, a community entrance monument, pedestrian/bicycle pathways and street crossing elements. The County shall require such design plan be reviewed by the Piru Neighborhood Council and approved by the Public Works Agency, the Fire Department, and the Planning Division and include a detailed funding program for construction and long-term maintenance.

Regional Multimodal System

P-23

To provide safe pedestrian and bicycle pathways throughout the Community.

P-23.1

Multimodal Access

The County shall plan discretionary development to facilitate pedestrian, bicycle, transit, as well as automobile access, both within and outside the development.

P-23.2

Street and Sidewalk Improvements

The County shall condition all discretionary development to provide street and sidewalk improvements as indicated in policy P-21.2, and in accordance with the Ventura County Design Criteria and Specifications for Landscape Plans and Recommended Street Tree List established by the Public Works Agency. With regard to those improvements indicated under policy P-21.2 the County shall require a landscape maintenance entity, subject to the approval of the Public Works Agency, to be established prior to Final Map Recordation or Zoning Clearance.

P-24

To encourage expanded commercial bus and rail service to and from Piru.

Funding

P-25

To distribute the cost of circulation improvements equitably among benefitting property owners and users.

P-25.1

Fair Share of Road Improvements

The County shall condition discretionary permits to dedicate land and/or construct road improvements as needed to meet County standards for street development and planned future roads consistent with this Area Plan.

Figure P-14 Circulation Plan

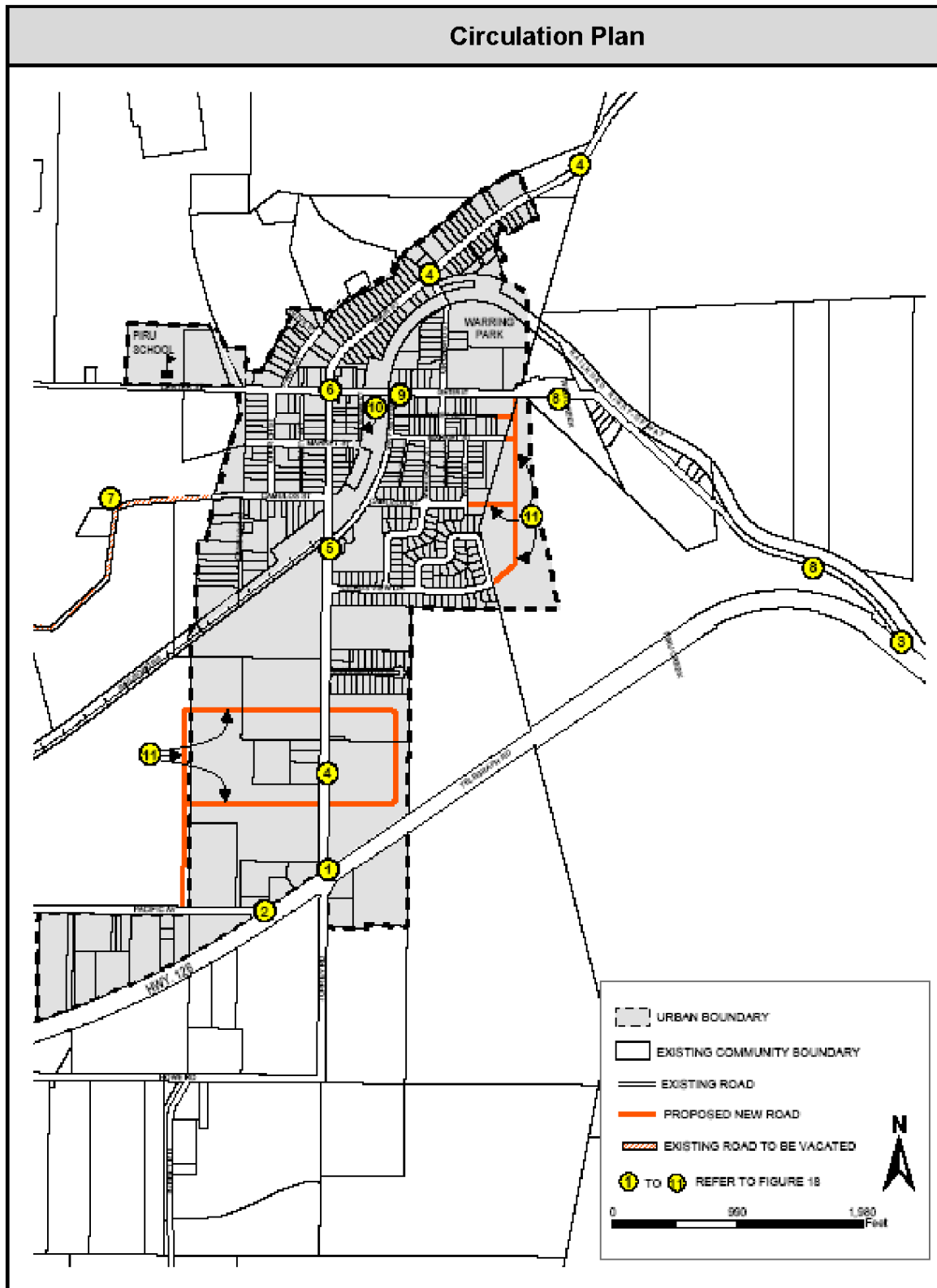


Table P-6 Description of Proposed Circulation Improvements

Number	Description of Proposed Circulation Improvements
1	<p>SR 126/MAIN STREET INTERSECTION:</p> <p>Modify the signalization at SR 126 and Main Street to include the following:</p> <ul style="list-style-type: none"> • Add left turn signals for east/west traffic on SR 126; • Add pedestrian signals for northbound and southbound crossing SR 126 • Modify “Signal Ahead” signing to have actuated/flash only when the signal is Red for SR 126 and provide “Prepare to Stop” extinguishable message signs; • Lengthen left turn lanes on SR 126 on both eastbound and westbound approaches; • Increase distance for advanced detection in both directions on SR 126 • Modify the striping on SR 126 on the eastbound approach to Main Street in advance of the left-turn lane to provide a median striped with double yellow lines on both sides and reinforced with channelizers; • Consider addition of “No Right-Turn on Red” signage to reduce cross-traffic on the proposed left-turn arrow; • Consider reduced speed on SR 126 to 50 mph in the approach to the Main Street and SR 126 intersection, similar to signage at the approach to the City of Fillmore; • Consider posting “No Parking” signs and/or red curb Main Street and on SR 126 adjacent to the gas station. • Provide a town identity monument on SR 126 near Main Street.
2	<p>SR 126/PACIFIC AVENUE INTERSECTION:</p> <p>Signs prohibiting left-turns and driving on the shoulder should be installed on SR 126 at the SR 126/Pacific Avenue intersection.</p>
3	<p>SR 126/CENTER STREET INTERSECTION:</p> <p>Add a southbound right-turn lane on westbound SR 126 approaching Center Street.</p>
4	<p>MAIN STREET/PIRU CANYON ROAD:</p> <ul style="list-style-type: none"> • A “25 MPH Zone Ahead” sign should be installed on southbound Piru Canyon Road approaching the developed area of Piru; • Piru sign at Orchard Street and Piru Canyon Road is damaged and should be removed; • The information/directional signs for Lake Piru should be relocated to indicate Main Street is the preferred route to access Lake Piru from SR 126; • Consider relocating the posted 25 mph sign on Main Street northbound from SR 126, to a location further south.
5	<p>STREET/VIA FUSTERO INTERSECTION:</p> <p>Modify the intersection of Main Street and Via Fustero to provide stop signs for all intersection approaches and a center median with landscaping south of Via Fustero and improved channelization (Figure P-21). Consider adding a monument sign directing traffic to the Lake.</p>
6	<p>MAIN STREET/CENTER STREET INTERSECTION:</p> <p>Consider modifying the intersection of Main Street and Center Street to provide “Stop Ahead” signage and handicapped pedestrian curb/sidewalk improvements.</p>
7	<p>CAMULOS STREET:</p> <p>Road segment west of Warring Wash to be vacated.</p>
8	<p>CENTER STREET:</p> <ul style="list-style-type: none"> • The speed limit on Center Street should be reviewed east of the Piru Creek Bridge to SR 126. Consider a 35 mph limit sign, if consistent with State Law.

Number	Description of Proposed Circulation Improvements
9	CENTER STREET/VIA FUSTERO INTERSECTION: Modify the intersection of Center Street and Via Fustero to provide stop signs for all legs. Pavement and sidewalk improvements are required on the southwest corner of the intersection. The striping should also be improved.
10	PIRU SQUARE DRIVE: Consider Vacating Piru Square Drive.
11	NEW COLLECTOR STREETS: Should be designed to provide adequate circulation to the Camulos Orchard area east of the Citrus View development and to the area along Main Street, north of Highway 126 and south of the Fillmore-Piru Citrus Association Packing Plant and Citrus View development. (Funding: Conditioning of adjacent discretionary development.)

Notes:

- New road alignments are conceptual. Final design shall be subject to Public Works approval.
- Funding for road improvements will be augmented by other sources such as State and Federal grants, and the County Road Fund when funds are available and in accordance with County-wide priorities. In addition, any discretionary development shall be conditioned to contribute toward road improvements from which they derive benefits.
- The Public Works Agency shall consider comments and concerns of the Piru Neighborhood Council prior to implementation of circulation improvements in the Piru Area of Interest.
- Improvements to Highway 126 will require an encroachment permit from Caltrans.

Figure P-15 1986 County Road Standards Plate B-4

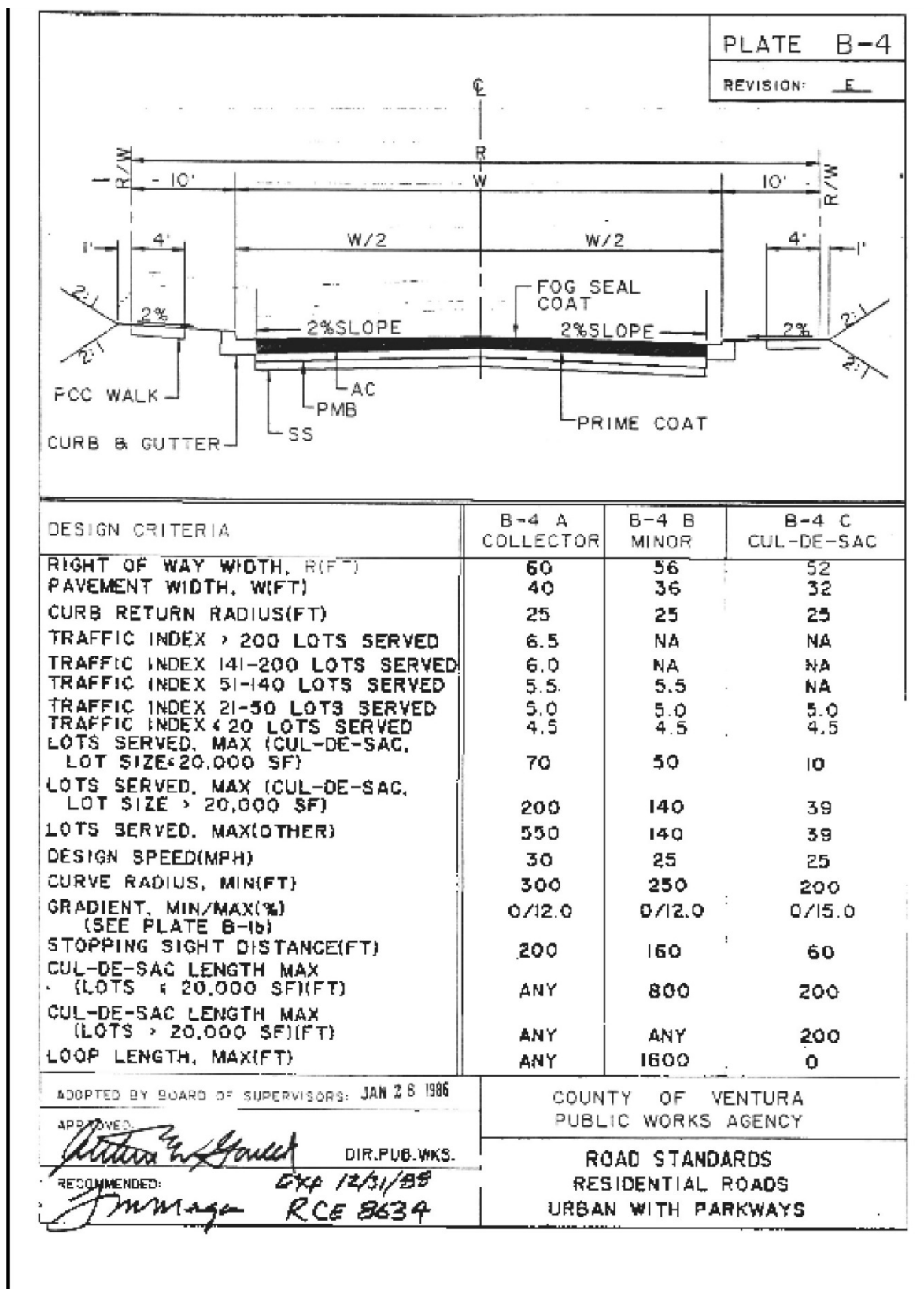


Figure P-16 1986 County Road Standards Plate B-3

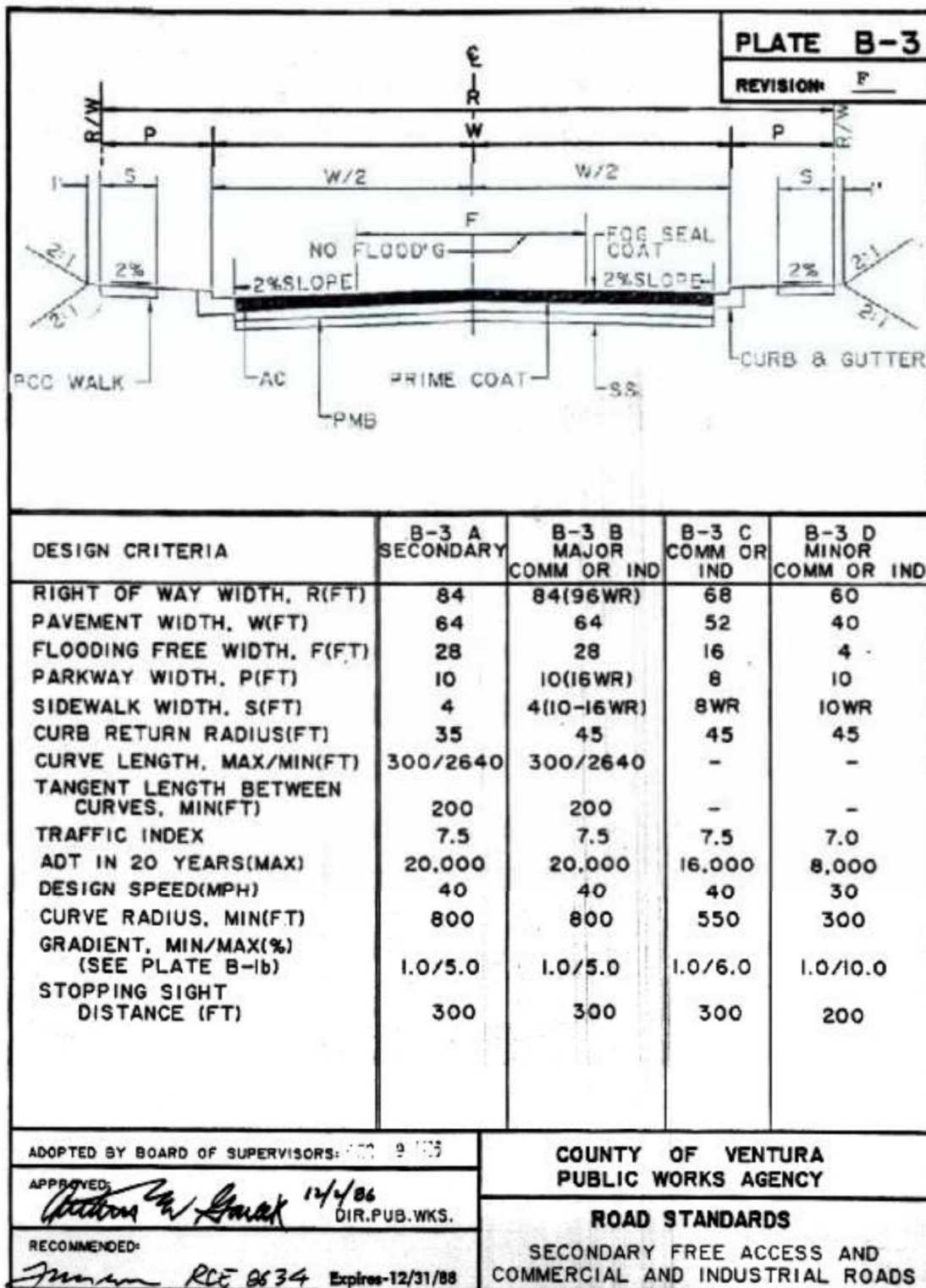


Figure P-17 Enhanced Main Street Concept Plan



Figure P-18 Enhanced Main Street - Cross-Section "A"

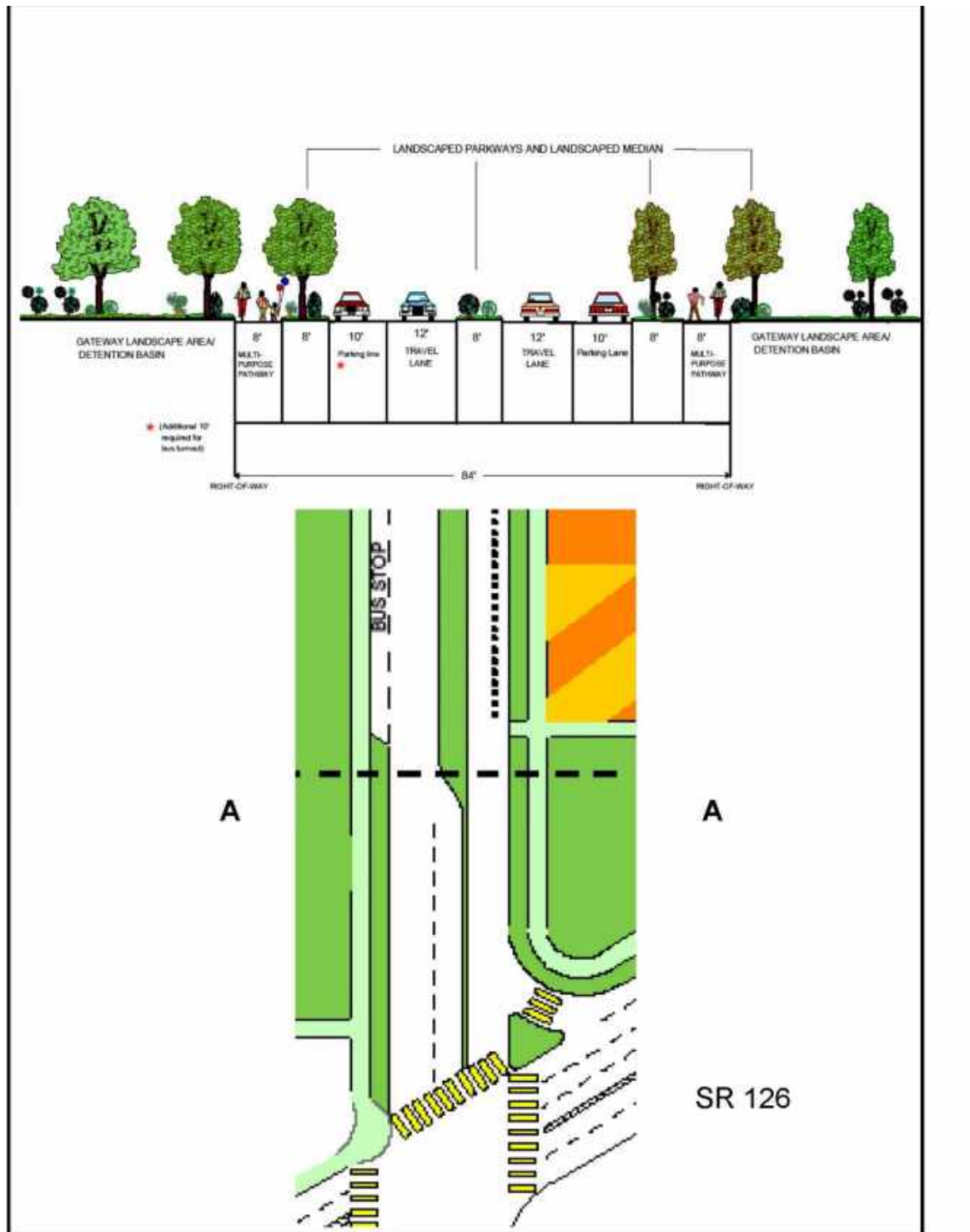


Figure P-19 Enhanced Main Street - Cross-Section "B"

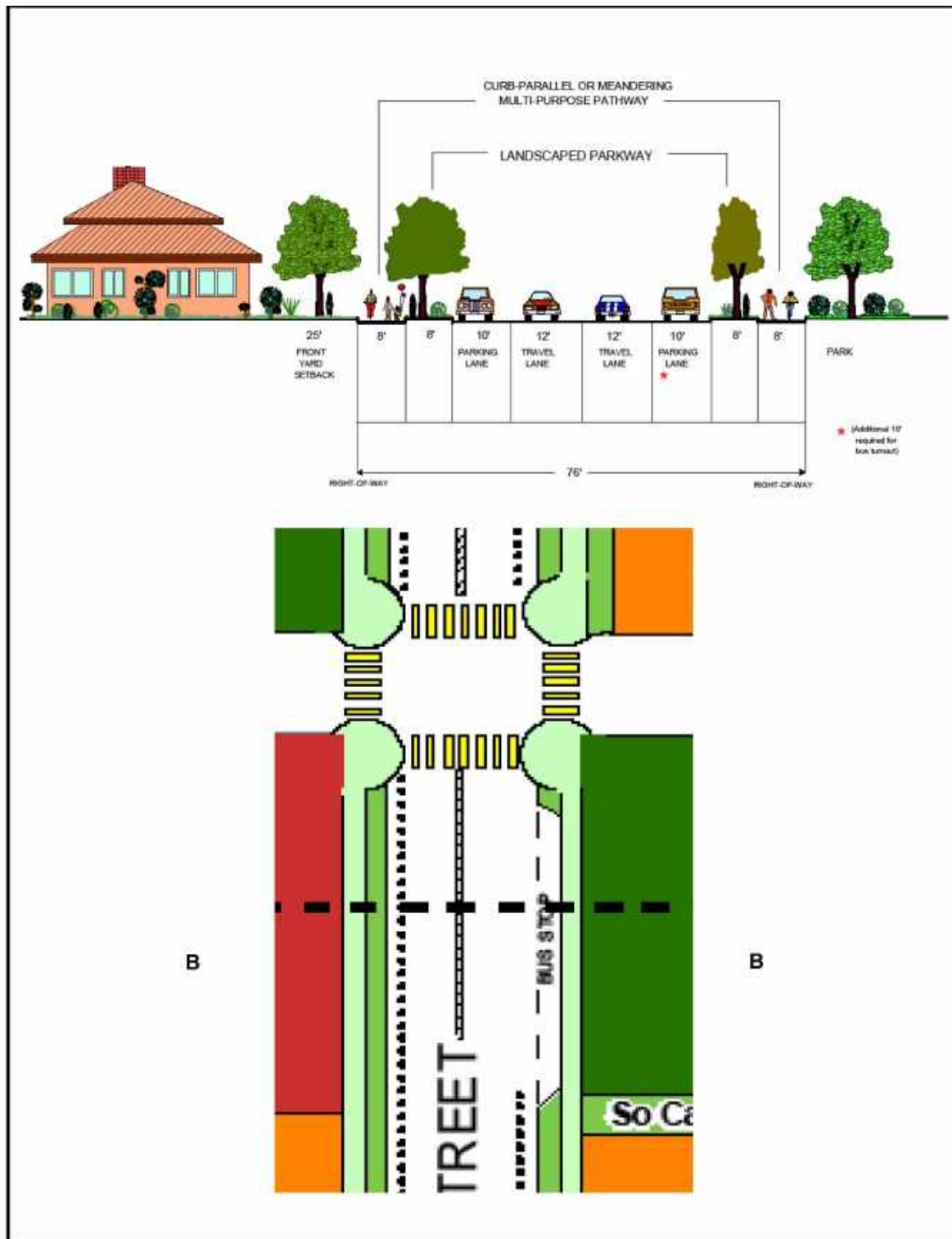


Figure P-20 Enhanced Main Street - Cross-Section "C"

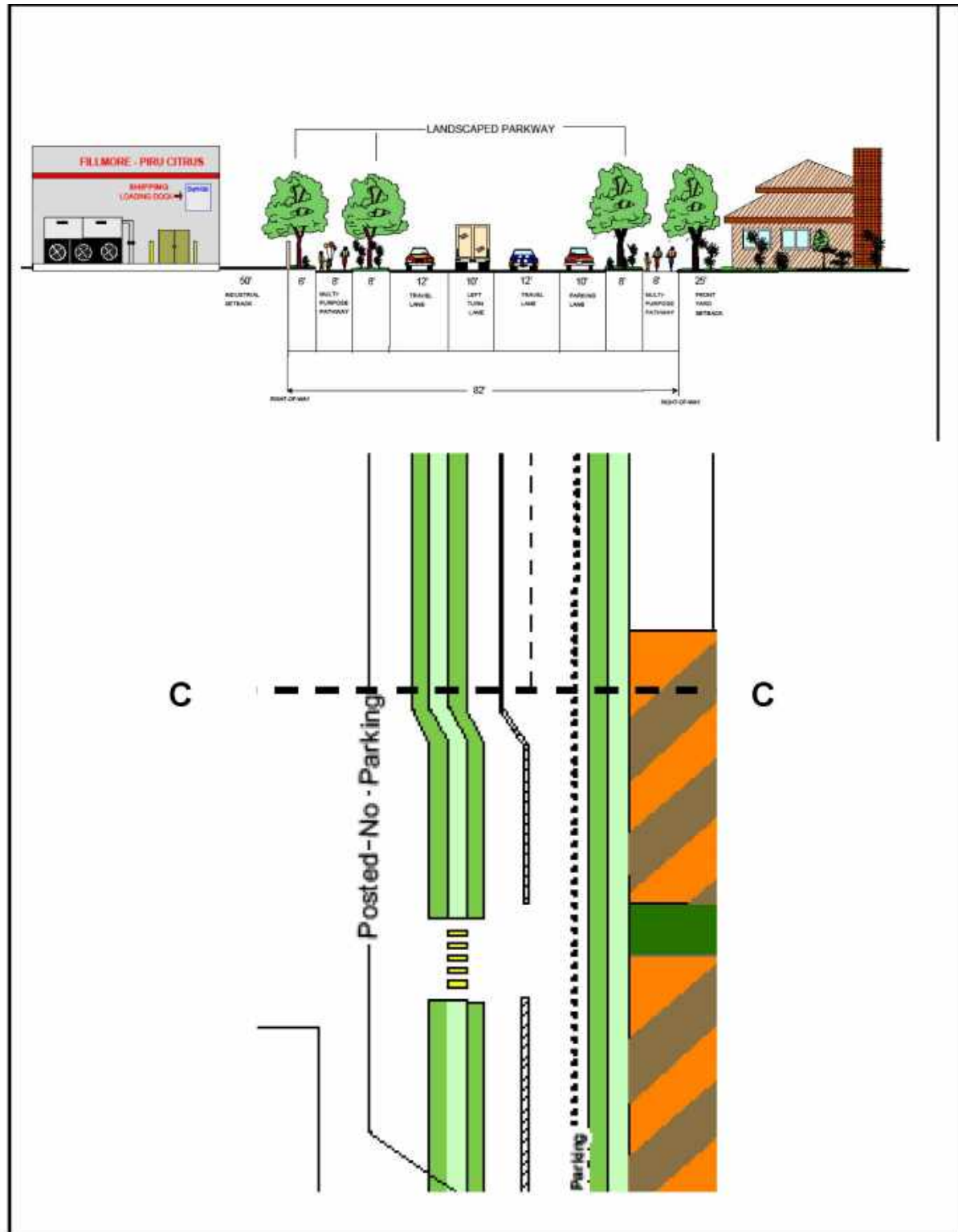
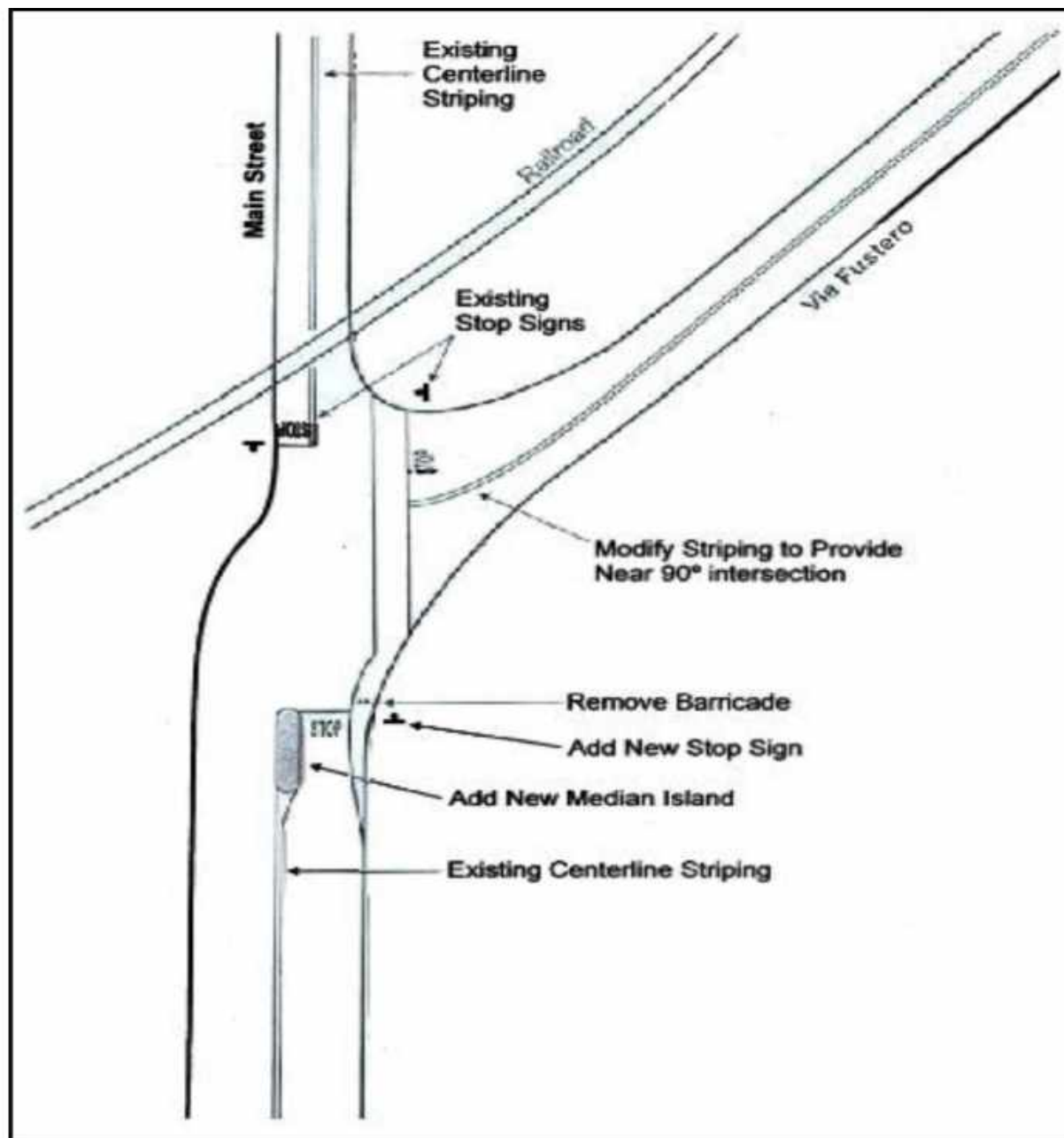


Figure P-21 Intersection Enhancements at Main Street and Via Fustero



Public Facilities, Services, and Infrastructure

Wastewater Treatment and Disposal

P-26

To ensure that wastewater treatment capacity is reserved at the Piru treatment plant for existing and potential development consistent with this Plan.

P-26.1**Sewer Availability**

The County shall require all discretionary development within the Urban and Existing Community areas to be connected to the sewer system. All discretionary development shall obtain a sewer availability letter from Waterworks District #16 prior to project application.

P-26.2**Consistency with the County's Water Quality Management Plan**

The County shall require any modification of the Piru sewage treatment plant to be consistent with the County's Water Quality Management Plan and to consider the feasibility of wastewater reclamation.

P-26.3**Excess Waste Disposal Capacity**

The County shall require any waste disposal capacity in the Piru Treatment Plant, in excess of that required to service the existing and planned development in the Urban and Existing Community areas, to be reserved to allow for the orderly expansion of the Piru Community, consistent with the Land Use Plan for the Piru Community (Figures P-2, P-3, P-6. and P-7) as it may be amended in the future.

Solid and Hazardous Waste

P-27

To encourage recycling of solid waste materials.

Community Facilities

P-28

To encourage the provision of essential services to the homeless, jobless, and others in urgent need of public assistance within the Piru Area of Interest.

P-28.1**Small Day Care Facilities**

The County shall encourage small day care facilities in the residential zones to provide necessary care for children of working parents.

P-29

To provide needed facilities for the elderly and handicapped.

P-29.1**Small Residential Care Facilities**

The County shall encourage small residential care facilities for the elderly and handicapped in the residential zones.

Library Facilities and Services

P-30	To ensure a quality education for the children of Piru.
P-31	To minimize overcrowding in the schools serving Piru.
P-32	To ensure that adequate facilities and materials exist to provide high quality education in Piru.
P-32.1	School District's Impact Mitigation Fee Programs The County shall require all residential development projects to comply with the School District's impact mitigation fee programs consistent with limitations imposed by State law.
P-32.2	Fillmore Unified School District Project Review The County shall provide the Fillmore Unified School District with the opportunity to review discretionary residential development and public park and recreational facility proposals.

Park and Recreational Facilities

P-33	To provide a range of recreational opportunities and programs which are easily accessible to the residents of Piru.
P-33.1	Limited Recreational Facility Expansion at Lake Piru The County shall encourage limited expansion of recreational facilities at Lake Piru, provided it is consistent with the open space character of the area.
P-33.2	Private Recreation Areas The County shall condition Planned Residential Development projects to provide private recreation area within the development.
P-33.3	Recreational Facilities and Services at New Parks As much as possible, the County should design any new parks to provide complementary recreational facilities and services.
P-34	To encourage cooperation of the School District in providing facilities for recreational purposes.
P-35	To encourage new residential developments to provide recreational facilities for the population expected to be generated.

P-35.1 Fair Share of Park and Recreation Facilities

The County shall condition subdivisions to provide land and improvements for park and recreation facilities or shall pay in lieu, fees to help finance needed park and recreation facilities (e.g., the expansion and development of Warring Park).

P-35.2 New Park Sites Requirement for General Plan Amendments and Zone Changes

The County shall not allow General Plan Amendments and Zone Changes that would result in an increase in population to become operative unless an additional park site has been identified with a willing seller and full funding program exists that will ensure sufficient funds for acquisition of commensurate acreage of parkland and sufficient funds for park development and long-term maintenance and operation.

Law Enforcement and Emergency Services

P-36

To ensure that an adequate level of effective law enforcement is provided within the Piru Area of Interest.

P-36.1 Adequate Security During Construction

The County shall condition discretionary development projects to provide adequate site security during the construction phase (e.g., licensed security guard and/or fencing around the construction site, and all construction equipment, tools, and appliances to be properly secured and serial numbers recorded for identification purposes).

P-36.2 Adequate Security Lighting for Projects

The County shall condition discretionary development projects to provide adequate security lighting (e.g., parking lots to be well lighted with a minimum one foot candle of light at ground level, lighting devices to be protected from the elements and constructed of vandal resistant materials and located high enough to discourage anyone on the ground from tampering with them).

P-36.3 Landscaping Interfere with Police Surveillance

The County shall condition discretionary development permits to avoid landscaping which interferes with police surveillance (e.g., landscaping must not cover any exterior door or window, landscaping at entrances and exits or at any parking lot intersection must not block or screen the view of a seated driver from another moving vehicle or pedestrian, trees must not be placed underneath any overhead light fixture which would cause a loss of light at ground level).

Fire Protection

P-37

To ensure that an adequate level of fire protection is provided within the Piru Area of Interest. *[Source: Existing Piru Goal 4.4.1.1]*

P-37.1 Adequate Public Facilities and Services for Discretionary Development

The County shall permit discretionary development only if adequate water supply, access, and response time for fire protection can be made available.

P-38

To encourage the upgrading of the Warring Water Service system to meet minimum fire flow standards in all areas of the system.

Conservation and Open Space

Biological Resources

P-39

To protect and enhance the significant biological resources in the Piru area.

P-39.1

Discretionary Permits in Open Space Designations

The County shall require all discretionary permits in Open Space designated areas to be consistent with the preservation and development of an environment suitable to wildlife and flora indigenous to the area.

P-40

To protect the Piru Creek wildlife migration corridor between the Los Padres National Forest on the north and the Santa Clara River and Oak Ridge Big Mountain habitat on the south.

P-40.1

Riparian Habitats

The County shall require all discretionary development located within 100 feet of Piru Creek or the Santa Clara River to be sited and designed to prevent impacts which would significantly degrade riparian habitats. The County shall condition discretionary projects located within or adjacent to these watercourses to dedicate wildlife corridor easements if deemed necessary by the County to protect biological resources.

P-41

To encourage and support the management policies of the U.S. Fish and Wildlife Services, California Department of Fish and Game and the Los Padres National Forest in its attempt to preserve and protect the California Condor and its habitat.

P-41.1

Agency Consultation

The County shall require the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Audubon Society at the Condor Research Center be consulted when discretionary development proposals are submitted which may affect biological resources.

Scenic Resources

P-42

To protect the significant open views and vistas of the natural features endemic to the Piru Area of Interest.

P-42.1

Public Views of Natural Ridgelines

The County shall prohibit discretionary permits involving excessive and unsightly terracing, grading of hillsides, and development which will obscure or alter public views of the natural ridgelines.

P-43

To protect certain important views which lend identity to Piru or which have been historically enjoyed by the residents.

P-43.1**Public Views of Piru Mansion**

The County shall discourage discretionary development which would obscure public views of the Piru Mansion.

P-43.2**Local Scenic Roads**

The County shall designate State Highway 126, Main Street, Center Street, Piru Canyon Road, Guiberson Road, and Torrey Road as Local Scenic Roads (Figure P-23). The County shall require discretionary permits located within view of a Local Scenic Road to be reviewed for compliance with the following criteria:

- (a) The County shall require a sign program to be submitted concurrently with a discretionary permit for all commercial and industrial development. Freestanding off-site advertising signs shall be prohibited. All on-site freestanding signs shall be limited to five feet in height.
- (b) The County shall require outside storage to be landscaped and/or screened from public view.
- (c) The County shall require existing healthy, mature trees to be retained, where feasible.
- (d) The County shall require discretionary development to be designed consistent with the Piru Community Design Guidelines (see Appendix).

P-43.3**Scenic Resource Protection Zone**

The County shall continue to designate the viewshed to the highest ridgeline surrounding Lake Piru as a Scenic Resource Protection Zone. Within this viewshed, the following requirements shall apply:

- (a) The County shall require any request for significant grading to be evaluated through the discretionary permit process.
- (b) The County shall require removal, damaging, or destruction of protected trees to be in compliance with the County's Tree Protection Regulations.
- (c) The County shall prohibit discretionary development which would significantly degrade or destroy a scenic view or vista.
- (d) The County shall prohibit freestanding off-site advertising signs.

P-43.4**Landscaped Setbacks along Highway 126**

The County shall condition discretionary residential development along Highway 126 to provide a landscaped setback along the highway, which may be combined with a stormwater detention basin, sound attenuating berm and/or other features designed to screen and soften public views of the development and reduce noise impacts to residents.

P-43.5**Landscaped Screening Adjacent to the Percolation Basin**

The County shall require landscape screening between the residential development and the United Water Conservation Percolation basin. In lieu of this requirement, the developer may elect

to enhance the existing landscaping along Highway 126 at the percolation basin. The County shall require the design for such landscape screening to be prepared by a landscape architect with input from an acoustical engineer, to include a funding program for long-term landscaping and wall maintenance, and to be reviewed by the Piru Neighborhood Council and approved by the Planning Division.

Cultural, Historical, Paleontological, and Archaeological Resources

P-44

To preserve and to protect the cultural resources of Piru and its Area of Interest, including archaeological and historical properties, and unique, ethnic and social values.

P-44.1

Important Landmark Preservation

The County shall require important local landmarks such as the Piru Mansion, Piru Methodist Church, Lechler's Museum, Juan Fustero Historical Marker, Round Rock Hotel, Piru Cemetery (including the cross above the cemetery), Old Center Street Bridge, Piru Train Bridge, and Camulos Ranch (including the ranch cemetery, chapel and walnut tree) be preserved and protected where feasible for the benefit of future generations by designation of eligible properties as County Historic Landmarks.

P-44.2

Archaeologically Significant Area Review Requirement

The County shall require all discretionary permits involving construction or earth movement within the Piru Area of Interest be reviewed by the State Central Coastal Information Center and Native American organizations as designated by the Native American Heritage Commission. If the development is located within an archaeologically sensitive area, the County shall require a field reconnaissance study be conducted by a County approved archaeologist to determine the potential for surface or subsurface cultural remains. The County shall require a qualified archaeological observer and Native American representative be present during any trenching or earth movement at such sites. If artifacts of historical or archaeological significance are uncovered, the County shall require the site be preserved until the County Planning Division determines the proper disposition of the site based on a recommendation from a qualified archaeologist and the local Chumash Native American Community.

P-45

To promote historic preservation programs which recognize cultural resources as central to an understanding of community history and character and necessary for the cultural persistence of contemporary peoples.

Soil and Mineral Resources

P-46

To protect aggregate mineral resources and provide for the orderly, timely, efficient, safe, and non-impactive mining of the resource.

P-47

To avoid land uses which would preclude or hamper access to, or extraction of, significant mineral deposits.

P-48

To minimize the land use incompatibility between possible future mining activity and uses which may be impacted by such activity (e.g., residential).

P-48.1

Minerals Resource Management Program Compliance

The County shall require sand and gravel mining projects to comply with all requirements of the Minerals Resource Management Program (MRMP) as adopted by the Board of Supervisors. (Ventura County Ordinance Code, Section 8107-9 (et. seq.) and Board of Supervisors Resolution No. 222).

P-48.2

Minerals Resource Protection Overlay Zone Restriction

The County shall prohibit development within a Minerals Resource Protection (MRP) Overlay Zone (see General Plan - Goals, Policies, and Programs and Zoning Ordinance) if the use will significantly hamper or preclude access to or the extraction of aggregate resources.

Oil and Gas Resources

P-49

To protect liquid and gaseous mineral resources and provide for the orderly, timely, efficient, safe, and non-impactive extraction of the resource.

P-50

To ensure that oil and gas exploration and development projects in the surrounding area are conditioned so as to minimize adverse impacts.

P-51

To minimize the land use incompatibility between oil and gas drilling operations and uses which may be impacted by such activity (e.g., residential).

P-51.1

Zoning Ordinance Compliance

The County shall require oil operators to adhere to the Oil and Gas Exploration and Production provisions of the County Zoning Ordinance.

P-51.2

Oil Truck Traffic Impacts

The County shall condition oil development permits to minimize or avoid truck traffic impacts on the Community of Piru. Oil operators should consider alternate traffic routes or traffic mitigations such as centrifuging drilling wastes, pipelines and/or wastewater injection wells.

P-51.3

Production Site Screening Requirement

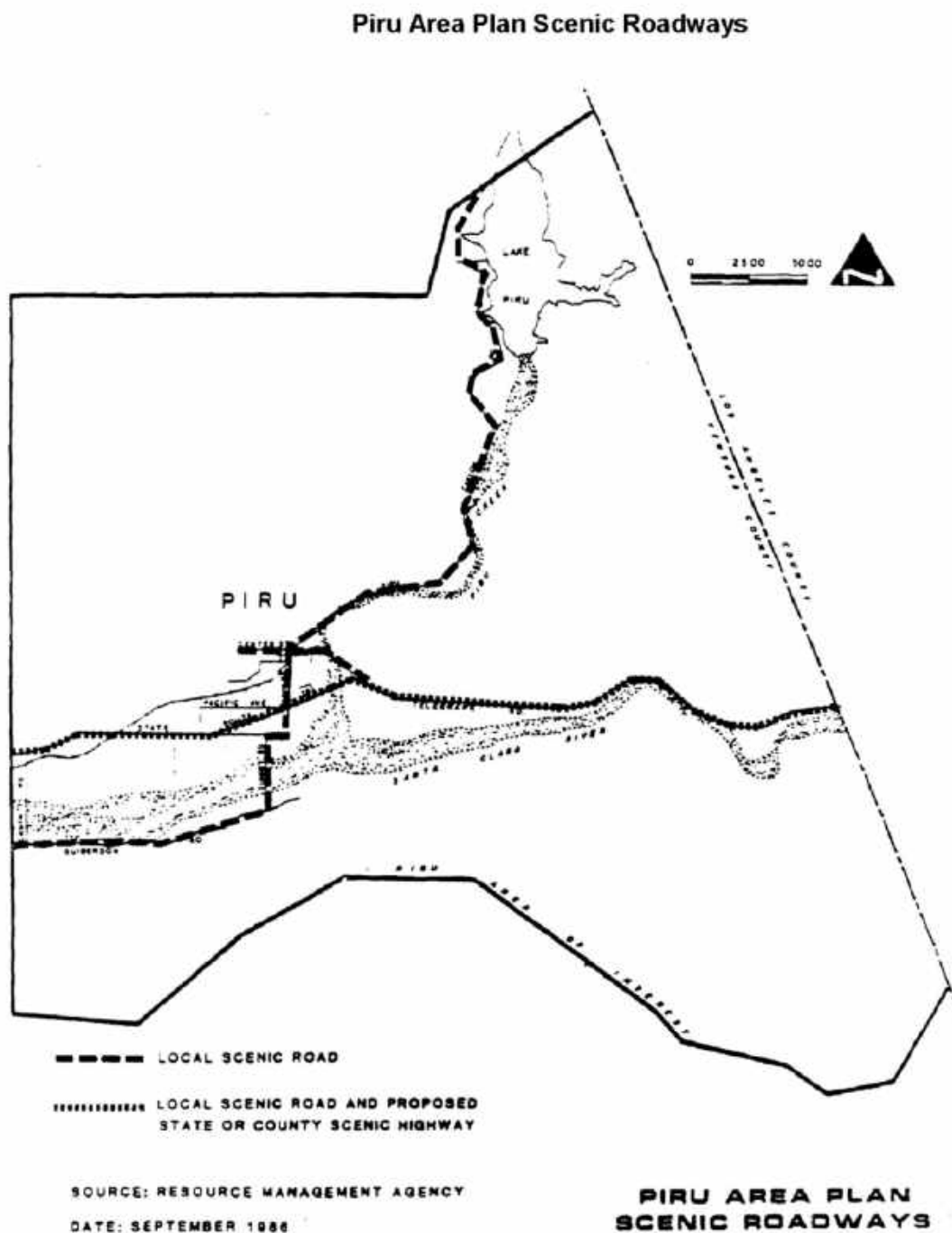
The County shall require all production sites to be screened from any public road, or residence located within 500 yards, by natural terrain or vegetation which will reach the height of production equipment within five years.

P-51.4

Oil Refining

The County shall prohibit oil refining in the Piru Area of Interest.

Figure P-22 Piru Area Plan Scenic Roadways



Energy Resource Conservation

P-52

To create a land use pattern which minimizes energy consumption.

P-53

To encourage the use of alternative sources of energy within new development.

P-54

To encourage the employment of energy conservation techniques in new development.

P-54.1

Energy Conservation Plan Requirement

The County shall require new discretionary development submit an energy conservation plan which shall demonstrate energy savings over conventional construction (e.g., by use of solar energy or other means).

Open Space

P-54.2

Open Space

The County shall encourage developers to provide adequate open space which respects natural features and scenic qualities.

Hazards and Safety

Fire Hazards

P-55

To protect the public and minimize public and private losses due to fire hazards.

P-55.1

High Fire Hazard Area Building Requirements

The County shall condition all discretionary permits in High Fire Hazard Areas to utilize fire retardant or fire proof building materials.

P-55.2

High Fire Hazards Area Landscaping Requirements

The County shall require discretionary development in High Fire Hazard Areas to develop landscape plans utilizing fire retardant plant materials, cleared areas or other acceptable means of reducing fire hazards.

P-56

To discourage development in High Fire Hazard Areas.

P-56.1

Adequate Water and Access for Firefighting

The County shall condition discretionary development permits to provide adequate water and access for firefighting purposes. The County shall not approve such permits if the County Fire Prevention District cannot provide adequate response time for fire protection.

P-57

To support the Ventura County Fire Protection District and Los Padres National Forest controlled burn program as a wildfire prevention tool, along with fuel breaks and other fire prevention measures.

Flood Hazards

P-58

To protect the public and minimize public and private losses due to flood hazards.

P-58.1

Flood Plain Management Ordinance Compliance

The County shall require new development located in the 100-year flood plain to be regulated by the County's Flood Plain Management Ordinance.

P-58.2

Flood Hazard Protection

The County shall require new development be protected from flood hazards and designed to avoid aggravating flood hazard to downstream properties in flood prone areas.

P-58.3

Discretionary Development within the 100-Year Floodplain

The County shall permit discretionary development outside the floodway but within the 100-year floodplain (Flood Fringe area) as designated on the Flood Insurance Rate Maps prepared for the United States Department of Housing and Urban Development's Federal Insurance Administration, only if it can be shown through engineering analysis that such areas will be protected from a 100-year flood.

P-59

To encourage the construction of adequate surface drainage and flood control facilities to serve the community.

Geologic and Seismic Hazards

P-60

To protect the public and minimize public and private losses due to seismic and geologic hazards.

P-60.1

Seismic and Geologic Hazards

The County shall require developers to provide all necessary information relative to seismic and geologic hazards which may affect their development proposals. The County shall require developers to specify how they intend to alleviate the effects of the identified hazards on their development proposal.

P-60.2

Seismic and Geologic Hazard Mitigation

The County shall prohibit development in seismic and geologic hazard areas where hazards cannot be mitigated without significant adverse environmental effects or where public expenditures for mitigating would not be cost-effective.

P-60.3 Geologic-seismic Investigation Requirement

The County shall require a geologic-seismic investigation be performed and reports submitted for the following types of projects located within the Piru Area of Interest:

- (a) Essential facilities (e.g., hospitals, schools, major utility facilities, trunk lines, and storage facilities, etc.)
- (b) High occupancy buildings (e.g., theaters, churches, etc.)
- (c) Major projects (e.g., multi-story residential buildings, large commercial and industrial buildings and facilities, etc.)

P-60.4 County Building Code Compliance

The County shall require all development be subject to the geologic and seismic requirements of the County's Building Code.

Noise

P-61

To provide for a quiet environment through proper land use planning and permit conditioning.

P-61.1 Noise Compatibility

The County shall require all discretionary permits be reviewed for noise compatibility with surrounding uses to protect residences and other noise sensitive uses from undesirable noise levels. If the Planning Division determines that a proposal involves potentially significant noise exposure to noise sensitive uses, the County shall require a noise report to be prepared by a qualified acoustical engineer as part of the project's environmental evaluation. The County shall require the report to include recommendations designed to eliminate or reduce the projected impacts.

P-61.2 General Plan Noise Section Compliance

The County shall require development proposals be subject to the policies and standards of the Noise Section of the Goals, Policies, Programs of the Ventura County General Plan.

P-62

To provide for a separation, where feasible, of noise sensitive uses and noise generating uses.

P-62.1 Buffer for Sensitive Uses

The County shall require noise sensitive uses, as defined in the Glossary of the Ventura County General Plan, to be buffered from noise generating facilities (such as highways, railways, and commercial, industrial and parking areas) by the placement of walls, berms, the establishment of setbacks, greenbelts or other appropriate means.

Air Quality

P-63

To promote a level of air quality which protects the public health, safety, and welfare and meets or surpasses State and Federal Primary and Secondary Standards.

P-63.1

Air Pollutant Mitigation

The County shall encourage bike lanes, bicycle parking programs, solar water heating, solar space heating, home delivery service programs, and all other feasible air pollutant mitigation measures in conjunction with discretionary development permits.

P-63.2

Drive-up Facilities

The County shall discourage drive-up facilities for restaurants, banks and similar businesses.

P-64

To ensure that any adverse air quality impacts resulting from commercial, industrial or residential development are mitigated to insignificant levels and that such development is consistent with the Ventura County Air Quality Management Plan.

P-64.1

Adverse Air Quality Impacts

The County shall condition discretionary projects which could have significant adverse air quality impacts to avoid, minimize, or compensate for the air quality impact. The County shall prohibit projects which are inconsistent with the Air Quality Management Plan (AQMP).

P-64.2

Air Pollution Control District Compliance

The County shall require projects subject to Air Pollution Control District (APCD) permit authority to comply with all applicable APCD rules and permit requirements, including using the best available control technology (BACT) as determined by the APCD. The County shall encourage developers to employ innovative technology, in order to minimize area pollution impacts.

P-64.3

Transportation Systems Management Plan Requirement

Where deemed necessary by the APCD, the County shall require discretionary development projects to submit a Transportation Systems Management (TSM) Plan in accordance with the requirements of the APCD.

Agriculture

Agricultural Land Preservation

P-65

To promote the conservation of soils classified as "Prime" or of "Statewide Importance" as a valuable natural resource.

P-65.1

Prime or Significant Farmlands

The County shall require discretionary permits located on land designated as "Prime" or "Statewide Significance" by the State's Important Farmlands Inventory to be planned and designed to remove as little land from agricultural production as possible and minimize impacts on topsoil.

P-65.2 Land Conservation Act (LCA) Contracts

The County shall encourage owners of qualified agricultural property to file for Land Conservation Act (LCA) contracts and to discourage their cancellation or non-renewal.

P-65.3 Buffer for Agricultural Designations

The County shall condition discretionary development adjacent to Agricultural designated land to provide an agricultural buffer (which may include a setback, vegetative screen, roadway, and/or an agricultural easement). The County shall require such buffer be subject to review and approval by the Agricultural Commissioner.

P-66

To control erosion and production of sediment, and to reduce environmental damage from hillside development.

P-66.1 Hillside Erosion Control Ordinance and Building Code Compliance

The County shall require agricultural and other hillside grading be regulated by the County's Hillside Erosion Control Ordinance and Ventura County Building Code (Appendix Chapter 33).

Agricultural and Urban Area Compatibility

P-66.2 Impacts on Agriculture

The County shall review all discretionary development to minimize impacts on agriculture.

Sustainable Farming and Ranching

P-67

To encourage and maintain agricultural operations in order to promote the farm based economy within the Piru Area of Interest.]

Water Resources

Water Supply

P-68

To ensure that adequate quantity and quality of water will be available to all residents, commercial and industrial users, and agricultural operations, in Piru.

P-68.1 Water Availability Letter

The County shall require all new development within the Piru Community to obtain a water availability letter from a County or State of California Department of Public Health approved water purveyor prior to project application.

P-69

To protect and enhance the water resources in the Piru Area of Interest.

P-69.1 Water Quality Management Plan Compliance

The County shall require all discretionary permits be reviewed for consistency with the goals, objectives and policies of the County's Water Quality Management Plan.

P-70

To encourage the maintenance of aquifer recharge operations at the Piru Spreading Grounds.

Water Conservation and Reuse

P-71

To encourage employment of water conservation techniques in new construction.

P-71.1

Water Conservation Plan Requirement

The County shall require developers of discretionary projects to submit a water conservation plan which should include consideration of low water usage landscape plants and irrigation systems and/or low water usage plumbing fixtures and other measures designed to reduce project water usage.

Figure P-23 General Plan Land Use Map – Piru Area Plan

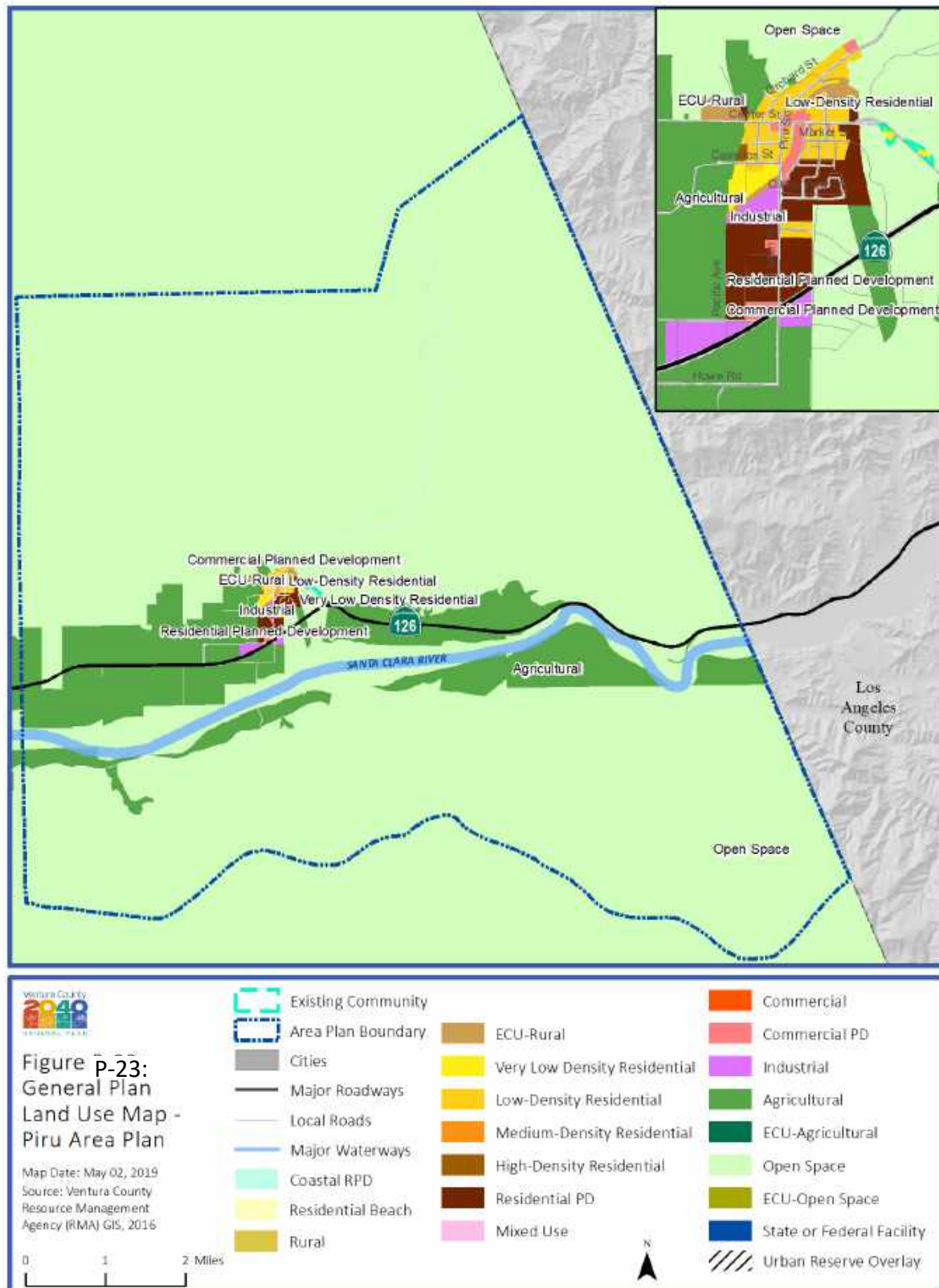


Table P-7 Implementation Programs

Programs	
A	Greenbelt between the City of Fillmore and the Los Angeles County Line At the request of the City of Fillmore, the Planning Division shall work with the City of Fillmore to establish a greenbelt between the City of Fillmore and the Los Angeles County Line.
B	Public Review Group Authority The County shall require the Piru Neighborhood Council to continue to be the Board of Supervisors' designated public review group, authorized to review all discretionary land use entitlements proposed within the Community of Piru to ensure that community design standards are adhered to, and that neighborhood compatibility issues are addressed.
C	Area Plan Review The County shall require the Piru Area Plan to be reviewed by the County Planning Division and the Piru Neighborhood Council concurrently with any major General Plan amendments in the Piru area. The purpose of such review is to bring the Plan up-to-date, to reflect any changes in County-wide policies and to ensure that the goals, policies and programs of the Piru Area Plan continue to reflect community standards.
D	Information to the Piru Neighborhood Council The County Planning Division shall continue to coordinate an information exchange with Los Angeles County to ensure that the Piru Neighborhood Council is informed of projects planned in Los Angeles County which could adversely affect the Piru Area of Interest.
E	Consideration of Community Services District Formation The County shall require, upon receipt of a valid application, the Local Agency Formation Commission (LAFCO) to evaluate the feasibility of forming a Community Services District (CSD) in Piru. The County shall consider consolidating one or more of the following functions into the CSD: sanitation (Water Works District No. 16), domestic water supply, street lighting (County Service Area No. 14), sidewalks (proposed Special Assessment District), parks (currently administered by the County General Services Agency), and other functions as may be deemed appropriate.
F	Program Responding to the Property Owners' Request When property owners representing 60 percent of all property within the Piru Community, or 60 percent of the linear frontage on each block proposed to be included in this program, sign a petition requesting that the County construct, maintain, or repair the sidewalks installed within the developed area of the Piru Community, the County Public Works, in consultation with the Piru Neighborhood Council, shall develop a program responding to the property owners' request. This program shall include funding mechanisms such as assessment and/or maintenance districts. Where feasible, the Public Works Agency shall make the cost of this program affordable to the Piru residents through local volunteer labor and/or extending the payback period.
G	Television and Motion Picture Industry The County shall encourage the television and motion picture industry to continue using Piru as a setting for movies and television shows.
H	CBD Overlay Zoning District Amendment The County shall require the Planning Division to prepare an amendment to the County Zoning Ordinance that would permit a mix of residential and commercial uses within the CBD Overlay zoning district.

Programs	
I Colina Vista Residential Project	The County shall encourage the Area Housing Authority to continue to administer the Section 8 Colina Vista residential project, comprised of 35 single-family rental units, located east of Main Street and north of Citrus View Drive.
J Federal HOME Project	The County of Ventura shall continue to administer a Federal HOME project to support development of 22 single-family units to be built by Habitat for Humanity on the former Duneden Tract.
K Circulation Improvements	As funds permit, the Public Works Agency shall work to implement those circulation improvements identified by the Piru Area Plan (Table P-3 and Figure P-14) that are under the jurisdiction of the County. Additionally, the Public Works Agency shall work with Caltrans to encourage implementation of traffic safety recommendations for Highway 126 identified in the Katz, Okitsu & Associates Traffic and Circulation Study in the Town of Piru (February 2004), as appropriate and consistent with public law.
L Secure Bicycle Parking Facilities	The County shall encourage applicants for discretionary development projects to provide secure bicycle parking facilities.
M Incentives for Transit Use	The County shall encourage applicants for discretionary development projects to provide incentives to transit use (e.g., provide bus passes for their employees, residents or clients; establish a subscription bus service, or participate in car pool/van pool programs).
N Bus Service Extension	The County shall require the Piru Neighborhood Council to work with local residents and the Ventura County Transportation Commission to extend bus service from Piru to Los Angeles County as available funds and service demand warrant.
O Feasibility of Abandoning Piru Square Drive	The Public Works Agency shall study the feasibility of abandoning Piru Square Drive.
P Storm Drain Facilities	The County shall require the County Public Works Agency to continue to monitor and maintain, as necessary, the existing Piru storm drain system that is within the County road right-of-way (Transportation Department) and Ventura County Flood Control District Red Line Channels in the Piru Area of Interest. The County shall require improvements in the Piru area drainage systems to be made to consider deficiencies identified in the report on the Piru Master Drainage Plan (Koebig and Koebig, Inc., 1972). The County shall allow such improvements to be constructed concurrently with new development, or as funds become available and in conformity with County-wide priorities.
Q Social Services	The Public Social Services Agency shall continue to provide financial assistance, counseling, and other critical services to persons and families in need.
R Grants for Social Services	The Office of the Chief Administrative Officer shall continue to actively pursue Federal and State grant programs with potential benefit to persons and families in need within the Piru Area of Interest.

Programs	
S Programs for Young Adults in Recreation or Community Service	The County shall encourage programs involving young adults in recreation or community service activities.]
T Piru Community Redevelopment Agency Cooperation	The County shall require the Piru Community Redevelopment Agency to cooperate with the Ventura County Transportation Commission (VCTC) to develop and utilize the 100-foot railroad right-of-way to support the goal of the Community Facility land use designation.
U Expansion and Development of Warring Park	The General Services Agency shall take necessary steps to assure the expansion and development of Warring Park to meet the needs of residents of the Community of Piru.
V Collaboration for Development of Recreational Facilities	The General Services Agency shall encourage service clubs, civic groups, and individuals to help in the development of recreational facilities.
W Joint Use of Fillmore Unified School District Facilities	The County shall encourage the Fillmore Unified School District to jointly develop and use school property for recreational purposes.
X Information Exchange with the Fillmore Unified School District	The County Planning Division shall continue to coordinate an exchange of information with the Fillmore Unified School District regarding school needs and new residential development.
Y Use of Fillmore Unified School District Facilities during Off-School Hours	The County shall encourage the Fillmore Unified School District to utilize school facilities during off-school hours as appropriate for community meeting space, recreation, and other compatible functions.
Z Funding for the Fillmore Unified School District	The County shall encourage Fillmore Unified School District to explore all available funding sources for financing needed school facilities.
AA Adequate Provision of Law Enforcement	The Sheriff's Department shall continue to review discretionary permits to ensure provision of an adequate level of law enforcement.
BB Crime Prevention Programs	The County Sheriff's Office within the Community of Piru shall continue to encourage crime prevention programs such as the Neighborhood Watch Program.
CC Joint Efforts for Crime Prevention	The County Sheriff's Department shall continue to support and promote efforts to organize neighborhood, rural, and industrial crime prevention techniques and conducts residential security surveys and public awareness programs.

Programs	
DD Adequate Provision of Fire Protection	The County Fire Protection District Bureau of Fire Prevention shall continue to review all new development to ensure provision of an adequate level of fire protection.
EE Emergency Warning and Evacuation Plan	The County Sheriff's Department Office of Emergency Services shall maintain (and update as necessary) an emergency warning and evacuation plan to protect Piru area citizens in the event of the imminent failure of Santa Felicia Dam at Lake Piru and other dams upstream on tributaries to the Santa Clara River.
FF Blanket Oil Permit Modification	The County shall require existing "blanket" oil permits which allow unlimited drilling to be modified on a case-by-case basis, as problems occur, and as opportunities arise, so that new wells will be subject to environmental and jurisdictional review.
GC Scenic Highway Designation	The County shall require the County Planning Division to investigate the possibility of designating State Highway 126 as a County or State Scenic Highway due to its significance as a regional scenic corridor. This program would require a survey of State Highway 126, rezoning of adjacent properties with the Scenic Highway Protection Overlay Zone, and coordination with the State of California Department of Transportation to achieve State Scenic Highway designation.
HH Lake Piru Management	The United Water Conservation District should manage Lake Piru for multiple purposes, where appropriate (e.g., water conservation, flood control, recreation, and hydroelectric generation).
II Agricultural Education Programs	The County Agricultural Department, Farm and Home Advisor, and the Resource Conservation District shall continue education programs for farmers and ranchers and will encourage the development and implementation of best management systems, stressing application of biological and cultural pest control techniques with selective pesticides when necessary to achieve acceptable levels of control with the least possible harm to non-target organisms and the environment.

Appendix – Piru Community Design Guidelines

APPENDIX



PIRU COMMUNITY DESIGN GUIDELINES

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PIRU COMMUNITY DESIGN GUIDELINES

Table of Contents

Introduction	4
1. Intent	5
2. Building Design Criteria for the Commercial Town Center	6
2.1 Building Mass and Organization	6
2.2 Storefront Design.....	10
2.3 Exterior Building Design	13
2.4 Additions, Renovations and Restorations	16
3. Railroad Property Development Guidelines	17
3.1 Character and Scale	17
3.2 The Depot and Support Structures	18
3.3 Site Development.....	18
3.4 Exterior Building Materials	18
3.5 Roofing Elements and Materials	19
3.6 Exterior Color Design	19
4. Highway Commercial Development Guidelines	19
4.1 Site Development.....	20
4.2 Building Design	20
4.3 Roofing Elements and Materials	20
4.4 Exterior Color Design	20
5. Mixed Use Development	21
6. General Architectural and Site Lighting	21
6.1 Types of Lighting	21
6.2 Design Integration	21
6.3 Materials	22
7. Sign Guidelines.....	22
7.1 Types of Recommended Signs	23
7.2 Design Integration	23
7.3 Allowable Sign Area	23
7.4 Sign Lighting.....	23
7.5 Recommended Materials	24
8. Residential Design Guidelines and Standards	24
8.1 Site Planning	24
8.2 Landscaping	30
8.3 Building Design	32
8.4 Site Features.....	44
8.5 Additional Development Standards and Guidelines Applicable to the Piru Expansion Area	45
9. Implementation.....	46

PIRU COMMUNITY DESIGN GUIDELINES

Introduction

In May 1996, the Ventura County Board of Supervisors adopted in concept the Piru Community Enhancement Plan, prepared by Mainstreet Architects and Planners, Inc. and Stephanie Diaz, Planning Consultant. Included in the Plan were Architectural Design Guidelines, which were intended to encourage design compatible with the existing historical character of the Piru community. This Appendix has been created to facilitate the application of these guidelines, specifically to commercial development within the Commercial Town Center, Highway 126, and Railroad Property. The County of Ventura wishes to thank Nicholas Deitch, Mainstreet Architects and Planners, Inc. for his cooperation and assistance in the reformatting of the Piru Community Design Guidelines.

In April 2006, Downtown Solutions conducted a series of community planning workshops (visioning charrette) within the Piru community. One result of that exercise was a *Vision Poster* which became the model used by project proponents for their land use entitlements within the Piru Expansion Area. Additionally, Downtown Solutions produced a *Smart Growth + Mixed Use Study* which became the foundation for the development standards used by the Piru Area Plan for the Piru Expansion Area. This study also provided the basis for the Residential Design Guidelines which have been incorporated into the Piru Community Design Guidelines. Ventura County thanks Mark Brodeur, Kendra Stevens and Wendy Beattie and the rest of the Downtown Solutions team for their efforts on behalf of the Piru community.

PIRU COMMUNITY DESIGN GUIDELINES

Figure 1



Architecture of the Commercial Town Center displays an elegant simplicity unique to the Santa Clara River valley.

These guidelines apply primarily to commercial and residential development within the Piru community and along Highway 126. All construction is encouraged to reflect the rural aesthetic of the community. Any building with historic significance should be handled with great care to preserve the historic character and fabric of the structure and its setting. Any application to change, alter, modify, remodel, remove or significantly affect any Designated Cultural Heritage Site shall be subject to review by the Cultural Heritage Board pursuant to the Cultural Heritage Ordinance (Ventura County Ordinance Code Section 1360, et. seq.).

For purposes of these Community Design Guidelines the use of the terms “shall” and “will” denote mandatory standards or requirements, while the terms “should” or “may” indicate recommended guidelines that may be modified or waived by County decision-makers if an applicant can demonstrate overriding circumstances that render the guideline infeasible or impractical given the circumstances, or if the intent of the guideline will be achieved in a different manner.

1. Intent

Piru is a small compact community with relatively few opportunities for new construction to occur.

However, because it is so small, even a minor project can have a significant effect on the perceived character of the community. The primary intent of these design guidelines is to encourage good design that is compatible with the existing historic character of Piru – its “sense of place”. This character is unique among the towns of the Santa Clara River Valley in that the community has remained compact, with clearly definable edges, a predominantly rural village character, and a distinctively simple Commercial Town Center – small but very urban in form.

Another key intent of these guidelines is to maintain a clear difference between the character of the Commercial Town Center ([Figure 1](#)), which is urban in nature, and the rest of the community, which is rural and residential in nature. This concern applies especially to commercial development at the highway and to development on the railroad Property. Such development should be designed to reflect the rural character of the community, and should in no way attempt to mimic the urban forms of the Commercial Town Center. Instead, structures at these locations should reflect an agrarian or rural highway aesthetic, as described herein.

All proposed structural or façade changes as well as new public or private construction in the Plan Area

PIRU COMMUNITY DESIGN GUIDELINES

that require the issuance of a discretionary permit, should be designed consistent with the Design Guidelines. It is also recommended that a Design Professional prepare the plans for such changes and new construction within the Plan Area. The process for design review is to be in compliance with the requirements in the County's Zoning Ordinance.

2. Building Design Criteria for the Commercial Town Center

The buildings of the Commercial Town Center are simple, small scale boxlike structures (*Figure 2*) which front the sidewalks and provide a distinct contrast to the surrounding community. These humble buildings make no attempt at “illusions of grandeur” (such as through the use of oversized parapets or enlarged cornices) typical of the small town main street of the time. Yet, in their simplicity they provide a very charming and memorable setting. Although there are some subtle variations among them, the basic features which make up this simplicity include:

- Simple rectangular building fronts which abut the sidewalk.
- Brick facing, generally earthen colors, with very simple patterning and detail.
- Door and window openings which are “punched” into the building face.

On the south side of Center Street (*Figure 3*), buildings incorporate some common elements:

- A concrete base or “bulkhead”, across the building front, extending two to three feet above the sidewalk.
- A simple concrete or brick “soldier course” cornice capped with a plain concrete parapet.
- Vent openings in the brickwork are typically found in the upper central portion of the façade.

The Bank building also includes some stone or terra cotta detailing, including arched door molding and medallions.

Renovations and infill construction within the Commercial Town Center should emulate the existing buildings by incorporating the features identified above.

Figure 2



Northeast corner of Main and Center Street.

Figure 3



Typical building front, south side of Center Street.

2.1 Building Mass and Organization

To assure that new and renovated buildings are compatible with the existing character and scale of the Commercial Town Center, new and infill buildings should be organized into increments of no less than twenty-five (25) feet and no more than fifty (50) feet in width (the historic panel increments typically found in the Commercial Town Center).

Buildings which occupy more than fifty feet of frontage should be designed to appear as several small buildings or several smaller but related parts of a larger structure. This can be accomplished in several ways, such as incremental changes in roof eave lines and/or ridge line; changes in wall plane; grouping of windows into varying or repetitious patterns; and coordinated

PIRU COMMUNITY DESIGN GUIDELINES

placement of design elements, including walls, fixtures, windows, and storefronts. Therefore, the criteria covered in the sections which follow should be addressed.

2.1.1 Street Level Building Increment

At street level, building design should reflect the regular and somewhat uniform pattern of alternating façades (the “building increment”) of the existing Commercial Town Center. Each building is different, although each is made up of a similar combination of entries and storefronts, interrupted by brief structural walls which serve to define one shop or building and the beginning of another (Figure 4).

To support the objectives of these guidelines, the following exterior building design criteria should be applied:

Figure 4



The “building increment” - a common language spoken in different ways - gives the street variety while maintaining a strong relatedness among buildings.

- a. **Building Increment** – Building increments should be a maximum of fifty (50) feet in width, but should typically vary between twenty-five (25) and fifty (50) feet (the historic parcel sizes within the Commercial Town Center). Buildings which exceed fifty (50) feet should be designed to reinforce the building increment and pattern of the existing Commercial Town Center.
- b. **Building Entrance** – At least one building entrance should be provided every twenty-five (25) feet to encourage a high level of pedestrian activity at the street.
- c. **Larger Buildings** – Larger buildings should be designed to appear as a collection of adjacent structures when street frontage exceeds fifty feet (Figure 5).

Figure 5



Larger buildings should be designed to respect the historic building increment.

- d. **Storefront Openings** – Storefront openings should be between 10 feet and 20 feet in width. Storefront systems within these openings should be designed in substantial conformance with these guidelines.

2.1.2. Roofline and Upper Level Building Design

Buildings within the Commercial Town Center are typically simple in mass and form. New buildings with lot frontages of fifty feet or less should present a profile expressive of this simplicity. Buildings with frontage which exceeds fifty (50) feet may incorporate changes in roof or parapet which serve to reinforce the expression of the historic building increment, as defined above. In addition, the following criteria should apply:

- a. **Single Story Buildings** – Single story buildings should emulate the simple “parapet” roofline or profile typical of other buildings in the Commercial Town Center (Figure 6).

Figure 6



Single story building of the smallest increment.

- b. **Building Height** – Building heights should match those of the existing Commercial Town Center,

PIRU COMMUNITY DESIGN GUIDELINES

with average floor to ceiling heights ranging between eleven (11) and fourteen (14) feet.

- c. **Two Story Buildings** – The upper portion of two story building should be designed to reflect a refinement of the incremental rhythms and pattern of openings found at the street level of the building façade (Figure 7). The primary components at the upper story, such as windows, wall panels, projecting bays, etc., should typically be grouped in a manner consistent with the building increment established at street level.



Two story building of the smallest increment.

- d. **Cornices and Moldings** – Cornices and molding, if used, should be used to unify and connect the composition of the building façade. They should be simple and used sparingly, consistent with other buildings of the Commercial Town Center.

2.1.3. Special Architectural Features

Highly prominent architectural features, such as towers and turrets, are discouraged. If used, they should be reserved for buildings occupying key locations within the Commercial Town Center, such as a street corner.

Decorative features such as gables, bay windows, balconies, finials, etc., should be used sparingly, if at all.

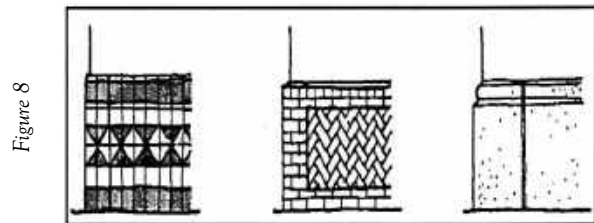
2.1.4 Architectural Elements

Buildings in the Commercial Town Center should incorporate some combination of architectural elements common to the historic building fabric, several of which are identified below:

- a. **Building Base** – Where the building meets the sidewalk, and extending two (2) or more feet up the building face, is the opportunity to establish

an architectural building base. This base may be as simple as a change in surface texture, a projection or break in the wall plane, or a change in material or color (Figure 8).

It is desirable to provide a base material that is highly resistant to damage, defacing, and general wear and tear. Cast-in-place concrete, precast decorative concrete, stone masonry, brick, and commercial grade ceramic tile are examples of excellent base materials. Hollow core fiberglass mesh reinforced precast concrete should not be used as a base material, as it is susceptible to breakage and puncture. Stucco is not a desirable material for building base.



Building Base.

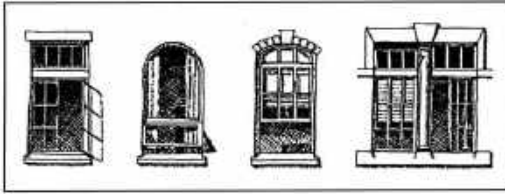
- b. **Windows, Doors, and Openings** – Windows, doors, and other openings should be detailed in a traditional manner to establish them as important parts of the total façade composition.

In general, storefront openings should be horizontal, while upper level windows should be vertical or square orientation. Upper level windows may be paired to create a proportionate unit which is nearly square, or clustered to create pattern combinations which establish a rhythm of features of varying proportions which are related by the overall façade composition (Figure 9).

Sills, headers, and moldings can be used to frame and enhance the significance of an opening. In some cases an opening may warrant greater attention, such as at or above an entry. The molding and header may be enlarged or receive special detail in order to signify its importance in the overall façade composition. Sills and headers can also be used to tie adjacent windows together, or unify true windows and decorative wall panels.

PIRU COMMUNITY DESIGN GUIDELINES

Figure 9



Upper level windows can be expressed in a variety of ways.

c. **Building Entries** – In all cases entries should be placed a maximum of twenty-five feet apart within the Commercial Town Center. This will help maintain the intimate pedestrian scale and ensure lively pedestrian activity.

- **Doorway Entries** – Doorway entries (other than storefront entries to street level shops or secondary-service entries) should be emphasized in one or more of the following ways:
 - ▶ flanked by columns, decorative fixtures, or other details;
 - ▶ recessed within a larger arched or cased decorative opening;
 - ▶ covered by means of a portico (formal porch) projecting from or set into the building face (refer to zoning guidelines for allowable projections);
 - ▶ punctuated by means of a change in roof line, a tower, or a break in the surface of the subject wall.
- **Corner Entries** – Buildings situated at the corner of a public street may provide a prominent corner entrance to street level shops or lobby space, in a manner consistent with Main Entries, as described above (Figure 10).
- **Side and Rear Entries** – Where such entries are intended to serve the general public, they should receive design treatment similar to that described above. Where such entries are intended only as service or emergency access points, they should be designed consistent with guidelines for Service Entries described below, except that any such entry which faces onto a public street or right-of-way should be

enhanced, though to a lesser extent than a main entry.

- **Service Entries** – are those entries which are not intended for use by the general public. The service entry should be designed to blend into the surrounding building façade, provided with simple detailing, trim, and finish consistent with the character of the building, such that it should not draw particular attention to itself, but should remain attractive and easy to identify.

Where trash and or storage areas are provided in conjunction with service entries, such areas should be completely enclosed and screened from public view by the use of walls, doors, and gates designed in a manner and with materials consistent with the architecture of the buildings.

Figure 10



Corner entries - one of many ways to express the corner.

- d. **Cornices and Parapet Walls** – should be used to delineate the building profile in a manner consistent with the historic character of the Commercial Town Center (Figure 11).

Buildings should incorporate the following design elements:

- Parapet walls to establish a consistent profile at the street elevation (Figure 12).
- A cornice may be used at the base of a parapet wall or roof curb. Lesser cornices of a similar architectural character may be used to complete the design at side or rear elevations which do not front on a public street.

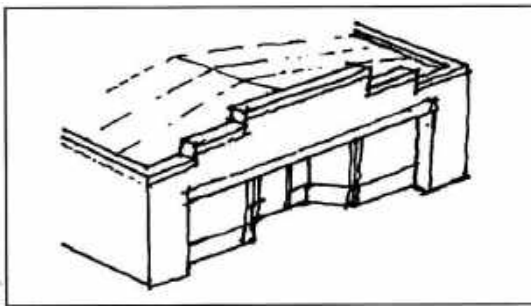
PIRU COMMUNITY DESIGN GUIDELINES

Figure 11



A concrete parapet rests atop a soldier course of brick on a shop building in Piru's unique Commercial Town Center.

Figure 12



Parapets establish the profile of the building front.

- e. **Pitched Roofs and Eaves** – In the context of Piru, as in most downtown environments, pitched roofs, visible from the street, are a rare exception to the predominant and relatively uniform stage set of flat roofs and parapets. Pitched roofs should, in general, be reserved for prominently situated buildings; for example, those of a civic nature, or those occupying key sites (i.e. street corners, plaza/park frontage).

Where pitched roofs are used, the building should incorporate the following:

- Eaves of pitched roofs should join the building walls with a decorative eave cornice complementary to the design of the building face.
- Where overhang is provided, eaves should present either exposed rafter tails with decoratively shaped ends, or a decorated soffit with soffit vents incorporated into the design.

- Plain and unadorned stucco eave soffit should be avoided.

Rain gutters and downspouts should be concealed, unless designed as a specific architectural feature of the building. Where rain gutters are exposed as a design detail, they should be of copper, or properly primed and painted metal of a color complementary to the building design.

- f. **Side and Rear Building Façades** – Building design character should be consistent over the entire building, especially where the building will be visible from publicly accessible areas such as streets, alleys, or parking areas. Although details may be simplified, elements such as finish materials, cornices, and window trim should be consistent on each elevation.
- g. **Blank Wall Areas** – Walls without openings should not be permitted at the street front. Where a building abuts a side property line at the interior of a block, and where that building's side wall is likely to remain invisible for an extended period of time, that building elevation should reflect a design treatment consistent with the building's established street-front design.

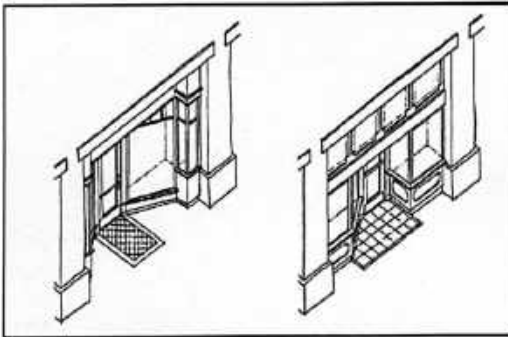
2.2 Storefront Design

Interesting and enticing storefronts are perhaps the most crucial ingredient in promoting a vital and active street life in a commercial district. Storefronts should be generous, providing ample display window and entry points into shops, and a level of design detail which establishes some individuality for each shop or building, while assuring a relatedness from structure to structure (Figure 13). A unique aspect of buildings in Piru, most notably along the south side of Center Street, is that many of the "storefronts" are actually just large windows, rather than the more typical storefront opening which extends down to grade level. Either approach is acceptable, providing that the design is in keeping with the typical context of the Commercial Town Center.

Figure 14 illustrates the storefront design criteria and elements outlined below:

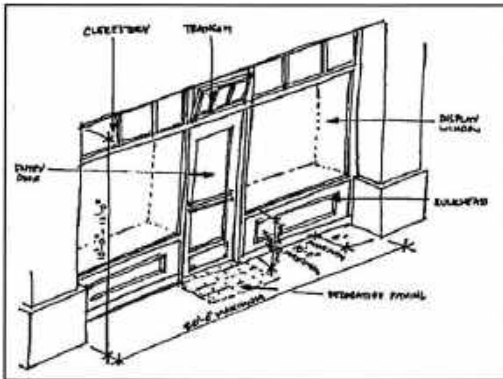
PIRU COMMUNITY DESIGN GUIDELINES

Figure 13



Storefronts with subtle variations lend interest to the street and keep window shoppers intrigued.

Figure 14



Storefront Design

2.2.1 Maximum Storefront Opening

Storefront openings should not exceed twenty (20) feet in width. Many buildings in the Commercial Town Center have much smaller openings, ranging from eight (8) to fourteen (14) feet.

2.2.2 Storefront Height

Storefront openings may extend up to fourteen (14) feet in height, but in general should range from ten (10) to twelve (12) feet in height, as measured from average elevation at the sidewalk.

2.2.3 Recess

Storefront window systems should be set into the building face. This will allow the building face material to return at the corner of the storefront opening, establishing a strong sense of mass and substance to the building.

Storefront windows should be recessed a minimum of six (6) inches from the building face, while eight (8) to twelve (12) inches is preferable.

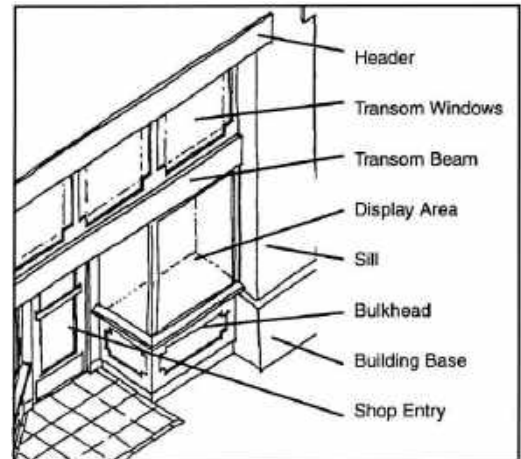
Storefront windows and entries may be recessed a maximum of ten (10) feet from the building face.

2.2.4 Design Elements for Storefront Systems

Traditional storefront systems are made up of several parts which, when integrated, provide the opportunity for variation in detail and character, while also ensuring a relatedness from building to building (Figure 15). Storefront systems should address the inclusion of most or all of the following elements:

- a. **Bulkhead** – At the base of the storefront which

Figure 15



Design Elements of a traditional storefront.

extends down to grade, the bulkhead provides a transition between the sidewalk or paving and the glass display area.

Bulkhead may be of wood panel, tile, or masonry. Base materials should be compatible and consistent with the building design. Where wood is used, a curb detail should be provided to lift the wood slightly above the adjacent paved surface.

The Bulkhead and associated trim should not extend higher than forty (40) inches above adjacent paving, to ensure ample window area visible to pedestrians.

PIRU COMMUNITY DESIGN GUIDELINES

- b. Display Windows and Glazing** – These should be generous and highly transparent.

Windows should occupy sixty (60) to seventy (70) percent of the storefront system area. Multi-pane windows may be used, but are not encouraged for the majority of display window serving retail ship space.

Dark tinted windows or windows of reflective “mirrored” glass are strongly discouraged, as they hinder pedestrian “window shopping”. Where sun control is a design factor, windows should be recessed and/or provided with awning or other shading device.

- c. Transom Windows** – These are upper glazed openings, above display windows, which are primarily intended to provide light to the interior of the shop space. These windows typically rest atop an immediate trim or header which is exposed or trimmed-out with sill and glazing stops. Sometimes this beam is oversized to allow for shop signage to be placed integrally within the storefront system.

Transoms are recommended for street-level shop space in all commercial buildings within the Commercial Town Center, and should be an integral part of the building’s storefront system.

Transoms need not be of transparent glass. There are a number of translucent glass types which will admit light while reducing heat gain and glare.

- d. Doors and Entry Treatment** – As previously stated, a building entry provides the opportunity to create a detailed point of arrival for pedestrian users (Figure 16). This portion of the building will receive more personal contact by users than any other on the building exterior. Thus, what is seen and touched should be of attractive and durable quality.

The following design elements should be considered to enhance building entries:

- Entry doors may be recessed to provide visual emphasis as well as protection from inclement weather.
- Where the entry is recessed, a decorative paving material such as tile, marble or slate, may be used adjoining at the sidewalk edge.

- Doors should be decorative and substantial, with high quality and very durable hardware. Commercial grade materials should be used to accommodate long term wear.
- Wooden doors should be provided with a “kick plate” of brass or other durable material to resist wear at the door base.
- Aluminum or metal doors are out of character with the historic context and are strongly discouraged.
- Where doors are recessed, decorative ceilings with beam work, molding, or coffering should be incorporated.
- To punctuate an entry, decorative lighting may be incorporated, either wall mounted or suspended from an ornamental ceiling.

Figure 16



Building Entry – the part of a building we see the closest – and actually touch. It should be designed to be welcoming and lasting.

- e. Recessed Entries in Storefront** – A common feature in traditional storefront design is the recessed display and entry area. This recess serves several valuable purposes: it provides weather protection at the entry; it expands the linear feet of window display that a shop may present to passersby; and, along with awnings, it helps

PIRU COMMUNITY DESIGN GUIDELINES

protect displayed merchandise from costly damage by direct and prolonged exposure to sunlight.

Maximum width of such recesses should not exceed sixty (60) percent of the storefront opening.

Maximum depth of such recesses should not exceed ten (10) feet.

- f. **Storefront Details and Materials** – In general, storefront systems should be of high quality and durable construction with traditional detailing, including moldings, beaded glass stops, paneled soffits, sills, etc. (refer to items above regarding the design features of a traditional storefront). Materials may include wood or metal, always exterior grade and of a finished quality, typically painted. Aluminum storefront systems are *not* encouraged.
- g. **Renovated Storefronts** – Renovated storefronts should be restored to their original character. Details and materials which match the original should be seen throughout, especially where visible from the street. Where renovation is not feasible, the new storefront system should be designed in the spirit of the original, incorporating like or similar details and configurations.

2.3 Exterior Building Design

Materials should be selected based upon appropriateness to downtown Piru's early 20th Century character, the architectural style or the particular building, and lasting beauty and durability of the finish. Although the accessibility of some traditional materials may be limited, many are still available and practical. There are also many contemporary materials which are quite compatible with the desired character of the Commercial Town Center.

Of primary importance is the use of quality products and the proper detailing and application of these products. One of the most important characteristics of buildings in downtown Piru is the obvious level of quality that went into the original work, both in terms of materials and details. Most downtown buildings have only one face – a front – to present to the public. The investment in quality can therefore be condensed and increased at the street face.

2.3.1 Exterior Walls

Material for exterior walls will incorporate two aspects – color and texture. If the building's exterior design is complicated, with many “ins and outs”, columns and design features, the wall texture should be simple and subdued. However, if the building design is simple (perhaps more monolithic), a finely textured material, such as patterned masonry, can greatly enrich the building's overall character.

The following materials are considered appropriate for buildings within the downtown (the number of different wall materials used on any one building should be kept to a minimum, ideally two or less):

- a. **Brick Masonry** – brick is a very versatile material available in a wide range of colors and sizes. Brick surfaces may be patterned by combining different colors and coursework. Traditional brickwork incorporates a wide array of structural and functional building components such as beams, headers, arches, sills, bases, trim, etc.

In new construction in California, brick will almost always be used as a veneer or finish material over a frame of wood or steel, or as a facing for concrete masonry. Care should be taken to properly detail the veneer application in an authentic manner consistent with traditional masonry ([Figure 17](#)).

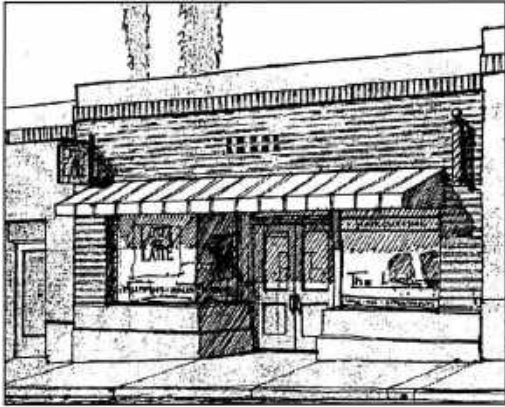
Edges and openings, such as at windows, should receive special care to assure that the masonry appears solid and substantial.

If “thin brick” or brick tile veneer is used, care should be taken to incorporate corner pieces and other details which serve to mask the veneer application.

The bonding pattern (the orientation of the brick) plays an essential role in the successful use of brick or other masonry. Bonding patterns of the existing historic context are typically very simple.

PIRU COMMUNITY DESIGN GUIDELINES

Figure 17



Brick plays an important role in bringing visual richness to the simple buildings of Piru.

- b. Stone Masonry (and veneer)* – stone masonry, especially cut stone, is similar to brick in application and provides a very heavy and somewhat formal appearance. Stone also works well in combination with brick, providing a base with visual mass to “support” walls of brick masonry. Stone may be used as an inset detail on brick façades for sills, headers, or other accessory features such as keystones or wall caps.
- c. Stucco* – stucco is a very versatile material. With proper detailing, a stucco building can achieve an elegance and level of refinement equal to that of brick masonry. In fact, the traditional “stucco” building was a masonry structure with an application of stucco applied as a finish material. For this reason, the stucco building should also convey a sense of mass and sturdiness similar to a brick or other masonry building. The same attention to detail applies here as with buildings of brick or stone.
- d. Terra Cotta and Other Glazed Tile* – Terra Cotta tile was a common finish material for urban buildings in the early part of the 20th century. The bank buildings at the southeast corner of Center Street and Main Street are a good example of the use of Terra Cotta. Other glazed ceramic materials, such as glazed tile, block, or brick, may also be considered for use as an exterior wall finish. These types of materials have a hard, stain resistant surface which makes an excellent base material. Only glazed materials graded for

commercial use should be considered for use as an external finish material.

2.3.2 Windows

Windows make up an important part of a building façade’s composition. Windows are also the connector between the life and activity on the street and that within the building. Both of these “sensed experiences” are important in establishing an urban environment that is comfortable and friendly. Because of this, attention to window detail is important..

- a. Window ratio* – The amount of window, other than storefront systems, at street level should occupy between 50% and 60% of the wall area. Above the street level this ratio should fall to between 30% and 50%, depending on building style and other architectural criteria (Figure 18).

Figure 18



Window Proportions – at street level, openings should be 50% to 60% of the face, with 30% to 50% at the second floor.

- b. Materials* – Window sash and frame may be of wood or metal, painted or otherwise finished to provide a durable and long lasting surface. Where divided windows are desired, true-divided lites are strongly recommended. “Snap-in” type mullions or grilles which simulate this appearance are not recommended.
- c. Glazing* – Clear glazing is preferable, especially where street level display is the objective. Where tinted glazing is used, the tint should be kept as light as possible. Dark windows create the

PIRU COMMUNITY DESIGN GUIDELINES

impression of emptiness. “Low E” coating, which appears clear, is recommended where heat gain is a concern. Reflective or mirrored glazing is strongly discouraged.

2.3.3 Roofs

Visible roof elements should be designed consistent with the general building character. Materials and colors should complement the style of the architecture. Roof elements may include the following:

- a. **Flat roof** – areas should be detailed and of a material to provide a clean, uniform appearance from windows of adjacent buildings.
- b. **Pitched roofs** – should be designed to crown or punctuate the building. Roof elements should terminate with detailed eaves, utilizing eave molding, shaped rafter rails, or other means of termination appropriate to the architecture of the building.
- c. **Mansard type roofs** – should be avoided, unless specifically related to the architectural style of the building (as in the “Victorian” style).
- d. **Dormer type roof elements** – may be incorporated into sloped roof designs, especially where such area occupies a substantial percentage of the building’s linear frontage.
- e. **Materials** – Acceptable materials include the following:
 - Clay or concrete tile – commercial grade, of a color and style complementary to the building design.
 - Ceramic tile – on decorative elements such as domes or parapets.
 - Metal seam – standing seam or batten seam, natural copper, anodized or factory coated finishes. Site painted metal roofing is not recommended.

2.3.4 Building Accessories and Details

There are a number of design elements which may be incorporated into the building design, especially at street level, in order to add to the experience of the pedestrian while meeting important functional needs

as well. The following accessories and details are recommended for inclusion in the building:

- a. **Awnings** – Awnings provide the opportunity for color and visual relief. Awnings serve a very functional purpose by protecting shop windows from intense direct sunlight. The most functional awnings are “retractable”, having a frame and support structure with the ability to be adjusted up or down depending on lighting condition. Where awnings are used, it is recommended that they be of retractable design (Figure 19).

Awnings should be of a durable commercial grade fabric, canvas, or similar material having a matte finish. Awning frames and support should be of painted or coated metal or other noncorroding

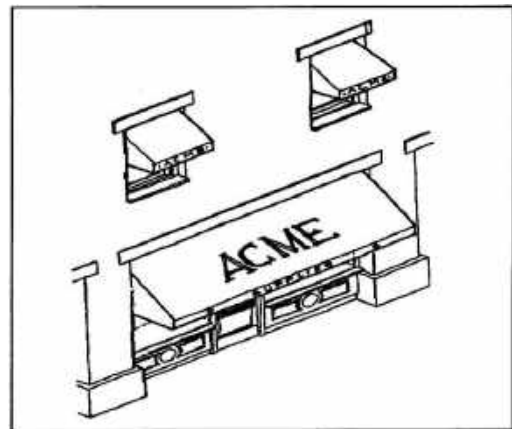


Figure 19

Awnings – simple, retractable awnings provide very functional sun protection and design interest.

material. Glossy or shiny plastic or similar awning material is not recommended.

- b. **Venting, Grillework and Other Details** – There are a number of details, often thought of as mundane, which may be incorporated into the design to add a degree of visual richness and interest while meeting functional needs. Such details include items such as the following:
 - Vent openings can be seen in several of the buildings in the Commercial Town Center. These are achieved by a simple voiding pattern in the masonry face. The openings are typically provided with internal screening to keep out birds and insects. (Figure 20).

PIRU COMMUNITY DESIGN GUIDELINES

- Metal grillework, at vent openings or as decorative features at windows, doorways, or gates;
- Decorative scuppers, catches and downspouts, preferably of copper;
- Balconies, rails, finials, corbels, plaques, etc;
- Flag or banner pole brackets;
- Fire sprinkler stand pipe enclosures and hose-bib covers, preferably of brass.



Figure 20

Brickwork vent - a simple vent helps reinforce the humble language of Piru's existing Commercial Town Center.

- c. **Exterior color design** - Exterior colors play an important role in the way we perceive a building and its details. Colors can be used to draw attention to specific parts of a building, such as entries. Color can also be used to mask or diminish the visual importance of a particular feature, for instance a service area, simply by altering colors, or the contrast between surfaces and details, in a certain area. In general, contrast (light against dark or dark against light) will call for your attention, for better or for worse. Consideration for these issues should be given as noted below:

- *Primary Exterior Building Colors* - should be muted and earthen, while trim and detail colors should provide a contrasting accent. Several paint manufacturers provide historic

color palettes as a reference for period color design.

- *Neutral or Light Colored Walls* - should be contrasted with a darker or more intense trim color, while dark colored walls should be contrasted with light colored accents and details.
- *Finish Materials with Natural Colors* - materials such as brick, stone, copper, etc. should be used where practical and left in their natural colors.
- *Bright or Intense Colors* - should be used sparingly, and should typically be reserved for more refined or delicate detailing, such as grillework, as well as more transient features such as awnings, signs, and banners.

2.4 Additions, Renovations and Restorations

With few exceptions, buildings within the Commercial Town Center already possess the desired characteristics which this Plan is intended to support. Modifications to buildings with these characteristics, and especially to buildings having historical significance, must be done with extreme care and respect for this existing character, and in accordance with the following:

2.4.1 Preservation of Traditional Features and Details

Sensitive response to existing materials, details, and proportions, as well as patterns of materials and openings, is required when any such work will affect the appearance of an existing building's exterior.

2.4.2 Windows and Window Replacement

Where existing windows are to be replaced, they should match the originals in design character. Where new window openings are to be provided, sizes and patterns of existing window openings should be matched or closely replicated.

In the case of historically designated buildings, replacement of existing windows should be done in such a manner as to match the originals as closely as possible.

PIRU COMMUNITY DESIGN GUIDELINES

2.4.3 Doors and Door Replacement

Where existing doors are to be replaced, they should match the originals in design character. Where new door openings are to be provided, sizes and patterns of existing door openings should be matched or closely replicated.

In the case of historically designated buildings, replacement of existing doors should be done in such a manner as to match the originals as closely as possible.

2.4.4 Removal of Elements Inconsistent with Original Façade

Buildings are often altered over time in an effort by owners or shopkeepers to “keep up with the times” or “remake a tired image”. Unfortunately, such changes often ignore the original design integrity and are executed in a “tacked-on” and often destructive manner. Such changes result in gradual but severe erosion of the original character and cohesion of the downtown. Restoration of buildings which have been substantially or carelessly altered is strongly encouraged.

2.4.5 Additions to Existing Buildings

Additions should be done with care and sensitivity to assure compatibility between the old and new. In general, any addition to an existing building should reflect one of the following two basic approaches:

- a. Replication of Existing Character* – in which the design incorporates the proportions, details, and features of the existing building or adjacent buildings in a manner very similar or identical to the original construction.
- b. Interpretation of Existing Character* – in which the new design responds to the existing building “sympathetically”: for example, using like proportions in combination with stylized or simplified details inspired by the originals.

2.4.6 Seismic Retrofitting

As a result of the Northridge earthquake of January 1994, many of the buildings in Piru’s Commercial Town Center have been structurally modified to increase seismic strength. Where additional structural improvements for seismic retrofitting are to affect the building exterior such improvements should be done with care and consideration for the impact on the

appearance of the building. Where possible, such work should be concealed; where not possible or practical, the improvements should be planned to carefully integrate into the existing building design.

Seismic tie straps, to secure floor and roof framing to the adjacent walls, are one of the most common improvements made today. However, the straps are often installed by workers with no guidance about the careful placement of the ties. Often the tie holes are drilled without alignment or through key features or details, resulting in a haphazard and destructive result which can permanently scar the building.

Seismic improvements should receive the same care and forethought as any other building modification, and an exterior building elevation is required showing the location and appearance of all such improvements.

3. Railroad Property Development Guidelines

As was previously stated, a key intent of these guidelines is to maintain a clear difference between the character of the Commercial Town Center and other developed areas. This concern applies especially to commercial development at Highway 126 and on the Railroad Property. Such development should not attempt to mimic the urban forms or the Commercial Town Center. Instead, structures at these locations should reflect a more agrarian or rural country aesthetic, with regard to the highway commercial, and a traditional railroad design with regard to the railroad-oriented properties, as described herein.

3.1 Character and Scale

The “Railroad Property” was the site of the original Railroad Depot, constructed by David Caleb Cook in the late 1800’s to provide rail service for visitors and in support of his citrus ranching. The original depot is gone, and except for a portion of the original packing house, the property has remained mostly undeveloped for nearly a century as the town has grown up around it. These guidelines establish appropriate and differing design requirements for structures on the Railroad Property, and similarly for Highway-related commercial development ([Figure 21](#))

PIRU COMMUNITY DESIGN GUIDELINES

Figure 21



Railroad Buildings – these buildings should be distinct from the buildings of the Commercial Town Center – rural, not urban in character.

3.2 The Depot and Support Structures

Development on this portion of the property should provide a backdrop of railroad related architecture, reflecting the simple agrarian character appropriate to the small town character of Piru. One building representing the original Depot, possibly a reconstruction, should establish a focus or main element for the site. Other buildings should emulate a more utilitarian or packing house character, not without detail and prominence, but of a simpler nature. Unlike the buildings of the Commercial Town Center, these buildings should reflect the simple forms, materials, and design typified by the original Piru Depot, the packing house (prior to present day modifications), and other railroad related structures, incorporating pitched roofs, overhangs, and heavier more rustic detailing than will be found in the Commercial Town Center.

In addition, docks, deck areas, and loading platforms can play an important role in reestablishing the presence of the railroad. These areas are typically raised, along with the associated buildings, to provide more direct access to the trains. In these situations the deck areas should be made to look as authentic as possible while also addressing contemporary code issues, such as wheelchair access and provision of guard rail.

3.3 Site Development

The Piru Community Enhancement Plan incorporates a Conceptual Site Plan for the Railroad Property

depicting a level of site development compatible with the Community of Piru's desire to maintain a low-key rural community with opportunities for tourism. The proposed development of the Railroad Property provides a new community focus in the form of a Town Square and Town Green, and provides for a moderate degree of tourist-related development supportive of the tourist-train and day trip users from Ventura and Los Angeles Counties. This Site Development Concept includes:

- The provision of important public space, in the form of a Town Square and Town Green, for community activities and special events, supported with restrooms, a bandstand, and other amenities.
- The provision of railroad and tourist-related buildings, possibly a loading platform, a "depot building" (possibly a reconstruction of Cook's original depot), conversion of the remaining portion of the Piru Packing House into a Museum (and possibly reconstruction of the portion which was demolished), an open-air "Citrus Market Pavilion" which could be made available for festivals, community events, craft shows and farmers' markets.
- Development of a community trail for walking/biking, using a portion of the Railroad Property to connect from Main Street at Via Fustero through the Commercial Town Center to Warring Park. This trail could eventually be linked to a Countywide Trail System.

3.4 Exterior Building Materials

Exterior building materials should be selected based on appropriateness to Piru's original railroad architecture, the architectural style of the particular building, lasting beauty and durability of the material.

Wood is the preferred exterior finish material for:

- Wall siding, typically "ship-lap".
- Posts, heavy timber, often shaped.
- Decks and ramps.
- Railings, traditionally detailed.
- Exposed rafter and eave areas.

PIRU COMMUNITY DESIGN GUIDELINES

Materials for window and sash frame should be of wood, painted to provide a durable and long lasting surface. Where divided windows are appropriate, true-divided lites should be used. “Snap-in” type mullions or grilles which simulate this appearance are not recommended.

3.5 Roofing Elements and Materials

Pitched roofs are encouraged in buildings on the Railroad Property, in keeping with the historic references. Roof planes should terminate with detailed eaves, utilizing eave molding, shaped rafter tails, or other means of termination appropriate to the architecture of the building.

Dormer type roof elements, either for window or venting, may be incorporated into pitched roof designs, especially where such roof area occupies a substantial percentage of the building’s linear frontage.

Acceptable roofing materials include:

- **Wood shake or tile**, if permitted by the County Fire Department.
- **Higher grade composition shingles** with “dimensional thickness”.
- **Concrete tile**, of a commercial grade, color, and style complementary to the building design.

“Flat roof” areas should be minimized or avoided.

3.6 Exterior Color Design

Exterior colors play an important role in the way we perceive a building and its details. Colors can be used to draw attention to specific parts of a building, such as entries. Color can also be used to mask or diminish the visual importance of a particular feature, for instance a service area, simply by altering colors, or the contrast between surfaces and details, in a certain area. In general, contrast (light against dark or dark against light) will call attention, for better or worse. These issues should be considered as noted below:

3.6.1 Primary Exterior Building Colors

Should be muted and earthen, while trim and accent colors should provide a contrasting accent. Several paint manufacturers provide historic color palettes as a reference for period color design.

Neutral or light colored walls should be contrasted with a darker, more intense trim color, while dark colored walls should be contrasted with light colored accents and details.

3.6.2 Finish Materials with Neutral Colors

Materials such as brick, stone, copper, etc. should be used where practical and left in their natural colors.

3.6.3 Bright or Intense Colors

Should be used sparingly, and should typically be reserved for more refined or delicate detailing, such as grillework, as well as more transient features such as awnings, signs, and banners.

4. Highway Commercial Development Guidelines

Highway commercial development at the town of Piru should remain very limited in quantity and use. Like the buildings on the Railroad Property, this development should present a clear contrast to the buildings of the Commercial Town Center. The Highway Corridor in this area remains very picturesque, with orchards, streams, and small farms set against a backdrop of sturdy hills. The existing commercial development at the intersection of Main Street and Highway 126, although worn and weathered, feels as though it belongs to the valley, and represents an authentic example of highway commercial development of the region ([Figure 22](#)).

New highway commercial development should reflect some of this rustic, rural character, with shady porches, wood siding, pitched roofs, etc.

Figure 22



Existing highway commercial – the Plan acknowledges the need for revitalizing Piru’s highway frontage consistent with the image of the town.

PIRU COMMUNITY DESIGN GUIDELINES

4.1 Site Development

Highway commercial development should be designed to encourage neighborhood walk-in/vehicular traffic as well as highway traffic. Highway commercial buildings shall be oriented toward both the highway and adjacent residential development.

Parking should be situated either adjacent to or behind the buildings to minimize the negative visual impact of a large expanse of paving and cars.

Highway commercial development should not be walled off from the residential area.

Buildings should be set back from the highway, and should maintain a low profile, minimizing obstruction of valley and orchard views from the highway. Site improvements should take care to preserve the rural atmosphere of the setting, extending the rustic character of the buildings into the site with landscaping, lighting, and fencing consistent with the rural theme.

4.2 Building Design

Buildings should be designed to avoid a large, monolithic appearance. As mentioned above, the rustic character of farm and ranch architecture is recommended for this setting. Exterior building materials should be selected based on appropriateness to the region, the architectural style of the particular building, lasting beauty and durability of the finish.

Wood is the preferred exterior finish material for:

- Wall siding, typically “ship-lap”.
- Posts, heavy timber, often shaped.
- Porches.
- Railings, traditionally detailed.
- Exposed rafter and eave areas.

Materials for window sash and frame should be of wood, painted to provide a durable and long lasting appearance. Where divided windows are appropriate, true-divided lites should be used. “Snap-in” type mullions or grilles which simulate this appearance are not recommended.

4.3 Roofing Elements and Materials

Pitched roofs are recommended. Roof planes should terminate with detailed eaves, utilizing eave molding, shaped rafter tails, or other means of termination appropriate to the architecture of the building. Dormer type roof elements, either for window or venting, may be incorporated into pitched roof designs, especially where such roof area occupies a substantial percentage of the building’s linear frontage. Mansard roofs should be avoided. “Flat roof” areas should be minimized or avoided.

Acceptable roofing materials include:

- **Wood shake or tile**, if permitted by the County Fire Department.
- **Higher grade composition shingles** with “dimensional thickness”.
- **Concrete tile**, of a commercial grade, color, and style complementary to the building design.

Aluminum or other nontraditional materials are not recommended.

4.4 Exterior Color Design

Exterior colors play an important role in the way we perceive a building and its details. Color can be used to draw attention to specific parts of a building, such as entries. Color can also be used to mask or diminish the visual importance of a particular feature, for instance a service area, simply by altering colors, or the contrast between surfaces and details, in a certain area. In general, contrast (light against dark or dark against light) will call attention, for better or worse. These issues should be considered as noted below:

a. **Primary Exterior Building Colors** – Colors should be muted and earthen, while trim and detail colors should provide a contrasting accent. Several paint manufacturers provide historic color palettes as a reference for period color design.

Neutral or light colored walls should be contrasted with a darker, more intense trim color, while dark colored walls should be contrasted with light colored accents and details.

b. **Finish Materials with Natural Colors** – Materials such as brick, stone, copper, etc. should be used where practical and left in their natural colors.

PIRU COMMUNITY DESIGN GUIDELINES

- c. **Bright or Intense Colors** – should be used sparingly, and should typically be reserved for more refined or delicate detailing such as grillework, as well as more transient features such as awnings, signs, and banners.

5. Mixed Use Development

Mixed use commercial and residential development is encouraged in the CBD (Community Business District Overlay Zone pursuant to the requirements of the Non-Coastal Zoning Ordinance Section 81094.6.5. In addition mixed use development within the Piru Expansion Area shall be subject to Section 2 herein (Building Design Criteria for the Commercial Downtown).

6. General Architectural and Site Lighting

Lighting should be considered as an integral part of building design (Figure 23). Proper lighting design will have a positive effect on the building and its users, as well as help to promote a safe and enjoyable nighttime pedestrian environment in the downtown core.

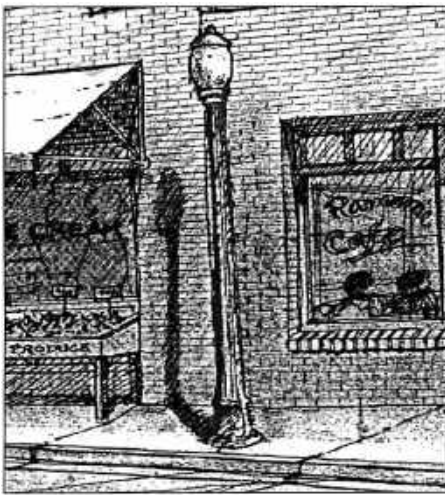


Figure 23

Street Lighting – the Enhancement Plan calls for traditional lighting in the Commercial Town Center.

6.1 Types of Lighting

Within the commercial areas there will be a need for several exterior lighting types:

- a. **Area Lighting** – is for public and private parking lots, alley ways, parkways, and walks. Such lighting should be set in a manner that assures maximum lighting benefit without allowing stray light to intrude into windows of nearby residents or to create glare problems for nearby automobile traffic.

- b. **Ornamental lighting** – is not intended to light large areas or wall surfaces. Ornamental lighting plays an important role in bringing visual life to streets at night (Figure 24). Colors, finishes, and design of ornamental lighting should be compatible with the design characteristics of the architecture.

- c. **“Hidden Source” Lighting** – is for certain prominent architectural features. Hidden source lighting can be used to create dramatic effects, illuminating towers or other unique architectural characteristics. Such lighting can be concealed in soffits, behind ledges or parapets, or even set into landscape areas with the light directed at the desired element to be highlighted.

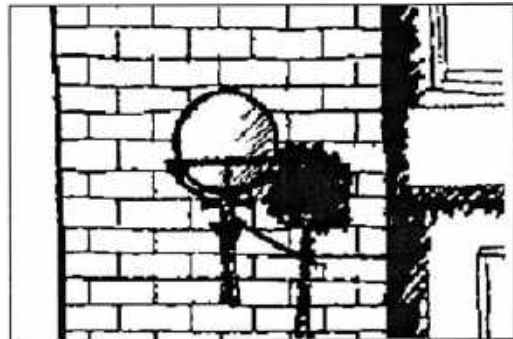


Figure 24

Lighting can add a functional punctuation to the building exterior.

6.2 Design Integration

It is recommended that a lighting design professional be consulted as an integral part of the design process for determining types and intensities of lighting to be used. In addition, the following “rules of thumb” should apply:

- Use the minimum brightness necessary for illumination of large areas.
- Use brighter, more intense lighting to highlight architectural features and focal points.

PIRU COMMUNITY DESIGN GUIDELINES

6.3 Materials

Lighting fixture materials should be compatible with the design objectives of these guidelines. Where lighting is mounted to a building, its materials, finishes, and colors should complement and coordinate with those of the building. Lighting fixture material recommendations include:

a. *Glass and Globes:*

- Clear acrylic or polycarbonate with Fresnel patterns.
- Borosilicate glass.
- Translucent clear-frosted or white acrylic or polycarbonate globes.

b. *Glass and Globes which are not recommended:*

- Clear or tinted smooth finish acrylic or polycarbonate globes.
- Any dark-tinted or mirrored glass diffusers.

c. *Recommended lamp types:*

- Color corrected high pressure sodium (HPS).
- Color corrected metal halide (3,000 degrees K).
- Color corrected standard fluorescent (2,700-3,000 degrees K).

d. *Lamps which are not recommended:*

- Standard “peach” high pressure sodium.
- Low pressure sodium.
- Standard mercury vapor.
- Non-color corrected, standard fluorescent.

It is recommended that a professional lighting consultant be involved in any project where business success depends on quality lighting and display.

7. Sign Guidelines

Commercial signs are one of the most important elements of a healthy downtown core. Signage communicates more than just the name of a business. It communicates the degree to which the businesses in that core are alive and whether or not those businesses still care about the business they are doing. A well maintained sign, with bright colors and lighting that is

functional, says to potential customers “We are here, we care, and we want your business.” Likewise, a dull and worn sign says “We are tired and may not be around much longer – your business isn’t that important to us.”

These guidelines are intended to encourage excellence in signage as a communication tool and as an art form (Figure 25), to attract customers, to make a statement about the quality of the business represented, and to contribute positively to the overall quality of the downtown core. Businesses are encouraged to use signage in a manner that will clearly express the spirit of their unique enterprises while at the same time enriching the visual life of the downtown street for everyone (Figure 26).

Figure 25



Essential communication – good signing says, “We are open for business and customers are welcome!”

Figure 26



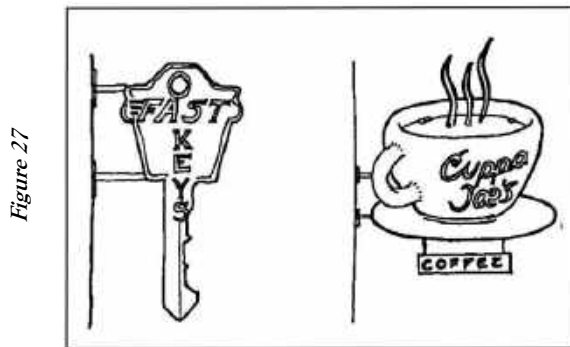
Variety with balance – these guidelines provide for a variety of signing needs.

PIRU COMMUNITY DESIGN GUIDELINES

7.1 Types of Recommended Signs

The following sign types are recommended within the Commercial Town Center:

- a. **Wall signs** – should be located on the building face in an area specifically designed for signage, or where such signage will appear integral to the building design. Such signs may be flush-mounted attached panel or individually mounted letters. “Can” or cabinet type wall signs are not encouraged. Wall signs should not block or cover any significant architectural features or details of the building.
- b. **Painted Signs** – applied directly to the building face in an appropriate location.
- c. **Projecting Signs** – may be attached to the building such that no portion of the sign extends lower than seven (7) feet above the adjacent finished grade, nor may any portion extend beyond three (3) feet from the face of the building wall. Projecting signs may be directly attached to the building face or suspended from decorative brackets. The sign face and structural support should be designed as a compatible unit and should be attached to the building in a manner which will not damage or interfere with the building’s character.
- d. **Figurative Signs** – advertise the occupant business through the use of graphic or crafted symbols such as shoes, keys, glasses, books, etc. and are encouraged (Figure 27). Figurative signs may be incorporated into any of the allowable sign types identified here.



Figurative Signs – good signing says a lot with only a few words.

- e. **Awnings and Canopy Signs** – should be integrated into the design of the awning or canopy, subject to the following:
 - Sign area should be limited to twenty (20) percent or less of the total awning or canopy area.
 - Internal or “backlit” illumination is not recommended.
- f. **Applied Window Signs** – must be applied or painted directly onto the glass, and should not exceed thirty (30) percent of the window area at street level, or twenty (20) percent of the window at the second floor. Window signs should not be painted over an opaque background, in order to preserve transparency of the window.
- g. **Directional, Alley, and Service Signs** – should be discreet and integrated into the design of the building being served.
- h. **Murals** – should be allowed only on blank side walls of buildings, and be subject to special review and approval.

7.2 Design Integration

In all cases, the location, style, and detail of the sign should be compatible with, and reflect the spirit and quality of, the Piru Community Design Guidelines, utilizing text, graphics, and design features which promote the image of “small town America’s Main Street”.

7.3 Allowable Sign Area

Total aggregate allowable sign area for any building should not exceed one square foot of sign area for every lineal foot of building frontage (that portion which faces the street), up to a total of 100 square feet. Buildings which face two streets, such as at a corner, may count both frontages in calculating the maximum area, not to exceed 120 square feet of total sign area.

7.4 Sign Lighting

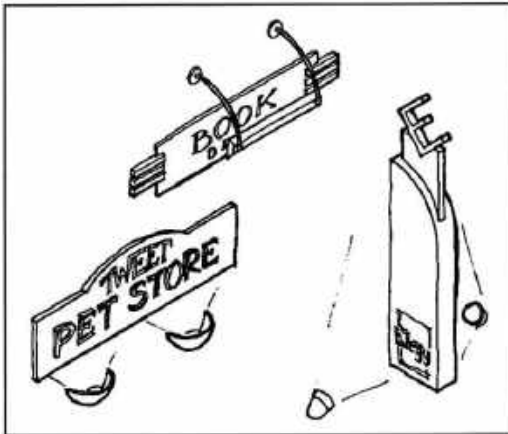
Lighting should be considered as an integral part of sign design, and may be either internal or external, with the following considerations:

- Where light fixtures are visible, they should be compatible in character with both the sign and the building design.

PIRU COMMUNITY DESIGN GUIDELINES

- Outside lighting should be directional, and should be positioned such that no glare or hazard is created for onlookers (Figure 28).

Figure 28



Sign lighting – well integrated lighting becomes a part of the sign's design statement.

7.5 Recommended Materials

The following materials are recommended for use in signs:

Wood – carved, sandblasted, etched, and properly sealed, primed and painted, or stained.

Metal – formed, etched, cast, engraved, and properly primed and painted or factory coated to protect against corrosion.

High density preformed foam or similar material new materials may be very appropriate if properly designed in a manner consistent with these guidelines, and painted or otherwise finished to compliment the architecture.

Custom neon tubing, in the form of graphics or lettering, may be incorporated into several of the above permitted sign types.

Unique materials and designs which are not identified here, but which are compatible with the objectives of this Specific Plan, may be considered, subject to review and approval by the Planning Director.

8. Residential Design Guidelines and Standards

Residential projects, including subdivision maps and residential projects requiring a Planned Development Permit or Conditional Use Permit, must be treated with special care to ensure that they enhance and maintain the existing community character, especially as viewed from public streets and access ways. Residential development will be reviewed to ensure that the overall character reflects the rural aesthetic of the Piru Community.

Residential Projects are encouraged to provide a variety of housing styles, models, colors and exterior treatment options in order to avoid excessive uniformity.

Desirable features include lots with front yards oriented toward Main Street (rather than side streets which foster subdivision walls); relatively narrow interior streets; rural fences and walls; landscaped parkways between curbs and sidewalks; large canopy trees; and detached or recessed garages/outbuildings located at the rear of the lots.

The Residential Design Guidelines and Standards are comprised of the following components: (1) Site Planning; (2) Landscaping; (3) Building Design; (4) Site Features; and (5) Additional Development Standards and Guidelines for the Piru Expansion Area.

The following residential guidelines should be complied with when feasible:

8.1 Site Planning

8.1.1 Lot Layout

Intent:

Carefully consider building placement and orientation to enhance the visual impact on the streetscape, minimize the visibility of garage doors, retain natural site features, and conserve energy. Subdivision design layouts should be designed to limit repetition and monolithic, regimented tract appearance.

Guidelines/Standards:

- Significant existing trees and vegetation should be incorporated into residential developments and site design.

PIRU COMMUNITY DESIGN GUIDELINES

- Maximize energy conservation by considering climactic factors (e.g., prevailing winds, shade trees, window and door orientation, and the positioning of buildings on the site, etc.).
- Promote connectivity by providing pedestrian and bicycle access to adjacent neighborhoods, open space, and other land uses where possible (Figure 29).
- Provide residents with privacy in and out of their homes by utilizing site layout techniques including alternating the placement of windows, rear yard outdoor patio areas, and entrances.
- Minimize or eliminate the visual impact of large monolithic structures by creating a cluster of smaller multi-family homes, or the appearance of a series of smaller “cluster-like” structures (Figures 30 and 31).
- Residential uses are to be buffered or transitions provided from incompatible adjacent uses by intensifying landscaping, increasing setbacks adjacent to other uses, and designing appropriate orientation of structures to minimize the use of sound walls for sound attenuation.
- Useable common open space is required within subdivisions (Figure 32).
- Create a feeling of diversity and variety by providing a minimum five-foot variation in front setback, lot width and/or building height for at least every fifth house for single-family homes (Figure 33).
- Minimum setback requirements for structures shall be met. However, for taller structures, a proportionally larger setback should be provided.

Figure 29



Whenever possible, provide *pedestrian and bicycle paths* to promote connectivity

Figure 30

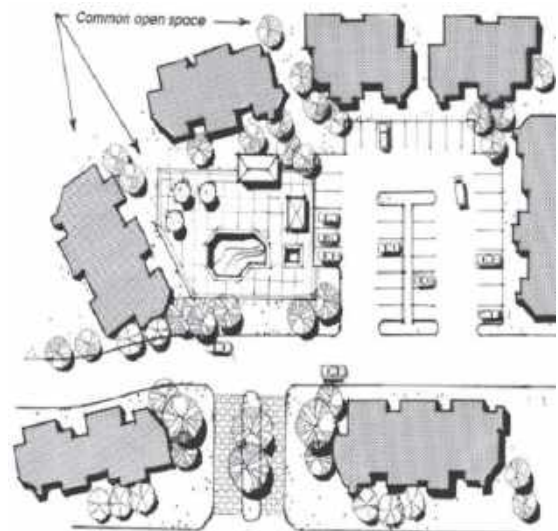


Figure 31



The Clustering of smaller buildings in multi-family residential developments is more appealing than large imposing monolithic buildings.

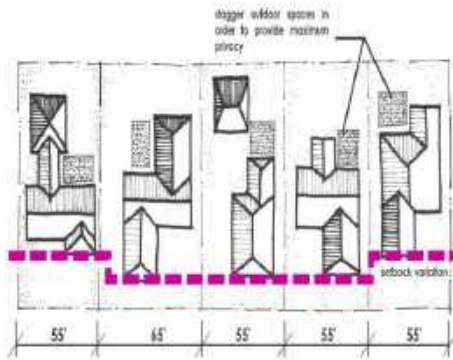
Figure 32



Buffer buildings with landscaping and provide adequate setbacks and usable common open space. Avoid sound walls where feasible.

PIRU COMMUNITY DESIGN GUIDELINES

Figure 33



Create unique lot conditions by varying front setbacks, lot width and location of entrances and private spaces.

8.1.2 Project Entry and Character

Intent:

Coordinate site amenities, entries, and features to be complementary and create a holistic project appearance. The goal is to have the elements and character of the project be planned holistically without appearing uniform or too planned.

Special attention should be paid to the terraced sound wall to be located behind the gateway landscaped buffer area north of Highway 126 to ensure that it is screened with landscaping materials and is attractive and well maintained (Figure 34).

Guidelines/Standards:

- Incorporate a combination of the following accent features into the project entry and individual property entry gates (Figures 35 and 36):
 - ▶ Public art,
 - ▶ Large specimen trees,
 - ▶ Landscaped medians,
 - ▶ Stonewall features,
 - ▶ Rail fences,
 - ▶ Colored/textured/permeable paving treatment,
 - ▶ Signs,
 - ▶ River rock
- Project entry features will reflect the overall architectural identity and character of the project. Entry features should consist of authentic materials such as real rock, stone, wood, iron-work, etc. (Figures 35, 36 and 37).

- Residential tracts are strongly encouraged to employ early 20th century historic-style street furniture, such as street lamps, signage and mailboxes. Avoid use of tall, modern-looking street lamps.

Figure 34



Example of an attractive sound wall that is appropriate to buffer highway 126 noise.

Figures 35 and 36



Simple Entry Sign and specimen trees reflect rural theme. Accent pavement creates a "sense of arrival."

Figure 37



Entry monument sign with clean, simple lettering comprised of natural materials creates an easily identifiable and pleasing entry.

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8.1.3 Grading and Drainage

Intent:

Address drainage patterns in site grading and landforms while providing subtle transitions of architectural elements to grade. In addition to compliance with the County's Hillside Erosion Control Ordinance and Ventura County Building Code, site grading should be consistent with the following guidelines when ever possible:

Guidelines/Standards:

- Coordinate with drainage methods of adjacent properties.
- Duplex or triplex lots along Main Street should be graded to establish a first floor elevation that is at least three feet higher than the sidewalk ([Figure 38](#)).
- Parking lots in multi-family or mixed-use developments should drain to a single concrete swale at the edge of the aisle ([Figure 39](#)).
- Use of porous asphalt or pervious concrete is encouraged in driveways, multi-purpose pathways, parking areas and alleys.
- Use of open swales and bio retention cells (rain gardens) is encouraged in parks and other open space areas.

Figure 38



Home facades on Main Street should be prominent and elevated at least 3 feet higher than the sidewalk.

Figure 39



Parking lots should collect and drain in a single swale

8.1.4 Access and Circulation

Intent:

Pedestrian and vehicular circulation should be well defined and easily identifiable.

Guidelines/Standards:

- Subdivisions should employ traffic calming devices such as bulb-outs or roundabouts at intersections to slow traffic and encourage a pedestrian-oriented environment ([Figures 40 and 41](#)).
- Pedestrian connectivity to adjacent sites and throughout the entire expansion area should be promoted whenever possible to decrease reliance on travel by vehicle ([Figures 42 and 43](#)).

The Following Guidelines are applicable for multi-family and mixed-use developments:

- Drive aisles should be designed to link to or provide future access opportunities for adjacent sites.
- Easily identifiable pedestrian connections from the street/sidewalk to key areas within or adjacent to the site should be provided ([Figure 44](#)).
- Pedestrian walkways should be safe, visually attractive, and well defined by landscaping or lighting ([Figure 45](#)).
- Decorative materials should be used to clearly demarcate pedestrian travel areas. Use of specialty paving or porous paving for walkways is encouraged.

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Figure 40



Bulb-outs, as seen in the foreground, slow traffic, and create safer pedestrian crossings.

Figure 41



Landscaped *traffic circles* create focal points, slow traffic and create a safer environment for pedestrians.

Figure 42



Figure 43



Provide *pedestrian connections* as an alternative to travel by vehicle.

Figure 44



Provide pedestrian connections from the street into the site.

Figure 45



This trail is appropriately lit, well landscaped, safe, and fits with the rural lifestyle.

8.1.5 Parking

Intent:

Provide well-landscaped and screened parking areas that avoid large expanses of paved areas and long rows of parking spaces. Landscaping should create a functional and attractive parking environment. The following guidelines are applicable for multi-family and mixed-use developments:

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Guidelines/Standards:

- Parking spaces should be separated from structures by a pedestrian sidewalk and a landscape strip (Figures 46, 47 and 48).
- Incorporate canopy trees in parking areas to reduce the impact of large expanses of parking, to provide shade, and to reduce glare and heat buildup (Figures 47 and 48).
- Landscaped finger islands should be provided to break up parking lots (Figure 47).
- Landscaping within parking areas should be protected from encroaching vehicles by curbing or raised planting areas (Figures 49 and 50).
- Minimize the length of the parking areas to avoid long imposing parking lots.
- Parking areas should be separated by each other by structures or by a landscape buffer to reduce the impact of large parking areas (Figure 50).
- Porous paving should be utilized to reduce surface runoff.

Figure 46



Figure 47

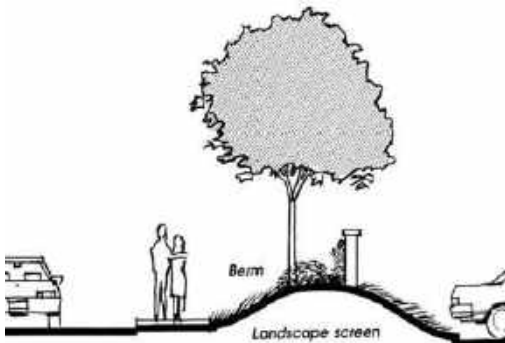


Figure 48



A sidewalk and landscaping buffers multi-family residential from parking areas.

Figure 49



Figure 50



Sidewalks, shade trees, and landscape finger islands provide residents and visitors with a safe and attractive parking area.

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8.2 Landscaping

8.2.1 Landscaped Planting Areas

Intent:

Landscaping should be used to define areas (e.g., entrances to mixed-use buildings and multi-family homes to provide a buffer to incompatible land uses, and provide screening when necessary).

Guidelines/Standards:

- A variety of height, textures, and colors should be used in the planting palette. Incorporate a combination of trees, shrubs, and ground cover into landscaping plans (Figure 51).
- Large specimen trees (48" box) should be strategically placed to assist new development in looking "established" as quickly as possible.
- Plant materials should not interfere with the lighting of the premises or restrict access to emergency apparatus (e.g., fire hydrants, fire alarm boxes, etc.). Trees or large shrubs shall not be planted under overhead lines or over underground infrastructure if growth could interfere with public utilities (Figure 52).
- Provide a consistent aesthetic by coordinating landscaping efforts with adjacent property owners whenever possible (Figure 53).
- Pursuant to Piru Area Plan Policy 4.1.2-3, monolithic sidewalks are not permitted in residential areas. Planted parkways shall be provided on all public roadways between the street and the sidewalk.
- Parkway shall be planted with shade trees to provide a pleasant pedestrian environment and contribute to streetscape continuity. Parkway trees should be selected and spaced to grow into a continuous shaded canopy,
- Trees and shrubs should be spaced to allow for mature and long-term growth.
- Landscaping should be used to define areas in multi-family and mixed-use developments (e.g., building entrances, key activity hubs, focal points, the street edge, etc.), provide screening for unattractive and/or unsightly service areas, and serve as buffers between neighboring uses (Figures 54, 55, 56 and 57).
- As much as practicable, landscaping in parkways and other public areas should utilize native and xeriscape plants to minimize irrigation water usage. Except for sports fields, public landscaped areas shall discourage lawn grasses in favor of decorative clump grasses.
- More natural patterns of landscape should be employed rather than long rows of a single species.
- Palm Trees should be generally avoided as they provide minimal shade, cooling and dust reduction.

Figure 51



Vary colors, height, and texture in landscaping to create visual appeal.

Figure 52



Lighting and trees must not conflict with one another.

Figure 53



Coordinate plantings within a community to create a uniform look and interesting streetscape.

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Figure 54



Figure 55



Trees, shrubs and ground cover should all be incorporated into the landscaping plan.

Figure 56



Figure 57



Landscaping serves as a focal point and buffers residences from parking areas.

8.2.2 Irrigation and Water Conservation

Intent:

Incorporate water conservation techniques into landscape plans for multi-family and mixed use developments and public or homeowner association managed landscaped areas. Examples of these techniques include drought tolerant plant materials, automatic controller, drip irrigation, or matched precipitation rate sprinkler heads (Figures 58 and 59).

Guidelines/Standards:

- Landscaped areas should have automatic irrigation systems with moisture sensors installed to ensure plant materials survive.
- Irrigation systems should be designed to prevent overspray onto walkways, paving areas, structures, and fences.
- Sprinkler heads in areas of high foot traffic should be “pop-up” style.
- Use of native and low water plants in conjunction with an efficient water system (i.e., drip irrigation) is strongly recommended.
- Provide root barriers when trees are planted five feet or closer to any hardscape element (e.g. curbs, sidewalks, other paving, etc.) or structure. The distance is measured from the center of the tree trunk to the nearest hardscape or structure.

Figure 58



Figure 59



Examples of native species and efficient water systems used in landscaping.

PIRU COMMUNITY DESIGN GUIDELINES

8.3 Building Design

8.3.1 Building Form

Intent:

The scale and massing of new homes and additions should be compatible with the general scale and shapes of neighboring homes. Building massing should include variation in wall planes (projections and recesses) and wall height (vertical relief) as well as roof forms and heights (silhouettes) to reduce the perceived scale of the structure, and to avoid a monotonous neighborhood appearance (Figures 60 and 61).

Care and attention should ensure that duplex and triplex homes on Main Street appear to be one larger single-family residence instead of two or three individual homes.

Guidelines/Standards:

- Massing should accentuate entry and minimize garage prominence whenever possible (Figures 62, 63 and 64).
- Wall planes on all sides of the house should be variable if visible from a public street and pedestrian pathway.
- Variation in mass and building height in higher density developments along streets and public right-of-ways should be provided by providing a mix of single-story and two-story homes. Two-story homes should have single-story elements on prominent elevations.
- A second story should not exceed 80 percent of the first floor square footage (Figure 66).
- To reduce the scale and massing of residential buildings, the second story of a two-story residential structure should be stepped back from streets, courtyards, or open space areas (Figure 65).
- Multi-family development adjacent to single-family neighborhoods should provide a buffer of single-story and/or detached units along the adjoining property line.
- In multi-family developments, no more than eight attached units should be allowed in a single structure. Massing on multi-family structures should clearly articulate individual units (Figure 66).
- In multi-family developments, buildings should be designed to create variation in mass and structure height by incorporation of combinations of one, one-and-one half, and two story units .

Figure 60



Figure 61



Changes in wall planes and a consistent level of articulation should be incorporated into every elevation of the home visible from public view.

Figure 62

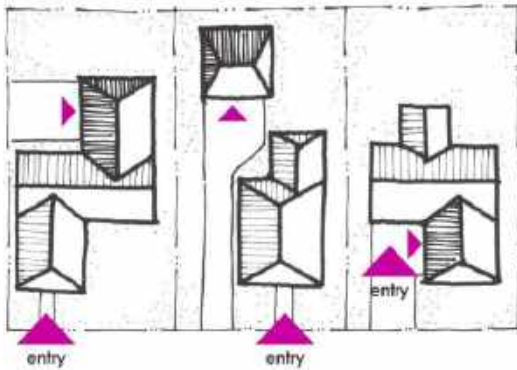


Figure 63



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Figure 64



Building layout, design and articulation should highlight the main entry and front facade rather than the garage.

Figure 65



Second floor, stepped back – reduces scale and massing of the building – second stories should be recessed from the front facade and should not exceed 80% of the first floor square footage.

Figure 66



No more than eight attached units should be contained in one building. Attached multi-family structures should articulate individual units, and the design of such units should ensure that multi-family development resembles single-family residential.

8.3.2 Roof Forms

Intent:

Promote visual diversity by incorporating multiple rooflines and designs.

Guidelines/Standards:

- In multi-family developments, multiple rooflines should be incorporated throughout the project (e.g., gabled, hipped, dormers, etc.) to create diversity (Figure 67).
- Varying roof forms/changes in roof plane should be used on all structure elevations visible from a public street or pedestrian right-of-way (Figure 68).
- Where applicable to the architectural style, roof eaves should extend a minimum of 24 inches from the primary wall surface to enhance shadow lines and articulation of surfaces.
- Residential buildings should be designed to create varying roof forms and break up the massing of the building by employing multi-form roofs, (e.g., gabled, hipped, and shed roof combinations) (Figure 69).
- In multi-family and mixed-use developments, rooflines should be broken at intervals no greater than 50 feet long by changes in height or step-backs.
- In multi-family and mixed-use developments, rooflines will be designed to screen roof mounted mechanical equipment (Figures 70, 71 and 72).
- Ancillary structures should incorporate similar or complementary roof pitch and materials to the main structure within the project to create a holistic aesthetic.

Figure 67



Multiple rooflines create visual diversity.

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Figure 68



Figure 69



Housing roofs visible from public right-of-ways should have various pitches and elevations.

Figure 70

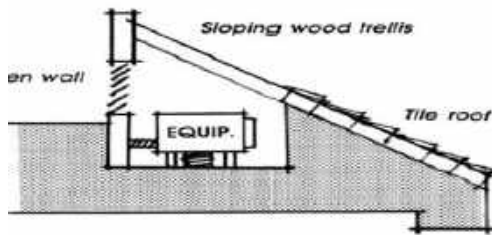


Figure 71

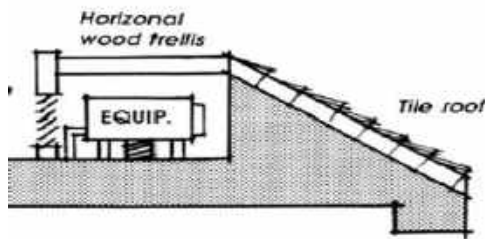


Figure 72



Roof Design should incorporate the screening of mechanical equipment

8.3.3 Garages and Driveways

Intent:

Integrate garages into the home to ensure that they do not dominate front facades. Alley loaded homes (homes with detached garages accessible by the alley) are encouraged.

In multi-family and mixed use developments carport, detached garages, and other ancillary structures should be designed as an integral part of the development.

Guidelines/Standards:

- Whenever possible, garages should be located to provide vehicular access from alleys and side streets, or located toward the rear of an interior lot. When garages are accessed from the front of the house, the following shall apply:
 - ▶ A maximum of two car bays may face a street. If there is a third bay, it must be oriented differently. However, in the case of a custom home on a large lot, more than two garage bays may face the street if the garage is placed towards the rear of the site,
 - ▶ Garage doors facing the street should be set back from the exterior face of the house or otherwise visually de-emphasized to help reduce their visual dominance (Figure 73).
 - ▶ Attached garages facing the public street shall not exceed 50% of the front width of the house (Figure 74). This does not apply to garages accessed by a rear alley or garages set back behind the house and access by a single-car wide driveway.
 - ▶ Garage doors should be recessed a minimum of six inches from the face of the garage.
 - ▶ Garage doors should incorporate panels and/or windows to articulate large planes.
 - ▶ Roof forms, trellises and balconies should be located directly above garage doors to help minimize the impact of garage doors on the street scene.
- Vary garage door placement and layout to minimize the dominance of garage doors on the street (Figure 75).

PIRU COMMUNITY DESIGN GUIDELINES

- In multi-family or mixed-use developments, carport roofs visible from streets should incorporate roof slopes and materials to match adjacent structures. Flat roofs on carports and ancillary structures may be allowed if they are not visible from public streets.
- Multi-family or mixed-use developments should design attached garages to provide direct access to the accompanying housing unit (Figure 76).
- Excessive pavement in the front yard should be avoided. Driveway pavement in the front yard should be minimized by utilizing pavement ribbons or grass pavers, where appropriate (Figures 77 and 78).
- Use of porous asphalt, pervious concrete, or porous pavers (modular interlocking concrete pavers) for driveways is encouraged.
- In multi-family or mixed-use developments, carport roofs visible from structures or streets should incorporate roof slopes and materials to match adjacent structures. Flat roofs on garages, carports, and ancillary structures may be allowed, if they are not visible from public streets.

Figure 73



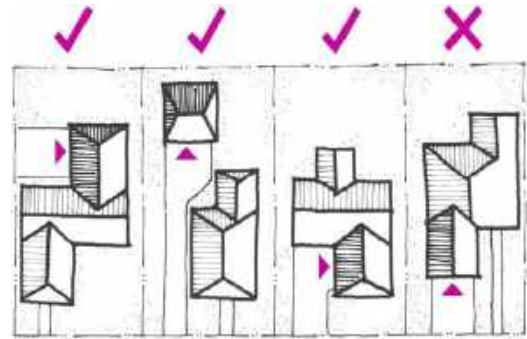
Placing detached garages in the back of the site creates a more desirable scene.

Figure 74



Avoid **garage dominated housing**. The Garage should be less than 50% of the total frontage.

Figure 75



Garage placement should vary throughout the project. Garages behind the primary home are preferred.

Figure 76



Attached garages are preferred in multi-family developments.

Figure 77



Driveways with pervious strips down the center allow for extra infiltration and capture of transportation-related pollutants.

Figure 78



Grass pavers allow infiltration of stormwater while providing a load-bearing surface. This picture shows the project in the final stages of completion. The voids between the concrete lattice structure should be filled with a loamy material to allow for sufficient infiltration rates.

PIRU COMMUNITY DESIGN GUIDELINES

8.3.4 Windows, Doors, Entries and

Porches

Intent:

Help capture the desired architectural style of the building by carefully designing windows, doors, entries, and porches. The main entrance should be clearly identifiable and distinguished from the rest of the structure. Entrances should be emphasized using lighting, landscaping, and architecture.

Guidelines/Standards:

- The main entrance to a home should be clearly identifiable and should be articulated with projecting or recessed forms (Figures 79, 80 and 81).
- Windows should be articulated with sills, trim, kickers, shutters, or awnings and be of a type, material, shape, and proportion that complements the architectural style of the building (Figures 82 and 83).
- Windows should be located to maximize incoming daylight and reduce the need for indoor lighting and promote energy efficiency. EPA “Energy Star” windows with low e-coatings shall be used.
- To enhance privacy, windows on side elevations should be staggered whenever possible and not be positioned directly opposite of the adjacent structure’s windows.
- Windows should have divided lights (window panes) appropriate to the architectural style of the structure.
- Where architecturally appropriate, windows should be generously inset from structure walls to create shade and shadow detail. The minimum inset should be three inches. Flush windows are not allowed on homes (Figures 78 and 79).
- Upper floor entries should have a distinct design that complements the main structure frontage.
- Porches should be employed on every home. The porch should be placed a minimum of 18 inches above grade (Figures 84, 85, 86 and 87).
- Porches should be a minimum of six feet deep with materials and/or details that are necessary to

achieve an authentic architectural style (Figures 84, 85, 86 and 87).

- A porch should be covered and should not be less than 54 square feet (Figures 84, 85, 86 and 87).
- In multi-family developments, each unit’s entry should be easily identifiable, distinguishable, and oriented to the street.
- In multi-family and mixed-use developments, long monotonous balconies and corridors that provide access to multiple units should be avoided. Instead, access points should be clustered.
- In multi-family and mixed-use developments, project icon, thematic pilasters, special paving treatment, and specialty landscaping should be used at entryways for the structure and common space to unify the development.

Figure 79



Figure 80 and 81



Recessed entries, windows, roof, column/stairs and balconies help emphasize the entry.

PIRU COMMUNITY DESIGN GUIDELINES

Figure 82



Figure 83



Windows should be inset to create shade and shadow. Windows should be articulated with sills, trim, shutters, or awnings that are authentic to the home's architectural style.

Figure 84



Figure 85



Figure 86



Figure 87



Porches should be appropriate to the architectural style and usable (at least 54 square feet)

8.3.5 Articulation

Intent:

Designers of buildings should incorporate 360-degree articulation. 360-degree articulation is the full articulation of facades including variation in massing, roof forms, and wall planes, as well as surface articulation. Architectural elements (e.g., overhangs, trellises, projections, awnings, insets, material, texture, etc.) should be used to create shadow patterns that contribute to a structure's character.

Guidelines/Standards:

- Similar and complementary massing, materials, and details should be incorporated into every structure elevation (Figures 88 and 89). It is understood that there may be some budget constraints to implementing this guideline. However, it is expected that the highest level of articulation should occur on the front façade and side facades visible from public streets.
- Architectural elements that add visual interest, scale, and character should be employed (e.g., recessed or projecting balconies, trellises, recessed

PIRU COMMUNITY DESIGN GUIDELINES

windows, verandas, porches, etc.) (Figures 90, 91 and 92).

- Architectural elements (e.g., overhangs, trellises, projections, awnings, insets, material, texture, etc.) should be used to create shadow patterns that contribute to a structure's character and to achieve a pedestrian scale.
- Elements and details of structures should be consistent with the chosen architectural style (Figures 93, 94 and 95).
- Chimneys should be exposed as architectural features rather than hidden with a wall surface, and chimney caps should be decorative and conceal spark arrestors.
- Exterior stairways should be designed as an integral part of the overall architecture of the structure, complementing the structure's mass and form. Stairwells should be solid and prefabricated metal stairs shall not be used.



Figure 90



Figure 91 and 92

Architectural elements create character.



Figure 88



Figure 89

A highly articulated front facade promotes a desirable aesthetic.



Figure 93



Figure 94 and 95

Recessed porches comprised of architecturally appropriate materials are highly desirable.

PIRU COMMUNITY DESIGN GUIDELINES

8.3.6 Materials and Colors

Intent:

Use high quality, authentic, durable materials to create a look of permanence within the project. Materials and colors should be varied to generate visual interest in facades and to avoid the monotonous appearance that can be common in tract home developments.

Guidelines/Standards:

- The building façade should be enhanced by use of varying material and complimentary colors (Figures 96, 97 and 98).
- Material changes when made, should occur at intersecting planes, preferably at inside corners of changing wall planes or where architectural elements intersect (e.g., chimney, pilaster, projection, fence line, etc.).
- Projects of three or more homes should provide a minimum of three distinctly different color/material palettes (Figures 99, 100 and 101).
- Excessive use of stucco on the front of the house should be avoided, (except for Spanish eclectic style homes)
- Heavier materials should be used lower on the structure elevation to form the base of the structure (Figures 100 and 101).
- Contrasting, but complementary, colors should be used for trim, windows, doors, and key architectural elements.
- Roof materials and colors should be consistent with the desired architectural style (Figures 102 and 103).
- Traditional red-tile roofs are consistent with Spanish eclectic architecture.
- Attention should be paid to paving materials to ensure that they are compatible with the project aesthetic and a rural feel. Permeable paving materials are encouraged (Figure 104).

Figure 96



Figure 97



Figure 98



The use of varying materials and complementary colors create visual appeal.

Figure 99



Examples of wall materials and colors which are appropriate to a rural style.

Figure 100



Figure 101



The base of buildings should be comprised of heavier materials and/or colors.

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Figure 102



Figure 103



Examples of **roof materials** and colors which are appropriate to a rural style.

Figure 104



Examples of **paving materials** and colors which are appropriate to a rural style.

8.3.7 Architectural Design

Intent:

Architectural design of all residences throughout the expansion plan area should reflect the Piru community's rural character and be respectful of the natural adjacent agricultural open spaces. New residential development should employ architectural designs and forms which reflect the historical and cultural traditions of the area. The existing architectural styles in the community include Craftsman, Victorian and Spanish Eclectic and Traditional Ranch style architecture. Unless otherwise determined by the Piru Neighborhood Council, new residential development will incorporate features reflective of one or more of these styles. Note: Developers need not recreate an authentic early 20th century housing development, but are encouraged to incorporate some of the above architectural features into the project design to create an aesthetic connection to the best architectural elements of the existing Piru community.

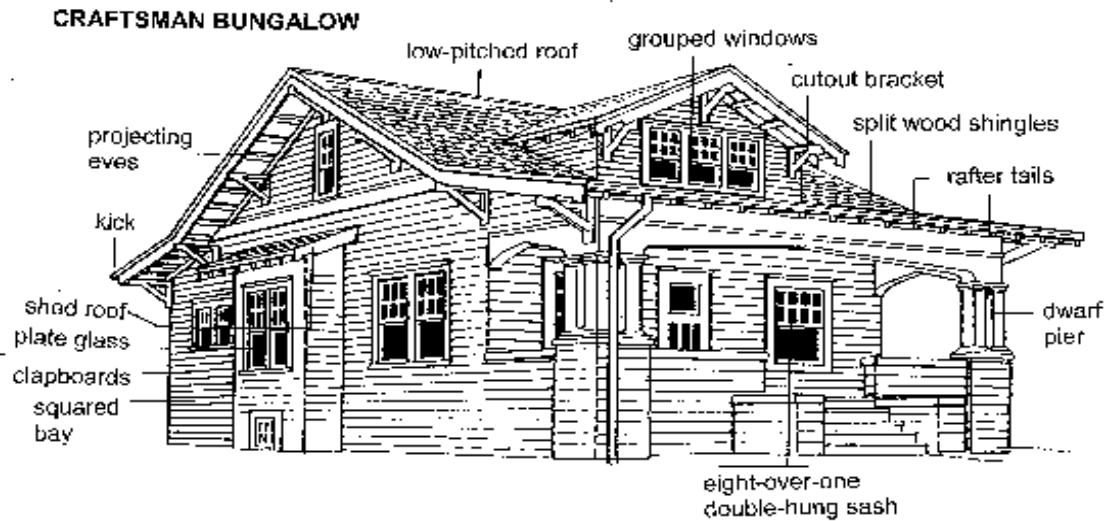
Guidelines/Standards:

- Craftsman-style (Figures 105, 106 and 107) includes architectural features such as:
 - Low-pitched roofs,
 - Wide eaves with exposed roof rafters,
 - Decorative braces
 - Usable porch with square columns,
 - Clapboard or shingle siding,
 - Use of river rock, patterned brick or stone accents
 - Stone or brick chimneys,
 - Gabled dormers,
 - Sloping foundation
- Victorian/Queen Anne-style (Figures 108 and 109) includes architectural features such as:
 - Steeply-sloped roofs with overhanging eaves
 - Wrap-around porch
 - Ornamental spindle-work
 - Bay windows and/or stained glass windows
 - Balconies
 - Use both rounded and rectangular elements
 - Use both vertical and horizontal elements
 - Decorative moldings and brackets
 - Steeply pitched gabled dormers
 - Patterned shingle siding accents
 - Tower or turret with finial
 - Patterned brick or stone masonry accents
- Spanish Eclectic (Including Spanish Colonial Revival and Mediterranean-style) (Figures 110, 111, 112 and 113) includes architectural features such as:
 - Low pitched roof or flat roof with crenelated parapets
 - Red roof tiles and accents
 - Little or no overhanging eaves
 - Stucco siding
 - Arches, especially above doors, porch entries and main windows
 - Courtyards
- Traditional Ranch style houses have many of these features (Figures 114 and 115):
 - Single story
 - Low pitched gable roof
 - Deep-set eaves

PIRU COMMUNITY DESIGN GUIDELINES

- ▶ Horizontal, rambling layout: long, narrow, and low to the ground
- ▶ Rectangular, L-shaped, or U-shaped design
- ▶ Large windows: double-hung, sliding, and picture
- ▶ Sliding glass doors leading out to patio
- ▶ Attached garage
- ▶ Built from natural materials: wood or brick exterior
- ▶ Lack decorative detailing, aside from decorative shutters and porch-roof supports

Figure 105



Craftsman Bungalows were designed by the British for use in colonial India. Therefore, they are fashioned for warm weather. The roofs are hipped, thereby providing large attics for storage and for capturing the heat in the summer. Windows are grouped for greater sunlight and for greater ventilation. Bungalows have broad overhanging eaves, again to hold off the heat, as well as big porches to sit on in the evening. The **Craftsman** style, of which Bungalows are a subset, is characterized by simplicity and lack of the fanciful ornamentation one finds in Victorian homes.

Figure 106



Example of Piru **Craftsman** style home

Figure 107



Example of a modern home with **Craftsman** style features

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Figure 108



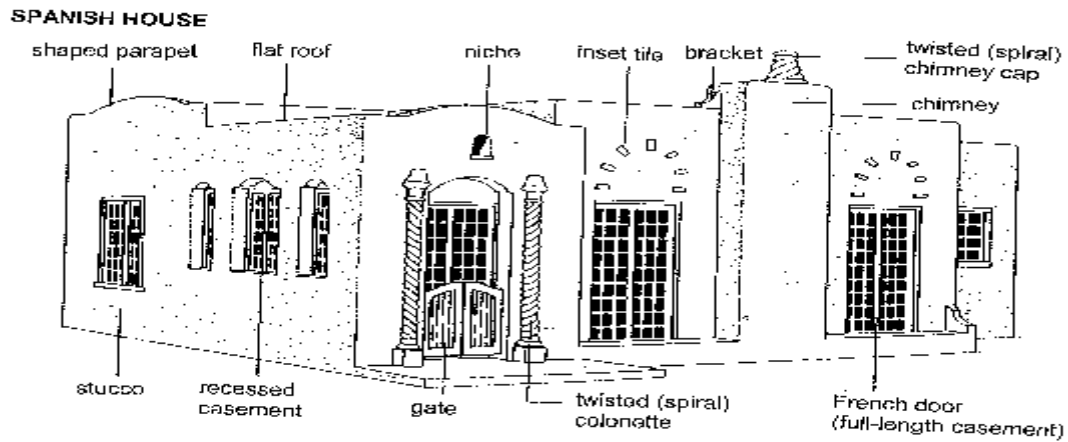
Piru Queen-Anne Style *Victorian* Mansion

Figure 109



Modern Home with *Victorian* style features

Figure 110



Spanish Eclectic (Spanish and Mediterranean) style homes employ clay tile roofs to keep the house cool during the hot summer months. These homes are usually finished with white or pastel stucco exteriors and feature accents such as arched openings or wood beams.

Figure 111



Piru *Spanish* style apartment units

Figure 112



Piru *Spanish* style home

PIRU COMMUNITY DESIGN GUIDELINES

Figure 113



Modern home with *Spanish* style features

Figure 114



Piru Traditional *Ranch House*

Figure 115



Modern house with
traditional *Ranch House*
features

Figure 116



Additional examples of housing compatible with Piru's community character

PIRU COMMUNITY DESIGN GUIDELINES

8.4 Site Features

8.4.1 Walls, Fences and Screening

Intent:

Where fencing and walls are absolutely essential, these elements should be designed to be as rural as possible to complement the architecture of the project and should be heavily landscaped and screened from the public right-of-way (Figures 117, 118, 119, 120 and 121).

Guidelines/Standards:

- Fences and walls should be constructed of natural materials (natural woods, common brick, stone, river rock, clinker brick, and wooden beams for example), rather than exposed concrete block, chain link, or any other material that could be called an “urban solution”. It is acceptable to use concrete or other contemporary materials as long as they appear natural.
- Enclosures should not be visible from primary entry drives.
- Enclosures should have a concrete apron for trash/recycling containers to be rolled onto for collection.
- Fences and walls should be constructed as low as possible while still performing screening, noise attenuation, and security functions.
- Non-transparent perimeter walls should incorporate standards to provide for wall inserts and/or decorative columns or pilasters to provide relief.
- Non-transparent perimeter walls and/or fences should be architecturally treated on both sides and should incorporate landscaping whenever possible.
- Fences and walls required for screening purposes should be of solid material. Chain link fencing with inserts are strongly discouraged. Fences placed adjacent to a street shall be screened with landscaping.

Figure 117

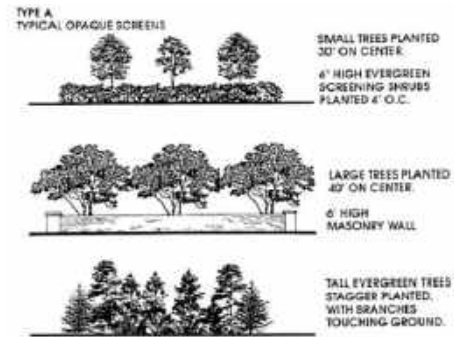


Figure 118

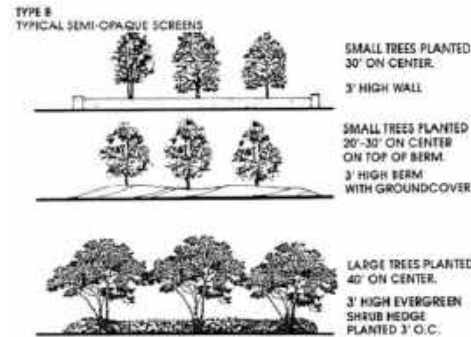


Figure 119



Figure 120



Figure 121



Examples of appropriate walls, fences and screening

PIRU COMMUNITY DESIGN GUIDELINES

8.4.2 Trash Enclosures

Intent:

Trash enclosure areas in the multi-family and mixed-use developments should be carefully designed, located, and integrated into the site plan (Figures 122, 123, 124 and 125).

Guidelines/Standards:

- Enclosures should be separated from adjacent parking stalls with landscape planters and paved surfaces behind the curb to ensure adequate space is available for individuals to access vehicles.
- Trash/recycling containers should be large enough, placed frequently throughout the site, and collected often enough to handle the refuse generated.
- Trash enclosures should be designed with similar finishes, materials, and details as the primary structures within the project and should be screened with landscaping.
- Chain link fencing and gages with wood slats are discouraged.
- Enclosures should be unobtrusive and conveniently located for trash disposal by tenants and for collection by service vehicles.
- Where feasible, a pedestrian entrance to the trash enclosure should be provided so that large access doors do not have to be opened.
- Enclosures should not be visible from primary entry drives.
- Enclosures should have a concrete apron for trash/recycling containers to be rolled onto for collection.

Figure 122 and 123

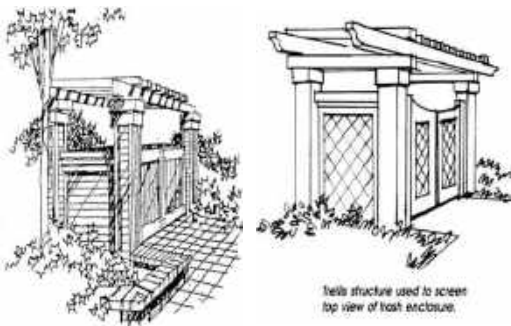


Figure 124



Figure 125



Examples of appropriate *trash enclosures*.

8.5 Additional Development Standards and Guidelines Applicable to the Piru Expansion Area

In addition to the above guidelines, new development within the Piru Expansion Area is subject to the provisions of the following guidelines and development standards which are intended to ensure that development reflects the desires of the Piru Community, and to ensure that development of the entire expansion area is cohesive and unified.

8.5.1 Development Adjacent to South Main Street

Intent:

Main Street serves as the primary entrance to the Piru community and is the primary visual link between the new development area and the existing community. The Main Street corridor should be designed as a consistent and cohesive visual element. The following guidelines are intended to be applied to Main Street, south of the railroad right of way.

Guidelines/Standards:

- Residential development will face Main Street.
- Driveways should take access off rear alleys. Individual driveways taking access from Main Street will be avoided.

PIRU COMMUNITY DESIGN GUIDELINES

- No residential walls, fences or hedges over three feet in height will be permitted along Main Street within the front yard setback.
- No residential walls, fences or hedges over three feet in height will be permitted along Main Street within the front yard setback.
- Wide landscaped parkways and large front yards should be landscaped by the subdivision developer and maintained by a homeowners association to ensure the Main Street corridor will be aesthetically attractive and visually cohesive. Decorative clump grasses and xeriscape plants should be favored over the use of lawn grass.
- A double row of staggered trees should be planted in the parkway and in front yards to create an attractive landscape canopy for the Main Street multi-purpose trail.
- Properties adjacent to Main Street should be developed with duplexes and triplexes designed to look like single-family homes. Triplexes should be restricted to corner lots.
- Developers should employ at least three distinctly different building footprints with at least two distinctly different architectural styles reflective of the existing community.
- Development on both sides of Main Street should utilize similar development standards, with respect to lot width, setbacks, building height, landscaping and architecture to ensure a cohesive appearance along south Main Street.
- Development adjacent to Main Street should incorporate river rock wherever possible in fences, lighting elements, benches, bollards, curbs, etc.
- The multi-purpose pathway should be meandering and constructed of porous asphalt or pervious concrete, colored to resemble decomposed granite in order to maintain a rural appearance and reduce surface runoff.

9. Implementation

Plan Review

Development plans shall be reviewed for consistency with the Piru Community Design Guidelines by the Piru Neighborhood Council (PNC) and approved by the Planning Division. The PNC shall respond in writing to the Planning Division, either recommending design approval or providing a list of corrections necessary to achieve consistency with the Piru Community Design Guidelines. Such response shall be provided within 45 days of PNC's receipt of a detailed design package including building elevations, a palate of colors and materials, site plans, energy conservation plans and water conservation plans, grading and drainage plans, landscape plans, plans for walls and fences, lighting plans signage plans and plans for traffic calming and specialty paving, as applicable. If substantial changes are made by the applicant in response to the PNC determination, the Planning Director may request an additional review by the PNC. If the PNC fails to provide a written response within 45 days, the Planning Director is authorized to approve the project design, subject to the normal appeal process.

Maintenance of Private Areas

Maintenance of private streets and alleys, detention basins and private landscape/recreation areas shall be the responsibility of a homeowner's association or other means acceptable to the County. Such facilities shall be subject to review by the Sheriff's Department to ensure defensible space issues are addressed.

Tree Trimming

Tree trimming within the parkways and medians shall be the responsibility of a landscape maintenance district or other entity acceptable to the County.

THOUSAND OAKS AREA PLAN

September 2020



Area Plan

Please see the next page.

VENTURA COUNTY GENERAL PLAN

THOUSAND OAKS AREA PLAN

Adopted by the Ventura County Board of Supervisors – September 15, 2020

Area Plan

Please see the next page.

Table of Contents

Section Title	Page
Introduction	TO-1
Local Setting	TO-2
Land Use Designations and Standards	TO-4
Land Use and Community Character	TO-10
Transportation, Circulation, and Mobility	TO-19
Public Facilities, Services, and Infrastructure	TO-26
Conservation and Open Space	TO-29
Hazards and Safety	TO-34
Water Resources	TO-37
Special Guidelines and Standards	TO-42
Glossary	TO-54

List of Figures

Figure TO-1	Thousand Oaks Planning Sub-Areas	TO-3
Figure TO-2	Thousand Oaks Area Plan	TO-5
Figure TO-3	Land Use Plan for the Unincorporated Thousand Oaks Area of Interest	TO-13
Figure TO-4	Land Use Plan for the Lynn Ranch Neighborhood	TO-14
Figure TO-5	Land Use Plan for the Casa Conejo Neighborhood	TO-15
Figure TO-6	Land Use Plan for the Kelly Estates Neighborhood	TO-16
Figure TO-7	Land Use Plan for the Ventu Park/Upper Ventu Park Neighborhood	TO-17
Figure TO-8	Land Use Plan for the Rolling Oaks Neighborhood	TO-18
Figure TO-9	Traffic Circulation Improvements	TO-22
Figure TO-10	Bicycle Pathways	TO-24
Figure TO-11	Hiking/Equestrian Trails	TO-25
Figure TO-12	Scenic Roadways	TO-33
Figure TO-13	General Plan Land Use Map – Thousand Oaks Area Plan	TO-39
Figure TO-14	Tree Preservation Details	TO-52
Figure TO-15	Grading Standards	TO-53

List of Tables

Table TO-1	Thousand Oaks Area Plan Land Use Designations	TO-6
Table TO-2	Zoning Compatibility Matrix	TO-7
Table TO-3	Building Intensity/Population Density Standards	TO-8
Table TO-4	Proposed Traffic Circulation Improvements	TO-23
Table TO-5	Implementation Programs	TO-40

Area Plan

Please see the next page.

Introduction

Purpose

The Thousand Oaks Area Plan is an integral part of the Ventura County General Plan, functioning as the land use plan for approximately 3,767 acres of unincorporated land adjacent to the City of Thousand Oaks and within the Thousand Oaks Area of Interest. "Area plan" is a term for plans that focus on a particular region or community within the overall general plan area. Area plans refine the policies of the general plan as they apply to a smaller geographic area and are designed to reflect the needs and desires of those individual communities. This Area Plan governs the distribution, general location, types and intensity of land uses within 12 planning sub-areas (see "Thousand Oaks Unincorporated Planning Sub-Areas") as well as providing specific policies concerning development.

Pursuant to State law, all principles, goals, objectives, policies, and plan proposals set forth in an area plan must be consistent with the countywide general plan. To achieve this consistency, the goals, policies, programs, and maps of the Ventura County General Plan were reviewed and used in drafting this Area Plan. The goals, policies, and programs that have been incorporated into this Area Plan supplement the Countywide General Plan, therefore, this Plan is intended to be read in conjunction with the Countywide General Plan.

Area Plan Chronology

Concerns about grading activity near the City of Thousand Oaks within the Upper Kelly Estates Area, beginning in the summer of 1983, led to County/City discussions relating to the application of certain City policies to the unincorporated areas within the Thousand Oaks Area of Interest. It was determined that the appropriate way to accomplish this was to prepare an Area Plan for the unincorporated portion of the Thousand Oaks Area of Interest. Consequently, the County and City negotiated a joint agreement whereby the City and County would share the cost of preparing an Area Plan which would be written, in part, to reflect the City's grading and land use policies. Joint resolutions to this effect were adopted by the City and County on July 22, and August 26, 1986, respectively. Work on the Thousand Oaks Area Plan commenced in January of 1987. A Background Report (separate document) was completed in June of 1987. A Citizens Committee was appointed to assist in identifying issues and formulating goals. This Committee held public meetings periodically from February 1988 to October 1988, when the draft Area Plan was completed. The Thousand Oaks Area Plan was adopted by the Ventura County Board of Supervisors on March 24, 1992.

County has continued to refine and update the plan over the years, and has amended it five times (1994, 1996, 2005, 2010, and 2015). As part of the 2040 General Plan Update process, the County updated this Thousand Oaks Area Plan.

Content and Organization

This updated Area Plan focuses on essential, area-specific topics. The specific purposes for updating the Thousand Oaks Area Plan were to:

- Update the Plan's technical information and goals, policies, and programs based on current conditions and changes in State law.
- Reduce redundancy with the 2040 General Plan.
- Eliminate goals, policies, and programs not specific to the Thousand Oaks area.
- Provide continuity and consistency among the 2040 General Plan and other Area Plans.

Relationship to Other County General Plan Elements

The Ventura County General Plan is the Plan by which the unincorporated portions of Ventura County will develop in the future. In addition to the general goals, policies and programs contained in the General Plan, portions of the unincorporated area of Ventura County are governed by more detailed land use plans (area plans) designed to reflect the needs and desires of those individual communities. The Thousand Oaks Area Plan is the detailed land use plan of the Ventura County General Plan for the Thousand Oaks area.

State law also mandates that all elements of a General Plan be consistent with one another. Since the Countywide General Plan applies to the Thousand Oaks area, repetition of materials from the General Plan has not been included in the Area Plan. The goals, policies and programs which have been incorporated into this Area Plan are intended to supplement the Countywide General Plan, therefore, this Area Plan is intended to be read in conjunction with the Countywide General Plan.

Local Setting

Overview of Plan Area

The Thousand Oaks Area Plan covers approximately 3,767 acres of unincorporated land adjacent to the city of Thousand Oaks and within the Thousand Oaks Area of Interest. The Area Plan includes 11 planning sub-areas: Lynn Ranch, Casa Conejo, Broome Ranch, Rancho Sierra Vista-Satwiwa, White Stallion Ranch, Upper Kelly Estates, Kelly Estates, Ventura Park, Upper Ventura Park, Rolling Oaks, and Miller Ranch.

Figure TO-1 Thousand Oaks Planning Sub-Areas

**THOUSAND OAKS
UNINCORPORATED
PLANNING SUB-AREAS**

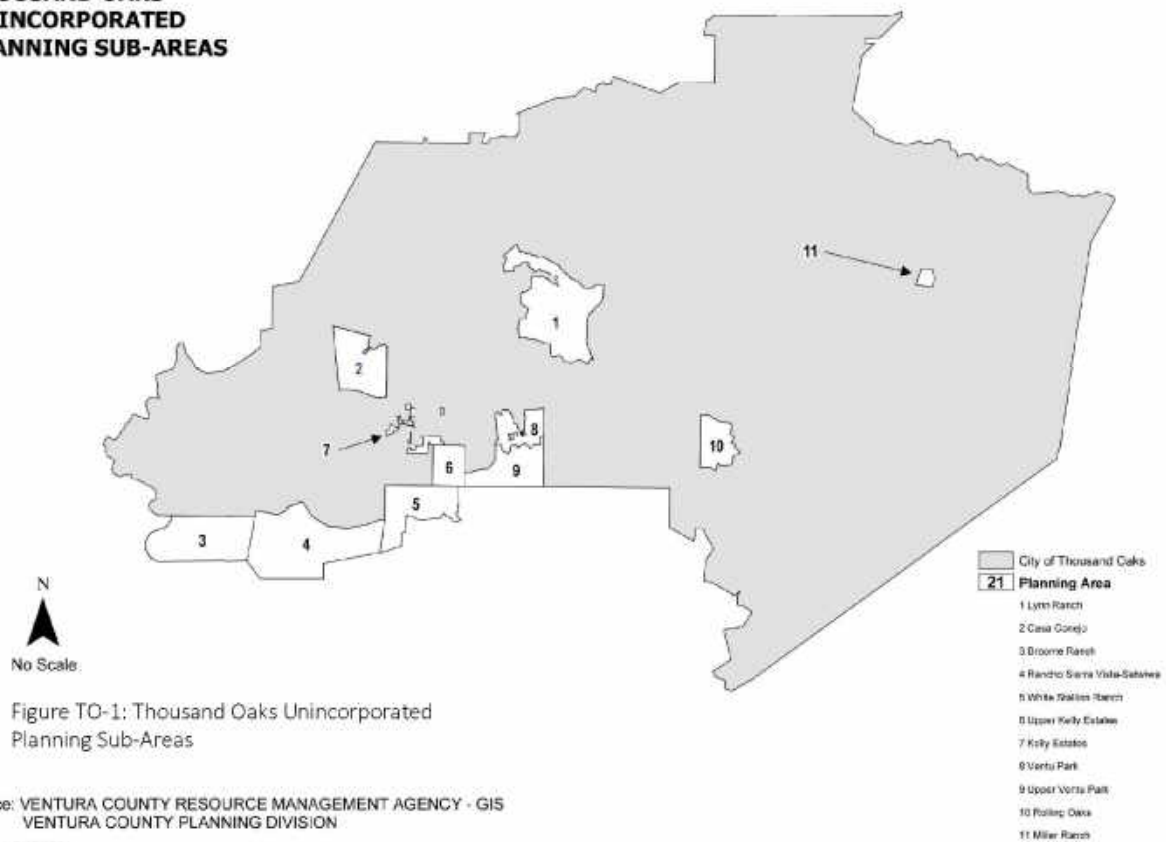


Figure TO-1: Thousand Oaks Unincorporated Planning Sub-Areas

Source: VENTURA COUNTY RESOURCE MANAGEMENT AGENCY - GIS
VENTURA COUNTY PLANNING DIVISION

Revised: 7/12/1994
Updated: 10/5/2008

Land Use Designations and Standards

Area Plans include a distinguished set of land use designations that are specific to the unique needs, resources, and history of a specifically-defined area. These plans govern the distribution, general location, and extent of uses of the land within the area for housing, business, industry, open space, agriculture, and public facilities.

The Land Use Maps (Figures TO-2, TO-3, TO-4, TO-5, TO-6, TO-7 and TO-8) identify the distribution and appropriate location of the various land uses permitted within the Area Plan boundary. Within five general land use categories, there are land use designations which dictate the type and intensity of land use within each category. A Summary Table (Table TO-3) lists each land use designation and its total area, building intensity, population capacity, and population density. The purpose of each of the five land use categories is described in Table TO-1.

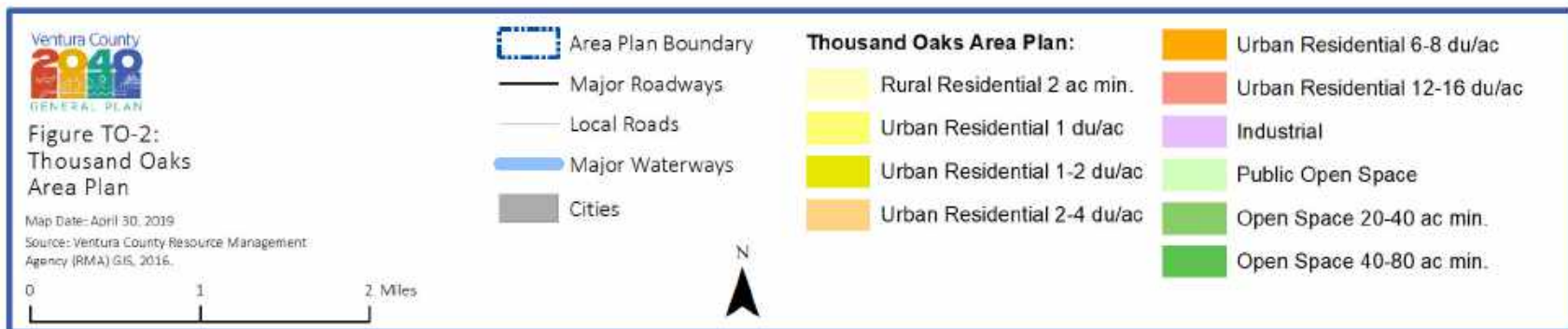
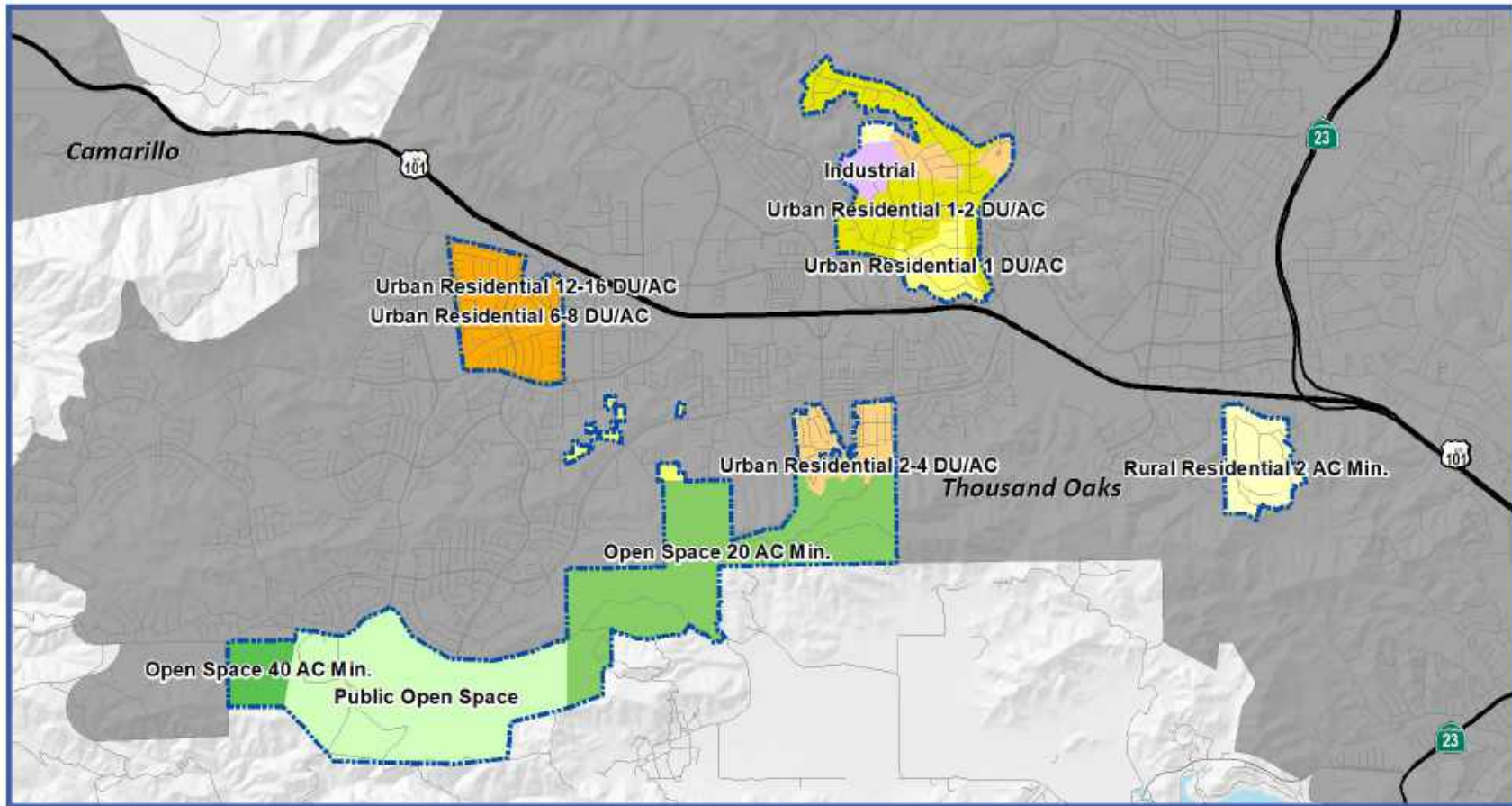


Table TO-1 Thousand Oaks Area Plan Land Use Designations

Land Use Designation		Description	Density/ Intensity
Open Space 40-80 ac min.			40-80 ac min.
Open Space 20-40 ac min.		The purpose of the Open Space designation is to preserve land in a predominantly open, undeveloped character while permitting very low density residential development and agriculture, in accordance with the goals and policies of the County General Plan and the specific goals and policies of this Area Plan. Within this category, there are two land use designations: Open Space 20 ("OS-20", 20-40 acres minimum) and Open Space 40 ("OS-40", 40-80 acres minimum).	20-40 ac min.
Public Open Space		The purpose of the Public Open Space designation is to identify lands devoted to natural parks and recreation areas, owned and maintained by a public agency.	
Rural Residential 2 ac min.		The purpose of the Rural Residential designation is to identify those areas where low density (two to ten acre) parcel size residential development may occur. Within this category, there is one land use designation: Rural Residential 2 ("RR-2", two acre minimum).	2-ac min. parcel size
Urban Residential 1 du/ac		The purpose of the Urban Residential designation is to identify those areas where residential development at urban densities (less than two acres per dwelling) is permitted. Within this category, there are five land use designations: Urban Residential 1 ("UR-1", 1 du/ac), Urban Residential 2 ("UR-2", 1-2 du/ac), Urban Residential 4 ("UR-4", 2-4 du/ac), Urban Residential 8 ("UR-8", 6-8 du/ac) and Urban Residential 16 ("UR-16", 12-16 du/ac).	1 du/ac
Urban Residential 1-2 du/ac			1-2 du/ac
Urban Residential 2-4 du/ac			2-4 du/ac
Urban Residential 6-8 du/ac			6-8 du/ac
Urban Residential 12-16 du/ac			12-16 du/ac
Industrial		The purpose of the Industrial designation is to identify areas necessary to meet the service and employment needs of the Thousand Oaks area.	

More specific land use regulations are established by zoning. The Zoning Compatibility Matrix delineates which zoning districts are compatible with the various Area Plan land use designations.

Table TO-2 Zoning Compatibility Matrix

EA PLAN MAP LAND USE DESIGNATIONS		ZONE																
		OS (10 AC. Min.)	AE (40 AC. Min.)	RA (1 AC. Min.)	RE (10,000 S.F. Min.)	RO (20,000 S.F. Min.)	R1 (6,000 S.F. Min.	R2 (3,500 S.F./DU)	RPD	RHD (20 DU/Ac.)	SP	TP	CO	C1	CPD	M1	M2	M3
POS	(Public Open Space)	■																
OS-20	(Open Space 20 ac min.)	40 AC	■															
OS-40	(Open Space 40 ac min.)	20 AC	■															
RR-2	(Rural Residential 2 ac. min.)			2 AC	2 AC	2 AC												
UR-1	(Urban Residential 1 du/ac)			■	1 AC	1 AC												
UR-2	(Urban Residential 1-2 du/ac.)			■	20	■			2 U									
UR-4	(Urban Residential 2-4 du/ac.)			■	■	■	10		4 U									
UR-8	(Urban Residential 6-8 du/ac)						■		8 U									
UR-16	(Urban Residential 12-16 du/ac)							■	16 U									
IND	(Industrial)															■		

Source: Thousand Oaks Area Plan (3-24-15 edition)

Table TO-3 Building Intensity/Population Density Standards

LAND USE DESIGNATION		Public Open Space/Open Space						
		Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU	Populat.	Avg. Populat. Density (Persons/ Acre)
OS 80	(10 ac min.)	657	5%	N/A	0	N/A	0	0.00
OS 40	(40ac min.)	1,040	5%	0.03	31	2.31 ³	71	0.07
OS 20	(20 ac min.)	834	5% ²	0.05	42	2.31 ³	97	0.12
TOTALS		2,531			73		168	
LAND USE DESIGNATION		Residential						
		Acres	Max. Bldg. Coverage (% Of Lot Area) ⁴	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ⁵	Populat.	Avg. Populat. Density (Persons/ Acre)
RR-2	(2 ac min)	189	25%	0.50	94	2.79	263	1.39
UR-1	(1 du/ac)	160	25%	1.00	160	2.79	446	2.79
UR-2	(1 - 2 du/ac)	308	28%	2.00	616	2.79	1,719	5.58
UR-4	(2 - 4 du/ac)	221	35%	4.00	884	2.79	2,466	11.16
UR-8	(6 - 8 du/ac)	272	48%	8.00	2,176	2.79	6,071	22.32
UR-16	(12 - 16 du/ac)	1	55%	16.00	16	2.79	45	45.00
TOTALS		1,151			3,946		11,010	

LAND USE DESIGNATION		Commercial/ Industrial					
		Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (x 1000 SF)	Average No. Employees Per 1000 SF	Employees	Average Employees/ Acre
I	(Industrial)	60	50%	523	2.0	1,046	17.42

Source: Thousand Oaks Area Plan (3-24-15 edition)

Notes:

¹ Excludes second dwelling units per Section 65852.2 of the State Government Code.

² Excludes structures used for growing plants such as greenhouses, hothouses, and agricultural shade/mist structures, but includes structures used for preliminary packing, storage and preservation of produce and similar structures. For nonconforming lots of less than 10 acres in area, maximum building coverage shall be 2,500 square feet, plus 1 square foot for each 22.334 square feet of lot area over 5,000 square feet. Greater building coverage may be allowed under discretionary permits for uses listed in the zoning ordinance under the heading of "Crop and Orchard Production" and for Farmworker Housing Complexes.

³ Figure based upon estimated average population/dwelling unit per the forecasts for the Thousand Oaks Growth and Non Growth Areas for 1990 (averaged).⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁴ For nonconforming lots of less than one acre in area, maximum building coverage shall be as specified, or 2,500 square feet, plus 1 square foot of building area for each 4.596 square feet of lot area over 5,000 square feet, whichever is greater.

⁵ Figure based upon estimated average population/dwelling unit per the forecasts for the Thousand Oaks Growth Area for 1990.

Land Use and Community Character

In addition to the land use related goals, policies and programs identified in the County General Plan Goals, Policies and Programs document, the following shall be applicable to each land use category in the Thousand Oaks Area of Interest:

Growth Management

TO-1

To support the Guidelines for Orderly Development, especially those policies which state that land uses which are allowed by the County without annexation should be equal to or more restrictive than land uses allowed by the City and development standards and capital improvement requirements imposed by the County for new or expanding developments should not be less than those that would be imposed by the City.

TO-2

To support the existing policy of annexation of property located within Urban and Rural land use designations in the Thousand Oaks Sphere of Influence to the City of Thousand Oaks whenever subdivision of property is requested.

TO-2.1

Existing Community or Rural Land Annexation

The County shall apply the following annexation policies to all subdivisions of land designated Existing Community or Rural, as depicted on the "Ventura County General Land Use Diagram" in the 2040 General Plan (Figure 2-4), within the Thousand Oaks Sphere of Influence:

- (1) The County shall require owners of property contiguous to the City of Thousand Oaks to request annexation to the City prior to consideration of any subdivision of land by the County. Such subdivisions shall not be approved by the County unless an application for annexation has been denied by the City or the Local Agency Formation Commission (LAFCO).
- (2) The County shall require owners of property not contiguous to the City to record an agreement to annex when such property becomes legally annexable, as a condition of any subdivision approved by the County. The County shall require this agreement to annex contain language that is binding on all future owners of the property.

TO-3

To ensure that the area's growth rate does not exceed the capacity of service agencies to provide quality services without impacting services provided to existing neighborhoods.

Land Use Designations and Standards

TO-3.1

Land Use Map Conformance

The County shall require all zoning and development to be in conformance with the Land Use Maps (Figures TO-2, TO-3, TO-4, TO-5, TO-6, TO-7 and TO-8). The Zoning Compatibility Matrix indicates the zoning districts which are consistent with the various land use categories.

TO-4	To provide living opportunities for families of a wide range of incomes.
TO-4.1	<p>Density Bonuses for Qualified Affordable Housing Developments</p> <p>As per Article 16 of the Ventura County Zoning Ordinance, the County shall provide developers with density bonuses for qualified affordable housing developments.</p>
TO-4.2	<p>Housing Density Diversity</p> <p>The County shall condition discretionary development permits involving 20 or more dwelling units to provide a variety of housing densities to meet the needs of diverse family income levels.</p>
TO-5	To improve the condition of existing substandard housing and housing otherwise in need of rehabilitation.
TO-6	To ensure that existing and future land use patterns result in cohesive and consolidated neighborhoods.
TO-6.1	<p>Multi-family Development Restriction Adjacent to Potrero Road and Lynn Road</p> <p>The County shall discourage multi-family residential development adjacent to Potrero Road and Lynn Road.</p>
TO-7	To locate and design industrial land uses so as to minimize land use incompatibility with residential land uses and open space areas.
TO-7.1	<p>Land Use Compatibility</p> <p>The County shall require new industrial development be subject to the Planned Development or Conditional Use Permit process to assure compatibility with adjacent land uses. The County shall require such review to give careful attention to landscaping, signing, access, site and building design, drainage, on-site parking and circulation, fencing and mitigation of nuisance factors.</p>
TO-7.2	<p>Residential Use Compatibility</p> <p>The County shall require expansion or modification of existing industrial uses in the Casa Conejo and Lynn Ranch areas to be carefully reviewed to ensure compatibility with adjacent residential uses.</p>
TO-7.3	<p>Exterior Lighting</p> <p>The County shall require all exterior lighting of industrial developments to be constructed or located so that only the intended area is illuminated, long-range visibility is minimized and off-site glare is controlled.</p>
TO-7.4	<p>Helicopter Impact Mitigation</p> <p>The County shall condition industrial uses which utilize helicopters to limit flight hours, limit the number of flights per day, utilize an approved flight path, or other means, as necessary, to avoid or mitigate adverse impacts on nearby residents and other sensitive uses.</p>

TO-8

To limit industrial land uses to existing industrial zoned areas.

TO-8.1

Industrial Area Expansion

The County shall prohibit the expansion of industrial uses outside of areas presently planned for industrial.

TO-9

To maintain the lands outside the existing urban and rural neighborhoods in "Open Space" or "Public Open Space" as a means of retaining the rural scenic character and limiting urbanization in areas which are unsuited to more intensive development due to the presence of physical hazards and development constraints, the necessity to protect natural resources, and the lack of public service and facilities required to support more intense land uses.

Character and Design

TO-10

To provide for new development within existing urban neighborhoods while preserving the remainder of the Thousand Oaks unincorporated area as open space pending annexation of land within the Thousand Oaks Sphere of Influence to the City of Thousand Oaks.

TO-11

To strive to maintain the existing semirural residential character of the Thousand Oaks area.

Development Review and Inter-Agency Coordination

Several Federal, State, and local agencies have adopted plans which embrace land use issues in the Thousand Oaks area. The following goals, policies and programs establish a relationship between these other plans and this Area Plan:

TO-12

To ensure, to the maximum extent feasible, consistency with the plans of the National Park Service, the Santa Monica Mountains Conservancy, Conejo Recreation and Park District, Conejo Unified School District, Conejo Open Space Conservation Agency (COSCA) and the City of Thousand Oaks.

TO-12.1

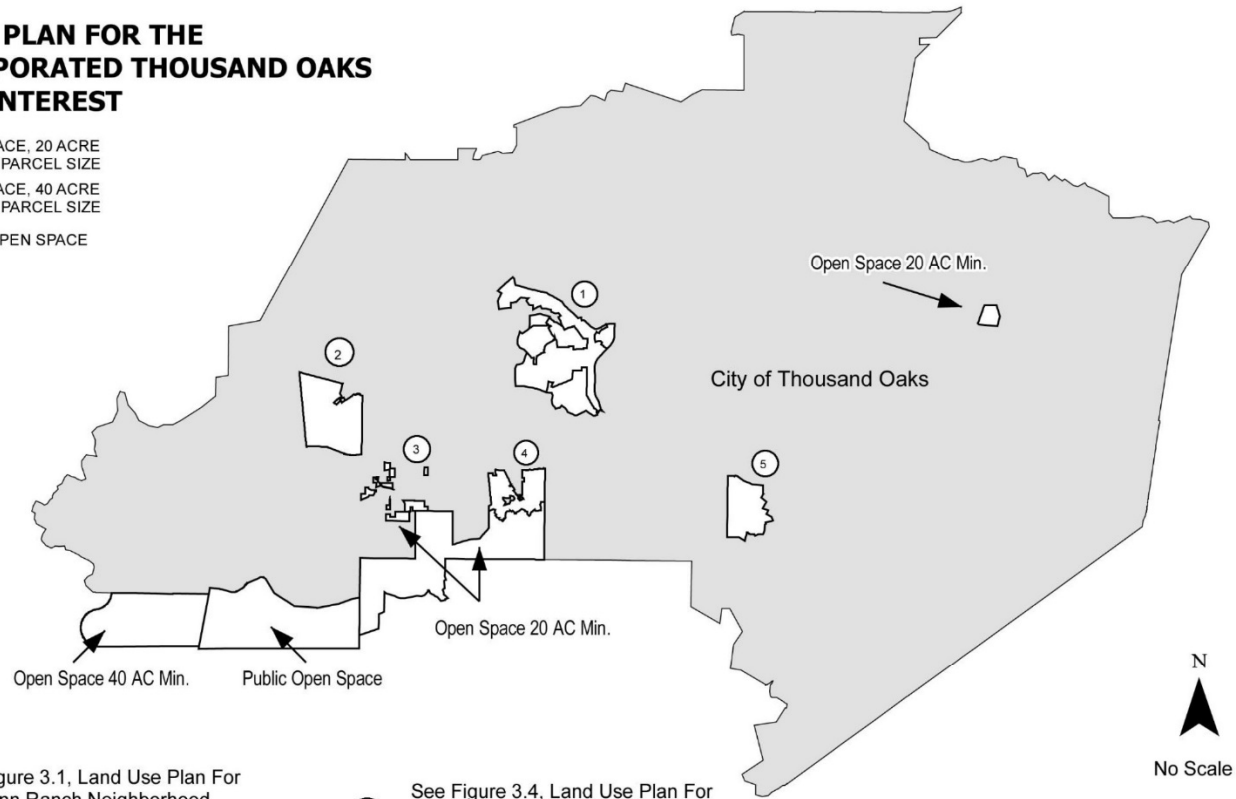
Santa Monica Mountains Comprehensive Plan Consistency

The County shall require all discretionary development to be consistent with the Santa Monica Mountains Comprehensive Plan (1979).

Figure TO-3 Land Use Plan for the Unincorporated Thousand Oaks Area of Interest

**LAND USE PLAN FOR THE
UNINCORPORATED THOUSAND OAKS
AREA OF INTEREST**

- OS 20 OPEN SPACE, 20 ACRE
MINIMUM PARCEL SIZE
- OS 40 OPEN SPACE, 40 ACRE
MINIMUM PARCEL SIZE
- POS PUBLIC OPEN SPACE

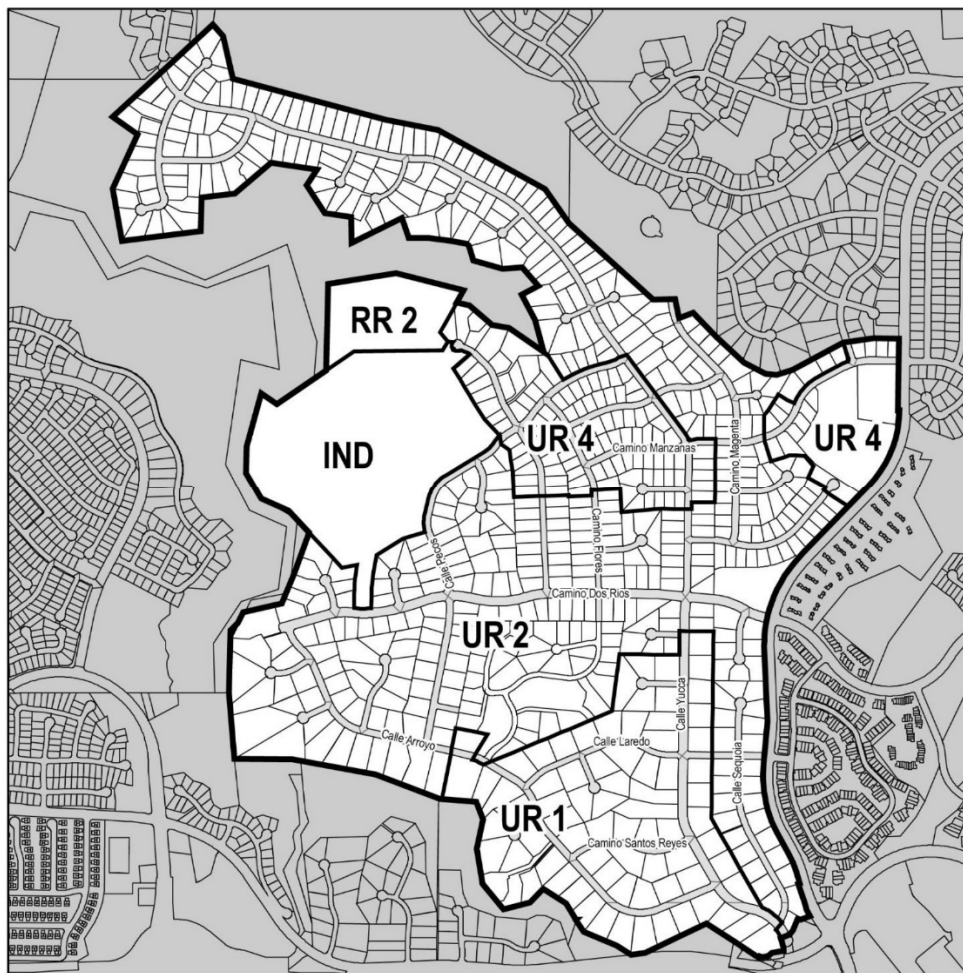


NOTES:







- 1 See Figure 3.1, Land Use Plan For
The Lynn Ranch Neighborhood
- 2 See Figure 3.2, Land Use Plan For
The Casa Conejo Neighborhood
- 3 See Figure 3.3, Land Use Plan For
The Kelly Estates Neighborhood
- 4 See Figure 3.4, Land Use Plan For
The Ventu Park/Upper Ventu Park
Neighborhoods
- 5 See Figure 3.5, Land Use Plan For
The Rolling Oaks Neighborhood

Source: VENTURA COUNTY RESOURCE MANAGEMENT AGENCY - GIS
VENTURA COUNTY PLANNING DIVISION
Created: 12/10/1996
Updated: 10/10/2006

Figure TO-4 Land Use Plan for the Lynn Ranch Neighborhood



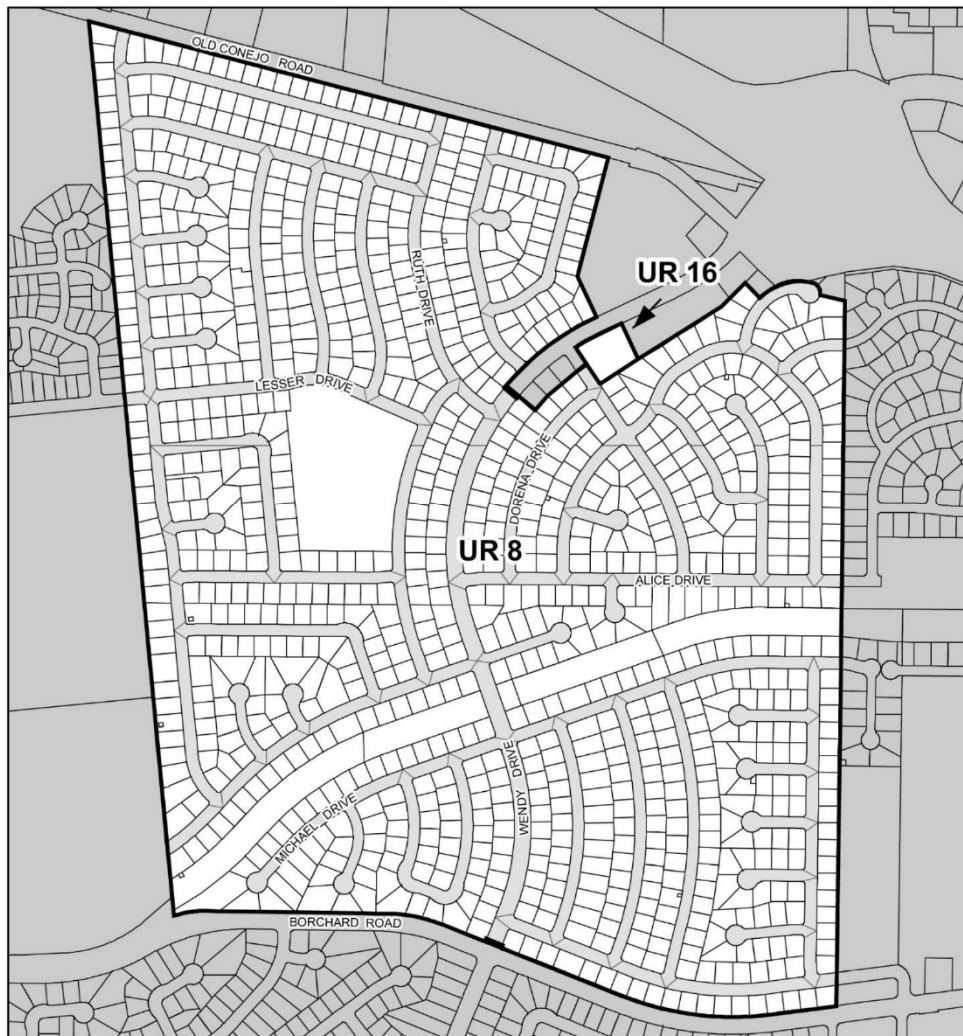
LAND USE PLAN FOR THE LYNN RANCH NEIGHBORHOOD

	Thousand Oaks City Limits		UR 1 Urban Residential 1 DU/AC
	IND Industrial		UR 2 Urban Residential 1-2 DU/AC
	RR 2 Rural Residential 2 AC Min.		UR 4 Urban Residential 2-4 DU/AC



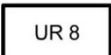
Created: 12/10/1996
Updated: 10/12/2006



Figure TO-5 Land Use Plan for the Casa Conejo Neighborhood



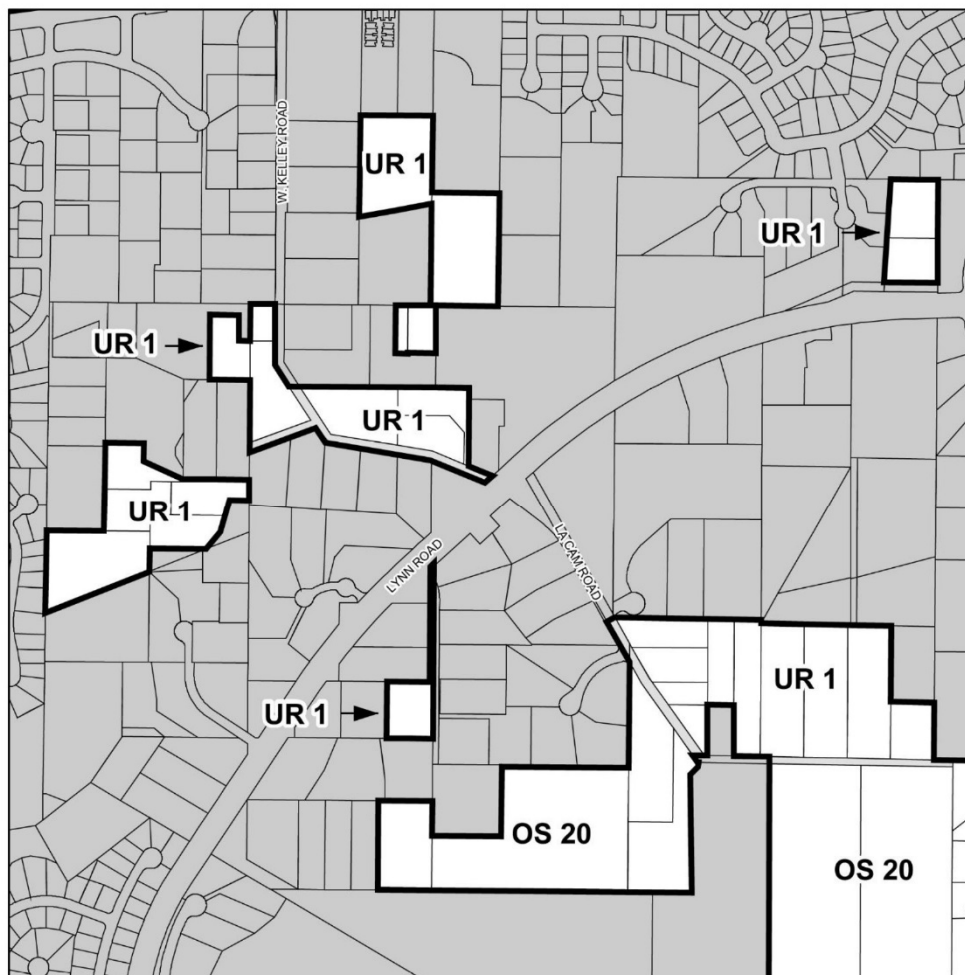
LAND USE PLAN FOR THE CASA CONEJO NEIGHBORHOOD

	Thousand Oaks City Limits		UR 16	Urban Residential 12-16 DU/AC
	UR 8			Urban Residential 6-8 DU/AC

Created: March of 1992
Updated: 10/12/2006



Figure TO-6 Land Use Plan for the Kelly Estates Neighborhood



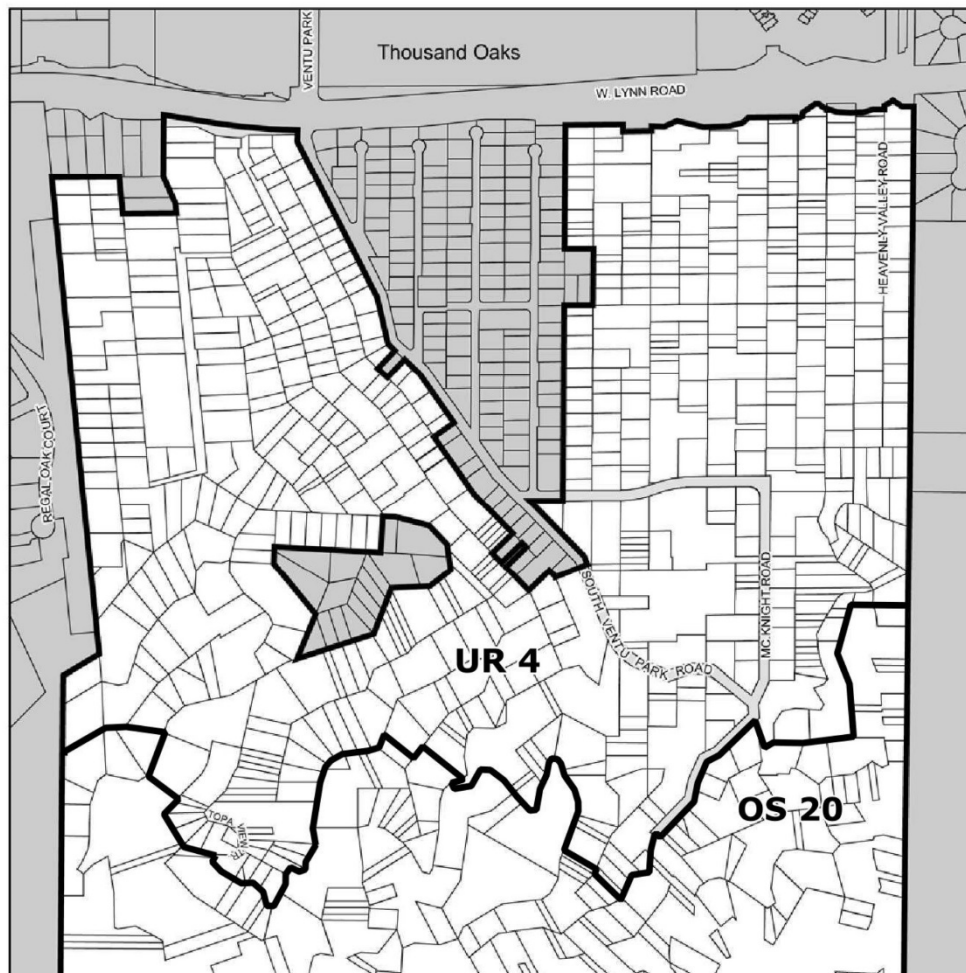
LAND USE PLAN FOR THE KELLY ESTATES NEIGHBORHOOD



Created: 12/10/1996
Updated: 10/12/2006



Figure TO-7 Land Use Plan for the Ventu Park/Upper Ventu Park Neighborhood



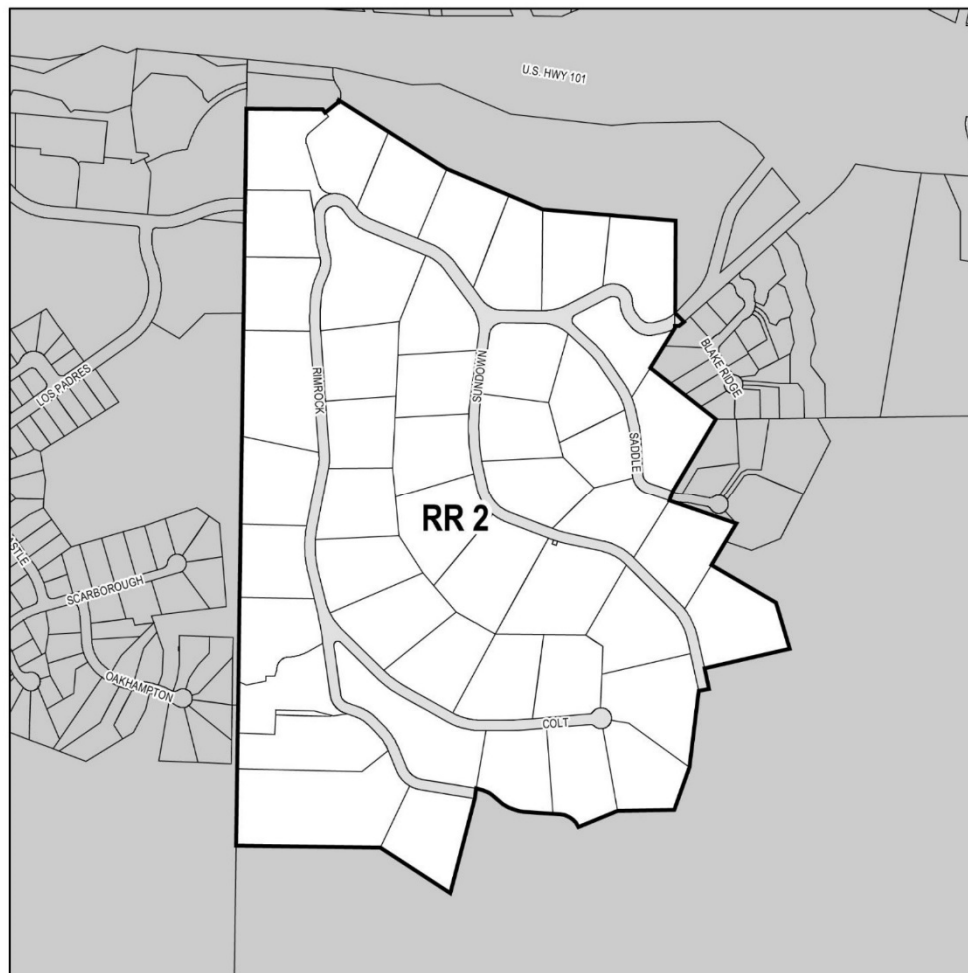
**LAND USE PLAN FOR THE
VENTU PARK/UPPER VENTU PARK NEIGHBORHOOD**



Created: 12/10/1996
Updated: 10/12/2006



Figure TO-8 Land Use Plan for the Rolling Oaks Neighborhood



LAND USE PLAN FOR THE
ROLLING OAKS NEIGHBORHOOD



Created: 12/10/1996
Updated: 10/12/2006



Transportation, Circulation, and Mobility

Roadways

TO-13

To ensure an adequate circulation and transportation system to serve the needs of the existing and future residents of the Thousand Oaks Area of Interest.

TO-13.1 **Thousand Oaks Area Plan Conformance**

The County shall require all road improvements to be in conformance with the circulation maps contained within the Thousand Oaks Area Plan which have been designed to reflect the above goals (see Figures TO-9 and TO-10, and Table TO-4).

TO-13.2 **Road Standards Compliance**

The County shall require all new public roads, except State highways, to be designed and constructed in accordance with County Road Standards or better, and State maintained roads to be designed and constructed in accordance with State road standards or better.

TO-13.3 **Impacts on Circulation**

The County shall condition discretionary development to mitigate any significant adverse impact to circulation, including contributing to the cost of offsite improvements.

TO-13.4 **Fire Protection District Private Road Guidelines Compliance**

The County shall require all private roads to meet the minimum requirements of the Ventura County Fire Protection District Private Road Guidelines, as amended, unless higher standards are deemed necessary by the Fire Protection District. The County shall require provisions for private road maintenance to be incorporated into any future discretionary development.

TO-13.5 **Road Standards for Moderate or Steeply Sloped Hillside Areas**

The following standards shall apply to all roads constructed in moderate or steeply sloped hillside areas:

- (1) The County shall require grading and disturbance of natural topography to be kept to a minimum.
- (2) The County should require roads to be designed to adequately accommodate surface water runoff.
- (3) The County should require streets to be designed to reflect a rural, rather than urban, character.
- (4) The County should require street alignments to be parallel to contours in valleys or ridges, where possible. Where a location between a valley or ridge is unavoidable, east/west or north/south bound lanes should be at different elevations.
- (5) The County shall require sidewalks and walkways to be provided in accordance with a carefully conceived pedestrian circulation plan, but to not be rigidly required on every street.
- (6) The County should require street lighting in moderate or steeply sloped areas to be of low profile design, unobtrusive, and designed to enhance a rural character.

TO-14

To ensure a Level of Service "C" or better on all streets and intersections.

TO-15

To ensure that new development ties into the existing primary circulation system by an adequate collector street network.

TO-15.1

Development Outside the Local Traffic Circulation System

The County shall prohibit rezoning to allow more intensified development in areas inadequately served by a local traffic circulation system (e.g., Ventu Park) until a mechanism has been established to improve the local traffic circulation system, such as formation of a special assessment district, redevelopment district or other means approved by the County which will ensure that the property will be served by means of access which meet County road standards for public roads or County Fire Protection District standards for private roads.

Regional Multimodal System

TO-16

To provide safe pedestrian and bicycle pathways throughout the unincorporated Thousand Oaks area.

TO-16.1

Road Network Use Conditions for Discretionary Development

The County shall condition discretionary development projects which may be expected to benefit from the road network, bicycle path system and/or the equestrian trail system to dedicate land and construct improvements or pay a fee for auto, bicycle and equestrian facilities in accordance with the circulation maps. The County shall require bicycle and/or equestrian trails to be integrated, where feasible, into the overall circulation plan for discretionary development projects.

TO-17

To ensure that road improvements are compatible with existing and planned equestrian trails and bicycle pathways.

TO-18

To encourage the expansion of public and private bus service to serve the Thousand Oaks Area of Interest.

TO-18.1

Incentives to Transit Use

The County shall condition industrial discretionary development projects to provide incentives to transit use (e.g., provide bus passes for their employees or clients, establish a subscription bus service, or participate in carpool/van pool programs, etc.).

TO-18.2

Bus Turnout Facilities

The County shall require discretionary permit proposals to be reviewed by City of Thousand Oaks Transit and shall condition discretionary development to provide bus turnout facilities, and/or other appropriate transit improvements as requested by City of Thousand Oaks Transit.

Figure TO-9 Traffic Circulation Improvements

TRAFFIC CIRCULATION IMPROVEMENTS

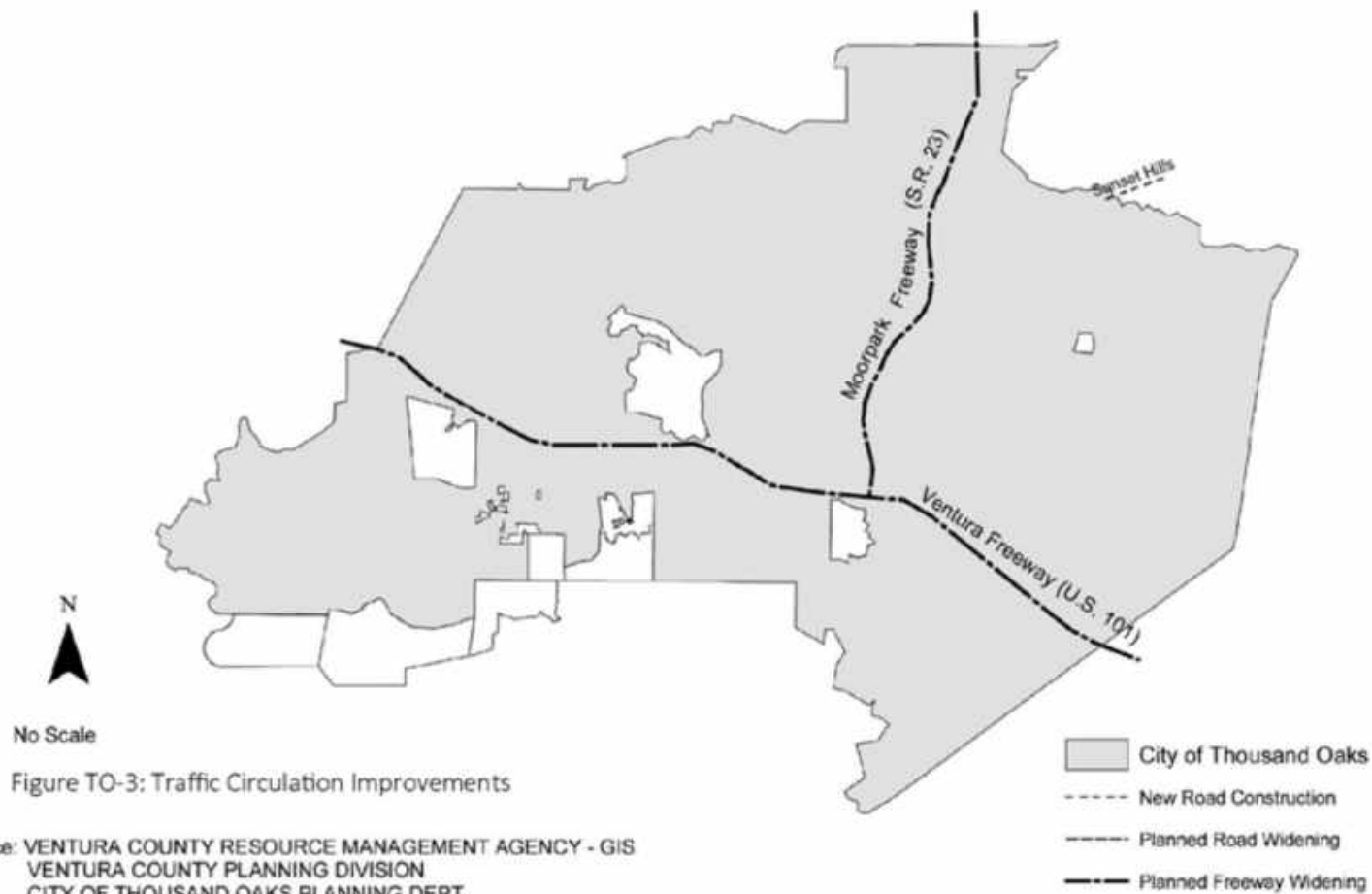


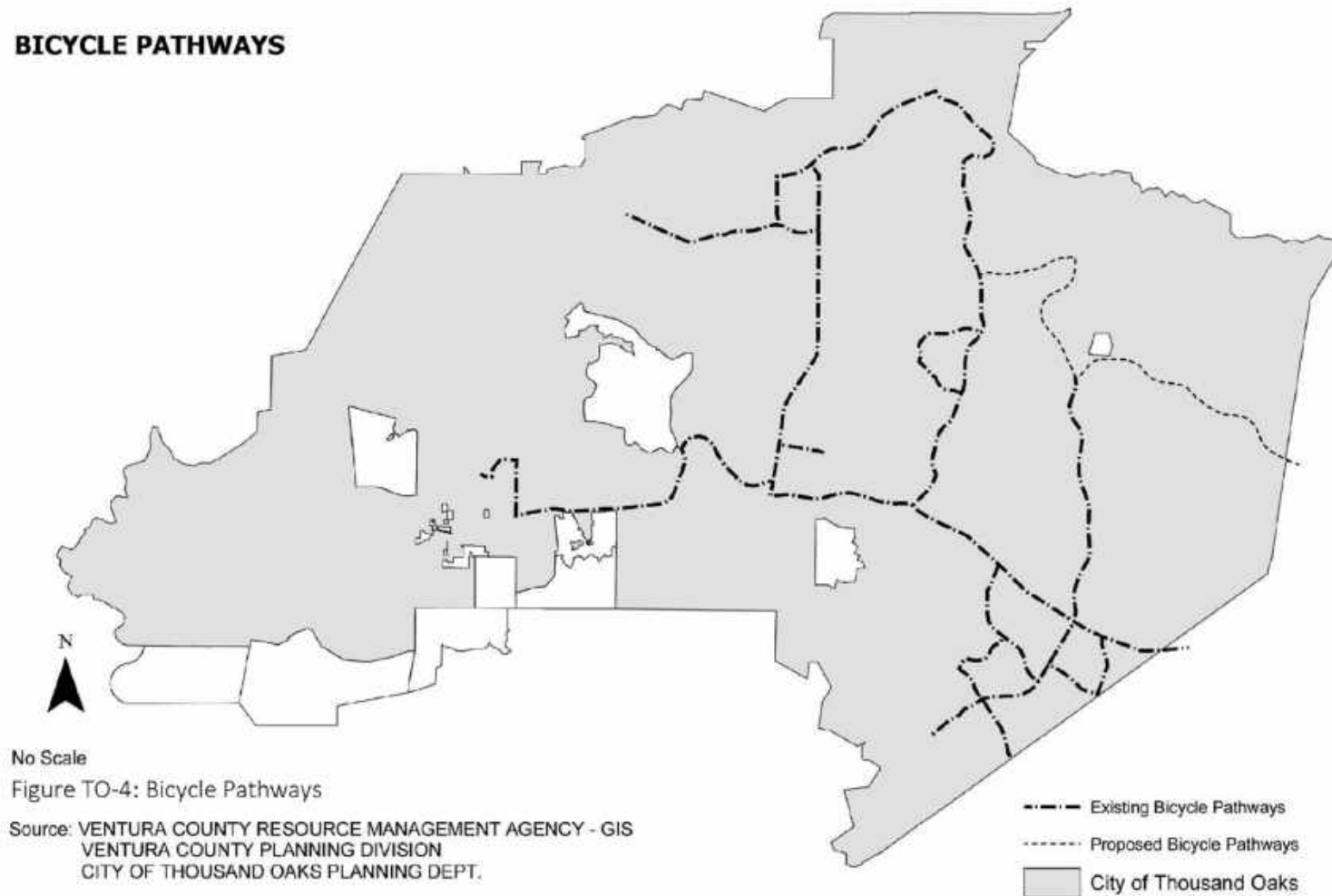
Table TO-4 Proposed Traffic Circulation Improvements

Location	Description	Responsibility
Road Widening		
Ventura Freeway	Widen to 10 lanes.	Caltrans
Moorpark Freeway	Widen segment between U.S. 101 and Olsen Road from four to six lanes.	Caltrans
New Construction		
Sunset Hills Blvd.	Extend Sunset Hills Blvd. to connect with First St. in Simi Valley.	City of Thousand Oaks, City of Simi Valley (conditioning of discretionary development).

Source: Thousand Oaks Area Plan (3-24-15 edition)

Figure TO-10 Bicycle Pathways

BICYCLE PATHWAYS



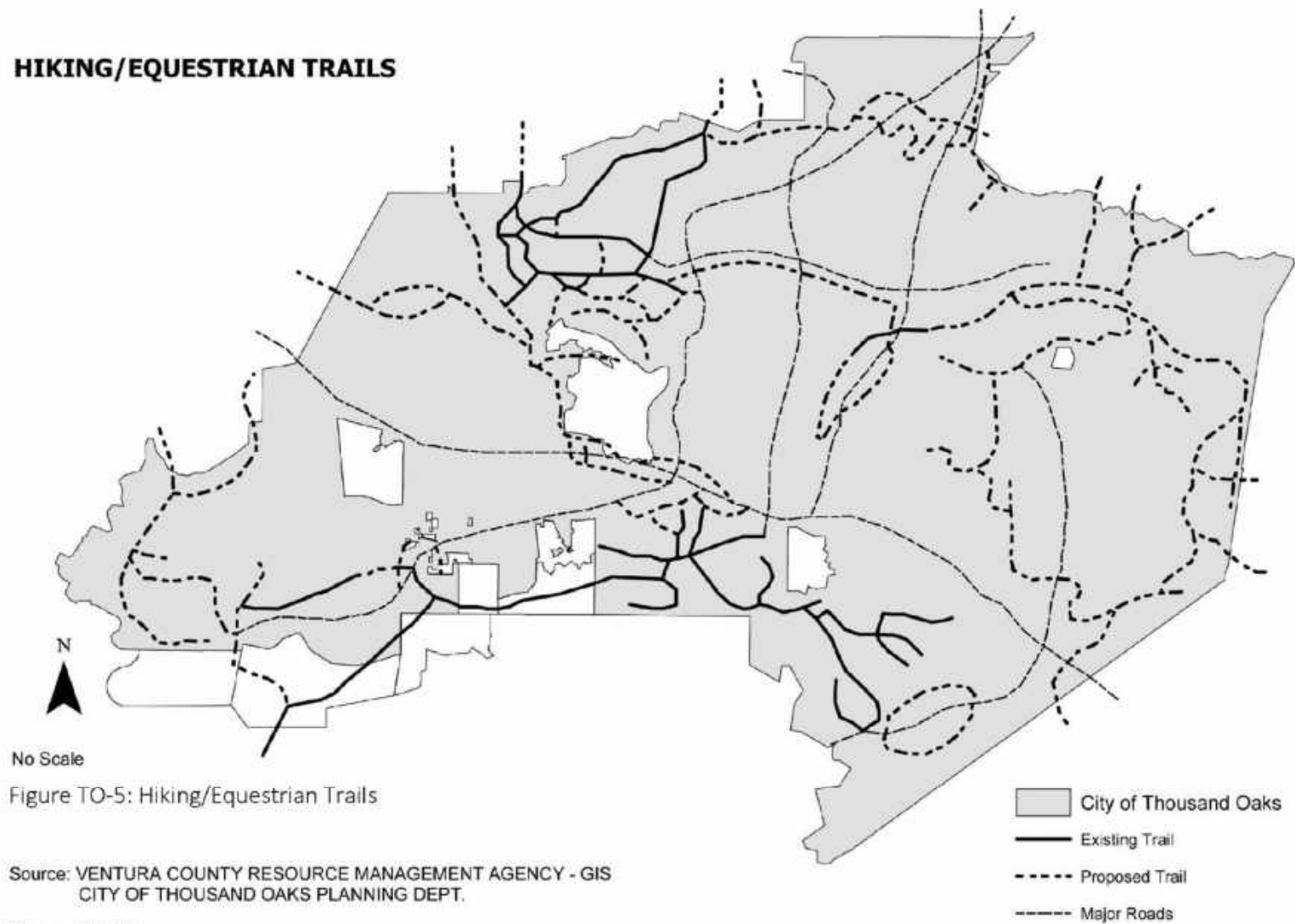
No Scale

Figure TO-4: Bicycle Pathways

Source: VENTURA COUNTY RESOURCE MANAGEMENT AGENCY - GIS
VENTURA COUNTY PLANNING DIVISION
CITY OF THOUSAND OAKS PLANNING DEPT.

Revised: 7/12/1994
Remapped: 10/13/2005

Figure TO-11 Hiking/Equestrian Trails



Public Facilities, Services, and Infrastructure

In addition to the public facilities and services related goals, policies and programs identified in the County General Plan Goals, Policies and Programs document, the following shall be applicable to the Thousand Oaks Area of Interest:

Wastewater Treatment and Disposal

TO-19

To ensure that sewage lines are constructed to serve all existing and future development in the Thousand Oaks unincorporated urban and rural residential neighborhoods, and are sized so as not to facilitate future intensification of land uses outside of the unincorporated urban and rural residential neighborhoods.

TO-19.1

Sewer System Sizing

The County shall size the sewer system designed for the unincorporated urban and rural residential neighborhoods to be no larger than necessary to serve those uses allowed under the existing General Plan land use densities.

TO-19.2

Adequate Sewer Infrastructure Requirement

The County shall prohibit rezoning to allow more intensified development in areas inadequately served by sewer infrastructure until a mechanism has been established to upgrade the local sewer infrastructure.

TO-19.3

Private Septic Systems

The County shall prohibit discretionary development in urban and rural residential neighborhoods on septic systems unless it complies with the County Sewer Policy and the property owner signs a binding agreement with the sewer purveyor to connect to the sewer system when such a system becomes available, and to participate financially in the cost of any needed facilities, if required by the purveyor.

Solid and Hazardous Waste

TO-20

To encourage recycling of solid waste materials.

TO-20.1

Solid Waste Recycling

The County shall condition discretionary development to utilize feasible solid waste recycling measures.

Public Utilities

TO-21

To provide adequate utility services to the Thousand Oaks Area of Interest in keeping with the area's scenic qualities.

TO-21.1

Utility Undergrounding

The County shall require the undergrounding of all electric, cable, television, phone and gas lines, where feasible, for all discretionary development.

TO-22

To avoid aesthetic impacts from wireless communication facilities through design and siting considerations.

TO-22.1

Wireless Communication Facilities

The County shall grant discretionary development permits for wireless communication facilities only when necessary for public safety or to provide a substantial public benefit. Such facilities shall be conditioned to minimize visual impacts to the maximum extent feasible.

TO-22.2

Wireless Communication Facilities

The County shall grant discretionary development permits for wireless communication facilities which are necessary for public safety or provide a substantial public benefit only when facilities are designed and conditioned to minimize visual impacts to the maximum feasible extent.

TO-22.3

Wireless Communications Facility Height Restriction

The County shall require discretionary development permits for wireless communication facilities to limit the height of such facilities, with the exception of monopole whip-type antennas, to 40 feet. Several shorter facilities are preferable to one large facility.

Library Facilities and Services

TO-23

To promote multiple use of school facilities.

TO-23.1

Public Use of School Facilities

The County should require school facilities to be utilized for community and parks and recreation activities whenever possible.

Park and Recreational Facilities

TO-24

To cooperate with the Conejo Recreation and Park District to ensure that recreation needs of existing and future residents of the Thousand Oaks Area of Interest are adequately provided for.

TO-24.1

Impacts on Recreation

The County shall require all discretionary development that may affect recreation resources, trail systems, or parklands to be reviewed by affected recreation agencies (e.g., Ventura County General Services Agency - Recreation Services, Conejo Recreation and Park District, Santa Monica Mountains Conservancy, California Department of Parks and Recreation, National Park Services, Conejo Open Space Conservation Agency [COSCA]), for impact on recreation opportunities and resources.

TO-25

To promote the acquisition of open space lands by park or open space agencies (Conejo Open Space Conservation Agency [COSCA], and the Conejo Recreation and Park District).

Area Plan

TO-26

To ensure the completion of the unincorporated portion of the Thousand Oaks regional trail system and protect existing trails.

TO-27

To ensure that recreational uses in sensitive open space areas preserve natural resources in balance with the provision of opportunities for the use and enjoyment of those resources.

TO-28

To encourage community volunteer efforts to enhance parks, trails, and recreation by organized groups (e.g., Equestrian Trails Incorporated, Mounted Assistance Units, Concerned Off-Road Bicyclists Association, Boy Scouts, Girl Scouts, Santa Monica Mountains Trails Council, California Native Plant Society, etc.).

TO-28.1

Development Near Equestrian Trails

The County shall condition discretionary development near existing or proposed equestrian trails, as depicted on "Hiking/Equestrian Trails", to mitigate or avoid adverse impacts to the existing trail system. The County shall condition discretionary development permits which may be expected to benefit from the regional trail system to dedicate and improve, or pay a fee for, planned trails and public trail access points and install appropriate signs to the standards of the County of Ventura, Conejo Open Space Conservation Agency (COSCA) and the Conejo Recreation and Park District.

Law Enforcement and Emergency Services

TO-29

To provide for the protection of the public through effective law enforcement, fire protection, and paramedic programs and policies.

TO-29.1

Public Safety Compliance

The County shall require discretionary development to comply with the requirements of the Fire Protection District and Sheriff's Department by providing adequate access for fire, law enforcement, emergency equipment and personnel, and evacuation.

TO-30

To ensure that future *development* provides adequate private security where appropriate for the prevention of local crime.

Fire Protection

TO-31

To prohibit development in areas where either emergency access or adequate water supplies for firefighting purposes cannot be provided.

TO-31.1

Adequate Water Supply and Delivery for Firefighting

The County shall require adequate water supplies and delivery system for firefighting purposes to serve any discretionary development in accordance with the standards of the Fire Protection District.

Conservation and Open Space

In addition to the resource related goals, policies and programs identified in the County General Plan Goals, Policies and Programs document, the following shall be applicable to the Thousand Oaks Area of Interest:

Biological Resources

TO-32

To protect to the maximum extent feasible the biological resources of the Thousand Oaks Area of Interest in order to maintain natural ecosystems and also preserve the natural beauty of the area (e.g., volcanic outcrops, meadows, thin-soiled volcanic substrate slopes, wetlands areas, etc.).

TO-33

To preserve and protect rare, threatened, endangered and candidate plant and animal species and their habitats.

TO-33.1

Biological Field Reconnaissance Report Requirement

The County shall require a biological field reconnaissance report detailing the composition of species at the site, the presence of rare, threatened, endangered or candidate plant or animal species, the presence of important wildlife movement corridors and wetlands, and suitable mitigation measures to be prepared by the County's biological consultant as part of the environmental assessment of all discretionary development permits involving earth movement or construction on previously undeveloped land (i.e., where the natural vegetation still exists).

TO-33.2

Agency Consultation Requirement

The County shall require the City of Thousand Oaks, the Conejo Open Space Conservation Agency (COSCA), the California Department of Parks and Recreation, the Santa Monica Mountains Conservancy, and the Santa Monica Mountains National Recreation Area to be consulted during the initial 30-day project review period for discretionary development proposals when proposals which may adversely affect the biological resources under their purview are submitted.

TO-34

To protect wildlife habitat and ensure viable wildlife movement corridors between open lands, including parklands, within the study area and surrounding the Conejo Valley.

TO-35

To preserve the major resources of the area by adapting development patterns to the natural environment.

TO-36

To protect the significant stands of the major plant communities of Thousand Oaks: Southern oak woodland, oak savannah, chaparral, coastal and inland sage scrub, riparian woodland, and grassland.

TO-36.1

Protected Trees

The County shall require discretionary development to be located to avoid the loss or damage to protected trees. The County shall require removal of protected trees to only occur after review of the necessity of such removal, and in accordance with the provisions of the County's Scenic

Resource Protection Overlay Zone (Zoning Ordinance), the County's Tree Protection Ordinance (Zoning Ordinance), and the Guidelines for the Preservation and Protection of Trees (see Special Guidelines and Standards).

TO-37

To preserve natural vegetation by restricting grading on hillsides and in canyons to preserve its intrinsic value for wildlife habitat, for slope stability, and for scenic beauty.

TO-38

To protect sources of water vital to wildlife, such as springs, ponds, and streams.

TO-39

To encourage revegetation or landscaping that incorporates indigenous native plant species in order to restore habitat in already disturbed or urbanized areas.

TO-40

To recognize the role of fire in local ecosystems in order that it be taken into account in all planning efforts.

Scenic Resources

TO-41

To preserve and protect the significant visual quality and aesthetic beauty of the Thousand Oaks Area of Interest. This shall include, but not be limited to, protected trees, arroyos, barrancas, and surrounding hills and mountains.

TO-41.1

Public Views of Natural Ridgelines

The County shall prohibit discretionary development which will significantly obscure or alter public views of the natural ridgelines.

TO-41.2

Requirements for Projects in the Thousand Oaks Area of Interest zoned SRP

The following requirements shall apply to all properties in the Thousand Oaks Area of Interest which are zoned SRP (Scenic Resource Protection Overlay Zone):

- (1) The County shall require all discretionary grading to be in accordance with the Grading and Hillside Development Standards (see Special Guidelines and Standards).
- (2) The County shall require removal, damaging or destruction of protected trees to comply with the provisions of the County's Tree Protection Regulations (see Non-Coastal Zoning Ordinance), Tree Protection Guidelines and the Guidelines for the Preservation and Protection of Trees (see Special Guidelines and Standards).
- (3) The County shall prohibit freestanding off-site advertising signs.
- (4) The County shall require any required landscaping to utilize species native to the area where feasible.
- (5) The County shall not approve discretionary development which would significantly degrade or destroy a scenic view or vista.

TO-41.3 Development Abutting Scenic Roadways

The County shall subject discretionary development on parcels abutting an adopted or eligible County Scenic Highway or Local Scenic Road (see "Scenic Roadways") to the following criteria:

- (1) The County shall prohibit freestanding off-site advertising signs and pole-mounted business identification or advertising signs.
- (2) The County shall prohibit outside storage in public. The County shall require storage areas to be landscaped and/or screened from public view.
- (3) The County shall require existing healthy, mature trees, and native and long established vegetation to be retained, where feasible.
- (4) The County shall require development to be designed to be in harmony with the surrounding areas.

TO-41.4 Standard Conditions for Projects Incorporating Permanent Open Space

The County shall require standard Conditions for Projects Incorporating Permanent Open Space/Recreation to be imposed, as appropriate, on all residential subdivisions adjoining or affecting steep slopes, canyons and other scenic areas (see Special Guidelines and Standards).

TO-42

To ensure that all new discretionary development minimizes grading by ensuring that it is sensitively designed in order to preserve the natural beauty of the area.

TO-42.1 Grading and Hillside Development Standards Conformance

The County shall require new discretionary development to be designed and constructed in conformance with the Grading and Hillside Development Standards (Special Guidelines and Standards).

Cultural, Historical, Paleontological, and Archaeological Resources

TO-43

To preserve and protect the unique cultural resources of the Thousand Oaks Area of Interest.

TO-44

To promote educational and preservation programs to further the understanding of community culture and history.

TO-45

To ensure the utilization of proper archaeological research and assistance to precede future development so as to prevent the loss or destruction of significant cultural, archaeological and historical resources.

TO-45.1 Archaeological Resource Review Requirement

The County shall require all discretionary development permits involving construction or earth movement within the Thousand Oaks Area of Interest to be reviewed by the County's designated archaeological resource review organization. Whenever a discretionary development project is located within an archaeologically sensitive area, The County shall require the following requirements:

- (1) The County shall require a field reconnaissance study to be conducted by a County approved archaeologist to determine the potential for surface or subsurface cultural reservoirs.
- (2) The County shall require a qualified archaeological monitor to be present to monitor trenching or earth movement during construction.
- (3) In the event that artifacts of historical or archaeological significance are uncovered, the County shall require the qualified archaeological monitor to be empowered to halt construction in the immediate vicinity of such unearthed artifacts until disposition of the site has been determined by the County Planning Division.

Open Space

TO-46

To preserve in perpetuity the "Public Open Space" areas within the Thousand Oaks area.

TO-46.1

Standard Conditions for Projects Incorporating Permanent Open Space

The County shall require standard Conditions for Projects Incorporating Permanent Open Space/Recreation (see Special Guidelines and Standards) to be imposed, as appropriate, on all discretionary development adjoining or affecting significant habitat and wetland areas.

TO-46.2

Sensitive Land Preservation for New Development

The County shall condition discretionary development projects to preserve the most sensitive portions of the property as permanent open space or recreational areas (see Special Guidelines and Standards).

TO-46.3

Significant Natural Area Preservation

The County shall require deed restrictions, conservation easements, and/or parkland/open space dedications to an appropriate public agency (e.g., Conejo Open Space Conservation Agency (COSCA), California Department of Parks and Recreation, National Park Service, Conejo Recreation and Park District, Nature Conservancy, a Homeowners Association, or other entity approved by the County) to be employed on portions of properties with severe environmental constraints, in order to protect significant natural areas by preserving them as permanent open space/recreation areas while permitting property owners to develop less constrained portions of property (see Special Guidelines and Standards).

TO-46.4

Natural Open Space Preservation

The County shall condition discretionary development permits within or adjacent to areas of significant wildlife habitat, scenic areas, steep slopes, moderate slopes, canyons, water courses, and other hazardous or sensitive areas to reserve a portion of the site for natural open space or recreation in accordance with the standards established in the Special Guidelines and Standards of this Plan. Where appropriate, the County shall encourage developers to dedicate such areas to park or open space agencies.

TO-47

To support the Conejo Open Space Conservation Agency (COSCA) concept of a ring of open space surrounding the Conejo Valley and protect open space between existing neighborhoods.

Figure TO-12 Scenic Roadways

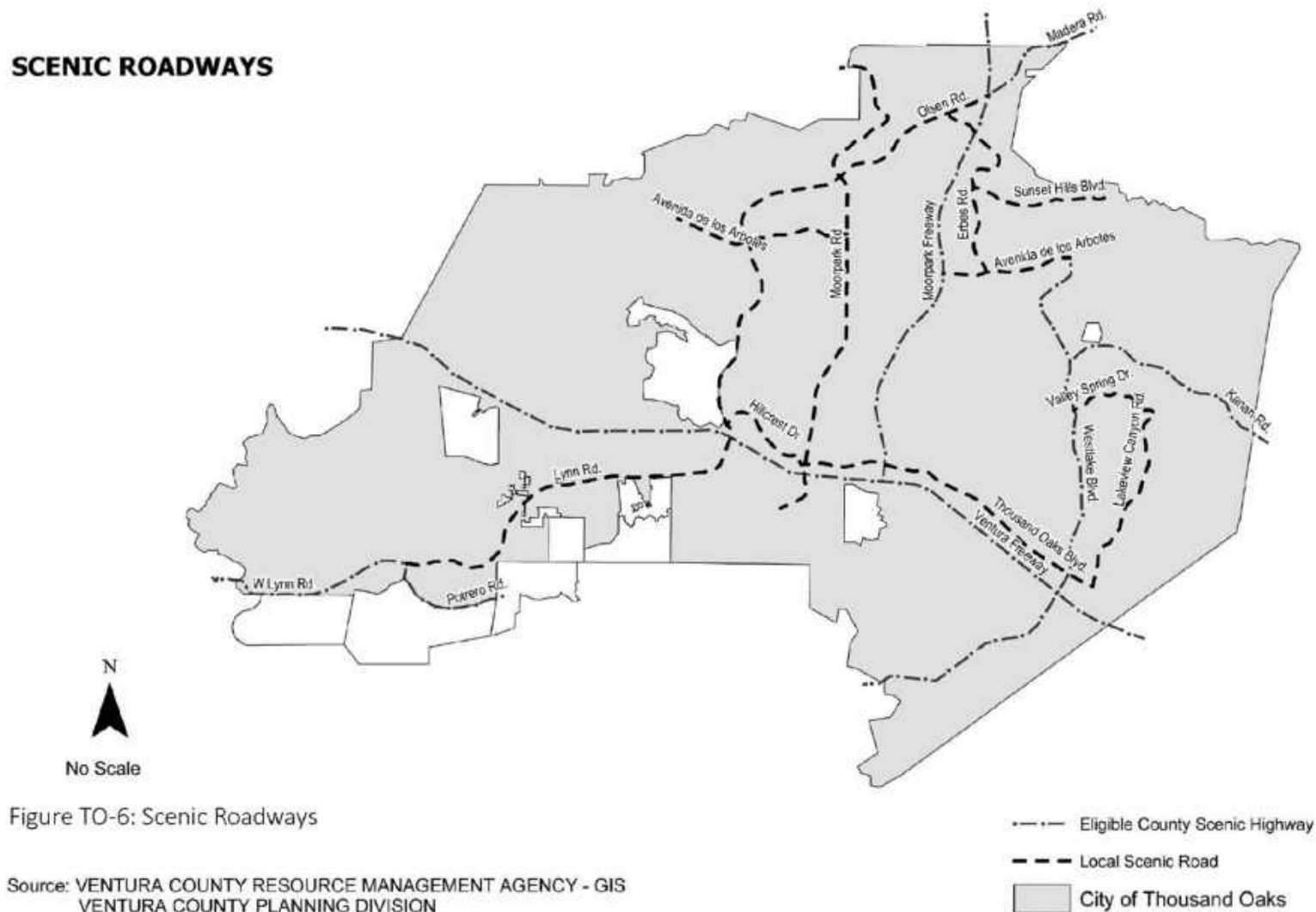


Figure TO-6: Scenic Roadways

Source: VENTURA COUNTY RESOURCE MANAGEMENT AGENCY - GIS
VENTURA COUNTY PLANNING DIVISION
CITY OF THOUSAND OAKS PLANNING DEPT.

Revised: 7/12/1994
Updated: 10/5/2006

Hazards and Safety

In addition to the hazard related goals, policies and programs identified in the County General Plan Goals, Policies and Programs document, the following shall be applicable to the Thousand Oaks Area of Interest:

Wildfire Hazards

TO-48

To ensure that development within or adjacent to high fire hazard areas is protected from wildfires.

TO-48.1

Fuel Modification Zone Requirements

The County shall require discretionary development in or adjacent to high fire hazard areas to maintain a minimum 100-foot-wide fuel modification zone consisting of low density vegetation or fire retardant vegetation around the perimeter of the development. The County shall require maintenance of such fuel modification zones to be adequately provided for through a viable homeowners association, benefit assessment district, or other means approved by the County

TO-48.2

Brush Removal Impact Mitigation

The County shall require discretionary development within high fire hazard areas to be reviewed with attention to the environmental impact of required brush clearance to biological resources, particularly on moderate to steep slopes. The County should encourage brush clearance that reduces fuel volumes while allowing the selective retention of native shrubs a minimum of 20' apart, as permitted by the Ventura County Fire Protection District.

Flood Hazards and Drainage

TO-49

To ensure that downstream flood impacts are not worsened by new discretionary development.

TO-49.1

Temporary Catchment Basin Requirement

The County shall require temporary catchment basins to be constructed on-site and maintained by the property owner in accordance with County standards prior to any site grading, particularly if these operations are to occur during, or extend into, the rainy season.

TO-49.2

On-site Stormwater Retention Facilities

During the period that the City of Thousand Oaks Master Stormwater Retention Facility Study is being prepared, the County may require permanent on-site retention facilities may also be required for a project if determined to be necessary and feasible by the Ventura County Flood Control District. Such structures shall be constructed in such a manner to ensure the protection of the project and adjacent properties from a 100 year frequency storm. The retention basin shall also be designed to minimize erosion and maximize desiltation in order to prevent debris from entering downstream channels. Site improvements shall include, but are not limited to, a perimeter fence with lockable gates, vehicle access to bottom of basin and to top of outlet structure, low-flow pipe system, overflow system, landscaping and an automatic irrigation system to provide visual screening.

TO-49.3

Downstream Flooding Impact Review Requirement

The County shall require cumulative downstream flooding impacts in the Conejo/Calleguas drainage system to be evaluated prior to or as part of the environmental document, for

discretionary developments involving significant amounts of impervious surface coverage. When determined necessary by the County Flood Control District, the County shall require feasible mitigation measures designed to reduce flood impacts to be incorporated into the project design.

Geologic and Seismic Hazards

TO-49.4 **Manufactured Slope Landscaping Requirement**

The County shall require all manufactured slopes to be thoroughly landscaped in order to stabilize disturbed soils in keeping with City of Thousand Oaks standards.

Hazardous Materials

TO-49.5 **Hazardous Materials and Wastes**

The County shall require the storage, handling, and disposal of hazardous materials and wastes to be in compliance with the California Health and Safety Code, and Title 22, California Administrative Code.

Noise

TO-50

To provide for a quiet environment through proper land use planning and permit conditioning.

TO-51

To discourage uses which would result in unreasonable noise impacts to residences and other noise sensitive uses (see Section 7.9 in the General Plan Hazards and Safety Element for a complete listing of these uses).

TO-51.1 **Helicopter Noise Impacts**

The County shall condition discretionary developments which use helicopters to limit flight hours, limit the number of flights per day, utilize an approved flight path, or other means, as necessary, to avoid or mitigate adverse impacts on nearby residences and other sensitive uses.

Air Quality

TO-52

To protect air quality in the Thousand Oaks Area of Interest to the maximum extent feasible by implementing air quality measures more restrictive than those contained in the County General Plan Goals, Policies and Programs document.

TO-52.1 **Ventura County Air Quality Management Plan Consistency**

The County shall prohibit general Plan Amendments and zone changes which are inconsistent with the Ventura County Air Quality Management Plan (AQMP).

TO-52.2 **Drive-up Facilities**

The County shall require drive-up facilities for restaurants, banks, and similar businesses to be designed to minimize vehicle idling and potential carbon monoxide build-up.

TO-52.3 **Dust Suppression**

The County shall require all active and graded portions of a construction site to be watered or treated with a nonoil based dust suppressant, a minimum of twice each working day (once during the day and once at the end of the day) to prevent excessive amounts of dust.

- TO-52.4 Landscaping Requirement for Inactive Portions of Construction Sites**
The County shall require ll inactive portions of a construction site, as determined by the County Public Works Agency, to be planted in some manner such as hydroseeding and watered until sufficient groundcover cover is established.
- TO-52.5 Fugitive Dust Emissions Mitigation**
The County shall require chemical stabilizers to be applied to completed cut and fill areas in order to reduce fugitive dust emissions from inactive portions of a project site.
- TO-52.6 Dust Suppression for Excavation or Grading**
The County shall require all material excavated or graded to be sufficiently watered or treated with a non-oil based dust suppressant, to prevent excessive amounts of dust.
- TO-52.7 Dust Suppression for Materials Transport**
The County shall require all material transported offsite to be either sufficiently watered or treated with a non-oil based dust suppressant, or securely covered to prevent excessive amounts of dust.
- TO-52.8 Face Mask Requirement for Grading Operations**
The County shall require all employees involved in grading operations to wear face masks during dry periods to reduce inhalation of dust.
- TO-52.9 Access Roads Material Requirement**
The County shall require all site access roads to be covered with gravel during construction periods.
- TO-52.10 Street Sweeping Near Construction Activities**
The County shall require public streets in the vicinity of the site to be periodically swept to remove silt which may have accumulated from construction activities.
- TO-52.11 On-site Vehicle Speed Limitation**
The County shall limit on-site vehicle speed during construction to no more than 15 miles per hour.
- TO-52.12 Earth Moving Equipment Maintenance Requirement**
The County shall require earth moving equipment engines to be maintained in good condition and in proper tune as per manufacturer's specifications.
- TO-52.13 On-site Equipment Requirement**
The County shall require all grading and construction equipment to be kept on or near the site until those phases of development are completed.
- TO-52.14 High Wind Restriction**
The County shall require all clearing, grading, earthmoving and excavation operations to cease during periods of high winds (20 mph or greater in one hour).
- TO-52.15 Construction Period during Periods of High Levels of Smog**
The County shall require the construction period during periods of high levels of smog (May through October) to be lengthened to minimize the number of vehicles and equipment operating at the same time.
- TO-52.16 Emission Offsets within Oxnard Plain Airshed**
The County shall require individual applicants for discretionary entitlements which would generate more than 25 pounds of reactive organic compounds and nitrogen oxides per day to obtain, on a

prorate basis, emission offsets currently banked by a source within the Oxnard Plain Airshed. This would likely require the purchase of banked emissions from a major industrial source within the airshed. The Ventura County Air Pollution Control District (APCD) publishes a monthly list of sources with banked emissions which may be available for use as offsets. The emission offsets must be real, permanent, enforceable, and surplus. The County shall require the applicant to demonstrate the availability of the offsets to the Ventura County APCD through a contract or other agreement with the offset source(s), which binds the offsets to the project, prior to finalizing the environmental review process. If an applicant is not able to obtain emission offsets sufficient to lower emissions to below 25 pounds per day, the County shall require in-lieu fees to be paid to fund off-site Transportation Demand Management (TDM) facilities or services, if such a program has been established at that time. These fees can reduce emissions from nonproject generated motor vehicle trips by funding programs to promote ridesharing, public transit and bicycling. The County should require these fees be paid prior to the issuance of building permits by the County. The County should calculate the amount of this financial contribution on a pro-rate basis as determined to be equitable by the APCD.

Water Resources

Water Supply

TO-53

To ensure that urban and rural residential neighborhoods inadequately served by water delivery infrastructure are upgraded.

TO-53.1

Adequate Domestic Water Delivery Infrastructure

The County shall prohibit rezoning to allow more intensified development in areas inadequately served by domestic water delivery infrastructure until a mechanism has been established to upgrade the local domestic water delivery infrastructure.

TO-53.2

Water Main Construction

The County shall require city policies, such as requirements for design and construction, connections to the City mains, etc., to be utilized in the construction of water mains.

Water Conservation and Reuse

TO-54

To ensure the employment of water conservation measures in new construction and development.

TO-54.1

Water Conservation Techniques

The County shall condition discretionary development to utilize all feasible water conservation techniques.

TO-55

To encourage use of groundwater and reclaimed water for agricultural and landscape irrigation purposes.

TO-55.1 **Existing Water Well Maintenance and Use**

The County shall require discretionary development on property containing existing operating water wells to, where feasible, maintain and utilize such wells for agricultural and/or landscape irrigation.

TO-55.2 **Unused Water Well Preservation**

The County shall require discretionary development on property containing unused water wells to, where feasible, preserve such wells for agricultural and landscape irrigation purposes. The County shall require all unused water wells to meet one of the following requirements:

- The County shall require the unused well to be upgraded to meet the County Public Works Agency standards for operating water wells, or
- The County shall require a Re-use Permit (Certificate of Exemption) to be obtained and the unused well to be capped to ensure that no foreign matter can enter the well, and the cap secured to prevent unauthorized access.
- In the event the well cannot be upgraded, the County shall require the well to be destroyed per the requirements of the County Well Ordinance.

TO-55.3 **Private Well Systems in Residential Neighborhoods**

The County shall not permit discretionary development in urban and rural residential neighborhoods that are within an existing water purveyor's pressure zone to utilize a private well system for domestic water service, unless the property owner signs a binding agreement with the water purveyor to discontinue use of the well system for domestic water purposes and to connect to the water system when it becomes available, and to participate financially in the cost of any needed facilities, if required by the purveyor. The County shall allow such permitted well systems to be utilized for agricultural and/or landscape purposes.

Figure TO-13 General Plan Land Use Map – Thousand Oaks Area Plan

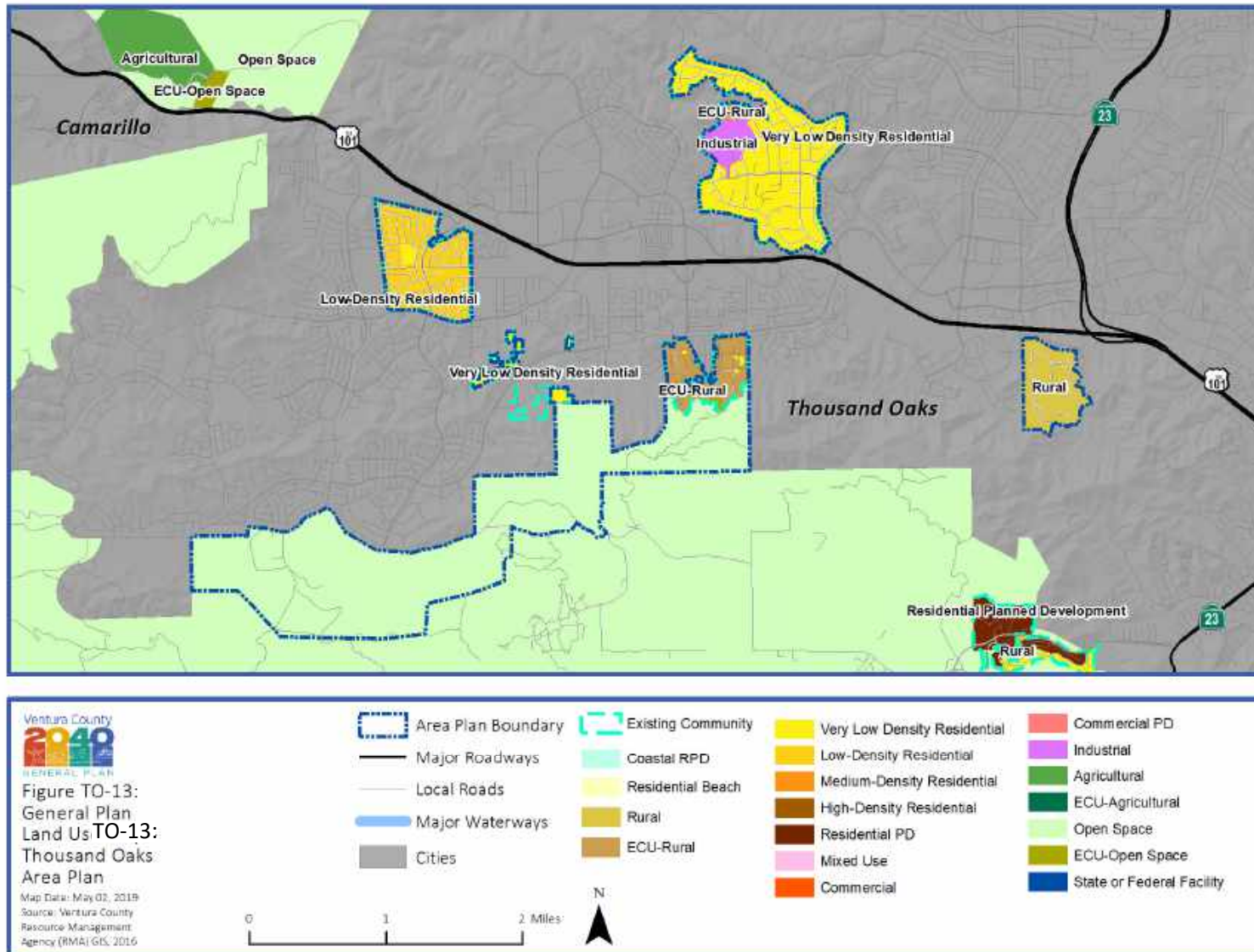


Table TO-5 Implementation Programs

Programs	
A Area Plan Consistency	The County shall require the Planning Division to continue to coordinate with the National Park Service and the Santa Monica Mountains Conservancy to ensure that future amendments to those agencies' plans are consistent with this Area Plan.
B General Plan Consistency	The County shall require the Planning Division to coordinate with the City of Thousand Oaks to ensure this Area Plan remains consistent with the City's General Plan.
C Rural Road Improvements with the Ventu Park Neighborhood	The County shall require the County Public Works Agency, in consultation with the Ventu Park Homeowners Association, to present to the Board of Supervisors for their consideration a program for the design and construction of rural road improvements with the Ventu Park neighborhood. The purpose of such improvements is be to improve public safety and traffic circulation while maintaining the rural ambience of the Ventu Park neighborhood. The County shall require said program to include consideration of funding mechanisms such as the creation of a special assessment district. The County shall require public Works to evaluate means to make the cost of this program affordable to Ventu Park residents such as extending the payback period over a long period of time. The County shall require this program to be initiated when 60% of all property owners within the Ventu Park neighborhood (or 60% of the linear frontage on each block proposed to be included in this program) sign a petition requesting the establishment of a special assessment district for the improvement of the local road system.
D Sewer Infrastructure Planning	The County shall require the County Solid Waste Management Department to prepare and recommend standard conditions designed to promote recycling efforts for discretionary development permits.
E Sewer Infrastructure Master Plan Assessment District	The County shall encourage the City of Thousand Oaks to form an assessment district to master plan and construct needed sewer infrastructure in urban and rural neighborhoods where such services are deficient (e.g., Ventu Park).
F Public Use of School Facilities	The County shall encourage the Conejo Unified School District to make school facilities available during off-school hours as appropriate for community meeting space, recreation, and other compatible functions.
G Conejo Unified School District Information Exchange	The County shall require the County Planning Division to coordinate an exchange of information with the Conejo Unified School District regarding school needs and new residential development.

Programs	
H Scenic Highway Designations	<p>The County shall require the County Planning Division to develop a program proposal for the Board of Supervisors' consideration to:</p> <ul style="list-style-type: none"> (1) Designate U.S. 101 (Ventura Freeway), S.R. 23 (Moorpark Freeway), and Potrero Road as County Scenic Highways (at least within the Thousand Oaks Area of interest); and (2) Rezone to SHP (Scenic Highway Protection Overlay Zone) properties abutting a designated County Scenic Highway.
I National Park Service Open Space Land Acquisition	<p>The County shall recommend that the National Park Service continue its program to acquire additional public open space and recreation land near Rancho Sierra Vista-Satwiwa pursuant to the Santa Monica Mountains National Recreation Area Land Protection Plan (1984).</p>
J Real Estate Sign Area	<p>The County shall require the County Planning Division to develop a program proposal for the Board of Supervisors' consideration to amend the County Zoning Ordinance to reduce the maximum size of real estate signs to 24 square feet Countywide.</p>
K Cultural Heritage Survey	<p>The County, in cooperation with the City of Thousand Oaks, shall conduct a cultural heritage survey of the Thousand Oaks area as funds become available.</p>
L Water Delivery Infrastructure Planning	<p>The County shall encourage the City of Thousand Oaks to form an assessment district to master plan and construct needed water delivery infrastructure in urban and rural residential neighborhoods where such services are deficient (e.g., Ventu Park).</p>

Special Guidelines and Standards

One of the major purposes of the Area Plan is to ensure that the County unincorporated areas in the Thousand Oaks *Area of Interest* are governed by *standards* which are reflective of grading and land use policies employed by the City of Thousand Oaks. The following special *guidelines* and *standards* are derived from various ordinances, resolutions and other policy documents adopted by the City of Thousand Oaks.

5.1 Standard Conditions for Projects Incorporating Permanent Open Space/Recreation Areas

5.1.1 Objective

To protect *sensitive areas* of the unincorporated Thousand Oaks *Area of Interest* through conditioning of *discretionary development* to preserve the most sensitive portions of a proposed project site as permanent open space/recreation areas.

5.1.2 Open Space/Recreation Area Standard

The minimum percentage of the site to be thus preserved is described in the following table:

Average Percent Slope of Site	Minimum Percent of Site to Remain in Natural State (No Cut or Fill) or Be Developed Solely For Recreational Purposes
0.0 - 14.9%	32.5%
15.0 - 17.4%	40.0%
17.5 - 19.9%	47.5%
20.0 - 22.4%	55.0%
22.5 - 24.9%	62.5%
25.0 - 27.4%	70.0%
27.5 - 29.9%	77.5%
30.0 - 32.4%	85.0%
32.5 - 34.9%	92.5%
35.0% and above	100.00%

Note: The above *standard* may be waived or modified by the decision- making body if it would preclude a reasonable and conforming use of the subject property.

5.1.3 Open Space Ownership and Maintenance

Those areas which are to remain as undeveloped open spaces, such as undevelopable slopes and natural landmarks, etc., or which are to be used for recreational purposes may be offered, through dedication, to a governmental jurisdiction as part of an open space and park system. If, however, the public agency does not accept such an offer, the developer shall make provisions for the ownership and care of the open space in such a manner that there can be necessary maintenance thereof. Such areas shall be provided with appropriate access and should, where feasible, be designated as separate parcels which may be maintained through special fees charged to the residents of the subject *development* or through an appropriate homeowners' association.

5.1.4 Standard Conditions

The following conditions should be applied to residential tract maps and other *discretionary development* located in *sensitive areas* as appropriate.

1. Open Space

- (1) The open space area proposed to remain in a natural state should be placed in separate lots and title shall be held by an appropriate public entity (e.g., Ventura County General Services Agency - Recreation Services, *Conejo Open Space Conservation Agency (COSCA)*, California Department of Parks and Recreation, National Park Service, Conejo Recreation and Park Service, Santa Monica Mountains Conservancy), a homeowners' association or other entity approved by the County.

- (2) Open space shall be shown on the Final or Parcel Map and, where feasible, deeded to the designated entity concurrent with the recordation of the map with the County Recorder, (or prior to use inauguration for other affected entitlements), subject to acceptance by the public entity.

The public entity shall be provided with a 1" - 100' scale map delineating topography, geologic data and as-built data referencing existing utilities, archaeological information, known well sites, and other pertinent data.

- (3) Prior to recordation of the Final or Parcel Map, open space areas shall be restored by the developer to their natural state using methods such as:
 - a. Use of native plant materials in the landscape treatment whenever feasible.
 - b. Removal of surface scars, including, but not limited to, roads not part of the trail system, motorcycle trails, utilities excavations, and other ground disturbance associated with past uses. A restoration plan emphasizing erosion control and use of native plant materials shall be submitted for review and approval by the County Planning Division.
 - c. Removal of any structures or out-buildings which are not useable or historical, and of all trash, refuse and debris that is foreign to the natural environment.

2. Property Boundary

- (1) Property boundaries of dedicated open space shall be marked with permanent monuments and staked with short (24-inch), orange-colored painted pipe or in another manner deemed appropriate by the Ventura County Public Works Agency.
- (2) A public entity accepting an open space area shall be provided with an original or reproducible vellum boundary map at 1" - 100' scale which includes bearings, distances or other appropriate callout for all property and easement lines. The information required by Section 5.1.4-1(2), paragraph 2, may be included on this map.

3. Access (Fencing and Gates)

- (1) Access to the open space property shall be controlled through fencing or other appropriate means approved by the County Planning Division and constructed or bonded by the developer prior to recordation or use inauguration.
 - a. Nonflammable fencing of a design and type approved by the County Planning Division and the designated entity shall be installed adjacent to streets bordering open space.
 - b. Special barriers and gates shall be installed at trail access points and other potential points of access to preclude unauthorized vehicles from entering open space.
 - c. If fencing is to be installed, it shall be located to complement the natural contour and shall be placed at least one foot within the boundary of the private parcels.
 - d. Nongated fencing or walls shall be installed between residential lots and open space.

4. Trails

- (1) Trails shall be constructed in the open space according to the plans and *standards* of the County of Ventura, the *Conejo Open Space and Conservation Agency (COSCA)* and the Conejo Recreation and Park District (CRPD).
- (2) All proposed trails and trail easements shall be shown on a grading plan prepared by applicant and approved by the County.

5. Improvements

All improvements, including stream channel inlets, brow ditches, and bench drains shall be stained an earth color to blend with the surrounding natural landscape conditions.

5.2 Guidelines for the Preservation and Protection of Trees

5.2.1 Purpose

The purpose of these Guidelines is to augment the requirements of the County's Scenic Resource Protection Overlay Zone, Tree Protection Guidelines, and the Tree Protection Regulations (see Non-Coastal Zoning Ordinance) by applying regulations which are comparable to the oak tree preservation and protection regulations imposed by the City of Thousand Oaks.

5.2.2 Objectives

In implementing these Guidelines, it is the intention of the County to:

1. Preserve and protect Alder, Big Leaf Maple, Sycamore, Cottonwood and Oak trees in recognition of their historic, aesthetic, environmental and landmark value to the citizens of the Thousand Oaks area.
2. Prohibit uncontrolled and indiscriminate destruction of these *protected trees*.
3. Require the preservation of healthy trees unless reasonable and conforming use of the property justifies the removal, cutting, or encroachment into the *protected zone* of a *protected tree*.

5.2.3 Applicability of Guidelines

These guidelines shall be applicable to all properties within the Scenic Resource Protection Overlay Zone and all *discretionary development* on property containing *protected trees* located within the unincorporated Thousand Oaks *Area of Interest*.

5.2.4 Permit Required

A Tree Permit must be obtained pursuant to the provisions of the County's Scenic Resource Protection Overlay Zone, County's Tree Protection Guidelines, and the Tree Protection Regulations (see Non-Coastal Zoning Ordinance) in order to take any of the following actions in regard to a *protected tree* anywhere in the unincorporated Thousand Oaks *Area of Interest*:

1. Cutting, including pruning of branches in excess of two inches (2") in diameter.
2. Removal.
3. Relocation from one part of the site to another.
4. Encroachment into the *protected zone* of the tree (including grading, excavating, trenching, paving, parking of vehicles, storage of materials or equipment, the construction of structures or other improvements, poisoning, overwatering or other actions taken which could result in injury or death to the tree).

5.2.5 Standards for Granting or Denying Permits

A Tree Permit may be approved based upon one or more of the following findings by the Planning Director (or designee):

1. The condition or location of the protected tree requires cutting to maintain or aid its health, balance or structure;

Note: The removal of live tissue for the purpose of improving or altering the appearance of an oak tree is prohibited. Additionally, it is desirable to postpone the cutting of heavily charred fire-damaged Coast Live Oak Trees for at least two to three years given that most trees will recuperate.

2. The condition of the tree(s) with respect to disease, danger of falling, proximity to existing structures, high pedestrian traffic areas such as parking lots, pedestrian walkways, or interference with utility services cannot be controlled or remedied through reasonable preservation and/or preventative procedures and practices;

Note: Any persons who feel a *protected tree* located on property possessed, owned or controlled by them is a danger to the safety of themselves, others or to structural improvements on-site or off-site shall have an obligation to secure the area around the tree or support the tree, as appropriate, to safeguard both persons and improvements from harm.

3. It is necessary to remove, relocate, cut or encroach into the *protected zone* of a *protected tree* to enable the reasonable and conforming use of the subject property which is otherwise prevented by the presence of the tree.

5.2.6 Application and Processing

Except as provided in these Guidelines, applications for Tree Permits shall be processed in accordance with the County's Tree Protection Guidelines.

1. **Tree Report** - A Tree Report, prepared by a qualified tree consultant, and containing specific information concerning the location, condition, potential impacts of *development*, recommended actions and mitigation measures regarding *protected trees* on the site shall be required as a part of the Tree Permit application, unless specifically waived by the County Planning Division (such as for the removal of dead or hazardous trees).

All work conducted within the *protected zone* of the *protected tree* shall be performed in the presence of the applicant's tree consultant.

2. **Utility Trenching-Pathway Plan** - Unless waived by the County Planning Division, the applicant will be required to submit a Utility Trenching-Pathway Plan for review and approval by the County's landscape consultant. The plan will depict all of the following systems: storm drains, sewers, easements, area drains, gas lines, electrical service, Cable TV, and water mains. Additionally, the plan must show all lateral lines serving the residences. The plan must include the precise locations of all *protected trees* on the project as well as an accurate plotting of the *protected zone*. The plan should be developed considering the following general guidelines:

- (1) The plan must be developed to avoid going into the *protected zone* of any *protected tree* on its path from the street to the building.

- (2) Where it is not possible to avoid some encroachment, the design must minimize the extent of such encroachment.

3. **Tree Permits Involving Four or More Protected Trees** - The City of Thousand Oaks Department of Planning and Community Development shall be notified of all requests for removals, encroachments and/or relocations involving four (4) or more *protected trees*. The County Planning Director's decision on such applications shall automatically be deferred to the County Planning Commission for final determination.

4. **Landscape Consultant Review** - Tree Permit applications shall be reviewed by the County's landscape consultant where appropriate.

5. **Letters of Certification** - Certification letters are required for all work conducted upon *protected trees*. In this regard, the applicant's tree consultant will be required to submit a certification letter to the Planning Division within five (5) working days of such work attesting that all of the work was conducted in accordance with the appropriate permits and requirements of these Guidelines.

5.2.7 Special Tree Requirements

1. **Use of Hand Tools** - Unless otherwise approved, all work conducted in the ground within the *protected zone* will be accomplished using non-power hand tools only.
2. **New Plants in Protected Zone** - Although it is best not to allow any plants within the *protected zone*, only drought tolerant plantings will be permitted. However, if such plants are installed, no spray type irrigation systems are allowed. Unless waived by the County, a landscape plan shall be prepared pursuant to the County's Landscape Design Criteria.
3. **Tree Cavities** - The applicant's tree consultant may make recommendations requiring that certain cavities be cleared out to remove all decayed wood, provide for proper drainage and allow for new growth. Concrete or similar material shall not be used to seal or fill cavities. Screening may be applied over remaining cavities to prevent animal habitation in the trees recommended for this treatment.
4. **Root System** - Where structural footings are required and roots will be impacted, the footings shall be bridged and the roots protected. Unless otherwise approved by the County's landscape consultant, all such roots must be covered with a layer of plastic cloth and two to four inches of styrofoam matting prior to pouring the footing.
5. **Parking Lots and Pedestrian Walkway Improvements** - Since the County's policy in the Thousand Oaks area is to preserve healthy trees unless reasonable and conforming use of the property justifies the removal, cutting or relocation of a *protected tree*, architects should design their projects with this requirement in mind. Therefore, for public safety reasons, parking lots and pedestrian walkways must be designed so that no unhealthy trees are proposed to remain in high vehicular and pedestrian use areas.

To the extent possible, parking spaces should not be located directly under the canopy of a *protected tree*. When this is not possible, pervious paving material will be employed to the satisfaction of the Planning Division.

6. **Grade Changes** - In general, every effort should be made to avoid cut and/or fill slopes within the *protected zone*. Permanent retaining walls, structurally and aesthetically acceptable to the County, may be required. Filling of soil within the *protected zone* may require installations of adequate aeration and drainage devices subject to review and approval by the County's landscape consultant. (Standard details are shown in "Tree Preservation Details").
7. **Temporary Fencing During Grading and Construction** - Prior to the commencement of any grading or construction activities, a minimum five foot high protective fence will be required to be installed at the outermost edge of the *protected zone* of each *protected tree* or group of trees to be preserved. The fences must remain in place throughout the entire construction period and may not be removed without authorization for the County Planning Division. Exceptions to this requirement may occur in cases where *protected trees* are located on slopes that will not be graded.
8. **Tree Removals** - Unless otherwise approved, authorized removal of *protected trees* shall be accomplished using the following guidelines:
 - (1) All portions of the tree shall be removed from the site and debris relocated to an approved County Refuse Disposal site or other approved location. Additionally, the stump must be completely removed and the hole or indentation filled with soil.
 - (2) All tree wells that were originally created to preserve the tree shall be completely filled with soil.

9. Tree Replacement:

- (1) Where a tree permit has been granted for the removal of a *protected tree*, it shall be replaced in accordance with the following schedule:
 - a. Developed Residential Properties - For residential properties where the house currently exists, the replacement shall be one thirty-six-inch (36") box tree for every healthy protected tree approved for removal. In cases of exceptional specimens forty-eight inches (48") or more in diameter, one sixty-inch (60") box tree will be required to be planted.
 - b. All Other Properties - One or more trees equivalent to the appraised value of the tree being removed will be required to be planted. The exact dollar amount will be determined by the current formula developed by the International Society of Arboriculture.
 - c. Violation Penalty - In the event a tree is removed prior to the granting of a tree permit, the replacement shall be double the amount otherwise required. This shall be in addition to any penalties imposed by a court pursuant to the enforcement provisions of the County Zoning Ordinance.
 - (2) The location of replacement trees shall be approved by the County's landscape consultant.
 - (3) Replacement trees must be the same species as the tree removed unless a different variety is approved in advance by the County's Planning Director or landscape consultant.
 - (4) In cases where conditions preclude the project site for planting the replacement trees, the Planning Director (or designee) may consider other options as follows:
 - a. Planting trees on public property such as designated open space areas, public parks, etc., and/or
 - b. Cash donation to the County or an approved public agency in an amount equal to the appraised dollar value of the trees that were removed. The exact dollar amount will be determined by the current formula developed by the International Society of Arboriculture.
10. **Tree Relocation** - In certain cases the County may consider the relocation of *protected trees* from one area in the project to another. The guidelines and limitations of this program are as follows:
- (1) The tree(s) being recommended for relocation must be approved by the County's landscape consultant, whose decision will be based upon factors relating to health, type, size, time of year and proposed location.
 - (2) A refundable cash security deposit, in an amount equal to the cost of purchasing an equivalent nursery-grown tree, will be made with the County Planning Division. The deposit will be refunded after twelve (12) months if, in the opinion of the County's landscape consultant, the relocated tree has survived and is considered to be in good health. If the tree is considered to be marginal, the deposit will be retained for an additional twelve (12) months, at the end of which another inspection will be conducted. If the health of the tree is unchanged or has declined, the developer will remove the relocated tree and replace it with an equivalent nursery-grown tree. The security deposit will then be refunded to the applicant.

5.3 Grading and Hillside Development Standards

5.3.1 Purpose

The purpose of these *standards* is to augment the requirements of the County's Scenic Resource Protection Overlay Zone in the Thousand Oaks *Area of Interest* by applying *standards* which are

comparable to the grading and hillside development *standards* imposed by the City of Thousand Oaks.

5.3.2 Objectives

In implementing these *standards*, it is the intention of the County to:

1. Preserve the natural terrain and aesthetic character of the *moderate* and *steep slopes* (hillside areas) surrounding the Thousand Oaks community, while encouraging creative, innovative and safe development;
2. Encourage only minimal grading which relates to the natural contour of the land, and which will round off, in a natural manner, sharp angles at the top and ends of cut and fill slopes, and which do not result in a "staircase" or "terrace" effect;
3. Require the retention of trees and other vegetation which stabilize steep hillsides, retain moisture, prevent erosion, and enhance the natural scenic beauty and, where necessary, require additional landscaping to enhance the scenic and safety qualities of the hillsides;
4. Encourage a variety of building types and design, when appropriate, to materially reduce grading and disturbance of the natural character of the area;
5. Require immediate planting as soon as possible wherever appropriate to maintain necessary cut and fill slopes, to stabilize them by plant roots, and to conceal the raw soil from view;
6. Require the retention of natural landmarks and prominent natural features which enhance the character of a specific area, for example, the natural skyline; and
7. Impose appropriate conditions on the development of all slopes to obtain conformity with the Thousand Oaks Area Plan Grading and Hillside Development *Standards*.

5.3.3 Applicability of Standards

These *standards* shall be applicable to all properties within the Scenic Resource Protection Overlay Zone and all *discretionary development* involving *steep slopes* or earth movement which would require a discretionary permit pursuant to Section 5.3.4.

5.3.4 Permit Required

A discretionary permit for grading must be obtained for all grading except as provided in Section 8109-4.1.2 of the Non-Coastal Zoning Ordinance.

5.3.5 Application and Processing

Except as provided in these *standards*, applications for discretionary grading permits shall be processed in accordance with the County's Permit Processing Procedures.

5.3.6 City Notification

The City of Thousand Oaks Department of Planning and Community Development shall be notified of requests for discretionary grading when one or more of the following circumstances occur:

1. Cut or fill slopes exceed fifteen feet (15') in height.
2. The natural slope within the area to be graded equals or exceeds twenty-five percent (25%).
3. Grading involves an area 5,000 square feet or larger.
4. When *protected trees* are affected.
5. When ridgelines are involved.

5.3.7 Standards

The following standards shall apply to that portion of the Thousand Oaks *Area of Interest* which is within the Scenic Resource Protection Overlay Zone:

1. **Ridgetop Development** - Construction on top of prominent ridgelines is not permitted if there are other suitable building locations elsewhere on the property. If structures must be placed on top of ridgelines because of site size or similar constraints, they shall be located and designed to minimize visibility and silhouetting against the skyline as viewed from any Local Scenic Road (Figure 2) or any road depicted on the Circulation Element of the City of Thousand Oaks General Plan, and shall be consistent with the following standards:
 - (1) Limit construction to low profile, single-story structures within 20 vertical feet of the nearest crest of a prominent ridgeline. No residential structure shall be higher than 17 feet measured from the finished grade at the center of the building to the highest roof elevation. For existing structures, no alteration or addition shall raise the height or elevation of the existing roof.
 - (2) Utilize large setbacks (50 feet or more) from the edge of a ridgeline building pad;
 - (3) Utilize berms, rounded contour grading and landscaping to soften the visual impact of homes and graded areas.
 - (4) Utilize raised foundations, split-level designs, terracing, and natural blending of architectural features (such as the angle of the roof line appearing as an extension of the adjacent downslope) and other techniques to fit the home to the hillside terrain and to minimize grading required.
 - (5) Utilize native plant types for replanting graded slopes, where appropriate considering the surrounding vegetative conditions.
 - (6) Use natural materials and colors that will blend, rather than contrast with the natural surroundings.
 - (7) No grading or berming shall occur which alters the natural contours or changes the elevation of the crest of the ridgeline in order to create a building pad;
 - (8) Only low profile shaded street lighting, if needed, shall be used to reduce down slope light spillover and night glare.
2. **Manufactured Slopes; Maximum Height** - No cut or fill slope shall exceed a vertical height of twenty-five (25) feet unless this requirement is waived by the decision-making body (see Figure 11).
3. **Manufactured Slopes; Minimum Separation:**
 - (1) The separation between adjacent manufactured slopes shall be at least 100 feet apart as measured from top and ends of cut and fill slopes (see "Grading Standards" at the end of this Section).
 - (2) Any separation between said slopes less than 100 feet shall be considered a continuous manufactured slope, thus requiring a waiver of the 25 ft. height limitation of these Grading and Hillside Development *Standards* by the County Planning Commission or Board of Supervisors.
 - (3) Where this grading technique is proposed, the applicant shall attempt to place manufactured slopes in less exposed portions of the property where the view from the surrounding areas is obscured by manmade or natural physical features.
 - (4) This grading condition shall occur at minimal horizontal distances (length of slope) and said distances should not exceed a length of 100 feet.
 - (5) Where there are abutting manufactured slopes with opposite pad elevations on a similar horizontal plane, the dwelling units shall be staggered to capitalize on any available views between said dwellings and to avoid a monotonous visual effect.
 - (6) Adjacent manufactured slopes may have a reduced separation or even converge if it is determined that this will accomplish an improved blending effect, including slope rounding. These efforts shall result in an improved relationship of grading activity with

the natural terrain and eliminate the appearance of sharp slope angles as viewed from the surrounding area.

4. **Manufactured Slopes; Erosion Control** - All cut and fill slopes greater than three (3) feet in height, except those constructed in rock, shall be planted or otherwise protected from the effects of storm runoff erosion within thirty (30) days after the completion of the grading. Planting shall be designed to blend the slope with the surrounding terrain and *development*. Irrigation facilities shall be required to provide for the proper maintenance of the planted areas.

Landscaping and irrigation plans shall be submitted and approved in accordance with the County's Guide to Landscape Plans.

5. **Grading Near Protected Trees** - On all parcels of land containing *protected trees* (see Section 5.2), grading shall be designed to ensure the survival and health of all such trees, except those which have been expressly authorized for removal or encroachment into the *protected zone*. These trees shall be protected from grading activities by the use of chain link fencing around the trees. If a permit has been issued for encroachment into the *protected zone*, the grading plan shall be accompanied by details for retaining walls and drainage devices prepared by a landscape architect.
6. **Waiver of Standards** - These grading and hillside *development* limitations are not intended to interfere with an applicant's efforts to grade and develop hillside terrain in an innovative and imaginative fashion so as to harmonize a project with the surrounding natural setting. The County encourages creative techniques that serve to uphold or augment the quality environment and aesthetic character of the Thousand Oaks community. Any proposal that relates grading to the natural contours of the land, demonstrates slope blending techniques, and eliminates a staircase or terrace effect is encouraged by the County. Pursuant to this, the provisions of these Grading and Hillside Development *Standards* may be waived by the decision-making body only when it can be shown that the proposed development is in the spirit of, and compatible with, the purpose and objectives of these *standards* or is necessary to enable the reasonable and conforming use of the subject property which would otherwise be precluded by the strict application of these *standards*.

5.4 Water Conservation Standards

5.4.1 Objective

In implementing these standards, it is the intention of the County to condition new discretionary development to minimize water consumption in order to conserve water resources.

5.4.2 Standard Conditions

1. Water efficient plumbing devices (toilets, showerheads and faucet aerators) shall be installed in all new residential, commercial, industrial and institutional units. Water efficient devices are defined as follows: not more than 1.6 gallons per flush for toilets; not more than 2.5 gallons per minute flow for showerheads.
2. Landscape designs for all new multi-family residential, commercial, industrial and institutional developments shall incorporate water conserving features such as: limited turf (lawn) areas, efficient irrigation systems, low-water using plants (such as natives) and appropriate placement of plants and irrigation to minimize water demands. Landscape plans shall conform to the County's Guide to Landscape Plans.
3. Model home complexes in new subdivisions shall include at least one model home equipped entirely with water efficient landscapes, including: drip irrigation, soil moisture sensing devices, little or no turf area, native or low-water use plants, low precipitation sprinklers and properly placed plantings. The models shall include adequate signs and displays to describe these features, including a copy of the landscape plan with a descriptive legend. All model homes shall be equipped with water efficient plumbing devices.

4. All new individual residential units (including condominium units) shall be equipped with separate water meters; multi-family units shall have landscape water on a separate meter for all common areas.
5. Large turf areas, such as golf courses, parks and median strips, shall be discouraged unless equipped with separate water lines to accommodate the use of reclaimed water, where and when available.

Figure TO-14 Tree Preservation Details

TREE PRESERVATION DETAILS

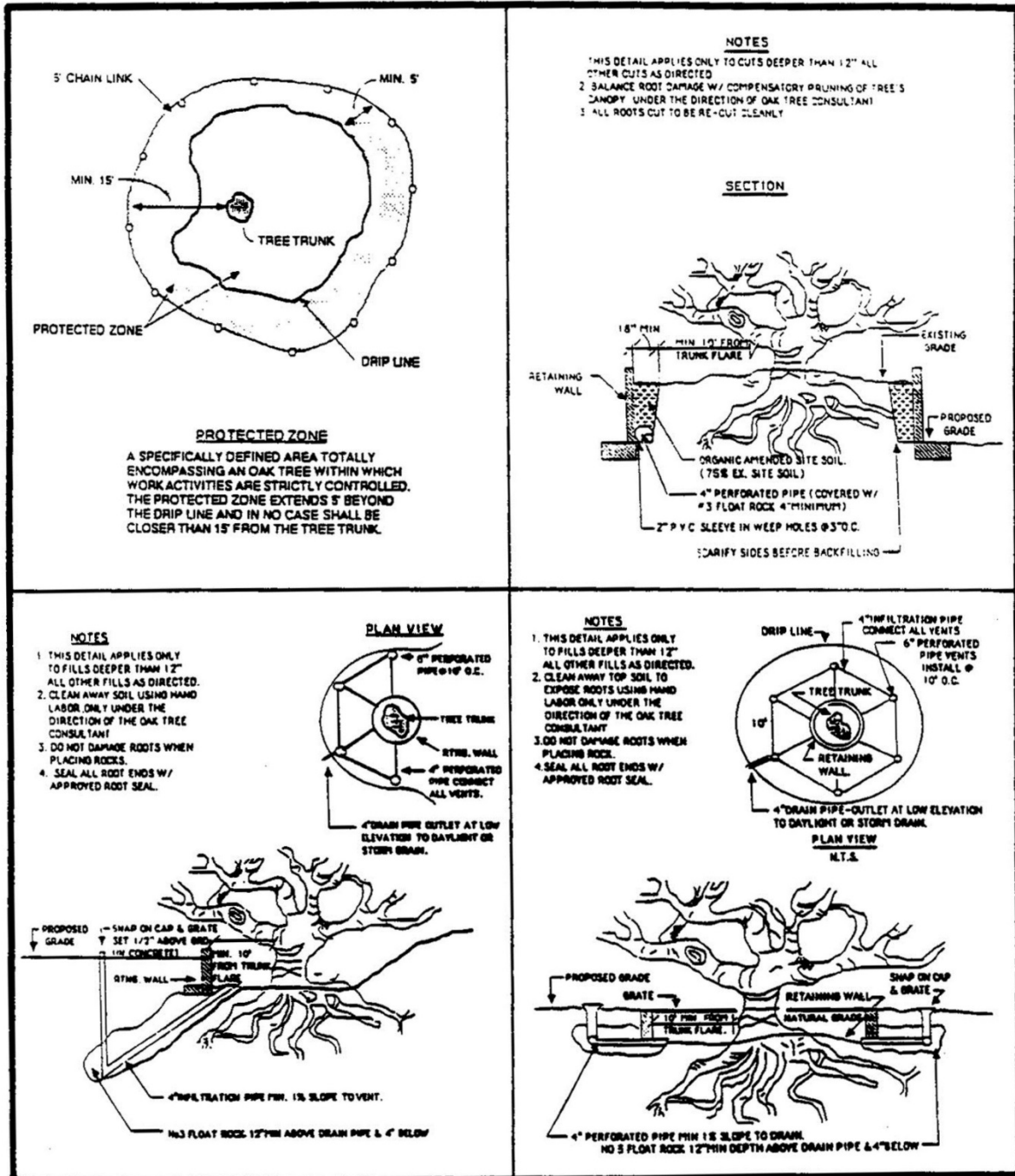
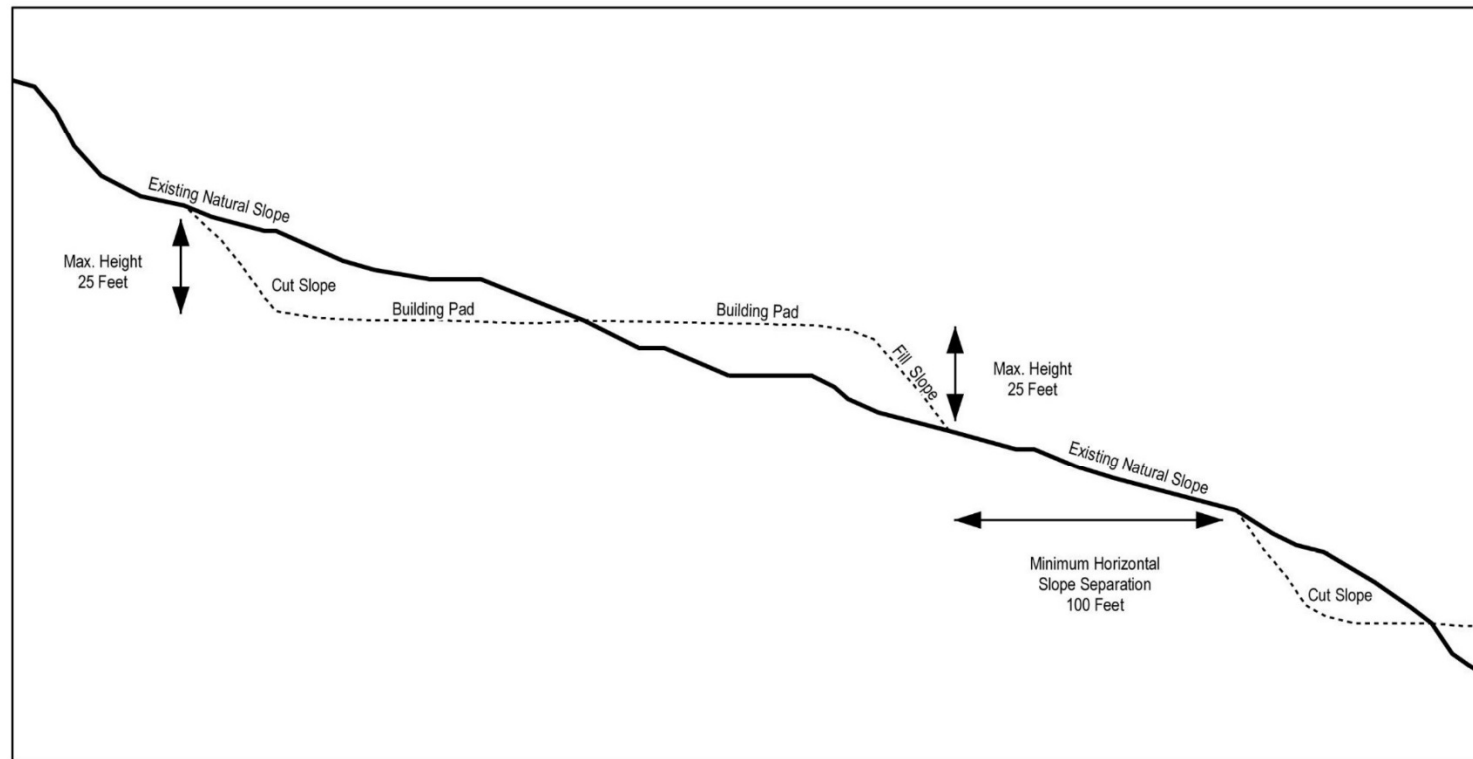


Figure TO-15 Grading Standards

Grading Standards



Glossary

Unless the context requires otherwise, the definitions of words and terms provided in this section, as well as the Goals, Policies and Programs volume of the County General Plan, shall be used in interpreting this Area Plan.

Above Average (Tree): The rating of a protected tree as healthy and vigorous but with minor visible signs of disease and pest infestation (CF. Average and Outstanding).

Archaeologically Sensitive Area: An area in which archaeological resources exist and which could easily be disturbed or degraded by human activities and development.

Area of Interest: Major geographic areas reflective of community and planning identity established by the Ventura County Local Agency Formation Commission (LAFCO). All of the area shown on "Thousand Oaks Unincorporated Planning Sub-Areas" is included in the Thousand Oaks Area of Interest.

Average (Tree): The rating of a protected tree as healthy in overall appearance with a normal amount of disease and/or pest infestation (CF. Above Average and Outstanding).

City of Thousand Oaks Transit: Transit company operated by the City of Thousand Oaks, and funded by the City and the County, which serves the City of Thousand Oaks and adjacent unincorporated areas, and the cities of Moorpark, Westlake Village, Camarillo, Oxnard, and Ventura.

Conejo Open Space Conservation Agency (COSCA): An agency formed by a joint powers agreement between the City of Thousand Oaks and the Conejo Recreation and Park District, which preserves, protects and manages resources within open space areas, within the Thousand Oaks Area of Interest.

Healthy Protected Tree: Any protected tree which is rated "Outstanding", "Above Average", or "Average" by an Oak Tree Preservation Consultant.

Hillside: An area or property having steep slope.

Outstanding (Tree): The rating of a protected tree as healthy and vigorous, characteristic of its species, and free of any visible signs of disease or pest infestation (CF. Above Average and Average).

Protected Tree: Any species of Alder, Big Leaf Maple, Sycamore, and Cottonwood exceeding nine and one-half inches (9.5") in girth and any species of Oak exceeding six and one-quarter inches (6.25") in girth when measured at a point four and one-half feet (4-1/2') above the tree's natural grade.

Protected Zone: The area enclosed by a line which is five feet (5') outside a protected tree's dripline or is fifteen feet (15') from the trunk of the protected tree, whichever is greater.

Qualified Archaeological Monitor: An archaeologist or Native American who is trained to monitor trenching or earthmoving activities at a potentially or confirmed archaeologically sensitive area.

Scenic Open Space Areas: Land in a predominately open, undeveloped character which contains pleasing or beautiful natural scenery.

Sensitive Areas: Areas which could be significantly adversely affected by development due to the presence of natural features including, but not limited to, significant wildlife habitat, scenic areas, steep slopes, moderate slopes, canyons, watercourses, or hazard areas.

Severe Environmental Constraints: Natural features which constrain or preclude development, including, but not limited to, significant wildlife habitats, scenic areas, steep slopes, moderate slopes, canyons, watercourses, or hazard areas.

Slope, Average: The average slope of a property shall be calculated by using the following formula: $S = (100 \times I \times L) \div A$, where S = average slope (%); I = contour interval (feet); L = total length of all contour lines (feet); and A = total area of the lot (square feet).

Slope, Moderate: Any slope on a property, or portion of a property, which exceeds ten percent (10%) average slope.

Slope, Steep: Any slope on a property, or portion of a property, which exceeds twenty-five percent (25%) average slope.

Sphere of Influence: An area designated by the Local Agency Formation Commission (LAFCO) for each city representing the probable ultimate boundary of the city. In the case of Thousand Oaks, the current Sphere of Influence encompasses all of the planning sub-areas shown on "Thousand Oaks Unincorporated Planning Sub-Areas" except Broome Ranch, Rancho Sierra Vista-Satwiwa and a portion of White Stallion Ranch.

Standard: A requirement which must be adhered to as a condition of development.

Thousand Oaks Area of Interest: See Area of Interest.

Wireless Communication Facility: See Non-Coastal Zoning Ordinance.

Wireless Communication Facility, Non-Stealth: See Non-Coastal Zoning Ordinance.

Wireless Communication Facility, Stealth: See Non-Coastal Zoning Ordinance.

Please see the next page.

VENTURA COUNTY GENERAL PLAN COASTAL AREA PLAN



Last Amended July 1, 2017

Ventura County Planning Division

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ACKNOWLEDGEMENTS

The following persons are acknowledged for their contribution to the preparation of the Ventura County Coastal Area Plan. Without their dedication and hard work, the preparation of this land use plan – and the implementation program – would not have been possible. Ventura County is grateful for their many hours of service and contribution to this planning effort.

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For Copies/More Information:

To purchase the Ventura County Coastal Area Plan:

Call 805/654-2478 or 805/654-2805

or go to the Resource Management Agency receptionist
3rd floor of the Government Center Hall of Administration
800 S. Victoria Avenue, Ventura, CA

This Coastal Area Plan is also available on the Planning Division website:

<http://vcrma.org/planning/programs/local-coastal/index.html>

Table of Contents

Abstract.....	xi
Preamble.....	xii
History of Ventura County’s	xiii
Local Coastal Program.....	xiii
Chapter 1	1-1
INTRODUCTION	1-1
1.1 Legislative History	1-1
1.2 Federal Lands and Activities.....	1-2
1.3 Relationship to Other County General Plan Documents.....	1-3
Chapter 2	2-1
SUMMARY OF COASTAL ACT POLICIES	2-1
2.1 Locating and Planning New Development	2-1
2.2 Environmentally Sensitive Habitats.....	2-2
2.3 Archaeological and Paleontological Resources	2-4
2.4 Shoreline Access	2-4
2.5 Recreation	2-7
2.6 Agriculture.....	2-8
2.7 Hazards	2-10
2.8 Energy	2-10
2.9 Oil and Gas Development	2-11
2.9 Tanker Facilities	2-14
2.10 Refineries and Petrochemical Facilities	2-14
2.11 Beach Erosion and Shoreline Structures	2-14
2.12 Public Works.....	2-15
Chapter 3	3-1
LAND USE PLAN.....	3-1
3.1 Land Use Designations.....	3-1
3.2 Zoning Compatibility	3-3
3.3 Land Use Maps.....	3-5
3.3.1 North Coast.....	3-5
3.3.2 Central Coast.....	3-9
3.3.3 South Coast	3-12
Chapter 4	4-1
Goals, Policies and Programs.....	4-1
4.1 THE COASTAL ZONE.....	4-1
4.1.1 Archaeological Resources	4-1
4.1.2 Paleontology	4-3
4.1.3 Environmentally Sensitive Habitat Areas (ESHA).....	4-4
4.1.4 Coastal Trail.....	4-4
4.1.5 Tree Protection.....	4-34
4.1.6 Sea Level Rise	4-37
4.1.7 Visual Resources.....	4-37
4.1.8 Water Efficient Landscaping	4-38

4.2 THE NORTH COAST	4-41
4.2.1 North Coast Subarea Policies.....	4-41
4.2.2 Recreation and Access.....	4-41
4.2.3 Agriculture.....	4-46
4.2.4 Hazards.....	4-48
4.2.5 Energy and Industrial Facilities	4-51
4.2.6 Public Works	4-56
4.2.7 Locating and Planning New Development.....	4-57
4.2.8 Potential Conflicts.....	4-58
4.2.9 Environmentally Sensitive Habitats (ESHA)	4-59
4.3 THE CENTRAL COAST	4-77
4.3.1 Central Coast Subarea Policies.....	4-77
4.3.2 Recreation and Access.....	4-77
4.2.3 Agriculture.....	4-82
4.3.4 Hazards.....	4-84
4.3.5 Beach Erosion.....	4-86
4.3.6 Energy and Industrial Facilities	4-87
4.3.7 Public Works	4-92
4.3.8 Locating and Planning New Development.....	4-94
4.3.9 Potential Conflicts.....	4-94
4.3.10 Environmentally Sensitive Habitats Areas (ESHA)	4-96
4.4 THE SOUTH COAST.....	4-109
4.4.1 South Coast Area Policies	4-109
4.4.2 Recreation and Access.....	4-109
4.4.3 Agriculture.....	4-116
4.4.4 Hazards.....	4-117
4.4.5 Beach Erosion.....	4-119
4.4.6 Energy and Industrial Facilities	4-120
4.4.7 Public Works	4-124
4.4.8 Locating and Planning New Development.....	4-125
4.4.9 Potential Conflicts.....	4-126
4.4.10 Environmentally Sensitive Habitats Areas (ESHA)	4-126

List of Figures

Figure 3-1 Zoning Compatibility Matrix	3-4
Figure 3-2 Local Coastal Area Plan – Land Use Map: North Coast	3-7
Figure 3-3 Building Intensity/Population Density Standards (North Coast Area).....	3-8
Figure 3-4 Local Coastal Area Plan – Land Use Map: Central Coast	3-10
Figure 3-5 Building Intensity/Population Density Standards (Central Coast Area)	3-11
Figure 3-6 Local Coastal Area Plan – Land Use Map: South Coast.....	3-14
Figure 3-7 Building Intensity/Population Density Standards (South Coastal Area)	3-15
Figure 4.1-1 California Coastal Trail, Overview Map	4-15
Figure 4.1-2 California Coastal Trail, North Coast, Segments N1 and N2 (partial)	4-16
Figure 4.1-3 California Coastal Trail, North Coast, Segments N2 (continued) and N3	4-18
Figure 4.1-4 California Coastal Trail, Central Coast, Segment C1 (partial)	4-20
Figure 4.1-5 California Coastal Trail, Central Coast, Segment C1 (continued)	4-22
Figure 4.1-6 California Coastal Trail, Central Coast, Segment C2, C3, C4, and S1 (partial)	4-24
Figure 4.1-7 California Coastal Trail, South Coast, Segment S1 (continued)	4-26
Figure 4.2-1 Environmentally Sensitive Habitats on the North Coast.....	4-61
Figure 4.2-2 Rincon Creek.....	4-62
Figure 4.2-3 North Coast Recreation and Parking Facilities.....	4-63
Figure 4.2-4 Recreational Areas on the North Coast.....	4-64
Figure 4.2-5 North Coast Access Inventory	4-65
Figure 4.2-6 Agricultural Preserves and Prime Soils on the North Coast	4-66
Figure 4.2-7 Hazards on the North Coast.....	4-67
Figure 4.2-8 Pitas Point Quadrangle (Portion) Special Studies Zones.....	4-68
Figure 4.2-9 Existing OCS and Tideland Leases and Oil Facilities on the North Coast	4-69
Figure 4.2-10 Energy Facilities on the North Coast.....	4-70
Figure 4.2-11 Rincon Point Residential Community	4-71
Figure 4.2-12 La Conchita Residential Community	4-72
Figure 4.2-13 Mussel Shoals Residential Community	4-73
Figure 4.2-14 Sea Cliff Residential Community.....	4-74
Figure 4.2-15 Faria Residential Community	4-75
Figure 4.2-16 Solimar Residential Community	4-76
Figure 4.3-1 Environmentally Sensitive Habitats on the Central Coast	4-100
Figure 4.3-2 Santa Clara River Mouth	4-101
Figure 4.3-3 McGrath Lake.....	4-102
Figure 4.3-4 Recreational Areas on the Central Coast.....	4-103
Figure 4.3-5 Central Coast Access Inventory	4-104
Figure 4.3-6 Agricultural Preserves and Prime Soils on the Central Coast	4-105
Figure 4.3-7 Central Coast Restricted Development Area (Map of Pt. Mugu NAS)	4-106
Figure 4.3-8 Existing OCS and Tideland Leases and Oil Facilities on the Central Coast	4-107
Figure 4.3-9 Energy Facilities on the Central Coast.....	4-108
Figure 4.4-1 Environmentally Sensitive Habitat on the South Coast	4-133
Figure 4.4-2 Recreational Areas on the South Coast.....	4-134
Figure 4.4-3 South Coast Access Inventory	4-135
Figure 4.4-4 Agricultural Preserves and Prime Soils on the South Coast	4-136
Figure 4.4-5 Hazards on the South Coast	4-137

Coastal Area Plan Appendices

The following CAP Appendices are contained in a separate document available at:

http://vcrma.org/planning/pdf/plans/CAP_Appendices.pdf

- Appendix 1 Statewide Interpretive Guidelines for Wetlands and Other Wet, Environmentally Sensitive Habitats (1981)
- Appendix 2 Archaeological Guidelines (1980)
- Appendix 3 Paleontological Guidelines (1980)
- Appendix 4 Guidelines for Implementation of the California Land Conservation Act of 1965 (The Williamson Act) (2000)
- Appendix 5 California Department of Navigation and Ocean Development, Survey of Ventura County Beaches (1977)
- Appendix 6 Policy for the Location of Onshore Oil Facilities (1968)

The following Appendices are contained in the coastal Zoning Ordinance, which is available at:

http://vcrma.org/planning/pdf/ordinances/zoning/coastal_zone_ord.pdf

- Appendix 7 (T1) Tree Removal, Alteration, and Planting Standards (2017)
- Appendix 8 (L1) Landscape and Irrigation Plan Requirements (2017)
- Appendix 9 (L2) Calculating the Water Budget of a Project Site (2017)
- Appendix 10 (L3) Sample Water Efficient Landscape Worksheet (2017)
- Appendix 11 (L4) Estimated Total Water Use (2017)
- Appendix 12 (L5) Examples for Calculating the Water Budget (2017)
- Appendix 13 (L6) Sample Certificate of Completion (2017)
- Appendix 14 (L7) Invasive Plant List (2017)

Ventura County Coastal Area Plan Digital Maps

Some of the maps in the Ventura County Coastal Area Plan (listed below) have been updated in digital format. Because these maps reflect more current data, they may not exactly reflect the corresponding map in the Coastal Area Plan. **These maps are not the official maps.** These maps are available for viewing at <http://vcrma.org/planning/programs/local-coastal/coastal-plan-map-gallery.html>

Land Use Maps

Figure 3-2: North Coast Land Use Map

Figure 3-4: Central Coast Land Use Map

Figure 3-6: South Coast Land Use Map

North Coast

Figure 4.2-2: Rincon Creek

Figure 4.2-6: Agricultural Preserves and Prime Soils

Figures 4.2-11 thru 4.2-16:

Existing Communities (Rincon Point, La Conchita, Mussel Shoals, Sea Cliff,
Faria, Solimar)

Central Coast

Figure 4.3-2: Santa Clara River Mouth

Figure 4.3-3: McGrath Lake

Figure 4.3-6: Agricultural Preserves and Prime Soils

Figure 4.3-10 Land Use Map: Harbor

South Coast

Figure 4.4-4: Agricultural Preserves and Prime Soils

The following maps themes were not assigned figure numbers but are available for viewing at <http://vcrma.org/planning/programs/local-coastal/coastal-plan-map-gallery.html>

- Hazards – Tsunami Inundation
- Hazards – Faults
- Hazards – Non-Earthquake Induced Landslides
- Hazards – Earthquake Induced Landslides
- Hazards – Liquefaction Areas
- Hazards – Groundshaking Acceleration

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Abstract

The essence of Ventura County's Local Coastal Program, mandated by the California Coastal Act of 1976, is the Land Use Plan for the unincorporated portions of the coastal areas of Ventura County, which is known as the Coastal Area Plan (CAP). It addresses the County's significant coastal issues with a combination of land use designations, resource protection, and development policies.

Ventura County's coastal zone is approximately 43 miles long and is bounded on the north by Santa Barbara county line and to the south by Los Angeles county line and is further defined by the following geographical areas:

- North Coast Subarea (Figure 3-2, North Coast Planning Area): The steep slopes of the Ventura foothills abut the northern portion of the coastal zone between Rincon Point and the Ventura River. Within this subarea, there are approximately 2,265 acres designated agriculture, 1,257 acres designated Open Space, 350 acres designated industrial, and 0.54 acres designated commercial. Emma Wood State Beach, Faria and Hobson County Parks, six residential communities, Rincon Parkway, U.S. Highway 101 and the Southern Pacific Railroad occupy the narrow strip of land at the base of the mountains that forms this section of the coastal zone.
- Central Coast Subarea (Figure 3-4, Central Coast Planning Area): The central part of the coastal zone is situated between the cities of Ventura, Oxnard and Port Hueneme. Within this subarea, there is approximately 1,425 acres designated agriculture, 248 acres designated Open Space, and 3.0 acres designated commercial. McGrath State Beach, the wetlands of Ormond Beach, and the residential beach communities of Hollywood and Silverstrand are located along the coastline.
- South Coast Subarea (Figure 3-6, South Coast Planning Area): The southern portion of the coastal zone begins at the south end of Navy Base Ventura County. Within this subarea, there is approximately 710 acres designated agriculture, 13,545 acres designated Open Space, and 4.0 acres designated commercial. Within the Santa Monica Mountains is Point Mugu and Leo Carrillo State Parks. The residential communities of Solromar and Crowne Pointe Estates are located on the west and east side of Highway 1, respectfully.

Overall, the coastal zone comprises approximately 24,745 acres (or 39 square miles), not including the cities of Ventura, Oxnard and Port Hueneme, Channel Islands Harbor, and Naval Base Ventura County.

Specific issues evaluated in each sub-area include environmentally sensitive habitats, recreation and access, agriculture, hazards, beach erosion, energy and industrial facilities, public works, and locating and planning of new development. Objectives are offered for each issue along with County Policies to achieve each objective.

During the 2016 Local Coastal Program (LCP) Update, a reorganization of the CAP was initiated by consolidating the abstracts, objectives, policies and programs for general coastal resource issues under the heading "Coastal Zone Objectives, Policies and Programs". Within this new section, subjects may also be addressed by geographic subarea. This new format replaces the segregation of general costal resource issues by geographic subarea and will be utilized for future amendments to the CAP.

Preamble

In Ventura County, the coastal zone is governed by the terms and conditions of the Coastal Area Plan (CAP), the Coastal Zoning Ordinance (CZO), and the County's two adopted Categorical Exclusion Orders (i.e. Categorical Exclusion Order E-83-1 and amendment E-83-1A), all of which are subject to the California Coastal Act (Pub. Res. Code § 30000 et seq.) and corresponding Coastal Regulations (14 Cal. Code of Regs. § 13000 et seq.). These planning tools are used to guide development in the coastal zone and are further described below:

1. Ventura County's Coastal Area Plan is intended to serve as the County's "land use plan" and "local coastal element" applicable to the unincorporated portions of the coastal zone as required by the California Coastal Act of 1976, Public Resources Code Section 30000 et seq.

The Coastal Area Plan is also an Area Plan for the unincorporated coastal portions of Ventura County and, as such, is part of the County's General Plan. The purpose of the County's General Plan is to meet the local government General Plan requirements of Division I of the Planning and Zoning Law, Government Code Section 65000 et seq.

2. The purpose of the County's CZO is to implement the policies of the County's Coastal Area Plan.
3. A Categorical Exclusion Order is an independent document adopted by the Coastal Commission in accordance with § 30610 of the Coastal Act. It exempts certain categories of development from Coastal Development Permit requirements because they have no possibility of causing environmental impacts. Categorical Exclusion Orders are adopted separately from the CZO, and the policies and specifics within those orders apply regardless of whether or not they are adopted by the local jurisdiction into its zoning ordinance. While the language of a Categorical Exclusion Order may be incorporated into a zoning ordinance, the order itself remains independent from the local zoning ordinance and cannot be amended or altered without approval of the Coastal Commission.

The Goals, Policies and Programs of the Ventura County General Plan are cumulative and, as such, individual goals, policies and programs should be used and interpreted in context of other applicable goals, policies and programs. In the case of overlapping goals, policies and programs, the more restrictive shall govern.

All components of the Ventura County General Plan (as they apply to the coastal zone), including the Coastal Area Plan, are intended to be consistent with the provisions of the California Coastal Act of 1976 as amended. Any ambiguities in the General Plan, as they apply to the coastal zone, including the Coastal Area Plan, shall be resolved in favor of the interpretation most likely to implement the mandated goals, policies and programs of the Coastal Act.

History of Ventura County's Local Coastal Program

Federal and State Legislation		
Date	Source and Statute	Description
October 27, 1972	U. S. Congress: Title 16 U.S.C. 1451-1464	Established a federal coastal zone management policy and created a federal coastal zone. Congress declares that it is a national policy "to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone." Coastal states are provided a policy and source of funding for the implementation of federal goals.
November 7, 1972	Voter Initiative: California Coastal Zone Conservation Act (Proposition 20)	A temporary measure that set up six regional Coastal Commissions with permit authority and a directive to prepare the California Coastal Zone Conservation Plan to the California State Legislature for its adoption and implementation.
January 1, 1977,	California State Legislature: California Coastal Act (Public Resources Code Division 20)	Coastal Act establishes a permanent coastal management program for California. Permanent enacting law that establishes a set of policies that regulate land uses in the designated coastal zone. Further, it provides for the transfer of permitting authority, with certain limitations reserved for the State, to local governments through adoption and certification of Local Coastal Programs (LCP) by the Coastal Commission.

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
November 18, 1980 Resolution 222		Adoption of the Land Use Plan (Coastal Area Plan) of the Local Coastal Program.
December 19, 1980		Ventura County Resource Management Agency (RMA) submits the Local Coastal Program (LCP) Land Use Plan (CAP) to the South Central Regional Commission.
	February 20, 1981 Regional Commission Hearing #1	Regional Commission raises ten specific issues with respect to the adequacy of the County's Plan.
March 3, 1981		Board postpones second Regional Commission hearing in order to provide time for County and Commission staffs to

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		meet and negotiate the ten issues.
April 14, 1981 Resolution 222 Amendment No. 1 to the LCP		Denial of that portion of the plan covering Channel Islands Harbor; Adopted amendments to the previously approved Land Use Plan (CAP) to address comments from Coastal Commission staff regarding housing and agricultural grading, adding energy facilities as a permitted use in Coastal Open Space (COS), deleting the Union Oil storage tank facility from the Central Coast subarea land use map and identification of all access points on the land use maps,
	May 16, 1981 Regional Commission Hearing #2	Disapproval of County's Local Coastal Program (LCP); All ten issues were not resolved, added a new issue, agricultural grading; Upheld County's recommendation to designate the Seacliff agricultural land (Hoffman Property) as Coastal Open Space (COS); the Cliff House as Coastal Commercial (CC) and the Coastal Lemon property Coastal Industrial (CM)
June 2, 1981		Board decides to appeal the Regional Commission's disapproved portions of the Plan to the State Coastal Commission.
	July 16, 1981 State Coastal Commission Hearing #1	Substantial Issues Raised: Planning for federal lands and questions regarding the need for new policies to address Santa Monica Mountains
	August 20, 1981 State Coastal Commission Hearing #2	Conditional Certification: Requested equivalent language for policies related to agriculture, environmentally sensitive habitats, grading ocean-front visitor-serving recreational facilities, access and recreation, housing and Santa Monica Mountains.
November 10, 1981 Resolution 222		Approval of Coastal Commission's Conditional Certification. Changes made to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP). Two major issues still unresolved: Planning for federal lands and minimum lot size for non-prime agricultural land.
December 1, 1981 Resolution 222	January 19, 1982	Resolution approving Coastal Commission's conditional certification with modifications that required specific policy language and text changes to LCP Land Use Plan (LUP)/Coastal Area Plan (CAP).
March 30, 1982 Resolution 222 Amendment No. 2 to the LCP	Certified June 18, 1982 Certified April 28, 1983	Designate Mussel Shoals Cliff House Coastal Commercial (CC). Deletion of the "housing" sections in the north, central and south coast subareas. Authorize the Director of Resource Management Agency (RMA) to submit Local Coastal Program (LCP) Coastal Area Plan (CAP) to California Coastal Commission (CCC) for certification.
July 26, 1983 Ordinance 3654		Chapter 1 of Division 8 (Planning and Zoning) of the Ventura County Ordinance Code is hereby amended by adding 1.1

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		(to be known as the Zoning Ordinance for the Coastal Zone)
September 6, 1983 Ordinance 3656	October 26, 1983	Adoption of Ventura County official zoning maps for the coastal zone and rezoning all property in conformance with LCP Land Use Plan and Coastal Zoning Ordinance (CZO). County assumes permit authority in the coastal zone.
October 15, 1985 Ordinance 3745 GPA 85-3 Z-2755/2756		CZO Amendment. Rezone from Residential Beach Harbor (RBH) zone to Coastal Commercial (CC) zone; 0.43 acres on the east side of Ocean Drive, 70 feet south of the intersection of Los Altos Street and Ocean Drive
October 29, 1985 Ordinance 3743	LCP No. 1-85 (Major) December 19, 1985 (Minor) February 7, 1986	CZO Amendment. Regulations for satellite dish antennas in the Residential Beach Harbor (RBH) zone in response to Emergency Ord. 3732 which placed a 45-day moratorium on the construction of new satellite antennas in the RBH zone.
May 13, 1986 Ordinance 3772		CZO Amendment. Re-codification of the Coastal Zoning Ordinance (format and structure to be consistent with NCZO, addition of specific uses to certain coastal zones, clarification of permit requirements).
August 26, 1986 Ordinance 3787	LCP No. 1-86 (Major and Minor) July 8, 1986 LCP No. 2-86 (Minor) December 10, 1986 LCP No. 3-86 (Minor) January 14, 1987	CZO Amendment. Add and modify definitions in Article 2, provide detailed regulations for kennels and building height measured in the Residential Beach Harbor (RBH) zone, disallow athletic fields in the Coastal Open Space (COS) zone, clarify discretionary permits are appealable to the Coastal Commission, clarify most repair and maintenance is exempt from coastal development permit requirements, update provisions for lot mergers and the use of non-conforming lots.
December 20, 1988 Ordinance 3883 Z-2822 GPA 88-4	LCP No. 2-88 (Minor) January 11, 1989 LCP No. 1-89 (Major) May 10, 1989	CZO Amendment. Camp Hess Kramer (APN 700-0-060-14 and APN 700-0-060-30) developed camp areas rezoned from Coastal Open Space (COS) Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive CRE-10 acres and CRE 20 acres. Solromar (APN 700-0-070-05) rezone from COS (M) to Coastal Rural Exclusive (CRE) 5-acres.
June 20, 1989 GPA 89-1	LCP No. 2-89-A (Minor) October 10, 1989 LCP No. 2-89-B (Minor) October 11, 1989 LCP No. 2-89-C (Major) October 10, 1989	CAP Amendment. Correct clerical errors, clarifications, add tables that show intensity of land use permitted in each land use designation with total area, building intensity, population and employment capacity, and population and employment density for each subarea of the Coastal Plan as required by State law, add a land use designation/zoning classification compatibility matrix, replace four outdated appendices (The Guidelines for Orderly Development, State of California Interpretive Guidelines for Wetlands and Other Wet, Environmentally Sensitive Habitats, Guidelines for Implementation of the California Land Conservation Act of 1965 (aka Land Conservation Act Guidelines), and

Ventura County's Local Coastal Program

Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
		Conditional Use Permit Conditions for Oil Operations), and replace out-of-date material in the Local Coastal (Area) Plan. The amendments do not involve changes or redefinitions of coastal land use designations.
July 10, 1990 Ordinance 3946		CAP Amendment. Incorporating State mandated requirements for implementation of Ventura County's Hazardous Waste Management Plan.
Amended Ordinance 3964 December 11, 1990 Z-2843 GPA 90-4	LCP No. 1-90 (Minor) September 11, 1990 LCP No. 1-91 (Major and Minor) March 15, 1991	CZO Amendment. Silverstrand (APN 206-0-171-26) rezoned from Coastal Commercial (CC) to Residential Beach Harbor (RBH)
Adopted October 19, 1993 Ordinance 4042 Z-2857 GPA 93-3	LCP No. 1-93 (Major) February 16, 1994	CZO Amendment. Lazy-J Ranch Camp (APN 701-0-030-100) rezoned from Coastal Open Space (COS) Santa Monica Overlay (M) to Coastal Rural Exclusive (CRE) 40-acres.
Adopted February 1, 1994 Ordinance 4055		CZO Amendment. Clarify zone suffix designation, lot coverage per building, setbacks, off-street parking, recycling facilities, nonconformities and substandard lot, administrative penalties and procedures. minimum lot sizes per zoning designation, etc.
	LCP No. 1-95 (De-Minimis) December 13, 1995	Ventura County de Minimis LCP Amendment No. 1-95
Adopted December 10, 1996 Ordinance 4127 Z-2909 GPA 96-3	LCP No. 1-97 (Major) April 10, 1997 LCP No. 2-96 (Major) July 9, 1997	CZO Amendment. (Rural Intensity and La Conchita), La Conchita (APNs 060-0-050-090; -130; -155; -165; -180; -195; -205; -235; -255) rezoned from Coastal Rural (CR) 1-acre to Coastal Open Space (COS) 10-acres
	LCP No. 2-97 (Major) September 9, 1997	Approved Ventura County LCP Amendment No. 2-97 (Hollywood Beach) Designation of APN 206-0-233-165) from Residential Beach Harbor (RBH) to Coastal Residential, Planned Development (CRPD).
Adopted May 25, 1999 Ordinance 4186	LCP No. 1-99 (Minor) August 13, 1999	CZO Amendment. Addition of Section 8178-3.6 Standards for Off-Site Parking Spaces
Adopted December 5, 2000 Ordinance		CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
4219		
	Time Extension March 13, 2001	Extend time for action on Ventura County LCP Amendment No. VNT-MAJ-1-00 Time Extension: Text and appendices to County's LCP to achieve consistency with General Plan and NCZO
		Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 (Part A): Amendments to energy development
Adopted November 20, 2001 Ordinance 4249 GPA 00-3	LCP No. 1-00-A (Major) LCP No. 1-00-B (Major) January 11, 2002	County: CZO Amendment. Add definitions and establish procedures for emergencies and divided jurisdictional authority, modernize standards relating to oil and energy facilities, change symbols in the use matrix. CCC: Approval of Ventura County LCP Amendment No. VNT-MAJ-1-00 A & B Certification review
Adopted May 14, 2002 Ordinance 4263 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-210) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH).
Adopted May 14, 2002 Ordinance 4264 Z-2943	LCP No. 1-02 (Minor) LCP No. 2-02 (Minor) July 11, 2002	CZO Amendment. Hollywood Beach (APN 206-0-254-200) rezone from Coastal Residential Planned Development (CRPD) to Residential Beach Harbor (RBH)
Adopted June 3, 2003 Ordinance 4283		CZO Amendment. Amend standards related to second dwelling units
	LCP No. 1-03 (De Minimis) January 14, 2004	Approved Ventura County LCP Amendment No. 1-03: Permitting secondary housing units
Adopted October 10, 2006 Ordinance 4351 ZN04-0002 GPA-06-1		CZO Amendment. Crown Pointe Estates Tract 5457: Subdivide Lot 10 of Tract 4483 to create five lots: four lots zoned Coastal Rural (CR) 1-acre and one commercial lot (Neptune's Net) zoned Coastal Commercial (CC).
	Time Extension August 8, 2007	Time Extension: County of Ventura LCP Amendment No. 1-2007 (Crown Pointe Estates) Time Extension: Rezone Residential and Neptune's Net
Adopted January 29, 2008 Ordinance 4378		LCP Amendment. Convert existing official zoning maps from hard copy to official zoning data, GIS format and to omit hyphens in existing zoning classification abbreviations.
	LCP No. 1-07 (Major) April 9, 2008	Approved with Modifications Ventura County LCP Amendment No. 1-07 (Crown Pointe Estates)

Ventura County's Local Coastal Program		
Board of Supervisors' Action or Adoption	California Coastal Commission Certification	Amendment Description
Amended September 16, 2008 LCP 1-2007		CZO Amendment. Crown Pointe Estates Tract 5457 Rezone from Coastal Commercial (CC) to Coastal Rural (CR) 1-acre and a required mitigation fee of \$557,084 to offset the loss of the 2.9 acres of commercial zoned property to residential.
Adopted September 23, 2008 Ordinance 4391	LCP No. 1-07 (Major) October 16, 2008	Approved Ventura County LCP Amendment No. VNT-MAJ-01-07 (Crown Pointe Estates) Certification Review
Adopted June 28, 2011 Ordinance 4435		CZO Amendment. Amend sections related to special needs housing and reasonable accommodation
Adopted January 24, 2012 Ordinance 4443		CZO Amendment. Crown Pointe Estates Rezone APN 700-0-260-140 from Coastal Rural Exclusive (CRE); Santa Monica Mountains Overlay (M) to Coastal Rural Exclusive (CRE) 2-acres (M) Overlay.
	LCP No. 1-12 (Major) June 14, 2012	Approved Ventura County LCP Amendment No. MAJ-1-12: Crown Pointe Estates
	LCP No. 2-12 (Major) November 15, 2012	Approved with Modifications Ventura County LCPP Amendment No. MAJ-2-12 (Phase I Update): Amend CZO with code updates, land use clarifications, permit processing procedures, spelling and grammar corrections
Adopted December 11, 2012 Ordinance 4451		CZO Amendment. Adoption of a resolution to accept California Coastal Commission Modifications to County Coastal Zoning Ordinance ZN12-0002, Text Amendments
	LCP No. 2-12 (Major) February 7, 2013	Approved Ventura County LCP Amendment No. VNT-MAJ-2-12 (Phase I Update) Certification Review.

Chapter 1

INTRODUCTION

1.1 Legislative History

On October 27, 1972, the United States Congress passed the Coastal Zone Management Act (CZMA). The CZMA directed coastal states to develop and implement coastal management programs with the goal of preserving, protecting, developing and, where possible, restoring and enhancing valuable natural coastal resources. Passage of the CZMA was a recognition of the importance of balancing competing uses of and impacts to the environment. The U.S. Congress found that it was a national policy “to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological, cultural, historic, and aesthetic values as well as to the need for compatible economic development (16 U.S.C. 1452b).”

On November 7, 1972 the state of California enacted The Conservation Act (also referred to as Proposition 20). The Conservation Act of 1972 established the California Coastal Zone Conservation Commission and six regional commissions. Their purpose was to prepare a comprehensive coastal plan that was to be adopted into law by the State Legislature. The commissions were also granted permit authority over coastal development. Four years later, the commissioners presented a plan that was passed into law called the California Coastal Act.

The California Coastal Act of 1976 (Public Resources Code (PRC), Division 20) established a set of policies, a coastal boundary line, and a permit procedure. It also directed the transfer of permitting authority to local governments through adoption and certification of local coastal programs (LCPs). For areas with certified LCP's, the Coastal Commission retains permit authority over developments occurring on tidelands, submerged lands, and public trust lands. The Coastal Commission also retains appeal jurisdiction over local government coastal development permits approved by the County, and is responsible for reviewing amendments to a local agency's LCP. Under the CZMA, the Commission is also responsible for federal consistency reviews of federal agency, federally permitted, and federally funded activities.

Pursuant to Coastal Act Section 30001.5, the State's fundamental goals for coastal management are as follows:

- (a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

To accomplish its goals the Coastal Act details a comprehensive set of policies in Chapter 3 - Coastal Resources Planning and Management Policies. Other chapters provide definitions, address the composition and authority of the Coastal Commission and regional commissions, detail development controls, enforcement and penalty procedures, and, in general, set forth specific criteria to be met by all LCPs. Together, the goals and policies of the Coastal Act provide a framework for protection of coastal lands and the orderly management of development. As stated in Coastal Act Section 30222, some types of development have priority over others, with primary consideration given to agriculture and coastal-dependent industry.

1.2 Federal Lands and Activities

The Federal Coastal Zone Management Act (CZMA) authorizes states with federally approved coastal management programs (CCMPs) to review for consistency federal license and permit activities that affect land or water uses in the coastal zone. The CZMA regulations governing the federal consistency review process define "Federal license and permit activity" as "any authorization, certification, approval, or other form of permission which any Federal agency is empowered to issue to an applicant". Under the regulations, in order to review federal licenses and permits, a state must either include a list of such licenses/permits in its approved program or, for other federal licenses and permits, must request and obtain permission from the National Oceanic and Atmospheric Administration's (NOAA) Office of Ocean and Coastal Resources Management (OCRM) to review the activity.

The California Coastal Commission's CCMP (approved by NOAA, 1978) includes a list of Federal Licenses and Permits. In Ventura County, federal agency licenses and permits subject to the certification process for consistency with the State CCCMP (approved by NOAA in 1978) includes the Department of Defense (i.e. Navy Base Ventura County) and the Environmental Protection Agency (i.e. Santa Monica Mountains National Recreation Area). For activities on this list, the Federal agency may not issue the license/permit until the applicant for the license/permit submits a consistency certification to the California Coastal Commission and receives Commission concurrence with that certification. If the California Coastal Commission objects, the Federal agency may not issue the license/permit unless the applicant appeals the objection to the Secretary of Commerce, and the Secretary overrides the Commission's objection.

The County is responsible for reviewing and commenting, in an advisory capacity, on federal activities which affect the coastal zone. Policies are provided in this CAP to assist the County in this advisory role and to advise the Coastal Commission and federal agencies of the County's policy positions. Examples of such activities for which the County may review and comment upon any consistency determinations include the following:

- Purchases or disposition of land
- New development which could significantly increase the amount of water usage or the disposal of waste water
- Changes in use of the Mugu Lagoon
- Major flood control measures

- Institution of dual civilian/military use of the Point Mugu airport
- Recreational development in the Santa Monica Mountains (e.g., development of a General Management Plan for the Santa Monica Mountains National Recreation Area)
- Major changes in Natural Resources Conservation Service programs.

1.3 Relationship to Other County General Plan Documents

The Ventura County General Plan is the general land use plan by which the unincorporated portions of Ventura County may develop in the future.

The Ventura County General Plan consists of:

- (a) Countywide Goals, Policies and Programs
- (b) Technical appendices which contain background information and data in support of the Countywide Goals, Policies and Programs, and
- (c) Area Plans, including the CAP, which contain Goals, Policies and Programs for specific geographic areas of the County.

The Coastal Area Management Act requires that the 61 cities and 15 counties in coastal California have a certified local land use plan in accordance with Chapter 3 of the Coastal Act and guidelines established by the California Coastal Commission. The County's CAP is a collection of Goals, Policies, and Programs that focus on the coastal zone within unincorporated Ventura County. The CAP also includes land use maps that define the type and intensity of allowable development within the coastal zone. It is therefore amended, by resolution of the Board of Supervisors, as an amendment to the Ventura County General Plan. All Objectives, Policies and Programs set forth in the Coastal Area Plan must be consistent with the Ventura County General Plan.

General Statements

- 1 Development within environmentally sensitive areas is discouraged. Existing County procedures and ordinances are not adequate to protect environmentally sensitive habitats to the extent required by the Coastal Act. In particular, uses allowed in buffer areas will be more limited than those allowed in the "C-O-S" (Coastal Open Space) zone, and feasible mitigation measures will be required consistent with Sections 30230 and 30231 of the Act.
2. New development in buffer zones shall be limited to access paths, fences necessary to protect environmentally sensitive areas, and similar uses which have either beneficial effects on wildlife or no significant adverse effects.

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Chapter 2

SUMMARY OF COASTAL ACT POLICIES

Integrating the Coastal Act policies with County needs is an important aspect of developing the Coastal Area Plan (CAP). County policies must be aligned with mandated State policies so the course of coastal development is clear, balanced, and in concert with the intent of the Act as stated below.

In order to ensure that policies in the CAP are interpreted in a manner consistent with the Coastal Act, the policies of the Coastal Act (Sections 30200 through 30265.5) are incorporated herein by this reference as policies of the CAP. Relevant sections of the Coastal Act, as may be amended from time to time by the State, are provided on the following pages for informational purposes. Note that, in many instances, Coastal Act policies apply to more than one coastal issue area, and all applicable policies should be taken into consideration during the review of a proposed development. For purposes of this CAP, the definitions found in the Coastal Act and/or the CZO apply. In this regard, terms stated below that are italicized are specifically defined in the CZO; these definitions can be found in Article 2 of the CZO.

The California legislature recognized that there is a potential for conflicts between the Coastal Act policies. Section 30007.5 states that when conflicts do arise, they will be resolved by taking a balanced direction that is most protective of significant coastal resources.

2.1 Locating and Planning New Development

§ 30001.5 Legislative Findings and Declarations; Goals

The Legislature further finds and declares that the basic goals of the state for the coastal zone are to:

- (a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- (b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

§ 30250 Location; Existing Developed Area

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas

are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

- (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.
- (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

§ 30251 Scenic and Visual Qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

§ 30255 Priority of Coastal-Dependent Developments

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

2.2 Environmentally Sensitive Habitats

§ 30230 Marine Resources; Maintenance

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

§ 30231 Biological Productivity; Water Quality

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

§ 30233 Diking, Filling, or Dredging; Continued Movement of Sediment and Nutrients

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - (4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - (6) Restoration purposes.
 - (7) Nature study, aquaculture, or similar resource dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where the improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

- (d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before

issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

§ 30236 Water Supply and Flood Control

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

§ 30240 Environmentally Sensitive Habitat Areas, Adjacent Developments

- (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
- (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

§ 30607.1 Wetlands Dike and Fill Development; Mitigation Measures

Where any dike and fill development is permitted in wetlands in conformity with Section 30233 or other applicable policies set forth in this division, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided, however, that if no appropriate restoration site is available, an in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or the replacement site shall be purchased before the dike or fill development may proceed. The mitigation measures shall not be required for temporary or short-term fill or diking if a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.

2.3 Archaeological and Paleontological Resources

§ 30244 Archaeological and Paleontological Resources

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

2.4 Shoreline Access

§ 30210 Access, Recreational Opportunities; Posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

§ 30211 Development Shall Not Interfere with Coastal Access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

§ 30212 New Development Projects

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
- (b) For purposes of this section, "new development" does not include:
 - (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.
 - (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
 - (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
 - (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not a seaward of the location of the former structure.
 - (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.
- (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

§ 30212.5 Public Facilities; Distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

§ 30213 Lower Cost Visitor and Recreational Facilities; Encouragement and Provision; Overnight Room Rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

§ 30214 Implementation of Public Access Policies, Legislative Intent

- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
 - (1) Topographic and geologic site characteristics.
 - (2) The capacity of the site to sustain use and at what level of intensity.
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
 - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

§ 30252 Maintenance and Enhancement of Public Access

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition

and development plans with the provision of onsite recreational facilities to serve the new development.

§ 30530 Legislative Intent

It is the intent of the Legislature, consistent with the provisions of Chapter 9 (commencing with Section 31400) of Division 21, that a program to maximize public access to and along the coastline be prepared and implemented in a manner that ensures coordination among and the most efficient use of limited fiscal resources by federal, state, and local agencies responsible for acquisition, development, and maintenance of public coastal accessways. There is a need to coordinate public access programs so as to minimize costly duplication and conflicts and to assure that, to the extent practicable, different access programs complement one another and are incorporated within an integrated system of public accessways to and along the state's coastline. The Legislature recognizes that different public agencies are currently implementing public access programs and encourages such agencies to strengthen those programs in order to provide yet greater public benefits.

2.5 Recreation

§ 30220 Protection of Certain Water-Oriented Activities

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

§ 30221 Oceanfront Land; Protection for Recreational Use and Development

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

§ 30222 Private Lands; Priority of Development Purposes

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

§ 30223 Upland Areas

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

§ 30234.5 Economic, Commercial, and Recreational Importance of Fishing

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

2.6 Agriculture

§ 30222.5 Oceanfront Lands; Aquaculture Facilities; Priority

Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

§ 30241 Prime Agricultural Land; Maintenance in Agricultural Production

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

- (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.
- (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.
- (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.
- (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.
- (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.
- (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

§ 30241.5 Agricultural Land; Determination of Viability of Uses; Economic Feasibility Evaluation

- (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241 as to any local coastal program or amendment to any certified local coastal program submitted for review and approval under this division, the determination of "viability" shall include, but not be limited to, consideration of an economic feasibility evaluation containing at least both of the following elements:
 - (1) An analysis of the gross revenue from the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.
 - (2) An analysis of the operational expenses, excluding the cost of land, associated with the production of the agricultural products grown in the area for the five years immediately preceding the date of the filing of a proposed local coastal program or an amendment to any local coastal program.

For purposes of this subdivision, "area" means a geographic area of sufficient size to provide an accurate evaluation of the economic feasibility of agricultural

uses for those lands included in the local coastal program or in the proposed amendment to a certified local coastal program.

- (b) The economic feasibility evaluation required by subdivision (a) shall be submitted to the commission, by the local government, as part of its submittal of a local coastal program or an amendment to any local coastal program. If the local government determines that it does not have the staff with the necessary expertise to conduct the economic feasibility evaluation, the evaluation may be conducted under agreement with the local government by a consultant selected jointly by local government and the executive director of the commission.

§ 30242 Lands Suitable for Agricultural Use; Conversion

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

§ 30411 Wildlife Fishery and Management Programs; Wetlands; Aquaculture

- (a) The Department of Fish and Game and the Fish and Game Commission are the principal state agencies responsible for the establishment and control of wildlife and fishery management programs and the commission shall not establish or impose any controls with respect thereto that duplicate or exceed regulatory controls established by these agencies pursuant to specific statutory requirements or authorization.
- (b) The Department of Fish and Game, in consultation with the commission and the Department of Boating and Waterways, may study degraded wetlands and identify those which can most feasibly be restored in conjunction with development of a boating facility as provided in subdivision (a) of Section 30233. Any such study shall include consideration of all of the following:
 - (1) Whether the wetland is so severely degraded and its natural processes so substantially impaired that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.
 - (2) Whether a substantial portion of the degraded wetland, but in no event less than 75 percent, can be restored and maintained as a highly productive wetland in conjunction with a boating facilities project.
 - (3) Whether restoration of the wetland's natural values, including its biological productivity and wildlife habitat features, can most feasibly be achieved and maintained in conjunction with a boating facility or whether there are other feasible ways to achieve such values.
- (c) The Legislature finds and declares that salt water or brackish water aquaculture is a coastal-dependent use which should be encouraged to augment food supplies and to further the policies set forth in Chapter 4 (commencing with Section 825) of Division 1. The Department of Fish and Game may identify coastal sites it determines to be appropriate for aquaculture facilities. If the department identifies such sites to the commission, it shall do so by October 1, 1980, and shall by the same date transmit information identifying such sites to the commission and the relevant local government agency. The commission, and where appropriate, local governments shall, consistent with the coastal planning requirements of this division, provide for as many coastal sites identified by the Department of Fish and Game for any uses

that are consistent with the policies of Chapter 3 (commencing with Section 30200) of this division.

- (d) Any agency of the state owning or managing land in the coastal zone for public purposes shall be an active participant in the selection of suitable sites for aquaculture facilities and shall make the land available for use in aquaculture when feasible and consistent with other policies of this division and other provision of law.

2.7 Hazards

§ 30232 Oil and Hazardous Substance Spills

"Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur."

§ 30253 Minimization of Adverse Impacts

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

2.8 Energy

§ 30001.2 Legislative Findings and Declarations; Economic Development

The Legislature further finds and declares that, notwithstanding the fact electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state.

§ 30260 Location or Expansion

Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262

if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

2.9 Oil and Gas Development

§ 30232 Oil and Hazardous Substance Spills – See Hazards section.

§ 30262 Oil and Gas Development

a) Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

- (1) The development is performed safely and consistent with the geologic conditions of the well site.
- (2) New or expanded facilities related to that development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
- (3) Environmentally safe and feasible subsea [sic] completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of those structures will result in substantially less environmental risks.
- (4) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, as determined in consultation with the United States Coast Guard and the Army Corps of Engineers.
- (5) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.
- (6) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.
- (7)
 - (A) All oil produced offshore California shall be transported onshore by pipeline only. The pipelines used to transport this oil shall utilize the best achievable technology to ensure maximum protection of public health and safety and of the integrity and productivity of terrestrial and marine ecosystems.
 - (B) Once oil produced offshore California is onshore, it shall be transported to processing and refining facilities by pipeline.
 - (C) The following guidelines shall be used when applying subparagraphs (A) and (B):

- (i) "Best achievable technology," means the technology that provides the greatest degree of protection taking into consideration both of the following:
 - Processes that are being developed, or could feasibly be developed, anywhere in the world, given overall reasonable expenditures on research and development.
 - Processes that are currently in use anywhere in the world. This clause is not intended to create any conflicting or duplicative regulation of pipelines, including those governing the transportation of oil produced from onshore reserves.
 - (ii) "Oil" refers to crude oil before it is refined into products, including gasoline, bunker fuel, lubricants, and asphalt. Crude oil that is upgraded in quality through residue reduction or other means shall be transported as provided in subparagraphs (A) and (B).
 - (iii) Subparagraphs (A) and (B) shall apply only to new or expanded oil extraction operations. "New extraction operations" means production of offshore oil from leases that did not exist or had never produced oil, as of January 1, 2003, or from platforms, drilling island, subsea completions, or onshore drilling sites, that did not exist as of January 1, 2003. "Expanded oil extraction" means an increase in the geographic extent of existing leases or units, including lease boundary adjustments, or an increase in the number of well heads, on or after January 1, 2003.
 - (iv) For new or expanded oil extraction operations subject to clause (iii), if the crude oil is so highly viscous that pipelining is determined to be an infeasible mode of transportation, or where there is no feasible access to a pipeline, shipment of crude oil may be permitted over land by other modes of transportation, including trains or trucks, which meet all applicable rules and regulations, excluding any waterborne mode of transport.
- (8) If a state of emergency is declared by the Governor for an emergency that disrupts the transportation of oil by pipeline, oil may be transported by a waterborne vessel, if authorized by permit, in the same manner as required by emergency permits that are issued pursuant to Section 30624.
 - (9) In addition to all other measures that will maximize the protection of marine habitat and environmental quality, when an offshore well is abandoned, the best achievable technology shall be used.
- b) Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.
 - c) Nothing in this section shall affect the activities of any state agency that is responsible for regulating the extraction, production, or transport of oil and gas.

§ 30265 Legislative Findings and Declarations; Offshore Oil Transportation

The Legislature finds and declares all of the following:

- (a) Transportation studies have concluded that pipeline transport of oil is generally both economically feasible and environmentally preferable to other forms of crude oil transport.
- (b) Oil companies have proposed to build a pipeline to transport offshore crude oil from central California to southern California refineries, and to transport offshore oil to out-of-state refiners.
- (c) California refineries would need to be retrofitted if California offshore crude oil were to be used directly as a major feedstock. Refinery modifications may delay achievement of air quality goals in the southern California air basin and other regions of the state.
- (d) The County of Santa Barbara has issued an Oil Transportation Plan which assesses the environmental and economic differences among various methods for transporting crude oil from offshore California to refineries.
- (e) The Governor should help coordinate decisions concerning the transport and refining of offshore oil in a manner that considers state and local studies undertaken to date, that fully addresses the concerns of all affected regions, and that promotes the greatest benefits to the people of the state.

§ 30265.5 Coordination of Activities Concerning Offshore Oil Transport and Refining

- (a) The Governor, or the Governor's designee, shall coordinate activities concerning the transport and refining of offshore oil. Coordination efforts shall consider public health risks, the ability to achieve short- and long-term air emission reduction goals, the potential for reducing California's vulnerability and dependence on oil imports, economic development and jobs, and other factors deemed important by the Governor, or the Governor's designees.
- (b) The Governor, or the Governor's designee, shall work with state and local agencies, and the public, to facilitate the transport and refining of offshore oil in a manner which will promote the greatest public health and environmental and economic benefits to the people of the state.
- (c) The Governor, or the Governor's designee, shall consult with any individual or organization having knowledge in this area, including, but not limited to, representatives from the following:
 - (1) State Energy Resources Conservation and Development Commission
 - (2) State Air Resources Board
 - (3) California Coastal Commission
 - (4) Department of Fish and Game
 - (5) State Lands Commission
 - (6) Public Utilities Commission
 - (7) Santa Barbara County
 - (8) Santa Barbara County Air Pollution Control District
 - (9) Southern California Association of Governments
 - (10) South Coast Air Quality Management Districts
 - (11) Oil industry
 - (12) Public interest groups
 - (13) United States Department of the Interior

- (14) United States Department of Energy
- (15) United States Environmental Protection Agency
- (16) National Oceanic and Atmospheric Administration
- (17) United States Coast Guard

- (d) This act is not intended, and shall not be construed, to decrease, duplicate, or supersede the jurisdiction, authority, or responsibilities of any local government, or any state agency or commission, to discharge its responsibilities concerning the transportation and refining of oil.

2.9 Tanker Facilities

§ 30261 Tanker Facilities; Use and Design

Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

2.10 Refineries and Petrochemical Facilities

§ 30263 Refineries or Petrochemical Facilities

- (a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.
- (b) New or expanded refineries or petrochemical facilities shall minimize the need for once-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from in plant processes where feasible.

2.11 Beach Erosion and Shoreline Structures

§ 30235 Construction Altering Natural Shoreline

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water

stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

2.12 Public Works

§ 30254 Public Works Facilities

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

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Chapter 3

LAND USE PLAN

The County's land use plan for the coastal zone reflects the goals, policies and programs outlined in Chapter 4. Information within this chapter includes a description of land use classifications ("designations"), followed by a table that describes which zones are compatible with each land use designation. This chapter also contains land use information for the three subareas that form the coastal zone (i.e. North, Central and South Coast) – namely, a brief description of the subarea, land use maps, and a summary table of building intensity / population density.

3.1 Land Use Designations

The land use designations in the Coastal Area Plan are designed to reflect the policies, existing and proposed land uses, existing General Plan land use designations, and zoning categories. This was done to preclude a significant amount of changes to the General Plan and Zoning Code. In some cases only one or two zoning categories are consistent with a land use designation. All existing zoning categories applied to the coastal zone have been modified as necessary to meet the policies in the Plan.

The land use categories listed below describe the type and intensity of land use permitted within each category. Summary Tables ([Figures 3-1, 3-5 & 3-7](#)) list each land use designation and its total area, building intensity, population and employment capacity, and population and employment density. The purpose of each of the land use categories is described below.

The following are descriptions of each land use designation, ~~and~~ including the principal permitted uses for each designation.

- **Open Space** - The purpose of this designation is to provide for the preservation and enhancement of valuable natural and environmental resources while allowing reasonable and compatible uses of the land. Another purpose is to protect public safety through the management of hazardous areas such as flood plains, fire prone areas, or landslide prone areas. Principal permitted uses are one dwelling unit per parcel, agricultural uses as listed as principal permitted uses in "Agricultural" designation and passive recreational uses that do not alter physical features beyond a minimal degree and do not involve structures. Minimum lot size in the "Open Space" designation is 10 acres.
- **Agriculture** - The purpose of this designation is to identify and preserve agricultural land for the cultivation of plant crops and the raising of animals. Lands placed in this designation include those in existing agricultural use, existing agricultural preserves (Land Conservation Act Contracts), and land with prime soils. Principal permitted uses are: crops for food and fiber; orchards and vineyards; field or row crops; drying and storage of crops, hay, straw, and seed; growing and harvesting of flowers, ornamentals, and turf; and animal breeding, pasturing, or ranching. Minimum lot size in the "Agriculture" designation is 40 acres.
- **Recreation** - This designation identifies those facilities in the Coastal Zone that provide recreational opportunities or access to the shoreline. Principal permitted uses are active and passive recreation including parks with facilities for picnicking,

camping, riding, and hiking, on a day use or longer use basis. Structures or other facilities are limited to those necessary to support the recreational uses.

- **Residential Designations** - The building intensities listed below indicate the maximum number of dwelling units allowed on a given parcel of land. These intensities are reflective of existing lot sizes and zoning categories. Principal permitted uses in all residential areas, in addition to those listed below, are churches, fire stations, public parks and playgrounds, and home occupations.

Rural Intensity - The lowest intensity residential designation with one dwelling unit per two acres. Principal permitted uses are a single-family dwelling and those uses listed under "Agriculture" except animal breeding, pasturing, or ranching.

Low Intensity - Principal permitted use is single-family dwelling. The intensity is 1 - 2 dwelling units per acre.

Medium Intensity - Again, the principal permitted use is a single-family dwelling. The intensity is 2.1 to 6 dwelling units per acre.

High Intensity - The majority of residential development in the unincorporated Coastal Zone is within this intensity. Principal permitted uses are one- and two-family dwellings per parcel. The intensity is 6.1 to 36 dwelling units per acre.

- **Commercial** - Mainly used for neighborhood commercial uses, but because of certain locations close to beach or other recreational areas this land use designation may also serve visitor needs. Generally property under this designation contains small lots suitable only for small neighborhood-serving uses. Principal permitted uses are grocery stores, delicatessens, meat markets, bakeries, drug stores, fruit and vegetable stores, hardware stores, restaurants and cafes, shoe repair shops, and other uses normally considered as neighborhood serving. Also, dwelling units above the stores occupied only by the proprietor are permitted if the entire ground floor is retail business.
- **Industrial** - The main intent of this designation is to recognize industrial uses found in the unincorporated Coastal Zone or areas where expansion of existing industrial uses is logical. Most of the uses now found in this designation are coastal-dependent such as the Rincon and La Conchita oil and gas processing facilities that service offshore oil. Any vacant parcels shown as "Industrial" should be annexed prior to any development. Principal permitted uses are oil processing facilities or expansion of said facilities, associated administrative or executive offices, and oil and gas exploration, production, and temporary storage.
- **Stable Urban Boundary Line** - This line on the land use maps generally separates areas intended for agricultural use from areas intended for uses more urban in nature. In 1995, 1998 and 2001, the Save Open Space and Agricultural Resources (SOAR) ordinance/initiative was adopted by the County of Ventura, the cities of San Buenaventura and Oxnard. The SOAR ordinances and initiatives establish "City Urban Restriction Boundary" (CURB) lines around each city and require city voter approval before any land located outside the CURB lines can be developed under the city's jurisdiction for urban purposes. Voter approval is also required for certain changes to the CAP involving the "Agricultural," "Open Space" or "Rural" land use map designations, or any change to a CAP goal or policy related to those land use designations. The SOAR Ordinance for Ventura County remains in effect until December 31, 2020 unless extended by a vote of the people.

3.2 Zoning Compatibility

The specific land use regulations are established by zoning. The Zoning Compatibility Matrix (see Figure 3-1) identifies which zones are compatible with the various General Plan and Coastal Area Plan Land Use Designations. The Zoning Compatibility Matrix is located on the following page.

**Figure 3-1
Zoning Compatibility Matrix**

		ZONES										
PLAN MAP LAND USE DESIGNATIONS		COS (10 AC. Min.)	CA (40 AC. Min.)	CR (1 AC. Min.)	CRE (10,000 S.F. Min.)	CR-1 (7,000 S.F. Min.	CR-2 (3,500 S.F./DU)	RB (3,000 S.F. Min.)	RBH **	CRPD	CC	CM
General Plan	Coastal Area Plan											
Open Space	Open Space (10 Ac. Min.)	◯	◯									
Agriculture/ Open Space	Agriculture (40 Ac. Min.)		◯									
Open Space	Recreation	◯										
Rural	Rural (Residential 2 Ac. Min.)			2 AC	2 AC							
Existing Community or Urban	Low (Residential 1-2 DU/Ac.)			◯	◯							
	Medium (Residential 2.1-6 DU/Ac.)					◯				6 U		
	High (Residential 6.1-36 DU/Ac.)						◯	◯	◯	36 U		
	Commercial										◯	
	Industrial											◯
State/ Federal Facility	Open Space (40 Ac. Min.)	◯										



Not compatible with Plan



Compatible with Plan



Compatible only with zone suffix equal to or more restrictive than that shown in circle.



= X acre minimum lot size



= X thousand square feet minimum lot size



= X units per acre maximum

Footnotes:

* 1,750 S.F. per single-family dwelling / 3,000 S.F. per two-family dwelling.

3.3 Land Use Maps

3.3.1 The North Coast

Area Summary



The North Coast spans 12 miles from the northern County line at Rincon Point southward to the Ventura River. It encompasses coastal cliffs, formed by eroding marine terraces, a portion of the Santa Inez Mountains, narrow sandy beaches, rocky tidepools, and a perennial *stream*.

Approximately 90 percent of the area inland of Highway 101 is open space or *agriculture*. Most of the land is owned in large *parcels* of 20 to 40 acres, or more. Oil wells and related facilities are scattered throughout the area. U.S. Highway 101 and the tracks of the Southern Pacific Railroad wind along the narrow strip of land at the base of the mountains.

Six residential (1-6 below) and two (7 and 8 below) industrial "Existing Communities," as designated by the County in 1978, are located on the North Coast (Figures 4.2-11- 4.2-16). The purpose of the "Existing

Community" designation is to recognize the existing urban *development* along the coast, and to allow those specific areas to infill using prevailing zoning categories. The communities are:

1. Rincon Point - A 9.4-acre residential area with controlled *access*. It is zoned "C-R-1" (Coastal *One-Family* Residential, 7,000 square foot minimum *lot* size).
2. La Conchita - An older residential community, about two miles south of the Santa Barbara-Ventura County Line, east of U.S. Highway 101, that encompasses 19.0 acres and is zones "R-B" (Residential-Beach) and "C-C" (Coastal Commercial).
3. Mussel Shoals - A 5.6 acre mixed-density residential area. It is located west of U.S. Highway 101 and the Old Coast Highway, and is zoned "R-B" (Residential-Beach) and "C-C" (Coastal Commercial).
4. Seacliff - An area of 11.34 acres bounded on the north by freeway right-of-way, east by the Old Coast Highway, and to the south by Hobson County Park. The homes are *single-family* and zoning is "R-B".
5. Faria - A residential area west of U.S. Highway 101 and about 5.5 miles north of the City of San Buenaventura. It encompasses 20.7 acres. The area is zoned "R-B".
6. Solimar - Also zoned "R-B", this residential community is located between Old Coast Highway and the beach, approximately 3.75 miles north of the City of San Buenaventura.
7. Rincon - One of two industrial communities on the North Coast, it is approximately 395 acres in size, with 158 acres still potentially developable. It contains two processing facilities: the Rincon oil and gas processing facility and, what has been historically called, the Chanslor-Western/Coline facility. The major portion of *development* is inland of the freeway, and is zoned "C-M" (Coastal Industrial).

8. La Conchita - The oil and gas processing plant at La Conchita is the second industrial community. It encompasses 9.8 acres that are fully developed under "C-M" (Coastal Industrial) zoning.

Portions of the North Coast are set aside for recreation. Emma Wood State Beach, about seven miles south of Solimar, has 150 overnight campsites and also includes the popular surfing area at Rincon Point, Hobson County Park, Faria County Park, and the Rincon Parkway have additional opportunities for camping and beach access. A fire station is located north of, and immediately adjacent to, the community of Seacliff.

(The land use map for the North Coast is located on the following page.)

Figure 3-2
Local Coastal Area Plan – Land Use Map: North Coast

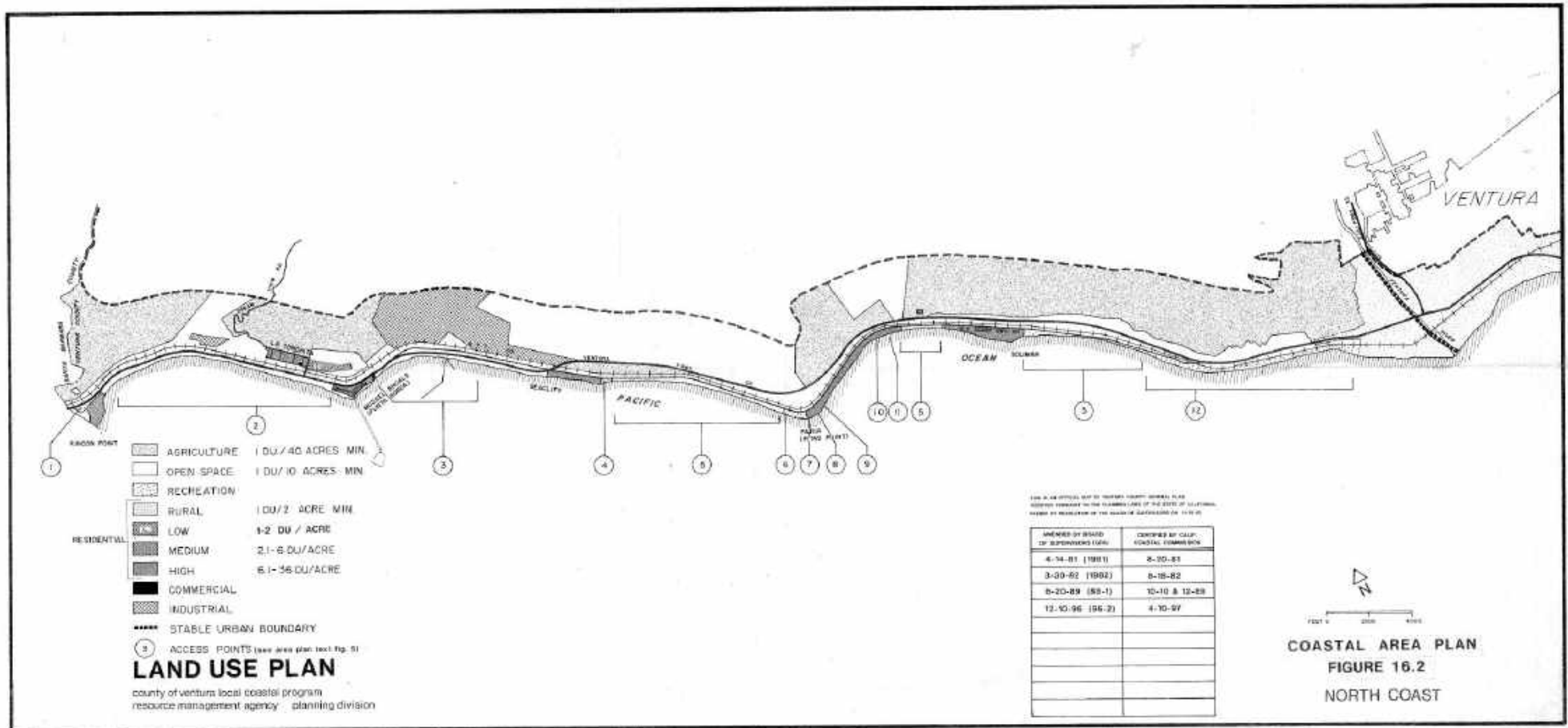


Figure 3-3
Summary Table Building Intensity/Population Density Standards (North Coast Area)

Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Open Space	1,590.1	5% ³	0.100	159	1.68	267	0.168
Agriculture	2,620.4	5% ³	0.025	65	1.68	109	0.042
Recreation	112.2	5%	N/A	N/A	N/A	N/A	N/A
TOTALS	4,322.7			224		376	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Low	12.6	29%	2.00	25	1.68	42	3.33
Medium	10.2	42%	6.00	61	1.68	102	10.00
High	79.5	65%	36.00	2,862	1.68	4,808	60.48
TOTALS	102.3			2,948		4,952	

Commercial/Industrial

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	0.6	40%	13.1	1.0	13	21.67
Industrial	361.2	40%	238.3	2.0	476	1.32
TOTALS	361.8		251.4		489	

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Ventura Nongrowth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

3.3.2 The Central Coast

Area Summary



The Central Coast is the sandy edge of the extensive Oxnard Plain. The cities of San Buenaventura, Oxnard and Port Hueneme share 16.5 miles of coast with *agriculture*, sand dune, fresh and saltwater marsh ecosystems, Southern California Edison's Mandalay and Ormond Beach power plants, wastewater treatment plants, harbors, and a variety of heavy industry and oil operations.

Unincorporated lands within the Central Coast are varied. Several *parcels* are surrounded by the City of San Buenaventura just north of the Santa Clara River. Further south (down Harbor Boulevard), inland from McGrath Lake and Mandalay Beach are approximately 1,400 acres of unincorporated land used for *agriculture* and/or oil production. Edison Canal, which separates the agricultural land, supplies water to the Edison Mandalay generating station.

Further south is Hollywood Beach, an unincorporated beach residential area zoned "R-B-H" (Residential Beach Harbor - minimum *lot* size 1,750 square feet) with some "C-C" (Coastal Commercial) development. The City of Oxnard borders the beach community on three sides. The adjacent sandy beach has been designated Hollywood Beach County Park.

Interposed between Hollywood Beach and Silver Strand is Channel Islands Harbor. Jurisdiction over the harbor is shared between the County and the City of Oxnard. Silver Strand, including Hollywood-by-the-Sea, is another unincorporated beach residential area. On the north side of Silver Strand is the City of Oxnard, while on the south and east is the U.S. Naval Construction Battalion Center, which is within the City of Port Hueneme. Zoning is also primarily "R-B-H" with a limited amount of "C-C". The County's Silver Strand Beach Park extends the length of the shoreline and has public parking facilities at each end.

Remaining unincorporated segments of the Central Coast are found at Ormond Beach east of Perkins Road, south of Hueneme Road, and near the southernmost boundary of Oxnard's city limits. While some heavy and light industrial *development* has occurred within the City of Oxnard, the unincorporated land remains open and is used for *agriculture*.

Much of the unincorporated lands in Ormond Beach contain portions of coastal *wetlands* that include saltmarsh and freshwater ponds. Endangered species closely identified with saltmarshes have been verified in the vicinity by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Further south are two waterfowl ponds. One of the ponds, the privately-owned Ventura County Game Preserve, zoned "COS" (Coastal Open Space), is partially within the County's coastal zone. The Point Mugu Game Preserve, also privately owned, is outside the coastal zone. The Point Mugu Ponds are recognized by the U.S. Fish and Wildlife Service as a highly valuable waterfowl wintering *habitat* (USFWS 1979).

(The land use map for the Central Coast is located on the following page.)

Figure 3-4
Local Coastal Area Plan – Land Use Map: Central Coast

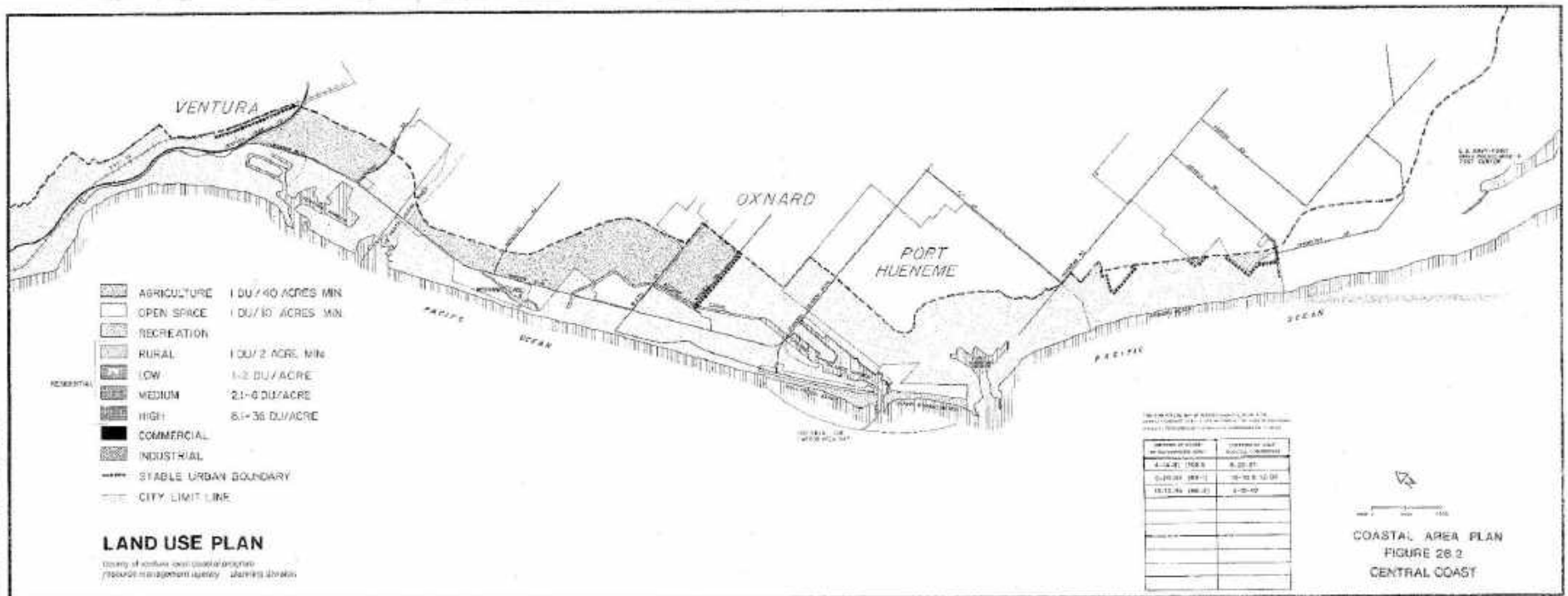


Figure 3-5
Summary Table Building Intensity/Population Density Standards (Central Coast Area)

Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
Open Space	266.0	5% ³	0.100	26	2.76	71	0.267
Agriculture	1,486.3	5% ³	0.025	37	2.76	102	0.069
Recreation	28.0	5% ³	N/A	N/A	N/A	N/A	N/A
TOTALS	1,780.3			63		173	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Maximum Intensity (DU/Ac) ¹	Dwelling Units	Average Pop/DU ²	Population	Average Population Density (Persons/Acre)
High	97.2	65%	36.00	3,499	2.76	9,657	99.35

Commercial

Designation	Acres	Max. Bldg. Coverage (% Of Lot Area)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	3.1	40%	69.5	1.0	69	22.26

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Oxnard Growth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

3.3.3 The South Coast

Area Summary



The South Coast encompasses about 18,600 acres of some of the most striking and diverse coastal terrain in the County. Included along its 13.1-mile length (only eight miles are under State or local jurisdiction) are Mugu Lagoon and surrounding coastal marshes, and approximately seven miles of the coastal Santa Monica Mountains. The sub-area's northern boundary is the Point Mugu Pacific Missile Test Center, with the Los Angeles County line as the sub-area's southern end point.

Most of the federally-owned land in the County *coastal zone* is located in the South Coast; however, it is excluded from Coastal Commission or County jurisdiction. The U.S. Navy Pacific Missile Test Center at Point Mugu is adjacent to Oxnard at Arnold Road. Mugu Lagoon, one of the largest and most important estuaries and tidal marshes in California, is within base boundaries.

A small community area is located immediately north of the Ventura - Los Angeles County line along a narrow coastal terrace. The area is designated "Existing Community" in the General Plan, allowing it to be developed to prevailing zoning.

A significant portion of the Santa Monica Mountains are within Ventura County's coastal zone, which extends up to five miles inland in this sub-area. While much of the area is undeveloped, there are two segments that are developed: one at Deals Flat, and another along branches of the Deals Flat *access road*. The latter *development* includes one to five acre ranchettes. Increased density in the area is controlled by this Coastal Area Plan which allows one *dwelling* per 10+ acres (subject to Hazards Section *Policy 7: i.e., slope/density formula*).

The Santa Monica Mountains are becoming significant for their recreation potential. Point Mugu State Park, about 7,400 acres of which are in the coastal zone, is the South Coast's major recreation and preserve area. The park stretches from the sandy beach to the inland mountains. A portion of Leo Carrillo Beach extends into Ventura County near the Malibu Bay Club. The California Department of Parks and Recreation has acquired an additional 12.5 acres of beach between Yerba Buena Road and Whaler's Village. Both Leo Carrillo and Point Mugu are included in the potential Point Mugu State Seashore (Resources Code Section 5001.6).

Another federal facility will be located in the South Coast: the National Park Service is in the process of consolidating a Santa Monica Mountains National Recreation Area. Land acquisition is in its incipient stages; however, the coastal property between Point Mugu State Park and Leo Carrillo State Beach Park has been identified for priority acquisition. Several other South Coast properties are slated for probable fee or less than fee acquisition, or some other recreational arrangement.

Private youth camps, totaling 1,788 acres, are located near Yerba Buena Road and Little Sycamore Canyon.

(See land use map for the South Coast on the next page.)

Figure 3-6
Local Coastal Area Plan – Land Use Map: South Coast

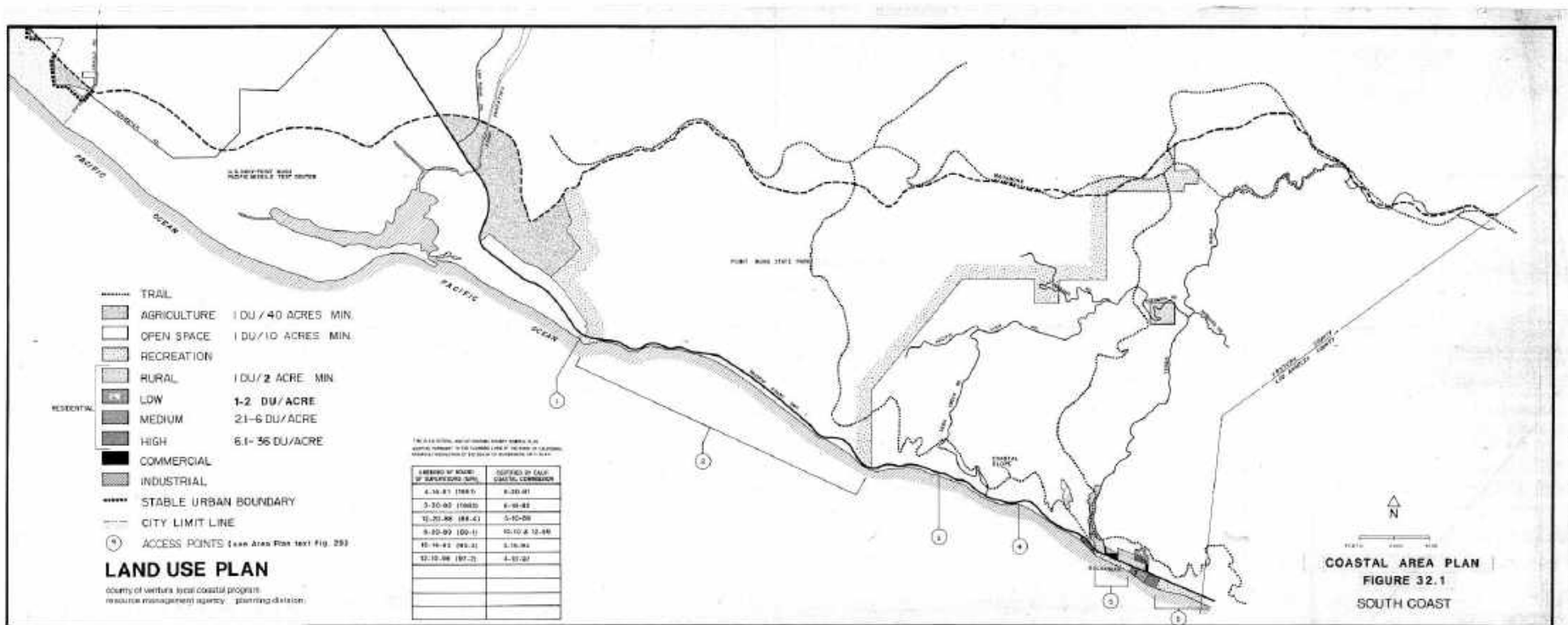


Figure 3-7
Summary Table Building Intensity/Population Density Standards (South Coast Area)

Open Space/Agriculture/Recreation

Designation	Acres	Max. Bldg. Coverage (% Of <i>Lot Area</i>)	Maximum Intensity (DU/Ac) ¹	<i>Dwelling</i> Units	Average Pop/DU ²	Population	Average Population Density (<i>Persons/Acre</i>)
Open Space	10,142.7	5% ³	0.100	1,014	1.82	1,845	0.182
<i>Agriculture</i>	649.8	5%	0.025	16	1.82	29	0.045
Recreation	6,999.8	5%	N/A	N/A	N/A	N/A	N/A
TOTALS	17,792.3			1,030		1,874	

Residential

Designation	Acres	Max. Bldg. Coverage (% Of <i>Lot Area</i>)	Maximum Intensity (DU/Ac)	<i>Dwelling</i> Units	Average Pop/DU	Population	Average Population Density (<i>Persons/Acre</i>)
Rural	102.2	25% ⁴	0.50	51	1.82	92	0.90
Low	6.7	29%	2.00	13	1.82	23	3.43
Medium	7.5	42%	6.00	45	1.82	81	10.80
High	25.2	65%	36.00	907	1.82	1,650	65.48
TOTALS	141.6			1,016		1,846	

Commercial/Industrial

Designation	Acres	Max. Bldg. Coverage (% Of <i>Lot Area</i>)	Projected Floor Area (X 1,000 SF)	Average Number Of Employees Per 1,000 SF	Employees	Average Employees/Acre
Commercial	3.7	40%	80.6	1.0	80	21.62

Footnotes:

¹ Excludes *second dwelling* units per Section 65852.2 of the State Government Code.

² Year 2000 Forecast for Thousand Oaks Nongrowth Area.

³ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 22.3 square feet of *lot area* over 5,000 square feet.

⁴ Excludes greenhouses, hothouses, and the like. For nonconforming *lots*, maximum *building* coverage shall be 2,500 square feet, plus 1 square foot for each 4.6 square feet of *lot area* over 5,000 square feet.

N/A - Not Applicable.

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Chapter 4

Goals, Policies and Programs

4.1 THE COASTAL ZONE

The section below, titled “Coastal Zone – Goals, Policies and Programs”, was added to the Coastal Area Plan (CAP) in 2016. This section contains information organized by topic, and the coastal-resource based topics contained within this section include:

- Archaeological and Paleontological Resources
- Coastal Trail
- Coastal Tree Protection
- Visual Resources
- Water Efficient Landscaping
- Wireless Communication Facilities.

The original CAP, adopted in 1980, was organized by geographic area (north, central and south) rather than by topic. However, that organizational structure frequently resulted in the same objectives, policies and programs repeated within each of the three geographic areas. The format established within the “Coastal Zone Objectives, Policies and Programs” section will therefore serve as a model for future CAP amendments.

“Coastal Zone Objectives, Policies and Programs” is a new section in the CAP. Currently the Coastal Area Plan (CAP) is organized by geographic areas, specifically the north, central and south coasts. The abstracts, objectives and policies developed for coastal resources are repeated in each geographic area creating redundancy to the plan. The 2017 LCP amendments initiate a new format for the CAP, consolidating the abstracts, objectives and policies by coastal resource instead of by geographic area. Archaeological and Paleontological Resources introduces this new format under the heading Coastal Resource Policies. Coastal Tree Protection, Visual Resources, and Water Efficient Landscaping, have been added under this new section. As funds become available, the remaining coastal resources will be consolidated following the new format that will improve the Plan’s readability.

4.1.1 Archaeological Resources

The Ventura County coast is archaeologically and culturally significant to a variety of different groups. Earlier, it was the site of one of the densest Native American populations in North America. The native people of the Central Coast from Malibu to just west of Ventura were the Ventureño Chumash (Grant 1978a; King 1984; Landberg 1965). The archaeological record in Chumash territory reflects cultural continuity over a long span of time, possibly indicating that people ancestral to the Chumash arrived in the area as early as 13,000-10,000 years ago.

Chumash subsistence relied primarily on fishing, hunting, and gathering vegetal foods, notably acorns. In the spring, groups harvested grasses, roots, tubers, and bulbs. Hunting marine mammals became important during the times when seals and sea lions congregated at their rookeries. In late summer, coastal groups harvested large schooling fish such as tuna. During the fall, acorns were harvested and pine nuts were collected in the mountains. Winter months were spent in villages, where residents relied primarily on stored foodstuffs as well as occasional fresh fish (Landberg 1965:102-104; Grant 1978b,

1978c, 1978d; Hudson and Blackburn 1982, 1983).

Later came active maritime and mission periods. Contact with early Spanish and Portuguese explorers began with the expedition of Cabrillo and Ferrelo in A.D. 1542-1543. Old World diseases such as small pox, measles, typhoid fever, malaria, dysentery, and many others, ravaged native populations in Southern California during two centuries or more before Spanish occupation began in the 1770s (Erlandson and Bartoy, 1995, 1996; Preston, 1996). Drastic changes to Chumash lifeways resulted from the Spanish occupation that began with the Sacred Expedition, led by Gasper de Portolà and Junípero Serra, in A.D. 1769-1770. Mission history was established between 1772 through 1804 with nearly the entire Chumash population incorporated into the mission system (Grant 1978c). Beginning in 1782, coastal Ventureño Chumash from Malibu to Carpinteria were removed from their traditional settlements and relocated to the San Buenaventura mission facilities. In 1821, the Mexican Revolution brought an end to Spanish rule and the emerging government moved immediately to establish control in the provinces, including the modern American states of California, Nevada, Arizona, Utah, western Colorado and southwestern Wyoming. The territory passed to American control after the Mexican-American War and ceased to exist with the creation of the State of California in 1850.

In the 21st century, Native American communities exhibited continual growth and revival, playing a larger role in the American economy. Tribal cultural resources are an important part of the lives of Native Americans. The County recognizes that tribes that are traditionally and culturally affiliated with Ventura County have expertise with regard to their tribal history and practices. Early consultation on discretionary projects with Native American representatives should occur with regard to scope of required environmental review, the status of tribal cultural resources, the potential of a project to impact tribal cultural resources, and the identification of project alternatives and mitigation measures that may be recommended by the tribe.

Much of the County's coastal zone, while archaeologically sensitive, has not been well surveyed (S. Callison, pers. comm.). Research indicates that knowledge of the distribution and location of earlier human habitation sites will add yet another dimension to our understanding of climatic and environmental cycles (Euler et al. 1979) since villages throughout the southwest were closely associated with water sources, many of which are now dry (Euler et al. 1979).

Archaeological Resource Goal 1

To recognize archaeological sites in the County's *coastal zone* as important to an understanding of human history and prehistoric societies and to protect archaeological resources from disturbance by human activities.

Policies

1. Discretionary *development* shall be reviewed to identify potential locations for sensitive archaeological resources.
2. New *development* shall be sited and designed to avoid adverse impacts to archaeological resources to the maximum extent *feasible*. If there is no *feasible* alternative that can eliminate all impacts to archaeological resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to archaeological resources that cannot be avoided through siting and design alternatives shall be mitigated. When impacts to archaeological resources cannot be avoided, mitigation shall be required and shall be

designed in accordance with established federal, state and/or County standards and shall be consistent with the policies and provisions of the LCP.

3. Archaeological, historical and ethnographic interpretation of native peoples in Ventura County should be incorporated into existing interpretive programs at public recreation facilities as *feasible* and into future interpretive programs as funds become available.
4. The location of all *coastal zone* archaeological sites shall be kept confidential to avert disturbance or destruction of the resource.
5. Native American tribal groups approved by the Native American Heritage Commission for the area shall be consulted when *development* has the potential to adversely impact archeological resources.
6. Protect and preserve archaeological resources from destruction, and avoid impacts to such resources where *feasible*.
7. The unauthorized collection of archaeological artifacts is prohibited.

4.1.2 Paleontology

The geological and biological history of the Ventura County coast is significant. The *coastal zone* contains areas of marine fossils that are among the best in Southern California (Bruce J. Welton, personal communication, then Assistant Curator of Vertebrate Paleontology, Los Angeles County Museum of Natural History, 1980). Records in the Los Angeles County Museum of Natural History show extensive fossil sites in Ventura County. The *coastal zone* has yielded many "type" specimens, which are used as the example specimens against which all other finds of the same animal are compared. Groups of fossils in the marine terraces are used by geologists to unravel patterns of seismic and sea level movement in the area (J. Valentine, personal communication).

Except for geologic formations that are visible at the surface, paleontological resources typically are buried beneath the surficial deposits of the Quaternary Period (11,500 years to the present). However, fossil productivity of most Quaternary units should still be evaluated for each project, based on grain size, fossil record from the surrounding region, and proposed depth of earthwork. Many quaternary units, even those regarded as Holocene in age, were demonstrated to be highly productive elsewhere, especially at comparatively shallow depths, where many such units are of Pleistocene age (Bruce Lander, Paleontologist, 2014).

Unlike archaeological sites that can be destroyed by grading and construction, grading can uncover subterranean formations with the potential to reveal additional rock layers and increase the potential for new finds.

Paleontology Goal 1

To recognize the importance of coastal fossils and prehistoric organism evolution, to protect *important paleontological resources* from human activities, to preserve significant paleontological sites to the fullest extent possible, and to take steps to preserve the information a site may yield.

Policies

1. Discretionary *development* shall be reviewed to determine the geologic unit(s) to be impacted and paleontological significance of the geologic rock units containing them.

2. New *development* shall be sited and designed to avoid adverse impacts to paleontological resources to the maximum extent *feasible*. If there is no *feasible* alternative that can eliminate all impacts to paleontological resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to paleontological resources that cannot be avoided through siting and design alternatives shall be mitigated. When impacts to paleontological resources cannot be avoided, mitigation shall be required that includes procedures for monitoring grading and handling fossil discoveries that may occur during development.
3. Protect and preserve paleontological resources from destruction, and avoid impacts to such resources where *feasible*.
4. The unauthorized collection of paleontological artifacts is prohibited.

4.1.3 Environmentally Sensitive Habitat Areas (ESHA)

(Reserved section for updated ESHA goals, policies and programs.)

4.1.4 Coastal Trail

A. Introduction

The California Coastal Trail (Coastal Trail) is envisioned as a continuous, interconnected trail system that generally lies along the shoreline or is within sight or sound of the Pacific Ocean. It is designed for pedestrians, bicyclists and a variety of other coastal users (e.g., equestrians and the mobility impaired). The Coastal Trail encompasses multiple terrains – such as the beach, blufftops, and hillsides – which provide scenic vantage points. While the Coastal Trail includes a continuous route aligned primarily within existing public rights-of-way (e.g. the Pacific Coast Highway), multiple segments of the Coastal Trail provide hikers/walkers with opportunities for a different type of trail experience and direct access to the Ventura County coastline.

While travel along the Coastal Trail is, on its own merits, a form of recreation, the Coastal Trail will also provide continuous access to the coastline and its multitude of resources and recreational opportunities. The Coastal Trail defined herein is a multi-modal trail system that accommodates pedestrians (hikers/walkers) and bicyclists who either intend to pass through the entire Ventura County coastline or use limited trail segments with access to parking facilities or public transportation.

The California Coastal Act, and Public Resources Code sections 31408¹¹ and 31409, require planning for access and development of the California Coastal Trail along the entire California coastline. This section of the Coastal Area Plan (CAP) is a response to the statewide call for a coastal trail, and it builds-upon the recommendations of a report titled “Completing the California Coastal Trail”, which was prepared by the California Coastal Conservancy in January 2003 (“Coastal Trail Report”). The report includes recommendations for action for the unincorporated Ventura County portion of the trail.

This section includes three key components: Coastal Trail Classifications; Coastal Trail Maps and Implementation; and Goals, Policies and Programs. The set of Coastal Trail maps following section 4.1-4-C identify a continuous, multi-modal trail route as well as additional, single-mode routes which are generally walking/hiking trails (e.g. beach trails,

Footnotes:



¹¹ Public Resources Code section 31408 also requires the Coastal Conservancy, in consultation with the Department of Parks and Recreation and the California Coastal Commission, to coordinate the development of the California Coastal Trail.

mountain hiking trails). The Goals, Policies and Programs sections in 4.1-4-E and 4.1-4-F provide a framework for the improvement and development of the Coastal Trail within unincorporated Ventura County. The Coastal Trail is consistent with and governed by other sections of the CAP, including the Recreation and Access sections. For related policies, please see the Recreation and Access policies in sections 4.2.5, 4.3.2, and 4.4.2 (North Coast, Central Coast and South Coast).

B. Coastal Trail Classifications

In Ventura County, the Coastal Trail will accommodate hikers/walkers and bicyclists within trail facilities designed exclusively for non-motorized user groups. Over time, limited segments of the Coastal Trail could also be designed to accommodate a wider variety of user groups – such as equestrians, mountain bikers, and individuals with disabilities. Coastal Trail routes are classified as multi-modal routes (“Multi-Modal Routes”) or single-mode routes (“Single-Mode Routes”) as follows:

Type A - Multi-Modal Route: A Multi-Modal Route is one that accommodates more than one user group. There are two types of Multi-Modal Routes:

- **Type A-1: Shared Routes:** This type of trail segment accommodates, at a minimum, hikers/walkers and bicyclists in one trail facility. Shared, multi-modal facilities may be located within a public easement, public park, or near the outer edge of a public right-of-way. When located within a public right-of-way, the route should be horizontally separate from the paved portion of the road (i.e. travel-way, parking, and shoulder). The standard term used to describe such facilities is a *Class 1 Pathway*. Shared routes also may be located on public trails, which typically will be located in public parks or public beaches. Shared trail routes in high demand should include some type of physical separation between bicyclists and hikers/walkers to avoid potential conflicts between those user groups. Also, trail segments located on flat or gently sloping terrain should be designed to accommodate individuals with disabilities when the trail segment is located near coastal access parking or transit stops.
- **Type A-2: Separate Routes within a Public Right-of-Way:** This type of trail segment also accommodates, at a minimum, hikers/walkers and bicyclists. However, separate facilities are provided for bicyclists and other user groups within a public right-of-way. Similar to Type A-1 routes, hikers/walkers are provided a *Class 1 Pathway*, walking trail, or sidewalk at/near the outer edge of a public right-of-way. A separate and paved, striped lane is reserved for bicyclists (see Type B, Class 2 bicycle facility description below). Although hikers/walkers and bicyclists are provided separate trail routes, both types of trails are located within the public right-of-way and, when combined, form a multi-modal trail segment.
- **Type A-3: Equestrian and Mountain Bike Routes:** Portions of the Coastal Trail will be designed for use by equestrians and mountain bikers. In most cases, this type of shared-use trail will be unpaved and designed to accommodate both user groups. For other multi-modal trail segments, equestrian or mountain bike use could be combined

with a walking/hiking trail. Typically, trail routes for equestrians and mountain bikers will be located away from public roads, but such trail routes could be incorporated into the outer edge of a public right-of-way with low vehicular traffic. Each user group requires detailed planning for specific safety considerations. For instance, equestrians require a minimum 6-foot wide firm tread surface, and engineered structures (such as bridges and decks) should be designed to support a 1,000 pound plus horse. Mountain-bikers require additional line of sight distance (100-foot average site distance), depending on anticipated speed and reaction time.



Type B – Single-Mode Routes: A Single-Mode Route is one that accommodates one user group. There are two types of Single-Mode Routes:

- **Type B-1 - Walking/Hiking Routes:** These trail segments are designed to accommodate walkers or experienced hikers and may be paved or unpaved. This type of route may also be an ADA accessible route that accommodates the physically challenged. Walking/hiking facilities can be located in a variety of locations. For example, a walking/hiking trail route can be a *Class 1 Pathway* located within a public right-of-way (e.g. a sidewalk), a wide beach with a walkable surface at low tide, or a hiking trail. A natural surface trail, as shown in the image above, would be one of the least expensive options for trail construction and maintenance. When public trails are located in state parks with steep terrain, such as Point Mugu State Park, most of the trail segments will only accommodate hikers. However, trail segments located on flat or gently sloping terrain can accommodate walkers and, when located near coastal access parking or transit stops, such trail segments should also be designed to accommodate individuals with disabilities.
- **Type B-2 Bicycle Routes:** Bicycle-only facilities can be a *Class 1 Pathway* or a *Class 2 bike lane*, which is a paved, striped lane reserved for bicycles. Bike lanes are typically 5 feet wide and located outside and adjacent to the vehicular travel-way. Used in urban or rural areas, *Class 2 bike lanes* are identified by a solid stripe and "Bike Lane" signage. In order to provide a multi-modal trail segment, a bicycle-only facility may be combined with a walking/hiking facility (see image on the right), or it may stand alone if there is a parallel secondary route for walkers/hikers. In limited circumstances, bicycle facilities may rely on a Class 3 bike route (i.e. bicyclists share the road with vehicles) for short trail segments where the roadway has low traffic volumes.



When located in an urban area, Coastal Trail routes classified as a *Class 1 Pathway* will have a hardscape surface. When located in a rural area, the trail will typically be unpaved and designed for compatibility with the rural context. Although a *Class 1 Pathway* can be located on both sides of the public right-of-way, when located in rural areas such pathways will typically be located on one side of the public right-of-way. For the Coastal Trail, *Class 1 Pathways* should be at least 10 feet wide, and 12 feet when feasible, and may be slightly higher or lower than the travel-way/road shoulder.

C. Coastal Trail Maps

Maps for the Coastal Trail are shown on Figures 4.1-1 through 4.1-7. An overview map of the existing Multi-Modal Route in Ventura County is provided in Figure 4.1-1. This map also serves as a guide for the detailed maps of the North, Central and South Coast segments of the trail, which are provided in Figures 4.1-2 through 4.1-7. The Coastal trail map tables provide more detailed information on each segment of the Coastal Trail – such as access points, existing trail conditions, and areas where trail improvements are needed. The Coastal Trail maps and tables describe the general condition of each trail segment as of 2017. The degree to which improvements are required to officially designate and open each segment of the Coastal Trail will vary considerably. For example, signage may be the only improvement required for an existing *Class 1 Pathway* identified as a multi-modal segment of the Coastal Trail. For a different Coastal Trail segment, required trail improvements may include a *Class 2 Bike Lane* and a separate pedestrian trail route.

The network of Coastal Trail routes generally consists of a continuous, Multi-Modal Route combined with alternative, Single-Mode Routes. These routes, described below, form an interconnected and complementary Coastal Trail network within Ventura County's coastal zone. The continuous Multi-Modal Route is primarily located within public rights-of-way due to the unique conditions and physical constraints described below:

- Access to the coastline within the North Coast subarea is limited by the close proximity of U.S. Route 101 and the Union Pacific rail line to the ocean. Intermittent strips of land lie between U.S. Route 101 and the coastline, but that land is occupied by existing residential development, small County beach parks, and short intermittent segments of the Pacific Coast Highway. A steep cliff abuts the narrow strip of coastline that is highly susceptible to landslides.
- The central portion of Ventura County's coastline is generally occupied by the cities of Ventura, Oxnard, and Port Hueneme. Unincorporated areas within the Central Coast subarea primarily consist of active agricultural fields located away from the coastline. Unincorporated areas adjacent to the shoreline is limited to a state beach park, two existing residential neighborhoods, and a secure naval base.
- The South Coast subarea consists of mountainous terrain (the Santa Monica Mountains). A narrow strip of land lies between the Santa Monica Mountains and the ocean, land that is primarily occupied by the Pacific Coast Highway.

Due in large part to these physical constraints, currently identified trail routes are limited to publicly owned lands (e.g. public parks, public beaches), land with an existing public access easement, and public rights-of-way.

Multi-Modal Route

The Multi-Modal Route accommodates hikers/walkers and bicyclists. When all multi-modal segments are combined, they traverse the entire coastal zone of unincorporated Ventura County and form the backbone of the Coastal Trail. The Multi-Modal Route also provides key connections to Single-Mode Routes to ensure a continuous, interconnected trail system for pedestrian use. In addition, the Multi-Modal Route is designed to provide connections to coastal access points, such as bus stops or parking lots. Although the Multi-Modal trail route is typically a shared route for both walkers/hikers and bicyclists, two separate but parallel Single-Mode Routes may, when combined, be used to form a multi-modal segment of the Coastal Trail.

As shown in Figure 4.1-1, the Multi-Modal Route is divided into eight segments located within the North, Central and South Coast subareas. Each segment is unique and is illustrated within the following illustrative maps:

- North Coast (N): Figures 4.1-2 through 4.1-3
- Central Coast (C): Figures 4.1-4 through 4.1-6
- South Coast (S): Figure 4.1-7.

In order to enhance the trail experience for hikers and walkers on shared trail routes (Multi-Modal Route, Type A-1), several segments of the Multi-Modal Route should be upgraded to more clearly and safely accommodate hikers/walkers. For instance, in the Central and South Coast subareas, roadway enhancements are planned for bicyclists (bike lane striping and signage projects) and additional improvements are needed to accommodate hikers/walkers of the Coastal Trail.

Single-Mode Routes

Figures 4.1-2 through 4.1-7 illustrate the location of all Single-Mode Routes. These routes are limited in length and include a connection to the continuous, Multi-Modal Route. Ultimately, Single-Mode Routes may be the preferred route for persons hiking or walking the Coastal Trail because they provide views of or access to the ocean and a more pleasant trail experience. However, as described previously, Coastal Trail maps do not include a Single-Mode Route for walkers/hikers that traverses the entire coastal zone due to physical constraints.

Single-Mode Routes typically include trail alignments for hikers/walkers along beaches or public hiking trails (e.g. La Conchita Beach, public trails in Point Mugu State Park). The location of Single-Mode Routes are designed to emphasize ocean views and access to beaches, bluffs, or other coastal open spaces and habitats. Single-Mode Routes run parallel to the Multi-Modal Route, are connected to it, and provide a through route or a return to source-of-origin route for designated segments of the Coastal Trail. The accessibility of some shoreline Single-Mode routes will vary with seasonal fluctuations in beach sand. Single-Mode Routes may also provide specialized trail facilities and access to public parking, transportation, and recreation.

Coastal Trail Maps

Detailed Coastal Trail maps for unincorporated Ventura County (Figures 4.1-2 – 4.1-7) depict seven segments of the trail located in the North Coast, Central Coast, and Southern Coast geographic subareas.

North Coast Subarea: The Multi-Modal Route through this subarea (Figures 4.1-1, 4.1-2, and 4.1-3) is approximately 12 miles in length. It extends from Rincon Point on the north (at the Santa Barbara County line) to Emma Wood State Beach on the south (at the City of Ventura boundary). Half of this trail segment is a stand-alone bike path (Segments N1 and N3), and the remainder (Segment N2) is located within the public right-of-way for Old Pacific Coast Highway. This subarea includes Single-Mode Routes for hikers and walkers along La Conchita Beach, Punta Gorda Beach, and the path on the rock revetment at Seacliff Beach (a return to source-of-origin route). Additional Single-Mode Routes would provide a more suitable and enjoyable trail experience for walkers and hikers than is provided by the Multi-Modal Route.

The Multi-Modal Routes in the North Coast Subarea (see Figures 4.1-1, 4.1-2, and 4.1-3) are labeled N1, N2 and N3 as follows:

- **N1** - Segment N1 is a 4.0-mile-long improved, multi-modal pathway constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV Lane project (see

illustration above). This trail segment is a stand-alone bike path that can accommodate hikers/walkers. No needed improvements were identified for this segment of the Coastal Trail as of 2017. Existing or planned walking/hiking routes for this trail segment include La Conchita Beach and Punta Gorda Beach.

- **N2** - Segment N2 is currently limited to a 7.1-mile-long Class 2 striped bike lane along Old Pacific Coast Highway, which is maintained by Caltrans. Because the existing bike lane is not ideal for hikers/walkers, a parallel trail route better suited for hikers/walkers should be constructed for this trail segment. (Also see Program 1 for an optional N2 Primary Route along Hobson Road and Frontage Road). Existing Single-Mode Routes for walking/hiking include the return to source-of-origin route on the rock revetment at Seaciff Beach and seasonally accessible beaches such as Faria Beach and Solimar Beach.
- **N3** - Segment N3 is a 1.0-mile-long improved multi-modal pathway operated by the California State Department of Parks and Recreation. Maintenance may be needed for this trail segment but no substantial improvements were identified as of 2016. The only Single-Mode Route along this trail segment is the seasonally accessible shoreline at Emma Wood State Beach



This Multi-Modal Route (N1) includes a path constructed by Caltrans as part of the Ventura to Santa Barbara Highway 101 HOV project.

Central Coast Subarea: The Multi-Modal Route through this subarea is nearly 9 miles in length. It includes three trail segments (C1, C2 and C3), shown on Figures 4.1-4, 4.1-5 and 4.1-6. Central Coast trail segments will connect to trails in the cities of Ventura, Oxnard and Port Hueneme. Existing roadways within these urban areas are used to provide Multi-Modal Route linkages that circumvent a military installation and traverse existing development, rivers, and harbors. As a result, a portion of the Coastal Trail lies outside the coastal zone. However, broad beaches are common in the Central Coast Subarea, and existing or potential Single-Mode Routes are available so that hikers/walkers can utilize beaches within the County (e.g. Hollywood Beach, Silverstrand Beach) or near jurisdictional boundaries (e.g. McGrath State Beach, Mandalay Beach).



Hollywood Beach, shown here, and other broad beaches provide excellent opportunities for Coastal Trail routes within the Central Coast Subarea.

Coastal Trail segments in the Central Coast Subarea are described below:

- **C1** - Segment C1 (see Figure 4.1-4) is a 3.1-mile-long, partially completed Class 2 striped bike lane along Harbor Boulevard that can accommodate hikers/walkers, which is maintained by the County. A Single-Mode Route is also available for hikers/walkers along McGrath State Beach. Future trail planning efforts (see Program 1) should include a more detailed analysis of the feasibility of pedestrian improvements along Harbor Boulevard, as McGrath State Beach may provide a reasonable option for providing facilities for walkers/hikers on segment C1.
- **C2** - Segment C2 (see Figure 4.1-5) is a 3.1-mile-long multi-modal segment along Hueneme Road, which is maintained by the County. Future plans for this roadway include widening to four lanes with *Class 2 bike lanes*. Limited areas in Ormond Beach are publicly accessible from Arnold Road and Perkins Road. Access to Ormond Beach is restricted from the southeast by the Naval Base Ventura County - Point Mugu (NBVC-Point Mugu). However, a Single Use Route for hikers/walkers will be included in the final restoration and access plans for the Ormond Beach Restoration Area. Until that route is accessible, a through pathway designed for long-distance hikers is planned along Hueneme Road.
- **C3** - Segment C3 (see Figure 4.1-6) is a 2.1 mile-long multi-modal segment along Naval Air Road. It includes a *Class 2 bike lane* on Naval Air Road, a frontage road owned and used by the U.S. Navy that lies outside of, and parallel to, the NBVC - Point Mugu fenceline.¹² However, the bike lane ends where Naval Air Road intersects with Main Road Gate, and an existing pedestrian bridge at Main Road Gate provides access from Naval Air Road to the north side of the Pacific Coast Highway. At this point, the Coastal Trail alignment shifts from Naval Air Road to Pacific Coast Highway (see Segment C4).
- **C4** - Segment C4 (see Figure 4.1-6) is a 0.5 mile-long trail segment with substantial trail planning challenges. It could provide a shared, multi-modal trail route next to Pacific Coast Highway, which functions as a four-lane freeway in this location. Alternatively, it could be located further from the freeway, along the boundary of privately-owned land used for agriculture (row crops). While locating this particular trail segment away from Pacific Coast Highway would provide a more pleasant trail experience, it would also require a voluntary public access easement on private land and may not be feasible. Additional trail planning challenges occur at the highway interchange at Las Posas Road and Pacific Coast Highway, where improvements to

Footnotes:

¹² The proposed Coastal Trail route along Naval Air Road is permissible within the existing striped bike lane in its current configuration and usage. However, the U.S. Navy's long-range plans may require usage and reconfiguration of Naval Air Road to achieve compliance with Antiterrorism/Force Protection Standards.

the bridge over Calleguas Creek will be required. Determining the alignment for trail Segment C4 will therefore be subject to a more extensive, future trail planning effort (see Program 1).

South Coast Subarea: The Multi-Modal Route in this subarea is approximately 10.7 miles long. It includes one trail segment (S1) that follows the Pacific Coast Highway from Las Posas Road to the Los Angeles County line. Within the South Coast Subarea, the Pacific Coast Highway is primarily a two-lane roadway that runs parallel to the Pacific Ocean and provides shoreline views. This Coastal Trail segment includes a connection to the Coastal Slope Trail, an existing hiking trail that traverses portions of the Santa Monica Mountains and provides scenic views of the ocean as well as a nature-based trail experience within the Santa Monica Mountains National Recreation Area. Additional Single-Mode Routes for Walker/Hikers are provided along local beaches - including Thornhill Broome Beach, Sycamore Canyon Beach, and Yerba Buena Beach. Other beaches along this trail segment are seasonally accessible.



The Pacific Coast Highway should be upgraded to provide a multimodal trail route for bicyclists and walkers/hikers.



This trail route through Point Mugu State Park, which constitutes a portion of the planned Coastal Slope Trail, provides an excellent trail experience for experienced hikers.

The Coastal Trail segment in the South Coast Subarea (see Figure 4.1-7) is described below:

- **S1** –Segment S1 (see Figure 4.1-7) is a planned, multi-modal trail segment, approximately 10.3 miles long, along Pacific Coast Highway, which is maintained by Caltrans. This trail segment will include *Class 2 bike lanes* and a *Class 1 pathway* or natural surface trail for hikers/walkers. Due to the high anticipated demand for most of this segment of the Coastal Trail, future planning efforts (see Program 1) should consider accommodations for the broad range of user groups who visit this area. For example, ADA access improvements could be provided at coastal access points to popular beaches and at scenic resources, such as Point Mugu Rock. Segment S1 also includes several Walking/Hiking Routes, such as an existing hiking trail in Point Mugu State Park and beaches located within the South Coast Subarea.

Coastal Trail Access and Destination Points

The Coastal Trail maps in Figures 4.1-2 through 4.1-7 identify existing coastal access points, coastal access parking locations, and prominent destinations that would be accessible from either the Multi-Modal or Single-Mode Routes. Accessibility to and along the coastline is required by the California Coastal Act, and the various shoreline connections shown on these maps will encourage trail usage by visitors and local

residents. Coastal Trail maps also illustrate the location of existing trails and depict how the Coastal Trail network could connect to other trails or to shoreline beaches. In particular, the maps illustrate connections between the Coastal Trail and hiking trails in local state parks, bike paths in the Countywide Bicycle Master Plan, and connections to shoreline access points.

Listed below are notable access points and connections to the Coastal Trail:

- **Campsites:** Hobson County Beach Park, Faria County Beach Park, the Rincon Parkway, McGrath State Beach, and Point Mugu State Park provide overnight accommodations along the Coastal Trail for campers;
- **Rincon Point:** The City of Carpinteria plans to connect a segment of its Coastal Trail located at the North end of Rincon Point to Segment N1. At the south end of Rincon Point, State Parks is the process of redesigning the beach access trail to improve ADA access;
- **Shoreline Beaches:** Ten beaches, which are generally accessible year-round, include two or more points of access that allow these beaches to function as a pass-through walking/hiking trail rather than a return to source-of-origin trail route;
- **Nature Viewing Areas:** McGrath State Beach, Ormond Beach, and the Santa Monica Mountains National Recreation Area all provide nature viewing areas;
- **Bicycle and Pedestrian Paths:** The Coastal Trail is connected to existing bike and pedestrian paths in the cities of Ventura, Oxnard, and Port Hueneme – which in turn include connections to inland extensions of the bicycle trails and sidewalks;
- **Inland Hiking Trails:** The Coastal Trail is connected to existing hiking trails and pathways within inland areas, such as the Ventura River Trail (which extends to the Ojai Valley) and the Santa Monica Mountains Backbone Trail (which extends from inland areas and into the City of Los Angeles); and
- **Harbors:** The Coastal Trail includes a connection to Channel Islands Harbor, which provides parking, restaurants, and recreational resources such as beaches, and a waterfront promenade.

D. Coastal Trail Implementation

Coastal Trail maps will periodically be updated (through a Local Coastal Program amendment) to reflect changes or improvements to the Multi-Modal Route or the addition of new Single-Mode Routes. In addition, a more definitive trail alignment, implementation procedures, trail funding or management strategies, and development standards will be established for the Coastal Trail as part of a future trail planning effort (see Program 1). That planning effort should also include an evaluation of the following routes and trail connections:

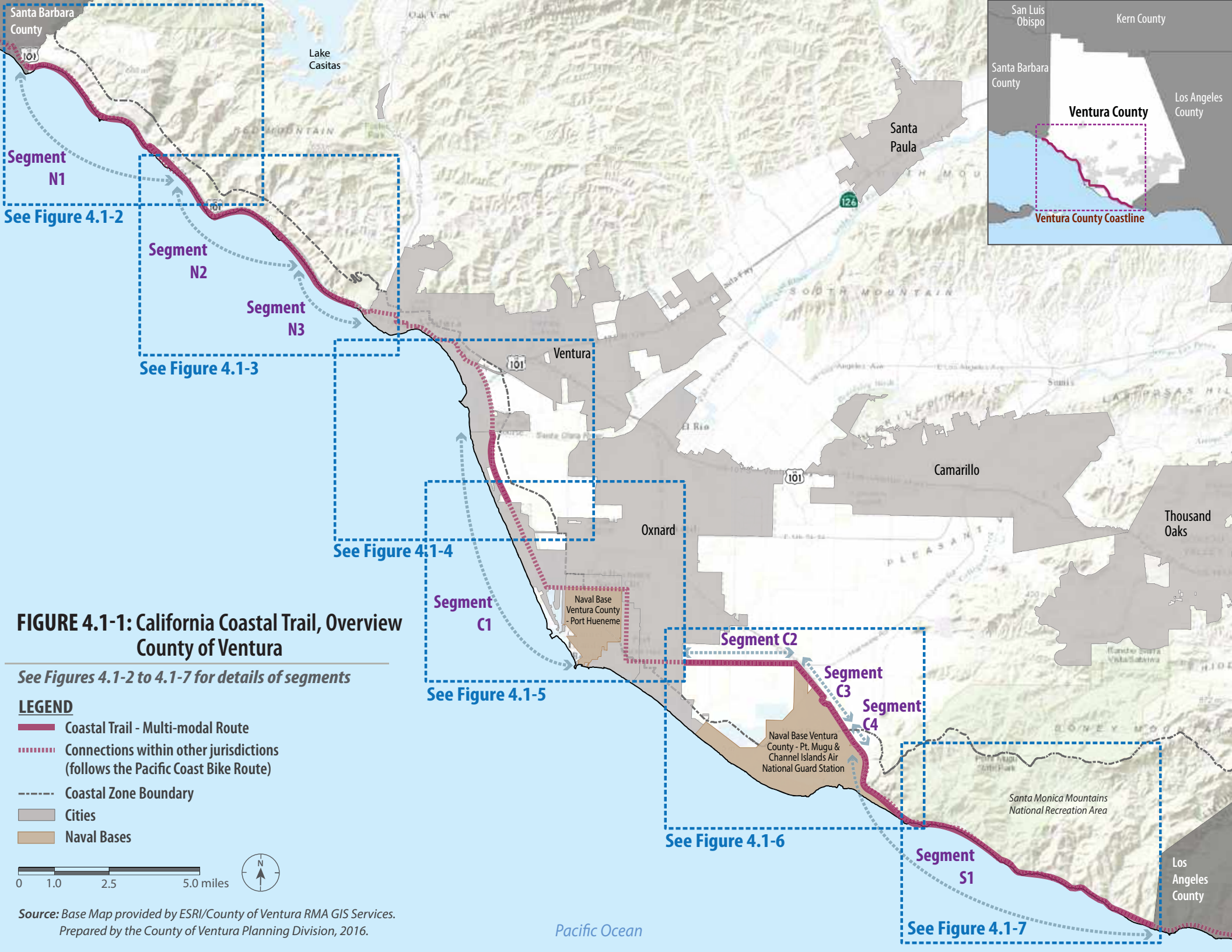
1. **North Coast Subarea:** Currently, only Multi-Modal Route segments N1 and N3 (Figures 4.1-2 and 4.1-3) are complete *Class 1 Pathways*. Future efforts should consider the use of underutilized Hobson Road and Frontage Road as a *Class 1 Pathway* that would replace segment N2 along Old Pacific Coast Highway and provide a seamless, shared pathway through the North Coast Subarea.
2. **Central Coast Subarea:** Routes which accommodate physically disabled persons should be considered for McGrath State Beach (see segment C1 in Figure 4.1-4) and the restoration of Ormond Beach (see segment C2 in Figure 4.1-6). These routes would increase access for disabled individuals to the shoreline and nature preserves. Also, a Single-Mode Route for hikers/walkers should be evaluated for segment C-3,

along with all trail connections that occur between segment C3 and S1 at the intersection of Los Posas Road and Pacific Coast Highway.

3. **South Coast Subarea:** The completion of a missing connection should be considered within the Coastal Slope Trail between Point Mugu State Park and Leo Carrillo State Park (see segment S1 and "Yellow Hill Trail" on Figure 4.1-7). The Coastal Slope Trail is shown on existing land use maps, is addressed by existing CAP policies, and included in National Park Service plans. The Coastal Slope Trail could potentially serve a broad range of users groups – including hikers, equestrians, and mountain bikers. Also, a more detailed look at the location and design of segment S1 of the Coastal Trail, which is aligned along Pacific Coast Highway, is warranted (see Figure 4.1-6 and Program 1).

The potential Coastal Trail modifications identified above would provide an improved trail experience for walkers/hikers on certain segments of the Coastal Trail.

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Santa Barbara County

Multi-modal Path next to Highway 101

Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1



FIGURE 4.1-2: NORTH COAST
Segments N1 and N2 (partial) of the Coastal Trail

For details of segments, see Table below

LEGEND

Existing Coastal Trail Components

- Multi-modal
- Bicycle Serving
- Hiking/Walking
- Seasonal/Tidal Walking

Planned Coastal Trail Components

- Multi-modal
- Bicycle Serving
- Hiking/Walking

- XX-X Multi-modal Route segment
- XX-X Single-mode Route segment
- Coastal Zone Boundary
- Cities/Neighboring Counties
- Naval Bases
- Existing Hiking/Biking Trails
- Shoreline Access Points
- Parking Lots






Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.
Prepared by the County of Ventura Planning Division, 2016.



0 0.25 0.50 1.0 mile

Pacific Ocean

Tabular Summary for North Coast Subarea Trail (Figure 4.1-2)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{2,3}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N1	Multi-Modal (Type A-1)		3.5	Ventura-Santa Barbara Highway 101 HOV Project <i>Location: Rincon Beach Parking Lot to Mobile Pier Rd.</i>	Class 1 pathway is shielded from Highway 101. Accessible.	None – accommodates hikers, walkers, and bicyclists.	Additional future secondary routes should be considered.
N1-A	<i>Single-Use</i> (Type B-1)		0.8	La Conchita Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	No additional improvements identified. Beach is generally suitable for walkers/hikers.	
N1-B	<i>Single-Use</i> (Type B-1)		0.3	Beacon's Beach	Shoreline beach access for walkers/hikers. Through-Access. ⁴	Trail improvements are needed to improve beach access from Mobile Pier Road.	
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane. Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N2-A	<i>Single-Use</i> (Type B-1)		0.4	Existing public access is a return to source-of-origin pathway on a rock revetment at Seacliff Beach <i>Location: Highway 101 Southbound Seacliff off-ramp</i>	Walkway is located on a rock revetment accessible from the north through a parcel owned by Caltrans, Through access to Hobson County Beach Park is periodically available by stairs leading to a seasonally accessible beach (at low tide).	Trail improvements are needed to extend the trail on the south end of the rock revetment.	



¹ ADA accessible trails and equestrian trails will be defined during future planning process.

² All trails listed in this column are accessible (i.e. open to the public).

³ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

⁴ Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.

Tabular Summary for North Coast Subarea Trail (Figure 4.1-3)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ⁵	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{6,7}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
N2	Multi-Modal (Type A-2)		7.1	Old Pacific Coast Highway <i>Location: Ventura-Santa Barbara Highway 101 HOV Project to the Omar Rains Trail</i>	Class 2 bike lane. Accessible.	Trail improvements are needed to accommodate walkers/hikers.	Specific improvements, and potential replacement route for walkers/hikers, to be determined during future planning process (see Program 1).
N3	Multi-Modal (Type A-1)		1.0	Omar Rains Trail <i>Location: Terminus of Pacific Coast Highway at State Beaches Ramp to City of Ventura</i>	Class 1 pathway. Accessible.	Minor improvements needed, such as resurfacing, striping, and signage.	Additional future alternate routes should be considered.

⁵ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

⁶ All trails listed in this column are accessible (i.e. open to the public).

⁷ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

Pacific Ocean

The Coastal Trail is included in the redesign and planning of McGrath State Beach (not yet open)



Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1

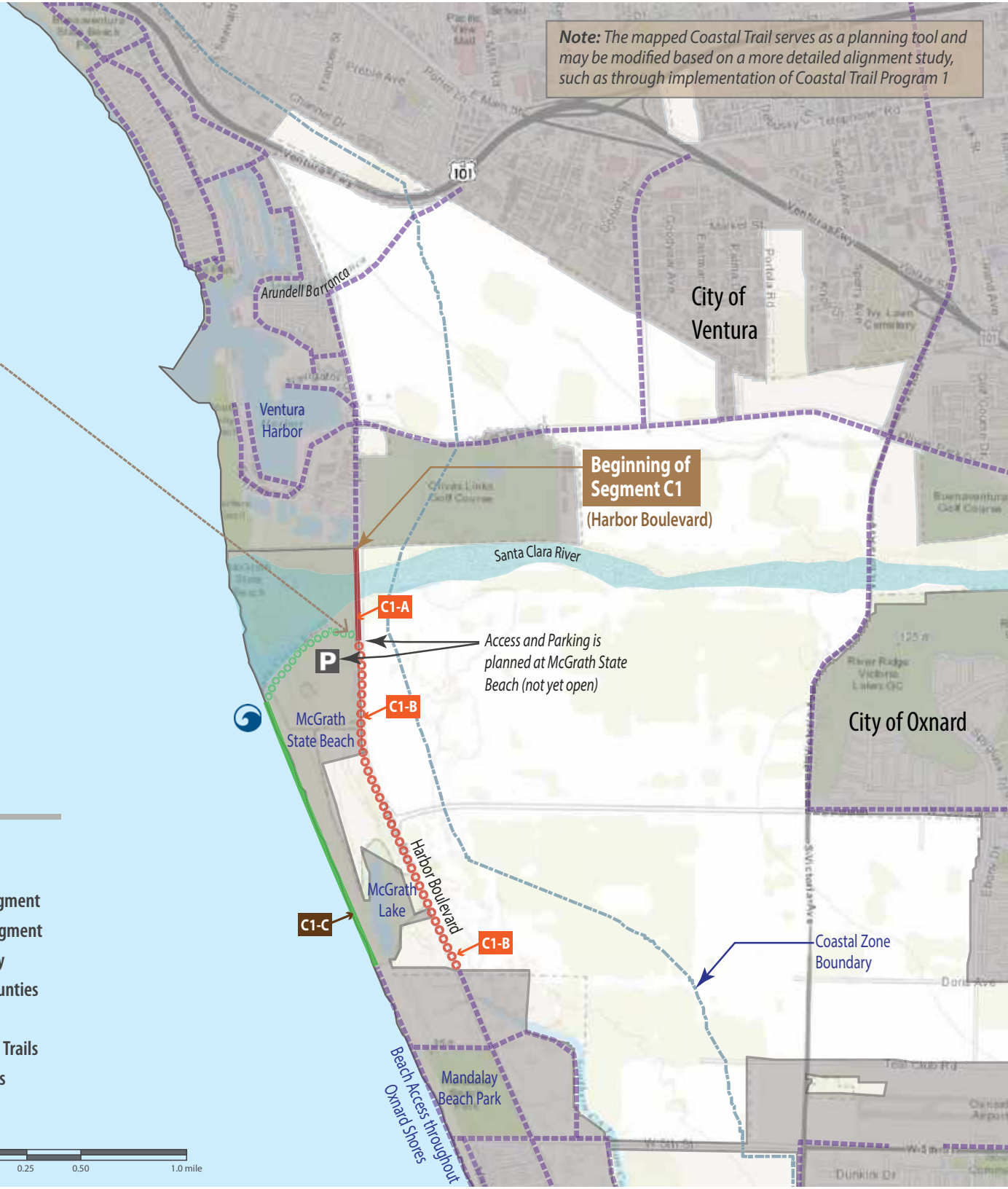


FIGURE 4.1-4: CENTRAL COAST
Segment C1 of the Coastal Trail (partial)

For details of segments, see Table below

LEGEND

Existing Coastal Trail Components

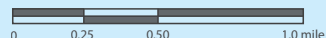
- Multi-modal
- Bicycle Serving
- Hiking/Walking
- - - Seasonal/Tidal Walking

Planned Coastal Trail Components





- o o o o Multi-modal
- o o o o Bicycle Serving
- o o o o Hiking/Walking

- XX-X Multi-modal Route segment
- XX-X Single-mode Route segment
- - - Coastal Zone Boundary
- Cities/Neighboring Counties
- Naval Bases
- - - Existing Hiking/Biking Trails
- ⊙ Shoreline Access Points
- P Parking Lots

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.
Prepared by the County of Ventura Planning Division, 2016.



Tabular Summary for Central Coast Subarea Trail (Figure 4.1-4)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ⁸	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ⁹	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1	Multi-Modal (Type A-2)		2.0	Harbor Boulevard <i>Location: Santa Clara River Bridge to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible.	Varies (see below)	Each segment shares an interjurisdictional boundary with the Cities of Ventura and Oxnard.
C1-A	Multi-Modal (Type A-1)		0.4	Santa Clara River Bridge <i>Location: Harbor Boulevard, straddling the cities of Oxnard and Ventura</i>	Class 1 Pathway. Accessible.	Minor improvements may be needed, such as resurfacing and signage.	Pathways are provided on both sides of the bridge.
C1-B	Multi-Modal (Type A-2)		1.6	Harbor Boulevard <i>Location: South Side of Santa Clara River Bridge McGrath State Beach to the Reliant Energy Plant</i>	Class 2 and 3 bicycle facilities. Accessible. Potentially locate hiking / walking portion within McGrath State Beach Park. This is a County-maintained road.	Additional Class 2 bike lane improvements and sidewalks or pathways for walkers/hikers are needed.	Pedestrians can use McGrath State Beach to access alternative shoreline route trail segment C-1C.
C1-C	Single-Use (Type B-1)		1.8	McGrath State Beach Park	Shoreline beach access for walkers/hikers. Not currently accessible. Potentially combine with bike lane (segment C1-B) to form a multi-modal trail segment.	McGrath State Beach is closed and is currently being redesigned.	Beach path through McGrath State Beach continues through Mandalay Beach, in Oxnard, to Hollywood Beach.

⁸ ADA accessible trails and equestrian trails will be defined during future planning process.

⁹ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1

Harbor Boulevard includes a Class 2 Bike Lane



**FIGURE 4.1-5: CENTRAL COAST
Segment C1 of the Coastal Trail (contd.)**

For details of segments, see Table below

LEGEND

Existing Coastal Trail Components

- Multi-modal
- Bicycle Serving
- Hiking/Walking
- - - Seasonal/Tidal Walking

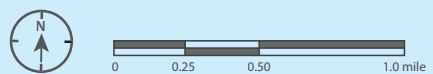
Planned Coastal Trail Components

- o o o o Multi-modal
- o o o o Bicycle Serving
- o o o o Hiking/Walking



- XX-X Multi-modal Route segment
- XX-X Single-mode Route segment
- Coastal Zone Boundary
- Cities/Neighboring Counties⁽¹⁾
- Naval Bases
- Existing Hiking/Biking Trails
- ⦿ Shoreline Access Points
- P Parking Lots

Note: (1) Development in the Harbor is regulated by the Channel Islands Harbor Public Works Plan, certified by the California Coastal Commission.

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.
Prepared by the County of Ventura Planning Division, 2016.



Tabular Summary for Central Coast Subarea Trail (Figure 4.1-5)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁰	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{11,12}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C1-D	<i>Single-Use</i> (Type B-1)		1.3	Hollywood Beach	Shoreline beach and harbor access for walkers/hikers. Accessible.	No additional improvements identified. Generally suitable for walkers/hikers.	Not a through route, but provides access to Channel Islands Harbor. In northerly direction, could provide access through Mandalay Beach to McGrath State Beach.
C1-E	<i>Single Use</i> (Type B-1)		1.0	Silverstrand Beach and Ocean Drive	Shoreline beach access for walkers/hikers. Ocean Drive includes a Class 2 bike lane and partial sidewalks. Accessible. Ocean Drive is a County-maintained road.	No additional improvements identified. Generally suitable for walkers/hikers and bicyclists.	Not a through route, but provides access to Silverstrand Beach, a swimming area in the harbor known as Kiddie Beach Park, and other beach/harbor-related uses.

¹⁰ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹¹ All trails listed in this column are accessible (i.e. open to the public).

¹² Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.



Note: The mapped Coastal Trail serves as a planning tool and may be modified based on a more detailed alignment study, such as through implementation of Coastal Trail Program 1

City of Oxnard

Beginning of Segment C2

(Hueneme Road)

C2

Hueneme Road

Existing trail at Ormond Beach



C2-A

Arnold Road

On-street Parking
P

Agricultural Land

Ormond Beach Restoration Plan Area

Restricted Area

Beginning of Segment C3

(Naval Air Road)

C3

Point Mugu Missile Park

8-space Parking Lot
P

Naval Air Road

Beginning of Segment C4

(Pacific Coast Highway)

Las Posas Road

The C4 trail alignment is subject to change based on a detailed trail alignment study.

C4

Santa Monica Mountains National Recreation Area

Naval Base Ventura County - Point Mugu & Channel Islands Air National Guard Station

Mugu Lagoon

End of Segment C4/ Beginning of Segment S1

(Pacific Coast Highway)

S1

Pacific Coast Highway

Off-street Parking
P

Off-street Parking Lot
P

Coastal Slope Trail

Off-street Parking Lot
P

Pt. Mugu Rock

Segment S1 continues

Uneven terrain at this access point

FIGURE 4.1-6: CENTRAL COAST Segments C2, C3, C4 and S1 (partial) of the Coastal Trail

For details of segments, see Tables below

LEGEND

Existing Coastal Trail Components

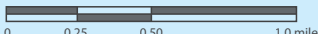
- Multi-modal
- Bicycle Serving
- Hiking/Walking
- Seasonal/Tidal Walking

Planned Coastal Trail Components







- Multi-modal
- Bicycle Serving
- Hiking/Walking

- XX-X** Multi-modal Route segment
- XX-X** Single-mode Route segment
- Coastal Zone Boundary
- Cities/Neighboring Counties
- Naval Bases
- Existing Hiking/Biking Trails
- Shoreline Access Points
- Parking Lots

Source: Base Map provided by ESRI/County of Ventura RMA GIS Services.
Prepared by the County of Ventura Planning Division, 2016.



Tabular Summary for Central Coast Subarea Trail (Figure 4.1-6)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹³	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ^{14,15}	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
C2	Multi-Modal (Type A-2)		3.1	Hueneme Road <i>Location: Edison Drive to Pacific Coast Highway</i>	Partially complete Class 2 bike lanes. Accessible.	Class 2 bike lane and pedestrian pathway improvements needed.	Primarily a through route for hikers, with low expected demand by walkers.
C2-A	<i>Single-Use</i> (Type B-1)		1.7	Ormond Beach Restoration Area. ¹⁶ <i>Location: Trail would connect Ormond Beach to Hueneme Road</i>	Limited areas of Ormond Beach are publicly accessible. No pedestrian connection exists from Ormond Beach to Arnold Road.	Walking/hiking pathway or trail should connect Ormond Beach with Coastal Trail Segment C2 on Hueneme Road. Trail connection would generally run parallel to Arnold Road.	The Coastal Trail will be integrated into the Ormond Beach restoration and public access plan in a manner that minimizes adverse impacts to sensitive habitat areas.
C3	Multi-Modal (Type A-2, modified)		2.1	Naval Air Road <i>Location: Hueneme Road to Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu</i>	Class 2 bike lane for 2.1 miles to Main Road Gate. Accessible. Portions of road are County-maintained.	Class 2 bike lane improvements needed. If feasible, establish pedestrian pathway for hikers.	Accessibility of Naval Air Road subject to future changes by U.S. Navy. Alternative routes should be considered during future planning efforts (Program 1).
C4	Multi-Modal (Type A-2)		0.5	Pacific Coast Highway <i>Location: Main Road Gate/Pedestrian Bridge at NBVC-Point Mugu to Bridge over Calleguas Creek</i>	Highway. Pedestrians and cyclists are not permitted on the Highway under existing conditions.	Provide Class 1, multi-modal pathway adjacent to Pacific Coast Highway or provide alternate alignment on private land through a voluntary public access easement.	Trail alignment, and connection between trail segments C3 and S1, requires future, detailed evaluation (Program 1).
S1	Multi-Modal (Type A-1 or A-2)		9.9	Pacific Coast Highway <i>Location: Bridge over Calleguas Creek to Los Angeles County Line</i>	No existing bicycle facilities (Class 1, 2). No existing pedestrian trail.	Provide Class 2 bike lanes along PCH. Also provide a Class 1 walking / hiking pathway along one side of PCH. (Type A-2)	Alternatively, construct a shared, Class 1 trail facility (Type A-1) on one side of PCH to accommodate all user groups (similar to Segment N-1).
S-1A	<i>Single-Use</i> (Type B-1)		0.3	Point Mugu Beach	Shoreline beach for walkers/hikers. Through-access. ¹⁷	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.

¹³ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹⁴ All trails listed in this column are accessible (i.e. open to the public).







¹⁵ Class 1 pathways and Class 2 bike lanes may not meet all Caltrans specifications. Class 1 pathways are multi-modal unless otherwise noted. Class 2 is a striped and signed/stenciled bike lane.

¹⁶ The Coastal Trail segment that connects Ormond Beach to Hueneme Road (Segment C2-A) will be subject to a restoration and public access plan. This plan will require a coordinated effort between Ventura County, the California Coastal Conservancy, The Nature Conservancy, and the City of Oxnard.

¹⁷ Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.



Tabular Summary for South Coast Subarea Trail (Figure 4.1-7)

SEGMENT NUMBER	TYPE OF ROUTE	TRAVEL MODE ¹⁸	LENGTH (MILES)	NAME AND LOCATION OF TRAIL SEGMENT	EXISTING CONDITIONS ¹⁹	PRELIMINARY LIST OF IMPROVEMENTS NEEDED	NOTES
S-1B	Single-Use (Type B-1) and Multi-Modal (Type A-3)	  	9.5	Coastal Slope Trail <i>Location: Existing Trails in Point Mugu State Park extend from Chumash Trailhead to Sycamore Canyon Campground</i>	Walking/hiking is allowed on most portions of this trail segment. Equestrians and mountain bikers are allowed on specific segments of the trail. This trail provides through-access. ²⁰	La Jolla Canyon Trail is currently closed due to unsafe conditions. No additional improvements identified for the existing segment of the Coastal Slope Trail.	Substantially higher degree of difficulty for hikers due to length and terrain than the planned trail route along Pacific Coast Highway. Requires coordination with State Parks.
S-1C	Single-Use (Type B-1)		1.0	Thornhill Broome Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1D	Single-Use (Type B-1)		0.3	Sycamore Cove Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at SE end.	Requires coordination with State Parks.
S-1E	Single-Use (Type B-1)		0.4	Yerba Buena Beach	Shoreline beach for walkers/hikers. Through-access. ²⁰	Stairways, and other access improvements needed for walkers/hikers at NW end of trail segment.	Requires coordination with State Parks.

¹⁸ ADA accessible trails and equestrian trails will be defined during future planning process (see Program 1).

¹⁹ All trails listed in this column are accessible (i.e. open to the public).

²⁰ Hiking only is allowed on the Chumash Trail, Mugu Peak Trail, and La Jolla Canyon Trail. Hikers and equestrians are allowed on the Ray Miller Trailhead, the Backbone Trail, Overlook Trail and the Fireline Trail. Mountain Bikes are allowed on the Overlook Trail and in Sycamore Canyon. Coastal Trail segments listed as "through-access" are Single-Mode Routes which provide access to or from the Multi-Modal Route at both ends of the trail segment.

E. Coastal Trail Goals and Policies

Coastal Trail Goal 1 – Trail Alignment and Access

To provide a continuous trail route along coastal areas of Ventura County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest.

Policies

- 1.1 The California Coastal Trail (Coastal Trail) shall be provided through unincorporated Ventura County, and shall be located as close to the ocean as feasible, preferably along the shoreline or within sight or sound of the sea.
- 1.2 The County's Coastal Trail includes both Multi-Modal and Single-Mode Routes, and the Multi-Modal Route (Figure 4.1-1) shall connect to Coastal Trails segments in Santa Barbara County, Los Angeles County, and the cities of Ventura, Oxnard and Port Hueneme. Additional routes may be identified that are parallel to specific segments of the Multi-Modal Route to improve access and connectivity.
- 1.3 The Coastal Trail maps (Figures 4.1-1 – 4.1-7) shall be used to determine the general alignment of the Coastal Trail through unincorporated Ventura County. However, the provision of additional trail routes shall not be precluded on the basis that the trail route is not shown on the Coastal Trail maps. In addition to the Coastal Trail routes shown on Figures 4.1-1 – 4.1-7, the Coastal Trail may include, but is not limited to, the following:
 - Alternative alignments established through public trail easements acquired through voluntary conveyance, acquisition, conveyance to satisfy conditions of approval of a coastal development permit, or other means; and
 - Historic use trails where prescriptive rights exist, that provide a new or alternate Coastal Trail segment, or easements that provide a link between the mapped Coastal Trail and shoreline beaches or recreation areas – such as recorded vertical access easements, easements established via prescriptive rights, and public access rights reserved as offers to dedicate.
- 1.4 Mapped Coastal Trail routes shall be located on public land or within existing or acquired easements authorizing public use.
- 1.5 The Coastal Trail shall provide access to the County's recreational, natural, scenic, and historic resources or sites. Wherever feasible, ensure that trail segments are accessible to all members of the public, including citizens with disabilities.
- 1.6 Wherever possible, provide connections between the mapped Coastal Trail (Multi-Modal and Single-Mode Routes) and other existing or planned trail systems, vertical shoreline access points, transit stops, and coastal access parking or trail staging areas. (See Figures 4.1-1 – 4.1-7).
- 1.7 Sea level rise shall be considered when establishing the alignment of, and design standards for, the Coastal Trail.
- 1.8 Additional routes may be located further from the ocean where such routes provide ocean views, offer recreational opportunities, serve specific user groups,

connect to other trail networks or public lands, or allow the trail to be moved landward in response to sea level rise.

- 1.9 Coastal Trail routes shall avoid Environmentally Sensitive Habitats (ESHA) to the maximum extent feasible. However, routes for hikers/walkers are considered a resource dependent use and may be located in ESHA and ESHA buffer zones where sited and designed to protect ESHA against any significant disruption of habitat values.
- 1.10 Coastal Trail routes should provide specialized trail segments for specific user groups or an alternative trail experience and enhanced access to the County's coastal beaches, coastal upland areas, public parks, or natural and scenic features.
- 1.11 Coastal Trail routes shall remain free from impediments such as gates, guardhouses, and other structures that block access to or along the Coastal Trail.
- 1.12 Organized group events, such as a bicycle race, on segment C-3 (Naval Air Road) shall not restrict NBVC-Point Mugu gate access or otherwise impede military training and operational missions. Such events require prior authorization from the U.S. Navy.

Coastal Trail Goal 2 – Trail Design

To ensure the design and construction of a Coastal Trail that provides a safe, pleasant and memorable user experience and that allows recreational travel to occur by various modes of non-motorized transportation.

Policies

- 2.1 The Coastal Trail shall be designed to maximize ocean views and scenic coastal vistas.
- 2.2 The Multi-Modal Route shall be designed, at a minimum, to provide access to both hikers/walkers and bicyclists, unless equivalent replacement segments are established that, at a minimum, provide the following:
 - A Single-Mode trail segment for hikers/walkers that includes a walkable surface at all times of the day/year as well as a trail alignment that provides a more pleasant trail experience;¹ and
 - A Single-Mode trail segment for bicyclists that is a *Class 1 Pathway* or a *Class 2 bike lane*.
- 2.3 Segregated Multi-Modal Routes (Type A-2) shall be provided, whenever feasible, but where there are siting and design constraints, a shared Multi-Modal Route (Type A-1) may be provided.
- 2.4 Coastal Trail segments located in areas with high user demand (e.g. near public parking lots, staging areas, popular beaches, or nature viewing areas) should be designed for both active and passive use (e.g. casual walkers, beach cruiser bikes, long-distance hikers or bicyclists) and, where feasible, shall be compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA).
- 2.5 Coastal Trail routes may be designed to accommodate specific user groups such as hikers, equestrians, and mountain bikers. The design of such routes should be

Footnotes:

¹ Unless a boardwalk is provided, beaches are not considered walkable at all times of the day/year.

- tailored to suit the terrain or natural features of the area in which the trail is located as well as the needs of each targeted user group.
- 2.6 Trail classifications illustrated in Figures 4.1-1 through 4.1-7 shall be utilized during the preparation of detailed design and construction plans for the Coastal Trail. (See Program 1.)
 - 2.7 All segments of the Coastal Trail shall be designed for user safety, including but not limited to the following standards:
 - a. Coastal Trail segments planned for Multi-Modal use that currently provide existing, Class 2 bike lanes shall be enhanced to provide a *Class 1 Pathway* or a separate walking/hiking trail. An exception to this policy may be provided for the trail segment C3 and C4 located on Naval Air Road, where a separate, natural surface trail for walkers/hikers may not be feasible due to its location on a federal military installation.
 - b. Trees, landscaping, benches, restrooms, trash cans, lighting and/or other amenities shall be used, where appropriate, as design features to improve the safety and comfort of individuals using the Coastal Trail.
 - 2.8 When the Multi-Modal Route is located within a public road right-of-way, its design features should include the following:
 - a. *Walkers/Hikers*: Coastal Trail facilities for hikers/walkers should be *Class 1 Pathways*, sidewalks, or natural surface trails that are separated from vehicular traffic. In areas with high user demand (e.g. near public parking areas, popular beaches, or nature viewing areas), hiking/walking trails should be physically separated from bicycle traffic where feasible. In areas with limited user demand, trail facilities may be limited to the side of the roadway closest to the ocean.
 - b. *Bicyclists*: Coastal Trail facilities for bicyclists should be a trail segment located outside the road travel way on one (or both) sides of the roadway (i.e. a *Class 1 Pathway*) or should be a dedicated bicycle lane (*Class 2 bike lane*), located on both sides of the roadway with striping and signage. Facilities located on only one side of the roadway shall be located on the side of the roadway closest to the ocean whenever feasible.
 - 2.9 Provide directional and educational signage along Coastal Trail Routes. At a minimum, directional signs shall be located where the Coastal Trail connects to other trails, public recreation areas, and coastal access points. Educational and access signs should be located at historical sites, within ESHA, and at visual vantage points as needed.
 - 2.10 Where the Coastal Trail traverses ESHA, raised trail segments, wildlife permeable fencing, and other design methods to keep walkers/hikers on the pathway and minimize impacts on ESHA may be required.
 - 2.11 When appropriate or when required, utilize permeable surfaces that minimize impacts on the environment due to storm-water runoff and erosion.
 - 2.12 Coastal Trail alignments and designs shall minimize changes in existing natural landforms and blend into the natural environment.
 - 2.13 Coastal Trail segments should be designed to accommodate the travel modes allowed on adjoining trails in neighboring jurisdictions.

- 2.14 When private land is located next to the Coastal Trail, low-profile trail design features – such as rocks, low fencing, or a low landscape hedge – should be employed to identify the trail boundary and minimize conflicts between private property owners and trail users. However, such features shall not adversely impact coastal resources, public views to and along the shoreline, or other scenic resources, and shall be consistent with the policies and provisions of the LCP.
- 2.15 Single-Mode Routes – such as shorter trail loops that traverse public parks or coastal beaches – should be designed to provide a variety of linear distances and elevation changes for trail users with different activity levels, except where the Single-Mode Route serves as a replacement segment for the hiking/walking portion of a Multi-Modal Route (see Policy 2.2).
- 2.16 Coastal Trail routes located outside urbanized areas shall either exclude artificial lighting or use the minimum amount necessary for wayfinding or to ensure public safety at coastal access parking locations. When such lighting is required, artificial light shall be directed away from ESHA and neighboring development.
- 2.17 Coastal Trail improvements shall be designed to minimize adverse impacts on views of *scenic resources* (e.g. coastline, mountains) from *public viewing areas*.
- 2.18 The Coastal Trail shall be located, designed, and maintained in a manner that will avoid or minimize impacts to Native American cultural resources.

Goal 3 - Coastal Trail Implementation and Management

Construct and maintain the Coastal Trail in a manner consistent with all policies and provisions of this LCP while maintaining respect for public rights and the rights of private landowners.

Policies

- 3.1 Segments of the Coastal Trail shall be acquired and developed as follows:
 - a. Whenever feasible, the Coastal Trail will be located on public land or land with a public access easement acquired through voluntary transactions with willing landowners.
 - b. Where existing public roads or public easements must be widened to accommodate improvements associated with the Coastal Trail, the lead agency should utilize methods at its disposal (e.g. purchase easements, discretionary permit approvals, etc.) to expand an existing public corridor.
 - c. When necessary, Coastal Trail easements may be established through the discretionary development process when the easement dedication is voluntary or when a legal basis exists to require the easement dedication as a condition of approval. Dedicated easements may be used to implement a mapped segment of the Coastal Trail (see Figures 4.1-1 through 4.1-7), an alternate trail segment, or a link between the mapped Coastal Trail and a public beach, park or recreation area. If no responsible agency is available to accept the grant of easement at the time of recordation, then an offer to dedicate an easement shall be recorded. (See Coastal Zoning Ordinance Sec. 8181-12.)
- 3.2 When an existing (i.e. express or adjudicated) implied dedication or prescriptive easement provides public access that may provide new segments that support or connect to the Coastal Trail network, such as vertical access between the Coastal Trail and the shoreline, the discretionary permitting process shall be used to provide, maintain or protect public access. For any area that may provide new

segments that support or connect to the Coastal Trail network, new *development* shall be sited and designed to not interfere with the public's right of access to and along the shoreline where there is substantial evidence provided that implied dedication or prescriptive rights may exist, unless it is not feasible and adequate mitigation is provided.

- 3.3 Individual trails segments may be developed, constructed, and opened without concurrently amending the Coastal Trail Map.
- 3.4 In order to minimize costs associated with the Coastal Trail, utilize private and non-profit organizations and volunteers, whenever possible, to assist with trail acquisition, construction, maintenance and operation.
- 3.5 The Coastal Trail is a permitted use in all zones, and land mapped as a Coastal Trail Route shall be protected from conflicting development or uses that would adversely impact or preclude its future development and use as an operational segment of the Coastal Trail. An exception to this policy may be permitted when a replacement Coastal Trail alignment is established that is deemed equivalent to the originally planned trail alignment and that meets all other policies and provisions of the LCP.
- 3.6 The County shall evaluate and, where appropriate, pursue the following opportunities to extend Coastal Trail routes or provide new access points to the Coastal Trail: (a) abandoned roadways and (b) unaccepted offers to dedicate an easement. In addition, the County should not permanently close, abandon, or render unusable by the public any existing public road which would improve Coastal Trail access or provide an alternate Coastal Trail alignment. When pursued, such opportunities shall be carried out in compliance with Policy 3.1. All new trail segments shall be subsequently added to the Coastal Trail map.
- 3.7 The County shall not approve a coastal development permit to close, abandon, or render unusable by the public any existing coastal accessway that serves as or supports connections to the Coastal Trail network, except where there is no feasible alternative to protect public safety. Where feasible, the closure shall be temporary, alternate access provided in the interim period, and the accessway reopened once the public safety issue is resolved. Should the closure become permanent, the impact to coastal access shall be mitigated.

F. Coastal Trail Programs

The following programs identify actions that are required to more fully design and implement the Coastal Trail in Ventura County. The timing for all Coastal Trail programs is dependent upon available staff resources and funding.

1. **Program 1 - Coastal Trail Master Plan:** The RMA/Planning Division will seek grant funding and Board of Supervisors authorization for the preparation of a Coastal Trail Master Plan, and an associated LCP amendments package, which would include the following components and activities:
 - a. **Public Outreach Program and Interagency Coordination:** Conduct a public outreach and interagency coordination effort to discuss optional trail routes, trail design, trail access (e.g. parking, transit), and trail implementation. Public outreach would include coastal residents and businesses as well as key stakeholder groups (e.g. Surfrider Foundation, Sierra Club, and equestrians). Interagency coordination would include appropriate Ventura County agencies; the cities of Oxnard, Ventura, and Port Hueneme; the Channel Islands Harbor Department;

Caltrans; the U.S. Navy; the California Department of Parks and Recreation; the California Coastal Conservancy; and the Ventura County Transportation Commission.

- b. **Existing Conditions Inventory:** An existing conditions assessment and inventory that addresses specific user groups, physical suitability and constraints analysis, opportunities for connectivity, and a GIS-based field inventory. This inventory should also include the identification of abandoned roadways, existing or planned Coastal Trail access parking, and opportunities for new or alternate Coastal Trail alignments.
- c. **Master Plan Document:** This document should include the following components:
 - Purpose and vision statement;
 - Updated Coastal Trail map(s), including potential changes or additions identified for the North, Central, and South Coast subareas (see Section C - Coastal Trail Implementation);
 - Design guidelines or standards for trail classifications (multi-modal, single-use) and user groups (e.g. walkers, hikers, equestrians, persons with disabilities, etc.);
 - Recommendations for Coastal Trail access (e.g. transit stops, parking lots, signage, and parking regulations).
 - Public outreach and inter-agency coordination summary; and
 - Implementation Plan that includes cost estimates, potential funding sources for trail design/construction, implementation strategies, a maintenance plan, and recommended agency roles needed for trail coordination and management.
- d. **LCP Amendments.** In order to incorporate the Coastal Trail Master Plan into the County's LCP, the Planning Division will process necessary updates to the Coastal Trail section of the CAP (i.e. Coastal Trail maps, trail classifications, and goals, policies and programs). The LCP amendments will include a new section of the CZO that addresses development standards, permitting procedures or requirements, and other measures necessary measures needed to implement the Coastal Trail.
- e. **Public Hearings.** Adoption of the Coastal Trail Master Plan and its associated LCP amendments will require Planning Commission, Board of Supervisors, and Coastal Commission hearings.

Responsible Agency: RMA/Planning Division

Timeline: Years 0 through 5 following certification of LCP amendments for the Coastal Trail. Project timing is dependent on available funds/grant awards.

2. **Program 2 – Discretionary Project Reviews:** As discretionary projects are reviewed, the RMA/Planning Division will request that all mapped portions of the Coastal Trail be incorporated into projects subject to discretionary permits. For example, the Coastal Trail will be reviewed with the following projects:
 - a. State beach park upgrades: Work with State Parks to help ensure that the Coastal Trail is incorporated into the redesign of McGrath State Beach;
 - b. Road improvement projects: Ensure that pedestrian routes and bicycle facilities described the Coastal Trail map tables are implemented during road improvement projects. For example, road improvement projects for the Pacific Coast Highway within the South Coast Subarea should include Coastal Trail improvements (e.g. a shared, *Class 1 Pathway*) on the ocean-side of the roadway, as well as marked

crosswalks and pedestrian traffic controls at intersections between the Coastal Trail and landside trail heads or coastal access parking lots;

Responsible Agency: RMA/Planning Division

Timeline: Ongoing

3. **Program 3 – Coastal Trail Distribution and Interagency Coordination.** Prepare and distribute a cover letter and copy of the certified Coastal Trail maps and policies to relevant federal, state or local agencies and request that agency planning documents be updated to include mapped portions of the Coastal Trail. Meet with agency personnel to explain the Coastal Trail and discuss how it may fit into their physical development plans or agency mission. Examples of relevant inter-jurisdictional agency documents, or potential locations for the Coastal Trail, include the following:
 - a. *State Parks:* Integrate Coastal Trail into plans for McGrath State Beach and Point Mugu State Park; integrate Coastal Trail into Santa Monica Mountains Interagency Trail Management Plan (SMMNRA) and updates to the General Management Plan.
 - b. *Ventura County Cities:* Identify potential trail connections to segments of the Coastal Trail located in unincorporated Ventura County.
 - c. *Ventura County Transportation Commission (VCTC):* Integrate mapped segments of the trail into the Comprehensive Transportation Plan, Countywide Bicycle Master Plan, and future transportation corridor plans for the Coastal Zone;
 - d. *SCAG/Caltrans:* Integrate Coastal Trail into the next Regional Transportation Plan (SCAG);
 - e. *Caltrans:* Integrate Coastal Trail improvements into Transportation Concept Reports and the District System Management Plans.
 - f. *City of Oxnard:* in the Central Coast Subarea, there is potential to develop a shoreline trail extending from the Santa Clara River to Channel Islands Harbor; but only a few parcels adjacent to the shoreline are within the county's jurisdiction. The City of Oxnard is currently updating its LCP, which could identify a walking/hiking route that extends along the beach between McGrath State Beach and Channel Islands Harbor (see Figures 4.1-4 and 4.1-5.) A Coastal Trail route will also be incorporated into the restoration and public access plan for Ormond Beach. The restoration plan will require a coordinated effort between Ventura County, the Coastal Conservancy, The Nature Conservancy, and the City of Oxnard.
 - g. *Ventura County Public Works / Transportation Division:* Seek direction from the Board of Supervisors to integrate Coastal Trail improvements into the Strategic Master Plan and/or upcoming CIP project plans.

Responsible Agencies: RMA/Planning Division (all); PWA/Transportation (Item g)

Timeline: FY2017-18 (Post-certification)

4.1.5 Tree Protection

Trees are an important component of coastal biological *habitats*. *Trees* also contribute to the visual beauty of coastal areas, serve as windscreens to reduce erosion within agricultural areas, and provide historic landmarks that recall important eras or events in Ventura County's history. *Trees* are part of our living heritage and provide multiple

benefits. They can sooth and relax us and help us connect to nature and our surroundings. They provide color, flowers, fruit, and interesting shapes and visual forms. They also play a crucial role in life. *Trees* absorb carbon dioxide and release oxygen, provide a canopy and *habitat* for wildlife, and reduce *runoff* and erosion. *Trees* increase real property values by preserving and enhancing the aesthetic qualities of residential or commercial areas. They screen unattractive views and provide shade that breaks up urban "heat islands" and glare. Flowering *trees* announce the arrival of different seasons or help define the character of a particular residential area.

The multiple benefits provided by *trees* are lost when unnecessary *tree removal* takes place or when we fail to plant new replacement *trees*. For example, *tree* reductions can result in an increase in carbon dioxide release. As *tree* coverage declines and impervious surfaces increases, average temperatures rise. Taken together, the loss of *trees* in Ventura County can influence global warming and extreme weather events.

Conversely, *invasive trees* displace *native vegetation* thus reducing native wildlife *habitat* and altering ecosystem processes. *Invasive trees* owe their success by being able to tolerate a variety of adverse *habitat* conditions, reproduce via multiple pathways, release chemicals that inhibit the growth or kill surrounding native plants, and outcompete native plants for water and sunlight. Only in instances where an *invasive tree* is historic, provides a butterfly, colonial bird roosting or *raptor* nesting site and/or provides *habitat* for other sensitive wildlife species, would it require protection.

Goals and policies within the CAP are designed to retain the important functions of *trees* and avoid adverse effects that result from *tree removal*, certain types of *tree alteration*, and the planting of *invasive trees*. More specifically, policies within the CAP identify when existing *trees* must be preserved and when *tree removal* or alteration must be mitigated through the planting of replacement *trees* or through another form of mitigation.

Tree Protection Goal 1

Protect *trees* that function as important biological, watershed, visual and *historic resources* within coastal areas of Ventura County.

Policies

All Trees

1. With the exception of *emergency tree removal*, the *alteration* or *removal* of any *tree* in the *coastal zone* shall not be conducted during the designated bird *breeding and nesting season* (i.e. January 1 through September 15), unless the County receives a bird survey prepared by a *qualified biologist* or *ornithologist* indicating that no breeding or nesting birds were found within the *tree* to be *altered* or *removed*, that no *raptor* breeding or nesting activities are present within 500 feet of the subject *tree*, and that no breeding or nesting behaviors are present within 300 feet of the subject *tree* for all other types of birds.

Protected Trees

2. The following types of *trees* shall be classified as *protected trees* when located within the *coastal zone* of Ventura County:
 - *Trees* that contribute to the function and *habitat* value of an *Environmentally Sensitive Habitat Area* (referred to as *ESHA*);
 - *Native trees*;
 - *Historical trees*; and

- *Heritage trees.*

Unless a *tree* is classified as one of the groups listed above, *non-native trees* shall not be classified as a *protected tree*.

3. The *removal* of a *protected tree* that is *ESHA*, or *tree alteration* that damages *ESHA*, shall be prohibited except where:
 - a. The *tree* poses an imminent hazard to life, health, existing *structures*, or essential public services and where approved through an Emergency Permit; or
 - b. *Removal* or *alteration* of the *tree* is necessary to allow for a principal use or structure, and its associated *fuel modification*, where no feasible alternative exists to provide a reasonable economic use of the property, as evidenced by the alternatives analysis; or
 - c. *Removal* or *alteration* of the *tree* is a necessary component of an approved habitat restoration plan.
4. For *protected trees* not classified as *ESHA*, new *development* shall be sited and designed to avoid the *removal* of the *protected tree* or *alteration* that damages a *protected tree*. If there is no *feasible* project alternative that avoids such impacts to *protected trees*, then the project alternative shall be selected that would minimize damage to *protected trees* in the following order of priority: *native trees*, *historical trees*, and *heritage trees*. *Protected tree removal* or *alteration* shall be undertaken in the following manner:
 - i. *Principal Permitted Use/Structure*. *Protected tree removal* or damage may be permitted where no *feasible* alternative exists to provide a reasonable economic use of the property, as evidenced by the alternatives analysis; and
 - ii. *Accessory Uses/Structures*: With the exception of *non-native heritage trees*, removal of a *protected tree* shall be prohibited to increase the footprint of an existing *use/structure* or the placement of a new *use/structure* not previously approved with the original discretionary permit. Any approved *development* (e.g. paving, fence posts), including grading or excavation, that *encroaches* into the *tree's protected zone* shall be the minimum necessary to provide access, utility service, security, or privacy to the property.
5. Fire Clearance: With the exception of *non-native heritage trees*, new *development* shall be located and designed to minimize fire clearance and *fuel modification* maintenance that requires the *removal* of a *protected tree*, or *alterations/protected zone encroachments* that damage a *protected tree*. New accessory *buildings* or *uses* that extend fire clearance and *fuel modification* maintenance in a manner that requires the *removal* of a *protected tree* shall be prohibited.
6. Pruning: Pruning of a *protected tree* may be conducted in accordance with the Tree Ordinance Appendix T-1, provided that such actions are taken to protect public safety, maintain access, or maintain the health of the *tree*.
7. Mitigation Measures: When new *development* will result in the loss or degraded health of a *protected tree*, mitigation measures shall be required that include (but are not limited to) the planting of replacement *native trees* in the following manner:
 - Replacement *tree* planting shall occur within suitable, onsite areas at ratios that ensure success of the planted species; and
 - A monitoring program shall be implemented to ensure the successful establishment of replacement *trees*.

Offsite mitigation, or contribution to an established in-lieu fee program, may be permitted when on-site mitigation is not *feasible*.

8. Discretionary *development* shall be conditioned to ensure *tree* protection during construction, including but not limited to measures such as protective fencing, flagging, *use* of hand tools, and biological monitors to avoid damage to the *protected zone* of *protected trees*.

Non-Native Invasive Trees

9. The planting of *invasive trees* shall be prohibited.
10. During the discretionary *development* process, encourage the removal of existing, *non-native invasive trees* except when such *trees* are classified as a *protected tree*.

Tree Protection Programs

1. Prepare regulations within the CZO that implement *tree* protection provisions for offsite mitigation and in-lieu fees to ensure compensatory *native tree* mitigation on a project-by-project basis. Implementation standards shall be treated as an LCP amendment and shall be subject to the approval of the Coastal Commission.
2. Periodically review and update existing regulations or standards related to *protected trees* in order to bring them into alignment with new advances in *tree* protection and management, pursuant to a LCP amendment.

4.1.6 Sea Level Rise

(Placeholder for future section only)

4.1.7 Visual Resources

The Ventura County *coastal zone* contains *scenic resources* of regional and national importance.

Visual Resource Goal 1

Maintain and enhance the County's scenic and visual resources for the current and future enjoyment of its residents and visitors.

Policies

Signs:

1. *Signs* shall be designed and located to minimize impacts to *scenic resources*, including views to and along the ocean and other scenic coastal areas.
2. *Signs* shall be visually compatible with surrounding areas.
3. Off-site commercial advertising signs are prohibited.

Wireless Communication Facilities:

1. *Wireless communication facilities* shall be sited and designed to minimize alteration of natural land forms and to blend with the surrounding area in a manner that is consistent with community character, the natural environment, and existing development.

2. *Wireless communication facilities* shall be sited and designed to protect views from *public viewing areas* to the ocean or to *scenic resources*.
3. *Wireless communication facilities* – including accessory equipment, lighting, utility lines, security measures and access roads – shall be sited and designed to minimize adverse impacts on *public access, ESHA and ESHA buffer zones*.

4.1.8 Water Efficient Landscaping

Waters of the state of California are of limited supply and are subject to ever increasing demands. On average, approximately 53 percent of urban water is used to irrigate landscaped areas in California.

¹ While landscapes are essential to the quality of life in California by providing areas for active and passive recreation and as an enhancement to the environment by cleaning air and water, preventing erosion, offering fire protection, and replacing ecosystems lost to development, water conservation through landscaping offers the greatest single opportunity for water savings in the urban area.

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR) to adopt the State model water efficient landscape ordinance (State WELO). Local agencies may either adopt the State WELO or adopt a local water efficient landscape ordinance that is as effective at conserving water as the State WELO. The State WELO is set forth at California Code of Regulations at Chapter 2.7, Division 2 of Title 23. Section 8178-8 of the County's Coastal Zoning Ordinance incorporates the substantive requirements of the State WELO, and represents the County's local water efficiency landscape ordinance for the coastal zone that is as effective at conserving water as the State WELO.

Water-efficient landscaping, which must be designed, installed and maintained in accordance with an approved landscape plan, is required in new development and modification of existing development, as specified in Section 8178-8 of the CZO. The landscape plans must incorporate water conservation measures including the use of drought-tolerant native plants, irrigation systems that incorporate low water usage plumbing fixtures, proper soil preparation, maintenance, and watering schedule.

Water Efficient Landscaping Goal 1

Require landscape design, installation, maintenance and management to be water efficient.

Policies

1. Landscaping shall be sited and designed to protect *coastal resources*, including *environmentally sensitive habitat areas* (ESHA), *scenic resources*, water quality, and water supply.
2. Landscaping shall be used to screen views of utilities, *trash enclosures*, large blank walls or *building facades*, and parking areas as seen from *public viewing areas*. Screening shall not be used as a substitute for project alternatives such as re-siting or reducing *height* or bulk of *structures*.

Footnotes:

¹ California Single-Family Water Use Efficiency Study, California Department of Water resources, Irvine Ranch Water District, 2011.

3. Residential projects that include a model home(s) shall provide at least one model home with landscaping and irrigation that demonstrates the principles of water conservation.
4. Landscaping adjacent to ESHA, designated open space and parkland areas shall preserve, protect and, where *feasible*, enhance such areas.
5. Landscape design shall be compatible with the character of the surrounding rural, urban, and environmental setting. Compatibility shall be established by minimizing landform alterations and by utilizing new vegetation that is similar in type, size and scale to the surrounding environment.
6. Landscaping visible from *public viewing areas*, including eligible or designated *scenic highways* shall not obstruct public views of *scenic resources* and shall not detract from the area's scenic value.
7. Landscaping shall not encroach or block *coastal access* or *access* to roads, water supplies, or *emergency* facilities.
8. When a *landscape plan* is required for a discretionary project, the plant palette shall be limited to native, drought-tolerant vegetation except as follows:
 - Non-native, non-invasive vegetation may be used when located within the approved *building envelope*.
 - Drought tolerant and *fire resistant non-native plants*, as approved by the Ventura County Fire Protection District, may be used in the *fuel modification zone*, except when the *fuel modification zone* is within an ESHA buffer.
 - When located in areas not conducive to native plant establishment.
9. Irrigation for landscaping shall incorporate water conservation measures such as low water usage plumbing fixtures, emitters, *micro-spray*, and other measures designed to reduce water usage.
10. When a *landscape plan* is required for a discretionary project, no *invasive plant* shall be included in the *landscape plan*.
11. Temporary vegetation, seeding, *mulching*, or other suitable stabilization methods shall be used to protect soils subject to erosion that were disturbed during grading or development. Any plants or seeds used in these stabilization efforts shall be non-invasive.
12. Projects that include large areas of landscaping, such as maintained parks, shall use recycled/*reclaimed water* for irrigation when such systems are available.
13. In order to protect the *scenic resources* in the coastal zone, landscaping, when mature, shall not impede public views of *scenic resources*. Existing natural features shall remain undisturbed to the maximum extent *feasible*.

Water-Efficient Landscaping Programs

1. Every five years, the Planning Division will review and, if needed, update existing regulations or standards within the Local Coastal Program (LCP) related to water efficient landscaping in order to incorporate new advances in water conservation and climate-appropriate plants. The primary purpose of regulatory updates is to ensure that the County's water efficient landscape regulations comply with State requirements, including the Water Conservation in Landscaping Act (Government Code §§ 65591 et seq.) and its implementing regulations and requirements such as the model Water Efficient Landscape Ordinance (see Cal. Code Regs. tit. 23, §§ 490 et seq.).

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4.2 THE NORTH COAST

4.2.1 North Coast Subarea Policies

1. All zoning and *development* shall be in conformance with the Land Use Plan map (Figure 3-2), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land *use* categories.
2. In case of reasonable doubt as to the precise alignment of land *use* boundaries on the Land Use Plan Maps, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Section 13569.

4.2.2 Recreation and Access

A. Recreation

There are several developed, accessible recreation areas on the North Coast. Figure 4.2-3 is a chart depicting both developed and undeveloped recreation and parking facilities, and Figure 4.2-4 is a map showing the location of these facilities. A parking lot and broad accessway, maintained as an extension of Emma Wood State Beach, is located at Rincon Point. The area's waves attract a large number of surfers. Excellent rocky tidepools are another of the Point's attractive resources. The major segment of Emma Wood State Beach is found between Solimar and the Ventura River. The County maintains two park areas, Hobson and Faria County Parks. Both Hobson and Faria parks provide sewer and water hookups for overnight recreational vehicles. Other popular North Coast recreation sites include the Highway 101 bike path between Rincon Point and the Mobile Pier Road undercrossing, and beaches along Mussel Shoals, Faria, and Solimar. Parking along the U.S. 101 right-of-way at Mussel Shoals was replaced by a 210-space parking lot with bike racks at Punta Gorda (located between Mussel Shoals and Mobil Pier Road) as a result of the Highway 101 HOV lane project. Illegal camping, restrooms, litter, and parking continue to be challenging issues.

Parking and camping facilities are available for 12 shoreline miles. Day use facilities, both marked and unmarked, are sufficient to accommodate over 850 vehicles. Also, nearly 500 camping spaces are available within or adjacent to the North Coast subarea.

with approximately 40 percent located in the unincorporated area and the remainder are located within the City of Ventura.

Over 70 percent of the shoreline (8.6 miles) is now owned and controlled by either the state (8.3 miles) or the County (0.3 miles). All the developed facilities shown on [Figure 4.2-3](#) have adopted development plans which have already been carried out or are being carried out. The state should augment existing facilities as deemed necessary and provide new facilities when and where appropriate.

Recreation Goal 1

To provide direction to the state, and local agencies as appropriate, for improving and increasing public recreational opportunities on the North Coast consistent with public health and safety, and the protection of private property rights.

Policies

General

1. Any state plans to augment existing facilities or develop new recreational facilities in unincorporated territory must first be submitted to the County for review and approval.

U.S. Highway 101

2. Camping should be restricted to areas where proper facilities are available.
3. Caltrans should provide trash cans where needed, and increase the frequency of trash pick-up along areas of the highway being used for recreational access to the beach.
4. Caltrans should provide at least one portable toilet along the segment of the highway that extends from Rincon Point to Punta Gorda.

Rincon Point Access

5. Encourage the California Department of Fish and Wildlife to work with the California Department of Parks and Recreation to place a modest interpretive tidepool exhibit and collection prohibition sign in the parking lot or along the accessway at Rincon Point.

Punta Gorda, Hobson County Beach Park, and Faria County Beach Park Public Restrooms

6. Punta Gorda, Hobson County Beach Park, and Faria County Beach Park are in County Service Area 29. Both County parks have sewer service. The 210-space parking lot at Punta Gorda does not have restrooms, but Caltrans is required to provide a restroom in this area as a condition of the Highway 101 HOV lane project. Future consideration should be given to connecting a new restroom at the Punta Gorda parking lot to the sewer system.

Old Coast Highway (Rincon Parkway)

7. The County should continue to manage the Rincon Parkway under the Rincon Parkway Plan, a Memorandum of Agreement between the County and Caltrans that allows the County to manage the Rincon Parkway as a 24-hour metered parking zone with stays up to five days in duration.

Emma Wood State Beach

8. The California Department of Parks and Recreation should construct additional camping spaces as planned in the Emma Wood State Beach General Plan.

B. Access

The narrowness of the North Coast shoreline, its vulnerability to coastal processes, plus consideration of private rights, constrain public access opportunities in the area. People make their way to the beach primarily through Hobson and Faria County Parks, Emma Wood State Beach, the state-managed parking lot and accessway at Rincon Point, and the Rincon Parkway. Pedestrian undercrossings for Highway 101 are located at La Conchita and at Punta Gorda.

Public shoreline access is available on the North Coast. [Figure 4.2-5](#) is an inventory of access. Again, over 70 percent of the shoreline (8.6 miles) is now accessible via state or County-owned land. Additionally, good vertical access (within 1/2 mile) exists to the shoreline in front of all residential areas. These residential areas have very tight boundaries and cannot be expanded without an amendment to this Plan.

Improved accessways are located at Rincon, La Conchita, Punta Gorda, Solimar, and Emma Wood beaches. Unimproved access points exist throughout the North Coast. Over the years, public access has improved at County parks and along Old Pacific Coast Highway due to the installation of ladders, stairways and ramps. Funding sources for these improvements include grants from the Coastal Conservancy Accessway Program. As other necessary improvements to existing accessways are identified, the County will seek funding to complete those improvements.

Access Goals

1. To maximize public access to coastal recreational areas in the North Coast sub-area consistent with private property rights, natural resource protection and processes, and the Coastal Act. Also, to maintain and improve existing access, as funds become available.
2. To maintain or increase public access to *coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical

1. For all new development between the first public road and the ocean, granting of an easement to allow vertical access to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as sensitive habitats or tidepools by the land use plan, or
 - c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate vertical access corridor without adversely affecting the privacy of the property owner, or

Lateral

2. For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Access to Environmentally Sensitive Habitats:

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

Rincon Point State Surfer Access:

4. While the parking lot provided by the California Department of Parks and Recreation is adequate at this time, it is full at peak surfing times. The California Department of Parks and Recreation should anticipate the additional parking burden on the area as recreational demands increase, and make appropriate accommodations. Long-range potential for the extension of bus service from Ventura and Oxnard along the Rincon Parkway to Rincon Point should also be explored by the California Department of Parks and Recreation and Gold Coast Transit.

U.S. Highway 101:

5. Caltrans should provide trash containers and sufficient pick-up, and at least one toilet for day-use.

Mussel Shoals Access:

6. As new funds are available for continuing maintenance, the County will assume responsibility for the lateral accessway dedications that are currently being held by the State Coastal Conservancy and the State Lands Commission.

Emma Wood State Beach Access:

7. Access to Emma Wood State Beach should be maintained for the maximum number of people.

General Access:

8. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.

9. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Access for Film Production, Temporary:

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach access shall be minimized during *temporary film production activities*.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
- Shall not preclude the general public from use of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to access a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading Access:

13. New development, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.
- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access parking*.
16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity

except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.

18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs and Coastal Access:

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach access points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding.)

4.2.3 Agriculture

The Coastal Act states that a maximum of *prime agricultural land*, as originally defined by the California Land Conservation Act of 1965, will be preserved in the coastal zone.

According to the U.S. Soil and Conservation Service, there are approximately 1,130 acres of prime soils on the North Coast ([Figure 4.2-6](#)).

Much of the sub-area is agricultural. According to the County Assessor's 1978 land *use* data and a site survey by staff, there are approximately 3,350 acres of agricultural land. Because many of the *parcels* are split by the *coastal zone* boundary, this figure is an estimate of the acres falling within the boundary. Agricultural *uses* include orchards and avocados, flowers, row crops, and pasture and range.

About 70 percent, or 2,300 acres, of the North coast agricultural lands are in four agricultural preserves under the California Land Conservation Act (a.k.a., the Williamson Act). The four preserves are:

- Rincon Del Mar Preserve - Consists of three preserves, 409 acres of which are in the zone. The steep *slopes* have been *graded* to accommodate avocado orchards. The area is zoned "C-A" (Coastal Agricultural, 40 acre minimum *lot* size).
- La Conchita Preserve - Immediately inland from the community of La Conchita, 342 acres of this preserve are in the coastal zone. The property has steep *slopes*, and avocado production is the primary agricultural *use*. The zoning for the 342 acres is "C-A".
- Faria Family Partnership - Consists of a single *parcel* of 249.76 acres almost entirely within the coastal zone. A portion of the land is used for nursery and field crops, with the rest open field and hilly terrain. The zoning for the portion of the property within the *coastal zone* is "C-A".
- Claeyssen (Taylor) Ranch Preserve - Seven *parcels* with *coastal zone* portions ranging in size from 15 to 290 acres, totaling about 1,320 acres. Grazing and row crops near the Ventura River are the primary agricultural *uses*. The zoning for the lands within the *coastal zone* is "C-A". On its southern boundaries, the Claeyssen Ranch is adjacent to the City of San Buenaventura. Both the City and the County have agreed to maintain a stable urban boundary at the Ventura River levee.

There is approximately 1,000 acres of non-preserve agricultural lands located in the North Coast area. Prime soils occur on about 130 of the 1,000 acres ([Figure 4.2-6](#)). Most of the 130 acres is zones "C-A" (Coastal Agricultural, 40 acre minimum). The rest of the non-preserve agricultural acreage is primarily zoned "COS" (Coastal Open Space, 10 acre minimum). These other agricultural lands occur in *parcel* sizes of seven to 65 acres.

Agriculture Goal 1

To preserve agricultural lands on the North Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. Land divisions in, or adjacent to, agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Agency Formation Commission (LAFCO) should exclude agricultural lands outside of the Coastal Area Plan's "stable urban boundary" line ([see Figure 4.2-6](#)), from any new or expanded service districts that could negatively impact agricultural viability.

4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural lands.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.
6. *Non-prime agricultural land* defined as agricultural land, other than *prime agricultural lands* (as defined in Public Resources Section 30113), used or suitable for crops or grazing shall be designated as *Agriculture* with a minimum acreage size of 200 acres (1 DU/200 acres).

4.2.4 Hazards

A. General Hazards

The North Coast skirts the edge of a geologically complex and active area. Within *coastal zone* boundaries is a portion of the Santa Ynez Mountains, formed by thrust faulting and east-west fold. Sedimentary Miocene marine terraces reach from the mountains to the ocean, where they have been eroded to prominent sea cliffs.

Underlying the area is the Red Mountain Thrust Fault and its branches, including the Padre Juan Fault (Figure 4.2-7). There has been seismic activity in this fault zone within the past 20,000 years. Under the Alquist-Priolo Act of 1972, the California Division of Mines and Geology designated the Red Mountain Fault as a "special studies zone" (Figure 4.2-8). This means that engineering geology reports may be required for some new *coastal zone development* within the designated area. Included within the special studies zone is a portion of the La Conchita Community, the La Conchita oil and gas processing facility, and the Rincon oil and gas processing facility. Ventura County has adopted an ordinance that implements the Act.

Short periods of low to moderate groundshaking are a potential North Coast hazard. Low coastal terraces could be subject to liquefaction where groundwater is less than 15 feet from the surface. Tsunamis could occur along the North Coast where elevations are less than 30 feet above mean sea level. Landslides and mass earth movement pose severe hazard potential where *slopes* are greater than 25 percent (Figure 4.2-7). Construction, grading, seismicity, irrigation, septic tanks and intense rainfall all contribute to erosion and *slope* failure. Moderate to highly expansive soils interlaced throughout the area also contribute to *slope* instability. Slides closed the North Coast northbound segment of Highway 101 during the winter storms of 1978 and 1980.

Five creeks wind through the steep canyons and empty into the ocean on the North Coast. Rincon Creek is the only perennial *stream*. Madriano, Javon, Padre Juan and Line Creeks are intermittent. The flood plain of the Ventura River forms the eastern boundary of the area. The Ventura County Flood Control District does not have any proposals for flood control projects in this portion of the coastal zone.

Nevertheless, the drainages present some hazards, including erosion and *slope* failure along *stream* banks, rapid *runoff* and sheet flooding, and seepage along lower coastal terraces.

Also of concern as a hazard is the fire-adapted chaparral vegetation of some steep *slopes*. Particularly during the summer droughts, many of the plants dry out and become dormant. If the dead plant material is allowed to accumulate over a number of years the stage is set for explosive wild fire (Barbour and Major 1977). *Emergency access* to the more mountainous areas is extremely limited. A major portion of the area around the

North Coast's Rincon and Red Mountains is recognized as an "extreme" fire hazard area in the County's General Plan Hazards Appendix.

The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an Initial Study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.

Hazards Goal 1

To protect public safety and property from naturally-occurring and human-induced hazards as provided in County ordinances.

Policies

1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard.
2. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismics safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.
5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.
6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.
7. The North Coast portion of the Santa Ynez Mountains requires special attention, and the following formula and minimum *lot* sizes will be utilized as new land divisions are proposed in the "Open Space" or "Agricultural" designations:

- a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:

$$S = \frac{(100)(I)(L)}{A}$$

where:

- S = *average slope* (%)
I = *contour interval* (ft.)
L = *total length of all contour lines* (ft.)
A = *total area of the lot* (sq. ft.)

- b. Once the *average slope* has been computed, the following table will be used to determine a minimum *lot* size for newly proposed *lots*:

0% - 15%	=	10 acres
15.1% - 20%	=	20 acres
20.1% - 25%	=	30 acres
25.1% - 35%	=	40 acres
35.1% & above	=	100 acres

8. A landscaping plan for fire and erosion control will be submitted for any new *development* located in *high fire hazard areas*. As many native plants as *feasible* should be used. Information on kinds and sources of these plants are available through the County.

B. Beach Erosion

The North Coast beaches are highly vulnerable to erosion and wave damage. Dredging operations in Santa Barbara Harbor alter sand transport down coast. Without adequate replacement sand, high tides and waves erode the beaches. Beachside designated "Existing Communities" are losing beach front during these times, and seawalls are being undermined, critically endangering residences. Affected areas are:

- Mussel Shoals: Exhibits seasonal fluctuations in the amount of sand. A seawall had to be constructed during the 1978 winter storms. Erosion is gradual now, but may accelerate later. The California Department of Navigation and Ocean Development (DNOD) has noted the area to be "Present Use Critical," which means that existing shoreline facilities are subject to erosion from wave action (Appendix 5).
- Seacliff: Homes flood during storms and high tides. Construction of the U.S. Highway 101 overpass north of the colony obstructed sand transport and beach replenishment. To retard erosion at Seacliff and Hobson County Park, Caltrans built a seawall that is now deteriorating. Current zoning allows for the construction of further beach residential units. However, unless the seawall is reviewed for structural adequacy, more flooding may occur.
- Hobson County Park: Severe *beach erosion* prompted Caltrans to build a revetment. The intensity of wave action in the area has led to concerns about the wall's structural adequacy - it may need additional improvements.
- Faria Beach Park: Has been severely damaged by erosion at the rate of about 1.3 feet of shoreline per year and the park has been closed several times because of storm debris (U.S. Army Corps of Engineers 1978). The Department of Navigation and Ocean Development has also classified this area as "Present Use Critical". At the current rate of erosion, protective *structures* will be needed to preserve the recreation area. The County's Property Administration Agency is in the process of initiating these improvements.
- Faria Beach Colony: Erosion and flooding at high tide are continuing problems. Seawalls are being undermined. The Department of Navigation and Ocean Development sees this area as "Future Use Critical".
- Solimar Beach Colony: Erosion is weakening the existing seawalls. If homes are to be protected, then improvements will have to be made. This area is "Present Use Critical".
- Old Coast Highway: Waves top the revetment and create intermittent hazards for motorists.

- Emma Wood State Beach: The beach is eroding 0.6 feet annually, and recent winter storms have caused extensive damage and led to closure. The Department of Navigation and Ocean Development recognizes a portion of the park as "Future Use Critical" and another segment as "Present Use Critical".

Hazards Goal 2

To protect public safety and property from *beach erosion* as provided in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.
3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.
4. The County's Building and Safety Department will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.
5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant will then be required to obtain an engineering report that specifies how those impacts will be mitigated.
6. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.

4.2.5 Energy and Industrial Facilities

A. Oil and Gas Facilities:

Three onshore oil fields in production on the North Coast of Ventura County are either within or very close to the *coastal zone* (Figure 4.2-9):

- Rincon Field - Located north of Pitas Point, with both onshore and offshore portions. The onshore portion comprises about 75 percent of the proven acreage of the field. While the Rincon Field is one of the largest producing fields in the County, its production has declined in recent years, as has the production of all County fields.
- San Miguelito Field - Located south of Pitas Point, and extending into the mountainous area outside the coastal zone. There have been various operators in this field over time. Only a portion of this lease is within the coastal zone. There is a seawater treatment facility within this field, south of Pitas Point adjacent to the 101 Freeway which is in the coastal zone.

- Ventura Field - The Ventura Field is entirely outside the *coastal zone* boundary, but nevertheless close to the sub-area.

Ventura County has issued several Conditional Use Permits for oil drilling and related activities on the North Coast (Figure 4.2-10). Existing and anticipated future onshore oil drilling/production activities within the *coastal zone* are confined to the known limits of the above oil fields. It is not the intention of the Plan to preclude *oil and gas exploration* and *development* outside the limits of these fields, except as otherwise noted in the energy policies.

There are six separation and treatment facilities on the North Coast, one of which is outside the coastal zone. Two, the Rincon Oil and Gas Processing Facility and the La Conchita Oil and Gas Processing Facility, are used exclusively to process production from Outer Continental Shelf (OCS) leases. These facilities are within the North Coast "Existing Community" designation, which allows expansion of the facilities per the existing zoning on the sites (Figures 4.2-9 and 4.2-10).

- Rincon Oil and Gas Processing Facility - This separation treatment facility has a net design capacity of 110,000 barrels of oil per day (BOPD) and 15 million cubic feet of natural gas per day (MMCF/D). Currently, there is about 98,000 BOPD and 7 MMDF/D of unused capacity. Approximately 15 acres adjacent to the existing 32-acre facility could be utilized for plant expansion with a minimum of grading. The site is zoned "C-M" (Coastal Industrial). Also located on the site is a 268,000 barrel storage tank.
- La Conchita Oil and Gas Processing Facility - Also a separation treatment facility, it covers a total of 16 acres, 11 of which are developed. The site is zoned "C-M" (Coastal Industrial). Net design capacity is 27,000 BOPD and 22 MMCF/D. Currently, there are about 3,000 BOPD and 20 MMCD/D of unused capacity. About five acres of the site can be used for expansion.

The other separation treatment facilities on the North Coast are located at the base of the mountains below the Rincon Oil and Gas Processing Facility, inland of the U.S. Highway 101. Historically, these facilities have been called the Mobil-Ferguson, Cabot-Rincon, and Chanslor/Coline facilities. These facilities' expansion possibilities are extremely limited due to the size of the sites and the marginal amount of usable land.

The coastal onshore oil and gas fields have been experiencing declining production in recent years, thus there is sufficient capacity within existing separation/treatment facilities to handle onshore production. Additionally, the current unused capacity of the Rincon and La Conchita oil and gas processing facilities is projected to be sufficient to accommodate all anticipated future production from known reserves in the eastern Santa Barbara Channel. Furthermore, the Rincon facility has enough available land to expand its throughput to accommodate all projected future production in the Channel. Therefore, no new separation/treatment facilities are necessary on the North Coast.

B. Pipelines

There are two offshore pipelines and landfall sites on the North Coast. These are the Dos Cuadros Pipeline that transports OCS oil and gas to the Rincon facility. The landfall site is just north of the Seaciff Community in the Rincon area. The other offshore pipeline is the Carpinteria OCS Pipeline with a landfall site about 0.25 miles northwest of the community of La Conchita.

In addition to the two offshore pipelines there are six onshore pipelines. Five of these are "private carriers" while the sixth is a "common carrier" and subject to regulation by

the PUC. The "common carrier" is a pipeline that connects the La Conchita oil and gas processing facility with the Rincon oil and gas processing facility.

The Ventura County Coastal Zoning Ordinance sets forth the regulations for pipelines and facilities in the Coastal Zone.

C. Other Facilities

During the exploratory drilling phase of offshore oil development, temporary service bases, known as staging areas, are needed areas for shipping equipment, supplies, and personnel to offshore sites. All are small operations that require limited acreage and are leased on a short-term basis. Staging areas should be allowed in all areas subject to industrial zoning and a CUP to ensure compliance with this Plan. No existing industrial or energy facilities, except pipelines, are located between the U.S. Highway 101 and the shoreline. In addition, no electrical facilities are sited on the North Coast. Southern California Edison Company identified a potential need back in the early 1980's for an electrical generating substation, near La Conchita. There is a relatively flat *parcel* of sufficient size for a substation just northerly of La Conchita.

D. Industrial Facilities

The Coastal Act offers only limited guidance in siting coastal-dependent industrial facilities in "Urban" versus "Rural/Open Space" areas. For purposes of this Plan, new industrial *development* requiring a "Coastal Industrial" (C-M) zone, will be considered urban development. Oil drilling activities have not been considered "Urban" in nature, and are therefore allowed in most County areas by Conditional Use Permit. Additionally, industrial facilities are permitted in unincorporated areas if they are within "Existing Community" areas designated by the Board of Supervisors. The only industrial facilities on the North Coast are those energy-related facilities previously described.

Energy and Industrial Facilities Goal 1

To allow continued exploration and production of oil and gas in most of the North Coast sub-area, and to allow the necessary expansion of major, existing processing facilities while meeting Coastal Act and County objectives and maintaining environmental quality.

Policies

1. All land between U.S. Highway 101 (Ventura Freeway) and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*," will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between U.S. Highway 101 (Ventura Freeway) and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which require a "Coastal Industrial" (C-M) zone, or expansion of existing facilities will be permitted, unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and

operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.

4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 (below), transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the Coastal Zone related to oil and gas development.
 - m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All anticipated future offshore oil and gas production in the eastern Santa Barbara Channel to be processed in Ventura County shall utilize the Rincon or La Conchita oil

and gas processing facilities for onshore separation/treatment, unless it is not technically or economically *feasible*.

7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant, and may be conducted as part of environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other

measures as deemed necessary to prevent erosion until the vegetation can become established.

14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, under grounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627), all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
18. Experimental *uses* that provide energy from alternative sources, such as wind or solar, may be permitted by Conditional Use Permit in areas designated "Open Space."
19. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
20. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.2.6 Public Works

The North Coast has a variety of service constraints. While the Casitas Municipal Water District can provide water to the area for at least the next 20 years, sanitation is a significant problem. Subsurface sewage disposal at Faria Beach, Seacliff, Solimar, and Mussel Shoals is limited by soils, inadequate *lot* sizes for leach field expansion, out-dated

facilities that do not meet current septic tank design standards, high groundwater, high rate septic tank failure, and increased pumping rates. The Board of Supervisors has authorized the formation of County Service Area No. 29, and a sewer system is being designed for those portions of the North Coast.

Transportation issues include providing adequate, safe *access* to and from U.S. Highway 101 for the communities of La Conchita and Mussel Shoals, and road construction or improvement that does not adversely impact agricultural lands. Ocean View Road is the only public *access* to agricultural lands along the bluff tops. It is a County road, but does not meet design and fire standards. On July 12, 1979, the Board of Supervisors approved a Public Works Agency recommendation to develop an assessment district to finance proposed improvements, and a County Service Area for road maintenance.

If traffic continues to increase on U.S. Highway 101 as projected in the Los Angeles Regional Transportation Study, then some of the North Coast communities will have even more restricted *access*, particularly where the Southern Pacific Railroad tracks have to be crossed at La Conchita. Additionally, U.S. Highway 101 has been proposed as a State Scenic Highway from its junction with Highway 1, near the City of Ventura, to the Santa Barbara County Line.

Public Works Goal 1

To maintain current service levels for existing developments.

Policies

1. New or expanded *public works facilities* (including roads, flood control measures, water and sanitation) will be designed to serve the potential population within the subarea's boundaries, and to mitigate impacts on agricultural, open space lands, or *environmentally sensitive habitats*.
2. Services are limited to existing areas defined in the Coastal Commission permit for the North Coast sewer (Regional Application 208-03). Any changes or extension of services will require a new permit.
3. When funds become available the State should improve the potentially dangerous highway crossings at Mussel Shoals and La Conchita.
4. New service extensions required beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.

4.2.7 Locating and Planning New Development

A. Residential

Residential *development* in the North Coast sub-area will occur mainly within the "Existing Communities" as approved by the Board of Supervisors in 1978. Those communities are: Rincon Point, La Conchita, Mussel Shoals, Seacliff, Faria, and Solimar.

Under the "Existing Community" designation, the areas are allowed to build out to the *building* intensity permitted under the prevailing zoning.

Presently, all *development* utilizes individual septic tank systems; however, the Ventura Regional County Sanitation District (VRCSD) has received a federal grant to develop a sewage system consisting of: 1) a low pressure sewer line to serve the areas of Mussel Shoals, Seacliff, Faria, and Solimar; and 2) an On-Site Wastewater Management Zone (OSWMZ) for Rincon Point and La Conchita. In December 1978, County Service Area

(CSA) 29 was formed and on July 3, 1979, the Board of Supervisors approved the Environmental Impact Report and authorized the filing of a Step II grant for the facilities design. The low pressure sewer line would connect with the City of San Buenaventura's sewage treatment plant.

B. Commercial

Commercial *development* in the North Coast sub-area occurs in the La Conchita "Existing Community." Four *parcels* in La Conchita are zoned "C-C" (Coastal Commercial). These *parcels* are located north of the Southern Pacific Railroad tracks at Santa Barbara Avenue.

Within the Mussel Shoals "Existing Community" area is "Cliff House," an 18-unit *multi-family* residential *dwelling* facility. This *parcel* is zoned "C-C" (Coastal Commercial).

Future commercial *development* in La Conchita or Mussel Shoals could impact traffic and left turn movements on Highway 101. For this reason and because of the limited amount of new residential *development* anticipated, more commercial *development* is not necessary.

Commercial Goal 1

To allow the continued build-out of the "Existing Community" areas consistent with the County's General Plan and regional goals within the AQMP and "208" Plan.

Policies

1. The six residential "Existing Communities" of Rincon Point, La Conchita, Mussel Shoals, Seacliff, Faria, and Solimar will be allowed to build-out according to their land use designations and prevailing base zoning. [Figures 4.2-11- 4.2-16](#) depict these areas.
2. Any new *development* in "Open Space" or "Agriculture" designated areas on *slopes* greater than 15 percent will conform with the policies and *slope/density formula* developed in the Hazards Section of this Coastal (Area) Plan.
3. The Cliff House property in Mussel Shoals (APN 060-0-090-195) shall be restricted to visitor-serving commercial *uses*, including overnight accommodations.

4.2.8 Potential Conflicts

Unincorporated Lands in City Area of Interest:

The extension of the City of San Buenaventura's urban boundary northwesterly into the Taylor Ranch, an unincorporated agricultural preserve northerly from Hwy. 101, has historically been a potential source of conflict. Section 30241 of the Coastal Act is most specific about maintaining a maximum amount of *prime agricultural land* and delineating stable urban-rural boundaries. Further expansion of the City Sphere of Influence could induce *development* not only on the ranch, but on adjacent agricultural lands as well.

The potential land *use* conflicts in this instance have been averted. Both the City and the County have recognized the Ventura River levee and the city's westerly city limits as a logical, stable urban boundary in their *Local Coastal Programs*, and the Local Agency Formation Commission (LAFCO) has designed the Sphere of Influence boundaries to conform to those boundaries indicated in both the City's and County's Coastal Plans.

4.2.9 Environmentally Sensitive Habitats (ESHA)

A. Tidepools and Beaches

Tidepools occur at Faria, Mussel Shoals, Seacliff and Emma Wood State Beach ([Figure 4.2-1](#)). Subtidal rock outcrops provide anchorage for kelp, which in turn provides *habitat* for a multitude of organisms. Intertidal and subtidal diversity creates feeding *habitat* for a variety of water birds. The sandy beach adjacent to the rocky areas serves as resting *habitat* for shorebirds, and is important for shellfish and as grunion spawning grounds.

Tidepools and Beaches Goal 1

The protection of tidepools.

Policies

1. Shoreline interpretive programs will be coordinated by all appropriate agencies for existing recreation sites, including Hobson and Faria County Parks, and Emma Wood State Beach. Coastal ecology should be included into interpretive programs as they are developed for new State recreation areas and parks.
2. Provisions will be made for the proper disposal of recreation generated wastewater effluent and solid waste at public sites along the North Coast. County Service Area (CSA) 29 will help provide an acceptable wastewater disposal system for portions of the North Coast.
3. Shoreline protection *structures*, such as revetments, seawalls, groins, or breakwaters, are allowed when they are necessary to protect existing developments, coastal-dependent land *uses*, and public beaches. Any *structures* built under these conditions will incorporate mitigation measures that reduce intertidal or nearshore *habitat* losses and impacts on local shoreline and sand supply.
4. Placement of any *fill* or dredged material along the North Coast beach intertidal area shall be carried out in consultation with the State Department of Fish and Game, in order to ensure that the timing and location of such activities does not disrupt the life cycles of intertidal or sandy beach species.
5. An applicant for any coastal project, including *shoreline protective devices*, will show that their proposal will not cause long-term adverse impacts on beach or intertidal areas. Impacts include, but are not limited to, destruction of the rocky substrate, smothering of organisms, contamination from improperly treated waste water or oil, and *runoff* from streets and parking areas. Findings to be made will include, but not be limited to, proper waste water disposal.
6. Policies 2 through 5 are also applicable to projects involving alterations to existing shoreline protection *structures*.
7. The adopted State "Guidelines for Wetlands and Other Wet, *Environmentally Sensitive Habitats*" will be used when analyzing any projects that may impact or alter tidepools.

B. Creek Corridors

Rincon Creek is the only perennial riparian corridor on the North Coast ([Figure 4.2-2](#)). However, other *stream* or creek corridors are considered to be watercourses, either perennial or intermittent, as shown on USGS quadrangle maps, as measured between the high water mark, or the break in each bank. Maintenance of *native vegetation* will help diffuse floods and *runoff*, minimize soil erosion, and retard sedimentation.

Creek Corridors Goal 1

To maintain creek corridors in as natural a state as possible while still accommodating the needs of public health and safety.

Policies

1. All projects on land either in a *stream* or creek corridor or within 100 feet of such corridor (buffer area), shall be sited and designed to prevent impacts which would significantly degrade *riparian habitats*, and shall be compatible with the continuance of such *habitats*.
2. Substantial alterations (channelizations, dams, etc.) to river, *stream*, or creek corridors are limited to:
 - a. necessary water supply projects;
 - b. flood control projects where no other method for protecting existing *structures* in the flood plan is *feasible*, and where such protection is necessary for public safety or to protect existing development; or
 - c. developments where the primary function is the improvement of fish and wildlife *habitat*.
3. Projects allowed per the above policies will incorporate the best mitigation measures *feasible*.
4. Criteria set forth in the adopted Coastal Commission's "Statewide Interpretive Guidelines for Wetlands and Other *Environmentally Sensitive Wet Habitats*" will be used in evaluating projects proposed within the Rincon Creek corridor.

C. Miscellaneous

Policies

Film Production, Temporary

1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

Signs

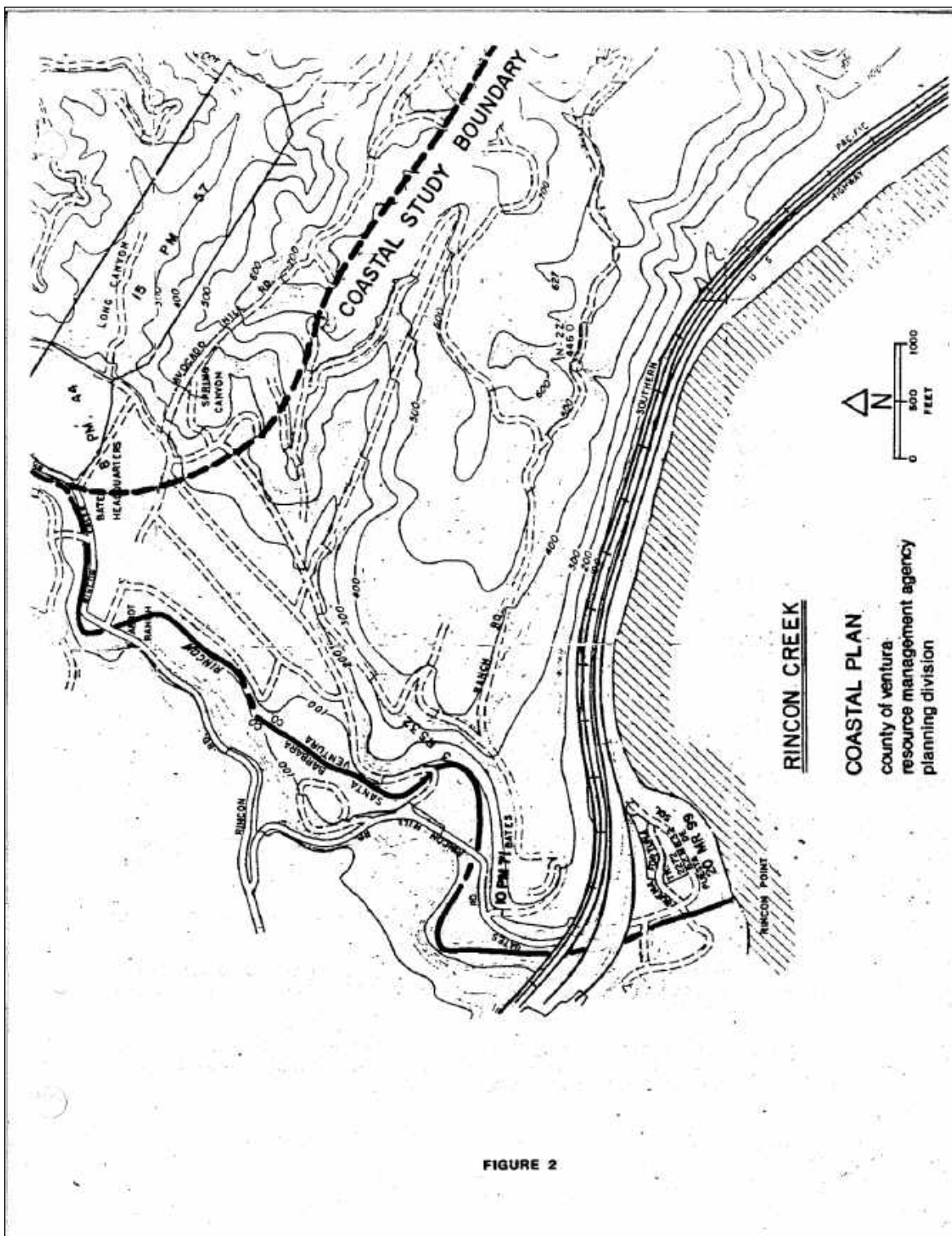
1. *Signs* are prohibited within *ESHA* except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within *ESHA* or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

**** ROCKY TIDEPOLS**

ENVIRONMENTALLY SENSITIVE HABITATS ON THE NORTH COAST

COASTAL PLAN
county of ventura
resource management agency
planning division

Figure 4.2-2 Rincon Creek



**Figure 4.2-3
North Coast Recreation and Parking Facilities**

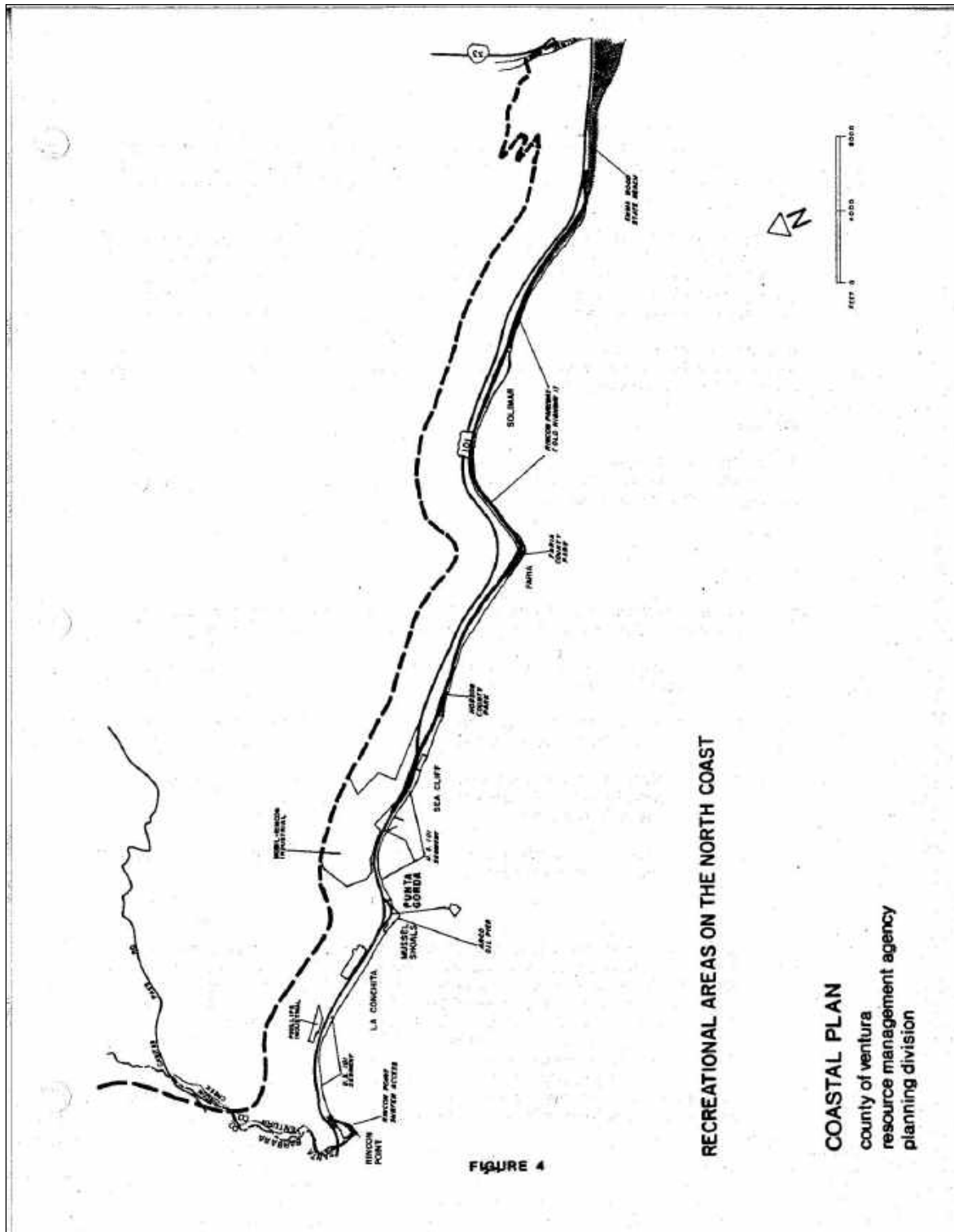
Facilities	Total Acreage	Linear Frontage (Ft.)	Number Of Parking Spaces	Number Of Camping Spaces
Developed Facilities				
Rincon Point State Surfer Access	2.67	75	67	-
Hobson County Park	1.17	679	-	29
Faria County Park	2.4	684	-	45
Rincon Parkway	-	11,700	180	289
Emma Wood State Beach	100.94	16,000	100 (within City of San Buenaventura)	150
Undeveloped Facilities				
Highway 1 - Rincon Point to Punta Gorda	-	8,200	270*	
Highway 1 - Punta Gorda to Seacliff	-	8,000	260*	
TOTALS	45,338 linear ft. (8.6 miles)	877	513	

Source: Recreation and Access LCP Issue Paper, Ventura County Resource Management Agency, 1980

Footnotes:

* Unmarked spaces - assumed 30 ft. per space

**Figure 4.2-4
Recreational Areas on the North Coast**



**Figure 4.2-5
North Coast Access Inventory**

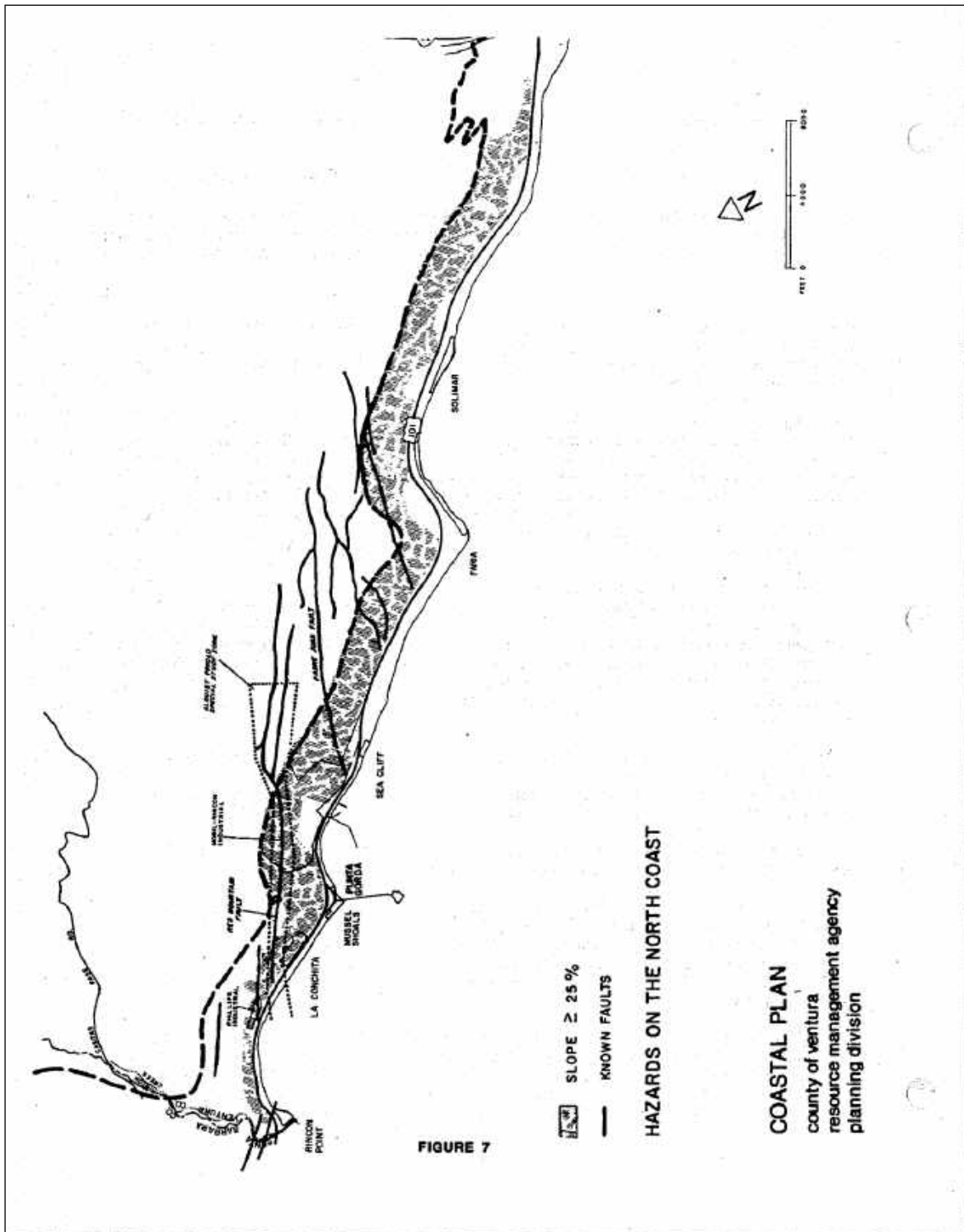
NO.*	Name & Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By	Remarks
1.	Rincon Point State Surfer Park, West of 101 at County Line	Park	2.67 ac.	75 ft.	Yes	- - -	State Parks	State Parks	
2.	Highway 1 Rincon Point to Punta Gorda	Parking Lateral Vertical	- - -	8,200 ft.	Yes	No	Caltrans	Caltrans	Undeveloped facility - consists of unmarked parking along Old Coast Highway.
3.	Highway 1 Punta Gorda to Seacliff	Parking Lateral Vertical	- - -	8,000 ft.	Yes	No	Caltrans	Caltrans	Same as above.
4.	Hobson County Park West of 101, South of Seacliff	Park	1.7 ac	679 ft.	Yes	Yes	County	County	
5.	Rincon Parkway	Parking Lateral Vertical	- - -	11,700 ft.	Yes	Yes	Caltrans	Caltrans	Includes two improvements to beach seawall to construct ladders to improve <i>vertical access</i> . Ladders maintained by Ventura Co.
6.	Faria Co. Park South of 101, 5.5 miles west of Ventura	Park	2.4 ac.	684 ft.	Yes	Yes	County	County	
7.	4270 Faria Road Faria Tract	Lateral	To Seawall	43 ft.	Yes	No	Private	Owner	Pass and Repass only.
8.	3912-3024 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	150 ft.	Yes	No	Private	Owner	Pass and Repass only.
9.	3488 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	27 ft.	Yes	No	Private	Owner	Pass and Repass only.
10.	3438 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	35 ft.	Yes	No	Private	Owner	Pass and Repass only.
11.	3974 Pacific Coast Highway, Faria Tract	Lateral	To Seawall	50 ft.	Yes	No	Private	Owner	Pass and Repass only.
12.	Emma Wood State Beach West of 101, 3 miles north of Ventura	Park	100 ac.	16,000 ft.	Yes	Yes	State Parks	State Parks	

Footnotes:

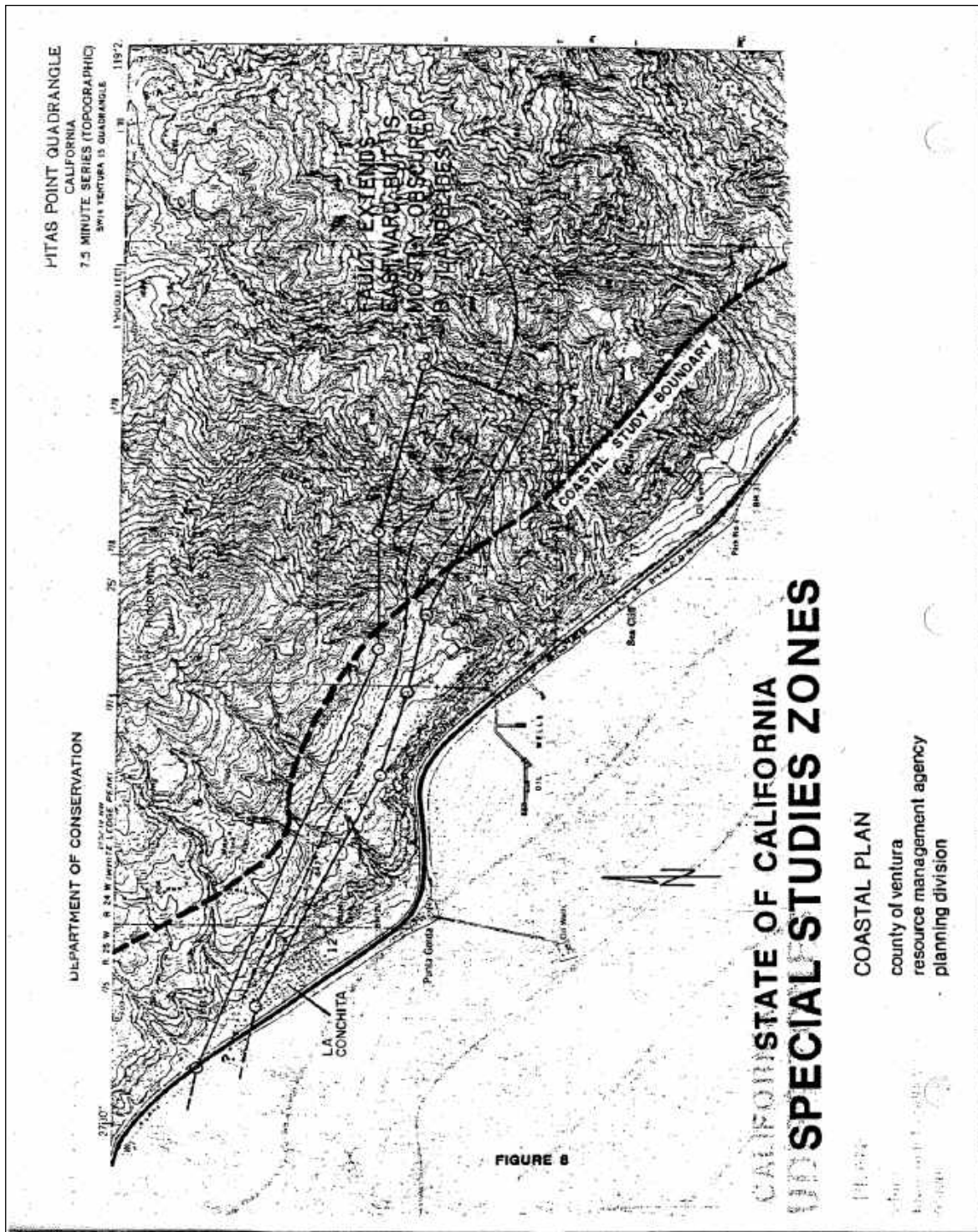
* Keyed to Local Coastal Area Plan Land Use Map for the North Coast, Figure 46-2 3-2 (Separate Map) 6/20/89

[illegible]

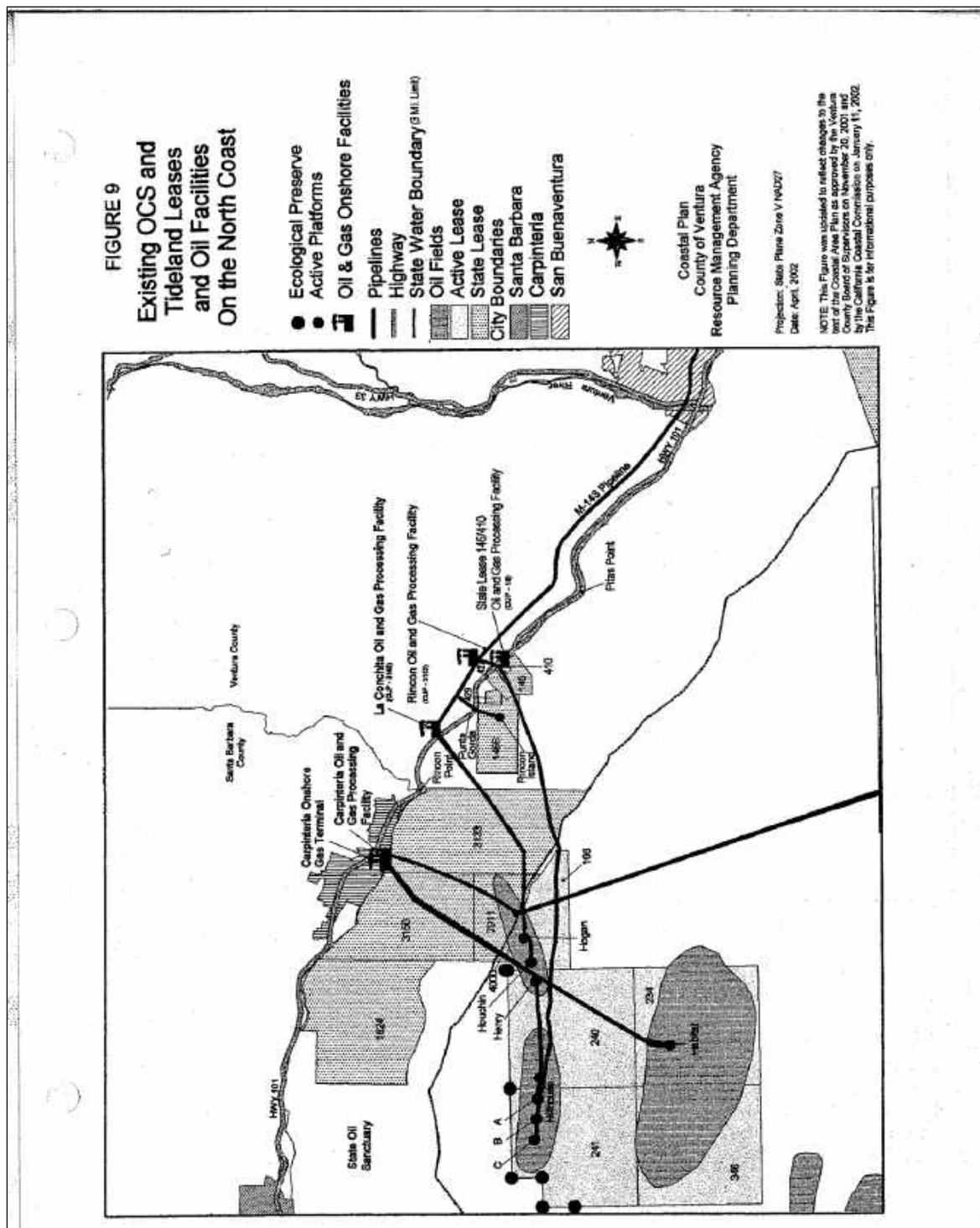
**Figure 4.2-7
Hazards on the North Coast**



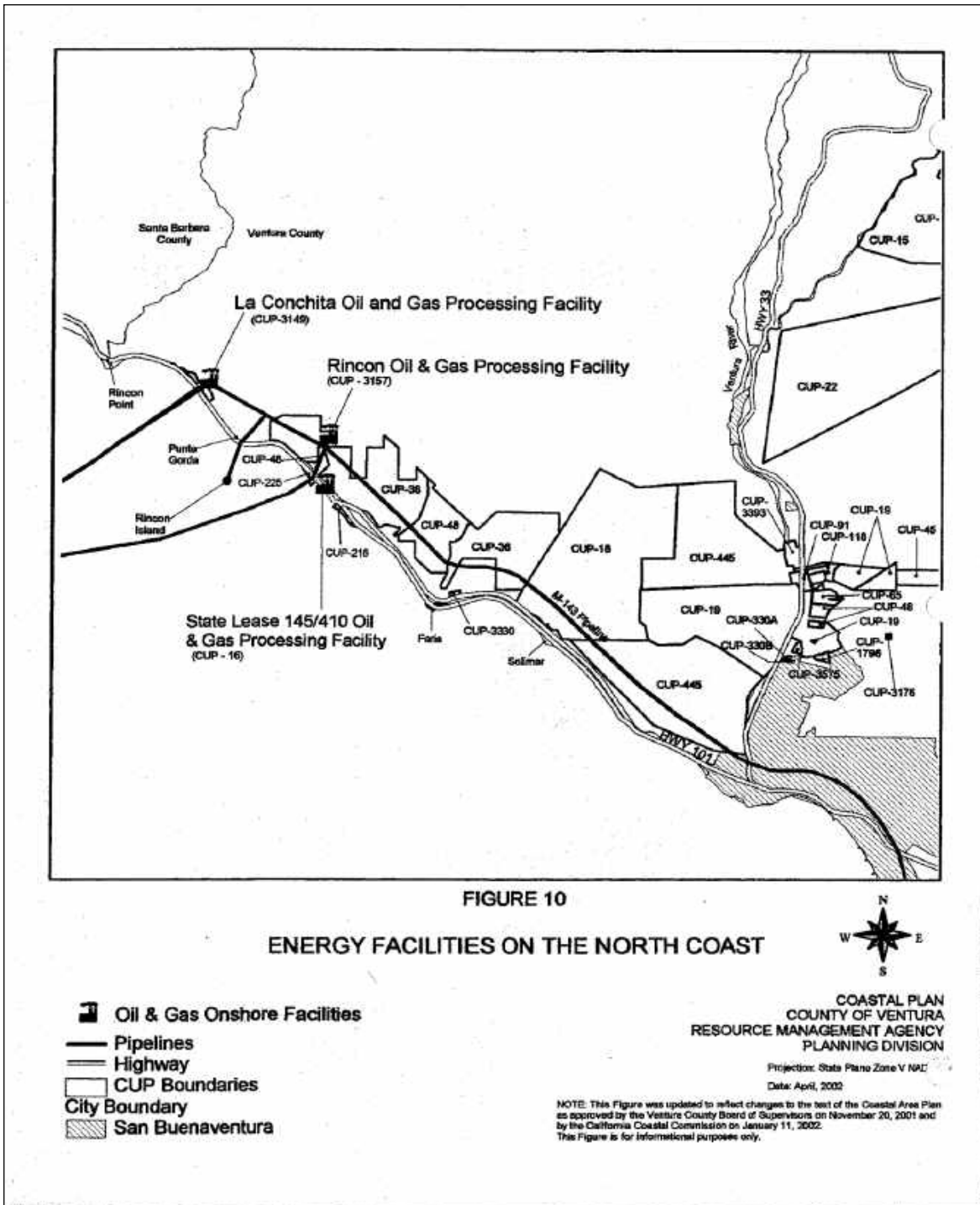
**Figure 4.2-8
Pitas Point Quadrangle (Portion) Special Studies Zones**



**Figure 4.2-9
Existing OCS and Tideland Leases and Oil Facilities
on the North Coast**



**Figure 4.2-10
Energy Facilities on the North Coast**



**Figure 4.2-11
Rincon Point Residential Community**

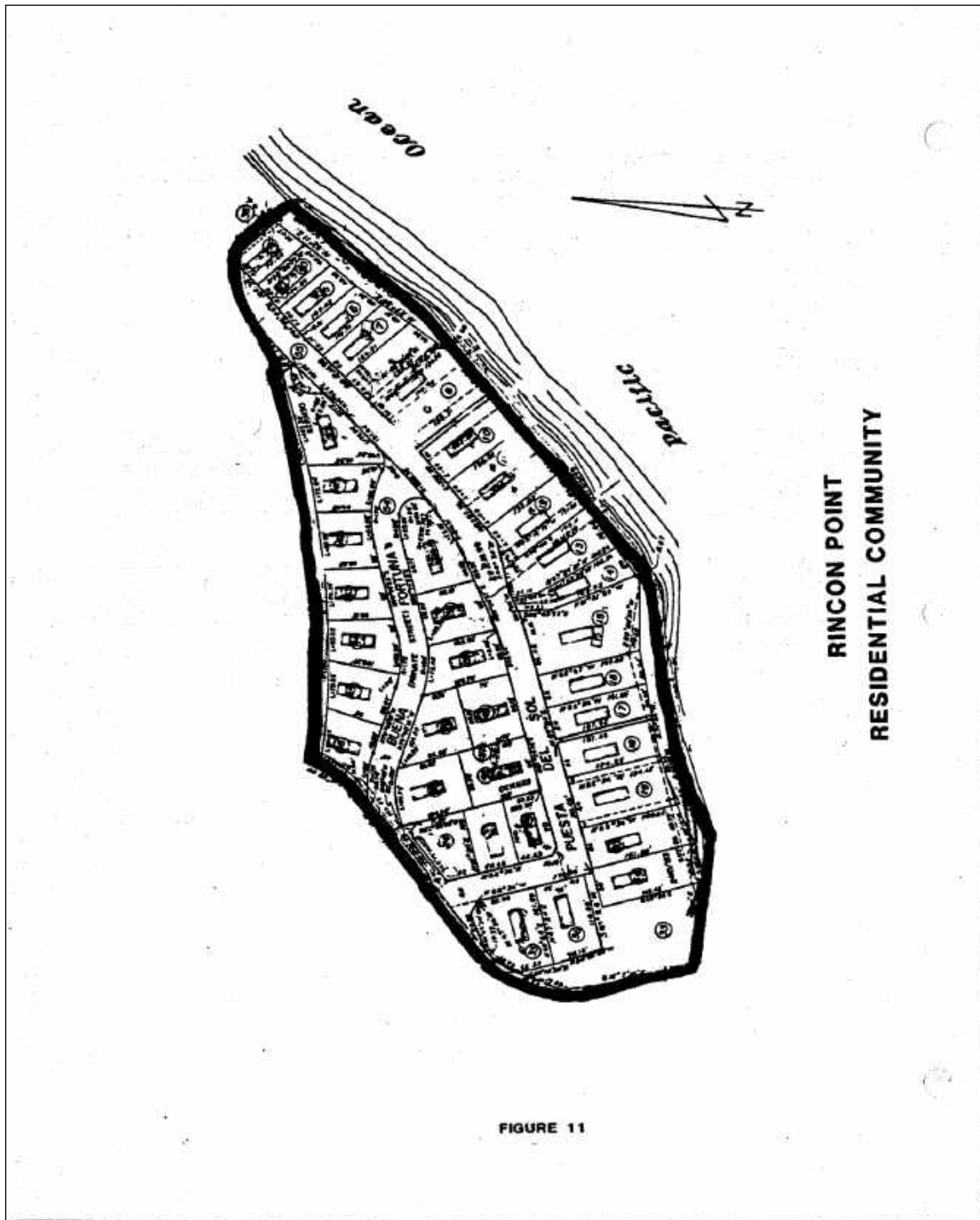
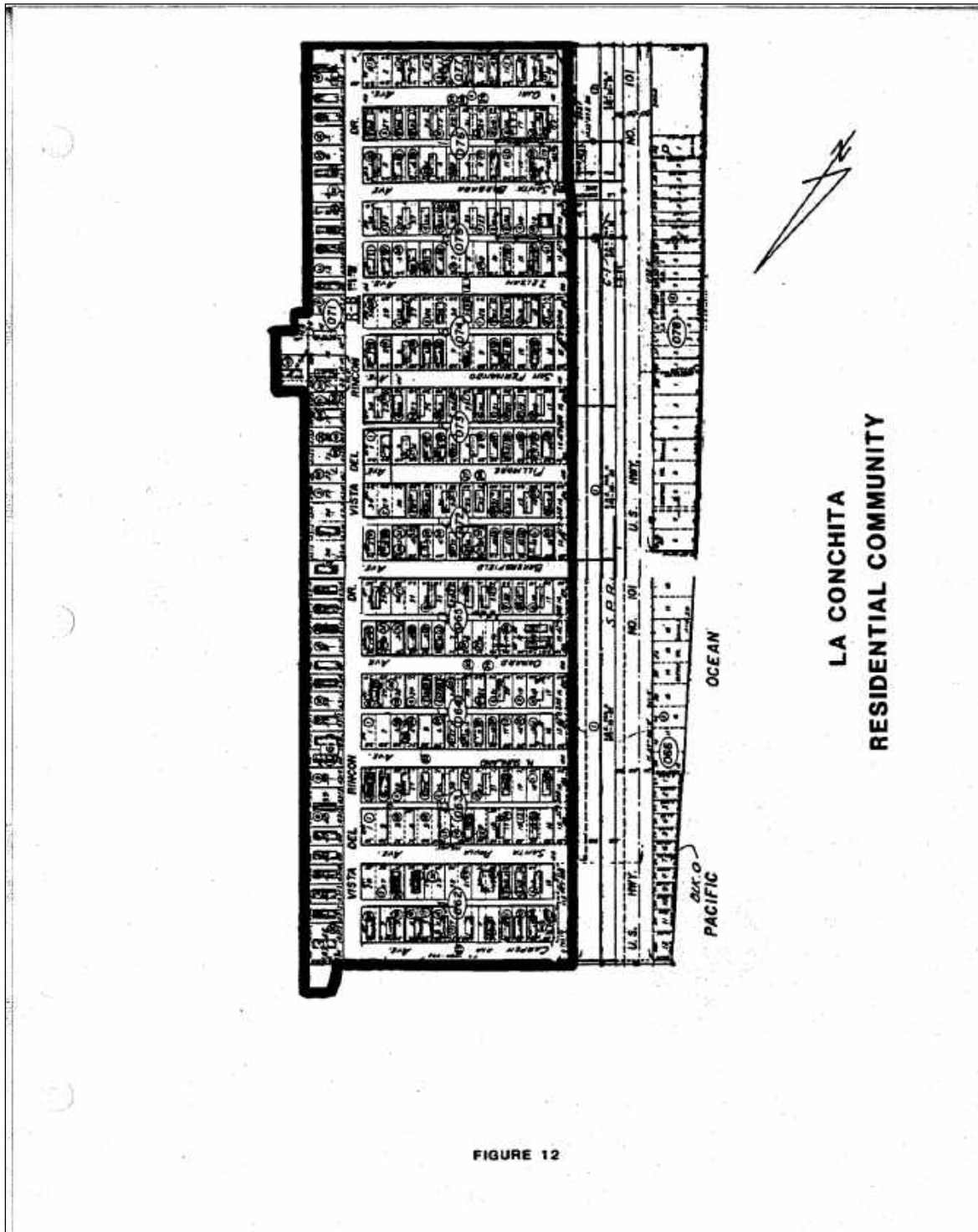


Figure 4.2-12
La Conchita Residential Community



[illegible]

Figure 4.2-14
Sea Cliff Residential Community

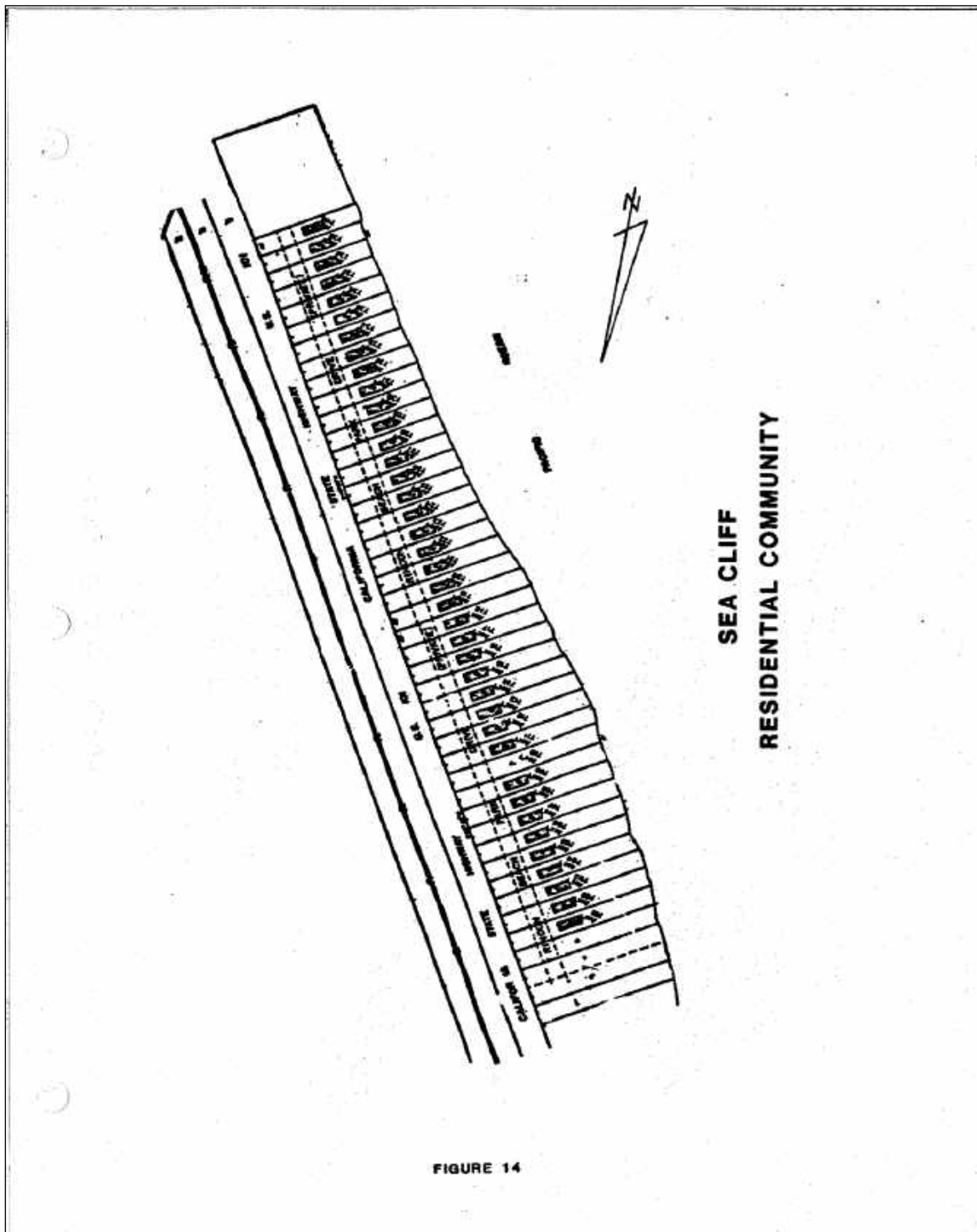


Figure 4.2-15
Faria Residential Community

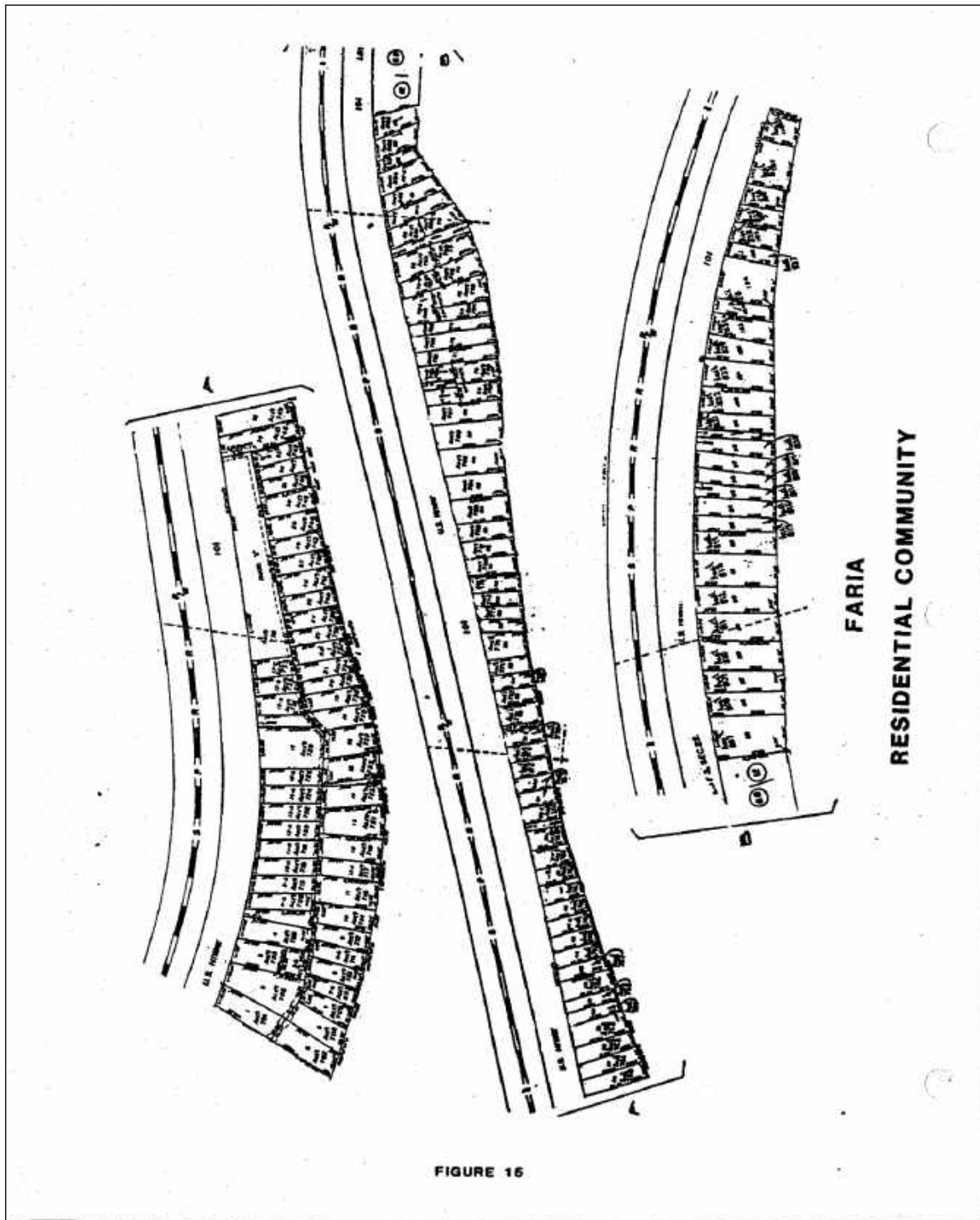
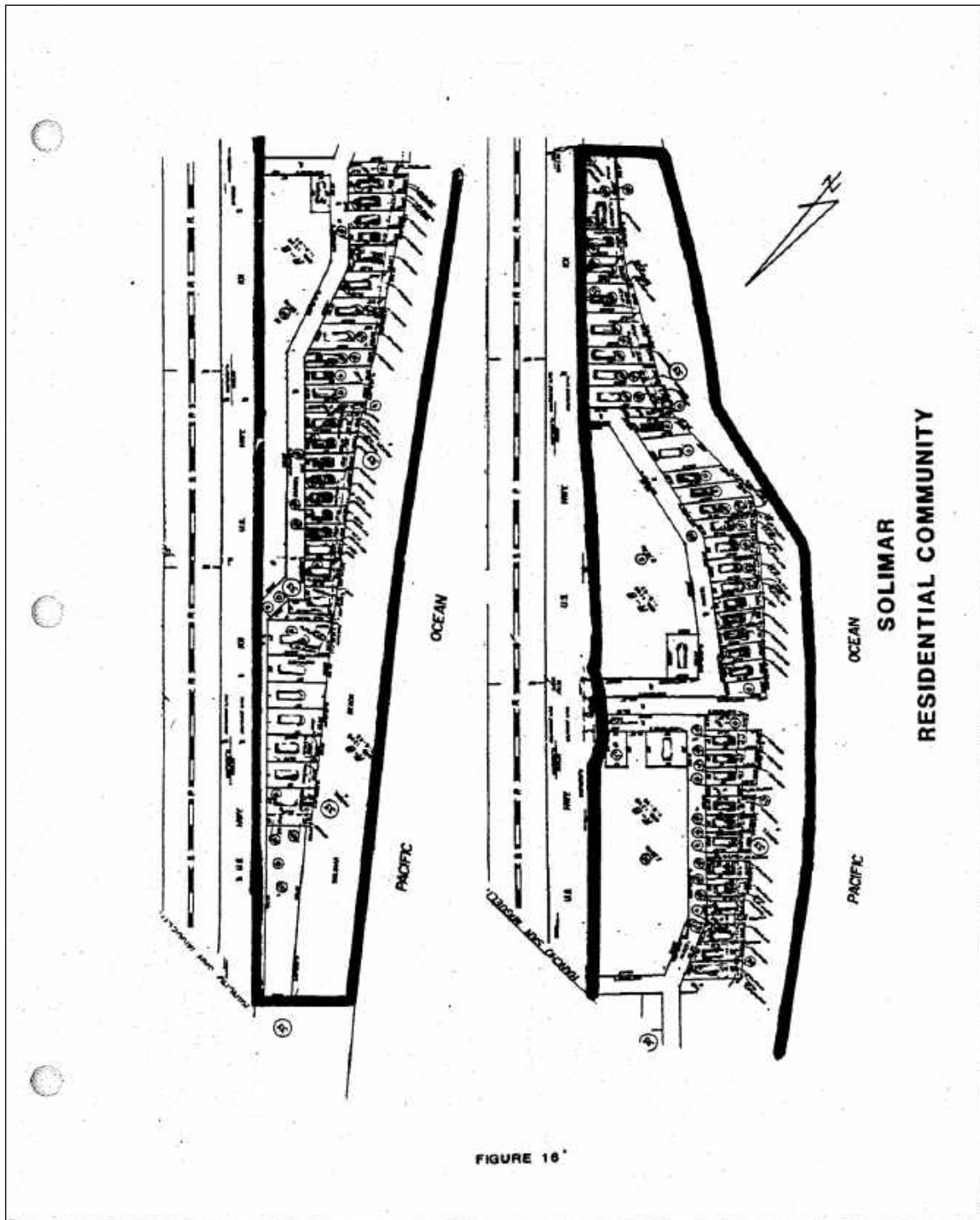


Figure 4.2-16
Solimar Residential Community



4.3 THE CENTRAL COAST

4.3.1 Central Coast Subarea Policies

1. All zoning and *development* shall be in conformance with the Land Use maps (Figure 3-4), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land use categories.
2. In case of reasonable doubt as to the precise alignment of land use boundaries on the Land Use Plan Maps, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Section 13569.

4.3.2 Recreation and Access

A. Recreation

The Central Coast is interspersed with a variety of developed, accessible recreation areas and has potential for more. Figure 4.3-4 shows these areas. Beach parks have been developed in the cities of San Buenaventura, Oxnard and Port Hueneme. In 2005, the City of Oxnard was conveyed a 28-acres parcel of real property located just north of the Mandalay Generating Station. This parcel will be restored to conserve coastal resources, but access will be included in the undeveloped 80 acre Mandalay State Beach Park north of West Fifth Street (Mandalay State Beach Park is within the City of Oxnard). Mandalay State Beach will provide access to a scenic secondary bicycle/hiking Coastal Trail route along the beach.

The two County parks near Channel Islands Harbor, Hollywood Beach and Silver Strand Beach are for day use. Silver Strand is 41 acres in size and has parking lots at both ends. Hollywood Beach includes 50 acres with limited off-street parking. Current recreational opportunities on the Central Coast are plentiful, and will expand as McGrath State Beach grows and plans are fully implemented for Mandalay Beach Park, Ventura Harbor, Channel Islands Harbor and Oxnard Shores.

Recreation Goal 1

To provide direction to the state, and to local agencies as appropriate, for improving and increasing public recreational opportunities on the Central Coast consistent with public health and safety, and the protection of private rights.

Policies

McGrath State Beach Park

1. The County will:
 - a. Support the California Department of Parks and Recreation's efforts to develop a master plan that is consistent with Ventura County's Local Coastal Program.
 - b. Support logical extensions of McGrath State Beach.
 - c. Encourage the development of well-designed facilities for camping that protect ESHA and wetlands consistent with the policies and provisions of the LCP.
 - d. Encourage the designation of McGrath Lake and the surrounding dunes as a state preserve.
 - e. Work with California Department of Parks and Recreation to plan a segment of the California Coastal Trail that connects the Santa Clara River Trail with Hollywood Beach.

Hollywood Beach and Silver Strand Beach

2. The County will coordinate with the cities of Oxnard, Port Hueneme, and, as necessary, the U.S. Navy in an attempt to help alleviate the traffic problems.
3. Maintain the natural state of the beaches by limiting development to public restrooms, lifeguard stations, and the California Coastal Trail.

Ormond Beach

4. The County will work with the City of Oxnard, California State Coastal Conservancy, The Nature Conservancy, the California Department of Parks and Recreation, and other organizations regarding efforts to acquire and restore the wetlands, improve public access, develop linkages to the Coastal Trail and provide low-impact recreational activities such as nature viewing.

B. Access

The only unincorporated areas in the Central Coast sub-area actually on the shoreline are Silver Strand Beach and Hollywood Beach, a total of about 7,400 linear feet of beach frontage. Both beach parks are owned by Ventura County and are about 90 acres in size. There is adequate pedestrian access to the beaches via numerous stub-end public streets. Lateral access along the beach is also not a problem since the property is County owned. [Figure 4.3-5](#) is an access inventory of the Central Coast.

The major problems are a lack of off-street public parking, and the inability to accommodate visitor traffic in the residential areas. The streets are generally narrow with very limited on-street public parking and no public transportation is available to these areas. In addition to these physical constraints, there are financial and jurisdictional constraints. The only areas where the Silver Strand community could expand are owned by the federal government (U.S. Navy). Attempts to purchase or lease Navy property have proven generally too costly. There is also an incomplete

system of pedestrian walkways linking the beach areas with the Channel Islands Harbor.

Access Goals

1. To maximize public access to coastal recreation areas in the Central Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.
2. To maintain or increase public *access* to *coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical

1. For all new development-between the first public road and the ocean, granting of an easement to allow *vertical access* to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline,
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the land use plan,
 - c. Findings are made, consistent with Section 30212 of the Coastal Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral

2. For all new development between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public lateral access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to maximum extent *feasible*. This program shall be part of *development* approval.

General

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances, including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

McGrath State Beach

6. Support redesign of the entrance to McGrath State Beach to augment access and to improve traffic flow within the park.
7. Support access limitations to certain areas as appropriate to maintain ecosystem viability.

Hollywood Beach/Silver Strand Beach

8. Coordinate with the appropriate agencies to help alleviate traffic and circulation problems, and provide additional public parking. New public parking facilities should be located outside residential areas due to the narrowness of existing roadways and conflicts with residential circulation.
9. Coordinate with the Harbor Department and the City of Oxnard to provide pedestrian walkways and bikeways around Channel Islands Harbor to link Hollywood and Silver Strand Beaches.

Film Production, Temporary

10. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public coastal beach access shall be minimized during *temporary film production* activities.
11. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from *use* of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to *access* a public beach or public recreation facilities.
12. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading

13. New development, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
14. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*. The following factors must be considered in determining whether a requested exception to off-street parking requirements should be granted:

- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
15. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 16. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 17. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 18. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

19. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach access points, and public trails.
20. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
21. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the sign shall be temporary and removed once the public safety issue is resolved.
22. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
23. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a beach which purport to identify the boundary between State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include La Conchita (Surfside Street), Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding).

4.2.3 Agriculture

There are five major agricultural areas wholly or partially within the Central Coast. According to the 1978 Assessor's land *use* data and an on-site survey, they total approximately 1,500 acres. Some of the *parcels* are split by the *coastal zone* boundary. Only those areas estimated to be in the *coastal zone* are included in this discussion (Figure 4.3-6).

Most of the Central Coast agricultural lands contain Class I and Class II soils as identified by the U.S. Soil Conservation Survey. Cultivation of row crops is the predominant agricultural *use*, although some greenhouse and dry crop farming takes place. Approximately 350 acres, or 23 percent of the agricultural land, have been placed in agricultural preserves under Land Conservation Act contracts. Area descriptions from north to south follow:

A. Preble Lands (Non-Preserve)

The Preble sub-area includes 62 acres of row and truck crops, located immediately north of the 101 Freeway and bounded on the west and north by the corporate limits of the City of San Buenaventura. This area is broken into four *parcels*; 44 acres, 13 acres, 3 acres, and 2 acres in size, respectively. All *parcels* contain prime soils.

This area is zoned "C-A" (Coastal Agricultural). The Preble area is within the San Buenaventura Area of Interest and is designated "Agricultural" on the County's General (Plan) Land Use Map as well as in this Coastal Plan. The City of San Buenaventura Land Use Element designates the site for "Planned Mixed Use Development" for Phase I - first priority development. Poor *access* to the area is the major *development* constraint at this time.

B. Olivas Lands

Immediately south of the Preble area, extending to the Olivas Golf Course, are the Olivas agricultural lands. The area consists of six *parcels* (25, 32, 15, 35, 130 and 120 acres in size). U.S. Highway 101 separates the Preble area from the Olivas area.

Prior to construction of the freeway, *parcels* in these two areas were merged, forming a continuous stretch of *prime agricultural land*. The Olivas sub-area includes

approximately 355 acres of row and truck crops. Approximately 120 acres of this area are in agricultural preserve.

The County General Plan designates this area as "Agricultural". The City of San Buenaventura General Plan designates the area as "*Agriculture*" through 2010.

C. McGrath Agricultural Lands

The unincorporated McGrath agricultural lands extend from the Santa Clara River on the north, to Wooley Road on the south, east of Harbor Boulevard. Approximately 883 acres are in the coastal zone. Of these, approximately 228 acres are in agricultural preserve under the Land Conservation Act. Zoning for the McGrath agricultural land includes:

- "COS" = Coastal Open Space, 10 acre minimum *lot* size,
- "COS-40Ac" = Coastal Open Space, 40 acre minimum *lot* size, and
- "CA" = Coastal Agricultural, 40 acre minimum *lot* size.

All agricultural lands in the McGrath area are designated "Open Space" in the General Plan and in this Coastal Area Plan.

Between Fifth Street and Wooley Road is a 219-acre *parcel* of row and truck crops that is designated "Agricultural" in the County General Plan. This *parcel* is within the City of Oxnard Area of Interest, and is phased for *development* after 1990 by the City's General Plan.

D. Other Ownerships

Located between Teal Club Road and Doris Avenue, west of Victoria Avenue, and adjoining the McGrath agricultural lands are two *parcels* partially within the coastal zone. The two *parcels* (107 acres total) have been 19 acres within the *coastal zone* that are zoned "CA" (Coastal Agricultural) and are designated "Open Space" in this Coastal Area Plan. The balance of the *parcels'* acreage is designated "Agricultural" in the County's General Plan and the acreage is zoned "A-E" (Agricultural Exclusive).

E. Ormond Beach

There are two areas of unincorporated lands within the *coastal zone* in the vicinity of Ormond Beach, totaling approximately 65 acres. The *parcels* have prime soils and some are currently in agricultural *use*. The 65 unincorporated acres are designated "Agricultural" (51 acres) and "Open Space" (14 acres) in this Coastal Area Plan. All other (55 acres) of Ormond Beach agricultural lands are within the jurisdiction of the City of Oxnard.

The California Legislature passed the California Aquaculture Development Act which amends Section 30411 of the Coastal Act by finding and declaring that "salt water or brackish water *aquaculture* is a coastal *development use* which should be encouraged to augment food supplies." Since *aquaculture* research and *development* is in its infancy, the potential for this kind of *agriculture* in the *coastal zone* should be recognized. The unincorporated areas of Ormond Beach may be suitable for *aquaculture*.

Minimum *lot* size in the "*Agriculture*" land *use* designation is 40 acres per *single family dwelling*. This 40 acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated cropping). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the Central Coast to the maximum extent *feasible*.

Policies

1. The stable urban boundaries are:
 - a. The Southern Pacific Railroad right-of-way north of U.S. Highway 101, in the Preble area, which divides the unincorporated County agricultural lands and the City of San Buenaventura's urban development.
 - b. Conterminous with the City of Oxnard's present city limit at Wooley Road and the Ormond Beach area.
2. Land divisions in, or adjacent to, agricultural areas, will not be allowed to affect agricultural productivity.
3. The Local Agency Foundation Commission should exclude lands designated "*Agriculture*" from any new or expanded service districts that could negatively impact agricultural viability.
4. New or expanded *public works facilities* will be sited or designed to mitigate environmental impacts on agricultural viability and open space lands.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.

4.3.4 Hazards

The Central Coast *coastal zone* is part of the Oxnard Plain, an alluvial fan created by the disposition of the sediments from the Ventura River to the north, the Santa Clara River and Calleguas Creek to the south.

The Oak Ridge Fault System extends beneath the Central Coast's unincorporated lands. The Oak Ridge Fault is a steep reverse, or thrust, fault with a trace that extends westward along the Santa Susana Mountains, and toward the ocean on the southern side of the Santa Clara River.

The Fault System probably contains many branching faults and is believed to be associated with one or more faults of similar trend present in the Santa Barbara Channel west of the Oxnard Plain. The System is over 50 miles long on the mainland and may extend for an equal or greater distance offshore. It is considered active.

The McGrath Fault branches off the Oak Ridge Fault zone to extend westward into the ocean near the McGrath lands south of the Santa Clara River.

The *coastal zone* area of the Oxnard Plain may be particularly prone to liquefaction. A special study completed after the February 21, 1978 Point Mugu earthquake indicates that the areas south of the Ventura River, generally between Gonzales Road and Oxnard Shores, have a moderate to low liquefaction potential, while the Preble and Olivas communities, the Santa Clara River area, and Channel Islands Harbor, extending southward to Arnold Road, have a moderate to high liquefaction potential.

The Central Coast is the most heavily populated area of the Ventura coastal zone. Several large industries and utilities are located there, including Southern California Edison Company's Mandalay and Ormond Beach power plants, Oxnard and San Buenaventura wastewater treatment plants, and three harbors. Liquefaction from severe ground shaking could cause major damage and disruption of services.

According to the County General Plan's Hazards Appendix, the area in the Central Coast *coastal zone* has a subsidence rate of between 0.01 and 0.05 feet per year. A single point located at Hueneme Road and Highway 1 has dropped about one and a half feet in twenty-one years. Records up until 1968 show a dozen bench marks that have settled a foot in a fifteen to twenty-year period.

The Santa Clara River is a flood hazard to some human activities in the Central Coast. Major floods occurred along the Santa Clara River in 1938, 1943, 1958, 1965, 1969, 1978 and 1980. Floods could inundate the Olivas Golf Course, portions of the City of Ventura Sanitation Plant, McGrath State Beach, Harbor Boulevard, and a major portion of the McGrath agricultural lands.

The Coastal Act specified that new *development* is to be located away from hazardous areas. New flood control projects shall be limited to those necessary to protect existing *development* or for public safety (Section 30236). Flood plain management, rather than structural solutions alone in this sub-area may be required.

Existing *uses* in the *coastal zone* portion of the Santa Clara River conform to the "Open Space" designation of the County's General Plan and this Coastal Area Plan. No *structures* are located on the coastal portion of the flood plain, with the exception of the City of San Buenaventura Sanitation Plant facilities, and recreational *structures* at McGrath State Beach. The California Department of Parks and Recreation General Development Plan for McGrath State Department of Parks and Recreation General Development Plan for McGrath State Beach recommends relocating the State Beach *structures* to avoid flood impacts.

Maintenance of *agriculture* and open space (parks, recreation and *habitat* preservation) would promote proper flood plain management, and would further reduce potential flood damage to structural development.

The General Plan Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of projects.

In addition to the environmental hazards on the Central Coast there is another unique hazard associated with *development* adjacent to certain areas of the Point Mugu Naval Air Station. Bunkers are located at certain areas on the base where magazines *store* explosive materials. Depending on the quantity of material, the Navy has computed a hazardous distance (QD radius) around the magazine where no *development* should take place. In addition, the runways contain "overrun areas" where no *development* should take place. [Figure 4.3-7](#) depicts this area, found within the Ventura County Game Preserve property.

Hazards Goal 1

To protect public safety and property from natural and human hazards as provided in County ordinances.

Policies

1. The County's General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provide direction for geologic, seismic, flood and fire hazard avoidance.

2. The flood plain of the Santa Clara River will be limited to open space of agricultural *uses* to minimize flood hazard risk.
3. New *development* shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
4. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
5. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed development.
6. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be setback a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.
7. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.

4.3.5 Beach Erosion

Unincorporated areas of the Central Coast with beaches include Hollywood Beach and Silver Strand. According to the Department of Navigation and Ocean Development (1979), erosion at Hollywood Beach is significantly minimized by the jetty at the north entrance of Channel Islands Harbor (Appendix 5).

Erosion at Silver Strand is also slight. While the middle section of the beach is subject to erosion during periods of high tides and wave action, homes on the shoreline are protected from damage by bulldozed sand dikes.

Beach sections that become eroded are stabilized with sand replenishment by the Army Corps of Engineers as requested by the Ventura County Flood Control District as funds are available.

Beach Erosion Goal 1

To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
2. All shoreline protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.
3. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetment, groins, breakwaters and related arrangements.
4. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, and pipeline outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to)

the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.

5. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report that indicates how those impacts will be mitigated.
6. Permitted *structures* under policies 1 through 4 will not interfere with public *access* to the shoreline.
7. During their scheduled dredging of Channel Islands Harbor, the Army Corps of Engineers is encouraged to replenish beaches with severe erosional losses consistent with environmental restraints on the deposition of dredge spoils.

4.3.6 Energy and Industrial Facilities

Several industrial facilities for energy production are located on the Central Coast: 1) oil and gas and processing and distribution facilities; 2) electrical generating plants; and 3) marine terminals and storage tanks. Proposals have been made for expanding *development* of offshore oil and gas fields, related onshore facilities, and new electrical generating plants ([Figures 4.3-8 and 4.3-9](#)).

I. Oil and Gas Facilities

The West Montalvo oil field is located on the Oxnard Plain immediately south of the Santa Clara River. It extends into the State Tidelands. Most of the West Montalvo field lies within the unincorporated areas of the County; however, portions in the vicinity of McGrath State Park and Mandalay Beach are in the corporate boundaries of the City of Oxnard. The onshore portion comprises approximately 80 percent of the proven acreage of the field. There are some directionally drilled wells in this field that produce from offshore by drilling under the ocean.

The onshore portion of the West Montalvo field consists of four leases: McGrath #4 lease; McGrath #5 lease; Patterson Ranch lease, Parcel 1 and Parcel 2. These leases are only partially within the *coastal zone* ([Figure 4.3-9](#)). There have been several Conditional Use Permits and modifications on these leases issued by the County over a period of many years.

There are currently three processing facilities within the coastal zone: one west of Harbor Boulevard near its intersection with Gonzales Road, and two east of Harbor Boulevard, south of the Santa Clara River. A compressor pump station is located south of Fifth Street, adjacent to the Edison Canal in Oxnard.

In September of 1978, there were 18 producing onshore wells, and one producing offshore well, in the West Montalvo oil field. These wells are located on both the east and west sides of Harbor Boulevard.

II. Pipelines

One major oil pipeline is located in the Central Coast. It is made up of three segments routed from the Rincon pump station to the Ventura Pump Station (which includes storage tanks) at Ventura Harbor and on to Los Angeles. Only the first segment crosses the coastal zone. It consists of an 8-inch line from the Ventura Pump Station to the Santa Paula Pump Station.

III. Electrical Generation and Transmission Facilities

The California Public Utilities Commission and California Energy Commission are the agencies responsible in the area of electric transmission lines which includes technical and safety performance and environmental concerns. All electrical transmission lines proposed for the *coastal zone* are developments under the Coastal Act, thus the County has permit review over them. However, the Warren-Alquist Energy Resources Conservation and Development Act of 1975 exempts new power plants with capacity greater than 50 megawatts and electric transmission lines connecting such plants to the existing transmission system from local government permit authority.

While impacts from erosion, grading, and the operation of equipment may occur during construction and result in damage to coastal land resources and *habitat* areas, the primary concerns are associated with overhead electric transmission lines and their long-term impacts on views and visual resources. Visual impacts are particularly severe in undeveloped areas, especially the foothills and upland areas, and along the coastal terrace. Mitigation measures are limited at this time to alternate routine locations and undergrounding of lines, which is expensive.

Reliant Energy operates two major electric generating stations on the Central Coast: Mandalay Beach, located on the coast within the City of Oxnard, seaward of Harbor Boulevard and approximately a half mile north of West Fifth Street; and Ormond Beach, also in the City of Oxnard on the beach, northwest of Arnold Road and approximately a half mile south of McWane Boulevard. The combined generating capacity of these two power plants is 2,010 megawatts (MW) or three times the total electrical requirements of Ventura County. Transmission lines from both generating stations cross the coastal zone.

Reliant Energy maintains four electrical distribution substations within the coastal zone. Only one of these is located in the County *coastal zone* - the 66KW distribution substation at Silver Strand Beach.

During a 1979 Notice of Intent proceeding (79-NOI-3), the County, Coastal Commission, Energy Commission, Department of Fish and Game, and (at that time) Southern California Edison Company agreed to some significant stipulations regarding the siting of new power plants in the Ormond Beach site. Briefly, these stipulations eliminate the construction of power plants from dunes, *wetlands*, or beach areas.

IV. Offshore Oil and Gas Development

Offshore oil and gas *development* occurs both in state *tidelands* and the federal Outer Continental Shelf (O.C.S.). Facilities in the Central Coast are used to support O.C.S. activities ([Figure 4.3-8](#)).

A. State Tidelands - Currently, all production from the West Montalvo offshore field is from State Tidelands, lease PRC 735. Production is accomplished from a series of directionally drilled wells from the onshore McGrath #4 Lease (Montalvo Field), seaward of Harbor Boulevard. A *tidelands* lease, PRC 3314, surrounds the McGrath #4 lease.

B. Federal Outer Continental Shelf:

1. Hueneme Field - The Hueneme Unit consists of Tracts P-0202 and P-0203, which are located approximately three to five miles southwest of Port Hueneme. There are two offshore oil platforms that were constructed since 1980, one of which is within this unit (Gina), while the other (Gilda) is in the Santa Clara unit. There is a small onshore treatment facility in the City of

Oxnard immediately south of Reliant Energy's Mandalay Beach Generating Station. Called the "Mandalay Onshore Separation Facility," this facility sells gas to the Generating Station.

2. Santa Clara Unit - There are eight OCS (Outer Continental Shelf) tracts located five miles southwest of Ventura and six miles west of Port Hueneme. Platform Grace was installed on OCS Tract P-0217.

V. Other Facilities:

A. Refineries - There are two operating refineries and one inactive refinery in the County. None are located within the coastal zone, but all are important to *coastal zone* planning. One, the Oxnard Refinery, is in the Central Coastal Area. The small Oxnard refinery is adjacent to Fifth Street in an unincorporated area, just east of the City of Oxnard. Feed stock for the refinery comes primarily from the Oxnard and West Montalvo fields. It has a capacity of approximately 2,500 B/D with an existing throughput of approximately 1,500 B/D.

B. Marine Terminals and Storage Tanks - The Ventura Marine Terminal, which is idle, is located on land just south of the Ventura Marina. The property is now annexed to the City of San Buenaventura. There is a transit storage tank site adjoining the Marine Terminal on the south.

C. Oil Field Waste Disposal Sites - This type of *use* is termed a "soil amendment activity" in the County's Non-coastal Zoning Code, and is allowed in several zoning categories including Open Space by Conditional Use Permit in the non-coastal areas of the County. There are two sites in the Central Coast that formerly handled oil field wastes. They are located at the northeast corner of Fifth Street and Harbor Boulevard. The sites closed operations in 1980.

Energy and Industrial Facilities Goal 1

To allow the continued exploration and production of oil and gas in most of the Central Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between Harbor Boulevard and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy and industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.
2. Within the land area between Harbor Boulevard and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities, which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial."
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-8.7) for a list of standard oil *development* design and

operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and location.

4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3 above, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 7 below, transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the *Coastal Zone* related to oil and gas development.
 - m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
6. All future offshore oil and gas production coming on-shore in the Central Coast Area shall utilize existing facilities whenever economically and technically *feasible*.

7. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
8. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
9. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
10. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
11. All offshore to onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and shall be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
12. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act, as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or Mitigated Negative Declaration is required for a particular project.
13. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.

14. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
15. Transmission lines rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
16. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
17. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627, all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
18. As land becomes available, permanent service bases shall be encouraged to locate at the Port of Hueneme where similar *uses* are located and adequate harbor facilities are available.
19. Should crude oil pipelines need to be enlarged in the future, or a new pipeline installed, the route shall follow existing pipeline corridors, if *feasible*.
20. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
21. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.3.7 Public Works

The Central Coast is the most urbanized portion of Ventura County's coastal zone. Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea are the only residentially developed, unincorporated areas, zoned "R-B-H" (Residential Beach Harbor,

1,750 square foot minimum). Several small neighborhood serving commercial and neighborhood-planned developments are located within these areas, along with the Hollywood Beach Elementary School.

No major public service capacity problems have been identified for the unincorporated areas of the Central Coast. Build-out in Hollywood Beach/ Silver Strand/Hollywood-by-the-Sea will not impact local water supplies. All their water is drawn from the lower aquifer, while agricultural users obtain water from privately-owned wells. The Preble, Olivas and McGrath agricultural lands are outside the seawater-intruded area, and will not be affected by the well-drilling moratorium. However, agricultural lands in the rest of the Central Coast *coastal zone* are subject to seawater intrusion. Adopted policies and ordinances developed under the "208" Countywide Planning Process will also be applied toward a solution to the problem.

Sewer service allocations for Silver Strand and the Hollywood Beach are sufficient to handle all sewage generated from residential build-out in the area.

Silver Strand and Hollywood Beach will continue to be severely impacted by traffic, especially in the summer months. The completion of Victoria Avenue between Gonzales Road and Silver Strand in 1984 and out-of-area visitation compounded traffic congestion in the Silver Strand and Hollywood Beach areas.

There is a public *parking lot* at both ends of Silver Strand Beach. According to the Ventura County General Services Agency, ways are being explored to improve the Channel Islands southern jetty for pedestrian *use* if funding can be obtained.

During heavy winter storms there is a problem with waver run-up and ponding in residential areas.

Public Works Goal 1

To maintain current service levels to existing developments.

Policies

1. New or expanded *public works facilities* (including roads, flood control measures, water and sanitation) will be designed to serve the potential population of the unincorporated and incorporated areas within the Coastal Zone, and designed to eliminate impacts on *agriculture*, open space lands, and *environmentally sensitive habitats*.
2. New service extensions required beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.
3. In working toward solutions to circulation problems in the unincorporated beach communities of Hollywood Beach, Hollywood-by-the-Sea and Silver Strand Beach, the County of Ventura should initiate a renewed effort to coordinate with citizens and responsible agencies. Pedestrian walkways and bicycle paths should be considered as part of the solution.
4. Public transportation into Hollywood Beach, Silver Strand, and Hollywood-by-the-Sea will be provided according to needs identified in the data collected by South Coast Area Transit (SCAT).
5. The Public Works Agency will explore the feasibility of a "traffic roundabout" at the southern base of Victoria Avenue in front of the Coast Guard station to help alleviate traffic pressures on the Silver Strand community. This should be done in cooperation with any other affected agency, such as the City of Oxnard.

4.3.8 Locating and Planning New Development

I. Residential

Existing residential *development* in the Central Coast sub-area is confined to Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea. These areas have recently been in-filling rapidly. As the only segments of unincorporated land on which urban *development* is allowed, they will continue to in-fill.

The section of Ventura County's General Plan covering Hollywood Beach, Silver Strand and Hollywood-by-the-Sea allows build-out to the prevailing base zoning, mainly "R-B-H" (Residential Beach Harbor), and "C-C" (Coastal Commercial). Some of the property zoned commercial has been converted to residential and homes have been built.

II. Commercial

The existing neighborhood commercial *uses* in the Hollywood Beach, Silver Strand Beach, Hollywood-by-the-Sea and Channel Islands Harbor areas, coupled with the major commercial *uses* nearby in the cities of Port Hueneme and Oxnard, are sufficient to serve the area and any visitors entering the area.

III. Industrial

Other than the energy facilities previously mentioned, there are no industrial developments in the unincorporated areas of the Central Coast.

Locating and Planning New Development Goal 1

To allow build-out of existing urbanized areas to continue, consistent with the County's General Plan, regional goals within the Air Quality Management Plan and "208" (Water Quality) Plan.

Policies

1. The areas of Hollywood Beach, Silver Strand Beach and Hollywood-by-the-Sea will be the only areas where high density residential *development* will be allowed in the Central Coast.
2. No *structures* for human habitation will be allowed within those hazardous areas shown in [Figure 4.3-7](#).

4.3.9 Potential Conflicts

Conflicts could arise between unincorporated County lands presently in *agriculture* and potential *development* plans of adjacent cities. Section 30241 of the Coastal Act states that, 1) the maximum amount of *prime agricultural land* shall be maintained in agricultural production; 2) stable boundaries separating urban and rural areas shall be established; and 3) that clearly defined buffer areas to minimize conflicts between *agriculture* and urban *uses* shall be defined.

I. San Buenaventura Area of Interest

Within the San Buenaventura Area of Interest and within the *coastal zone* are two unincorporated agricultural sub-areas:

- A. Preble Agricultural Lands** - The Preble agricultural lands include 62 acres of row and truck crops, immediately north of the 101 Freeway and bounded on the west and north by the corporate limits of the City of San Buenaventura. All *parcels* contain prime soils. Land *uses* immediately adjacent to this area include:

the Southern Pacific Railroad and mixed urban *development* to the north, the 101 Freeway to the east and south, and a citrus packing plant to the west.

The location of the Preble area may be critical to the designation of stable urban boundaries because it is immediately adjacent to urbanized lands within the City of San Buenaventura.

Local plans and policies reflect *development* pressures from the proximity of urban development. The area is currently designated "Agricultural" on the County's General Plan and zoned "C-A" (Coastal Agricultural). The County's "208" Plan includes the area within the 1977 "Urban Growth" phasing boundary. The City of San Buenaventura's Land Use Element designates the site for "Planned Mixed Development." The area is designated a Phase I (first priority development). It is within the City of San Buenaventura's Sanitation District, and water is available and water pressure adequate. Urban services appear to be readily available. However, *development* may be restricted by the lack of adequate *access* to the site. Although it is adjacent to the freeway, *access* to the area is currently limited to a narrow road off of Seaward Avenue. The Southern Pacific railroad tracks, located along the northern perimeter of the site, pose additional *access* problems.

Two logical urban boundaries exit in the Preble area: 1) the Southern Pacific Railroad tracks on the northern perimeter of the site, and 2) U.S. Highway 101 at the southern perimeter of the site. The City and County concur that the table urban-rural boundary will be the Southern Pacific Railroad right-of-way between the agricultural and urban lands.

B. Olivas Lands - Immediately south of the Preble property are the Olivas agricultural lands. Highway 101 separates the two segments of land. Prior to construction of the freeway, *parcels* in these two areas formed a continuous stretch of *prime agricultural land*. The Olivas land includes 355 acres of row and truck crops. Approximately 120 acres of this area are in agricultural preserve.

Land *uses* adjacent to the sub-area include the 101 Freeway and agricultural activities on the north and east, the Olivas Golf Course on the south, and Harbor Boulevard, the Ventura Marina and the Pierpont/Keys residential *development* to the west.

The County General Plan designates this area as "Agricultural" (40 acre minimum). The City of San Buenaventura's General Plan also designates the area "*Agriculture*" through 2010. Unlike the Preble area, services are not readily available to the Olivas lands. They are not included in the City's sanitation district because of problems with water pressure. Existing plans and policies support maintenance of *agriculture* in this area, in conformance with the Coastal Act.

II. Oxnard Area of Interest

The Santa Clara River is the approximate boundary between the Oxnard and the San Buenaventura Areas of Interest. Within the Oxnard Area of Interest the potential conflict areas include the Edison Canal and a portion of the agricultural land in the Ormond Beach area.

The "Edison Canal" (so called because it was originally associated with holdings of the Southern California Edison Company) traverses the *coastal zone* from Channel Islands Harbor northward to the Generating Plant, currently owned by Reliant Energy, at Mandalay Beach. The canal flows through both unincorporated and City of Oxnard lands. Both recreational and residential *development* has been proposed along the canal.

Conflicts could occur between the different land *uses* proposed in the Edison Canal Land Use Study and the owner of the canal and its right-of-way.

4.3.10 Environmentally Sensitive Habitats Areas (ESHA)

A. Coastal Dunes

Remnants of the once-extensive Mandalay coastal dune complex are scattered throughout the Central Coast. Viable dunes within the County's jurisdiction are found near McGrath Lake. Approximately 80 acres are within the unincorporated area, while the rest of the complex falls within the City of Oxnard's jurisdiction ([Figure 4.3-1](#)).

The dunes surround the lake, effectively sheltering the rare freshwater *habitat* from wind and erosion. The lake is used by numerous water birds, and the area supports a variety of other coastal species.

Some of the unincorporated area has been identified for potential acquisition by the California Department of Parks and Recreation as part of McGrath State Beach. The active West Montalvo oil field extends in part beneath the dunes. Oil wells and a Chevron Oil Company processing plant are next to the proposed acquisition. The unincorporated dune area seaward of Harbor Boulevard is designated "Open Space" in this Coastal Plan. Landward of Harbor Boulevard, the dune area is designated "Agriculture" in this Coastal Plan.

ESHA Goal 1

To protect the County's coastal sand dunes, their communities, and the processes that form them from degradation and erosion.

Policies

1. Coastal sand dunes on County unincorporated land are designated "Open Space" or "Agriculture," in this Coastal Plan as well as "Open Space" or "Agricultural" on the County's General Plan Land Use Map in order to provide for maximum coastal dune protection.
2. Activities leading to degradation, erosion or destruction of coastal dunes will not be allowed. This includes, but is not limited to, use by off-road vehicles, sand mining, *filling*, or dumping.
3. The County encourages acquisition of the McGrath Lake dunes by State Parks, and the designation of the area as a State Preserve.
4. The County supports less-than-fee acquisitions by the State as a means of preservation, such as open space easements and tax incentives.

B. Wetlands

Only small portions of the Central Coast's once-extensive *wetlands* remain today. One of the best remnants is the mouth of the Santa Clara River, which encompasses a variety of *habitats* with coastal flora and fauna including approximately 60 acres of pickleweed (*Salicornia virginica*) marsh. The endangered Belding's savannah sparrow, the rare California black rail, the endangered light-footed clapper rail, and the endangered California least tern have all been observed in the area.

West of Harbor Boulevard, the Santa Clara River is under the jurisdiction of the Cities of San Buenaventura and Oxnard, and the California Department of Parks and Recreation.

The part of the river within McGrath State Beach has been designated State Preserve. East of Harbor Boulevard another portion of the *wetland* is within County jurisdiction (Figure 4.3-2) and it is zoned "COS" (Coastal Open Space, 10 acre minimum).

McGrath Lake is immediately south of McGrath State Beach and west of Harbor Boulevard (Figure 4.3-3). While it is a natural freshwater lake, probably formed in association with the sand dunes, most of its water now comes from agricultural *runoff*. The freshwater marsh around the edge attracts a variety of birds and small animals. The northern end of the lake and the land surrounding it are within the County and zoned "COS". A large portion of the *wetland* is within the City of Oxnard's jurisdiction. Near the southern end of the lake (Figure 4.3-2) is another segment of County land zoned "COS". The area is designated "Open Space" in this Coastal (Area) Plan and in the County's General Plan.

South of Port Hueneme and immediately north of Mugu Lagoon is Ormond Beach, historically the site of some of the most extensive *wetlands* in the County. Today there are approximately 100 acres of saltmarsh remaining. Most of the marsh is within the City of Oxnard's jurisdiction. Historically, the area was part of an extensive tidal marsh. According to saltmarsh experts, the marsh is still in relatively viable condition as characterized by dense stands of pickleweed and the presence of a variety of characteristic Southern California saltmarsh species. Few scientific studies have been done on the area. However, the endangered California least tern and Belding's savannah sparrow have been observed in the marsh. Additionally, this is one of the few areas in Southern California with an intact dune-transition zone-marsh system (R. Vogl, C. Onuf, pers. comm.).

Another *wetland* segment south of the Edison Plant is within the City of Oxnard's jurisdiction. The remnant tidal saltmarsh is also being considered for acquisition and restoration by the California Department of Parks and Recreation. It is used by the off-road vehicles and suffering soil compaction and vegetation damage. In their 1979 study, "A Concept Plan for Waterfowl Wintering Habitat Preservation," the U.S. Fish and Wildlife Service point out that the greatest opportunities for maintaining waterfowl populations along the Pacific Flyway would be in the restoration or enhancement of diked, formerly tidal, marsh. The marsh areas at Ormond Beach may afford such opportunities.

In "Recommended Coastal Properties for Public Acquisition" the California Coastal Commission (1976) placed Ormond Beach *wetlands* in its second priority group for acquisition: "Recreational sites that serve urban populations and environmental resource areas that need protection or restoration.

The privately-owned Ventura County Game Preserve, another freshwater *wetland* now artificially maintained, is partially located in the coastal zone.

ESHA Goal 2

To protect *wetlands* in the Central Coast and encourage their acquisition, restoration or enhancement by the State to perpetuate their value to onshore and nearshore coastal life, and to the people of California.

Policies

1. All projects on land either in a designated *wetland*, or within 100 feet of such designation, shall be sited and designed to prevent impacts which would significantly degrade the viability of the *wetland*. The purposes of such projects shall be limited to those in Section 30233(a) of the Coastal Act.
2. Where any dike or *fill development* is permitted in *wetlands*, mitigation measures will, at a minimum, include those listed in Section 30607.1 of the Coastal Act. Other

reasonable measures will also be required as determined by the County to carry out the provisions of Sections 30233 (b and c) of the Coastal Act.

3. Channelization, dams, and other river or *stream* alterations will be limited to:
 - a. Necessary water supply projects.
 - b. Flood control projects to secure public safety in the flood plain when there are no other *feasible* protection methods.
 - c. Projects necessary for protection and enhancement of *wetlands habitats*.

Such permitted projects will incorporate *feasible* mitigation measures.

4. *Habitat* mitigation will include, but not be limited to, timing of the project to avoid disruption of breeding and/or nesting of birds and fishes, minimal removal of *native vegetation*, reclamation or enhancement as specified in the California Coastal Commission "Interpretive Guidelines for Wetlands" and a plan for spoils consistent with the following policy.
5. Dredge spoils should not be used for beach replenishment unless it can be shown that the process would not adversely impact coastal processes or *habitats*; such as intertidal reefs, grunion spawning grounds, or marsh. The California Department of Fish and Game, as well as other appropriate agencies, will be consulted when spoils deposition on a beach is under consideration.
6. The County supports formal recognition of the value of the Ormond Beach saltmarshes and their enhancement or restoration as such by the landowners, California Department of Fish and Game, the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and other appropriate agencies. Appropriate scientific experts and the current literature should be drawn upon in any reclamation or enhancement attempts.
7. The landowners and appropriate agencies, including the Coastal Commission, the Coastal Conservancy, and State Parks should work to limit off-road vehicle *access* to the Ormond Beach marsh areas, including (but not limited to) fencing of areas.
8. Recreation in the Central Coast saltmarshes will include resource compatible *uses* such as nature observation, scientific study, educational trips, and possibly fishing. Appropriate public agencies will provide the public with off-site, as well as on-site, interpretive opportunities within existing programs as *feasible*. As funds become available, new programs should be developed.
9. The County will work in close cooperation with other agencies and jurisdictions to provide comprehensive and biologically sound management of coastal *wetlands*.

C. Film Production, Temporary

Policies

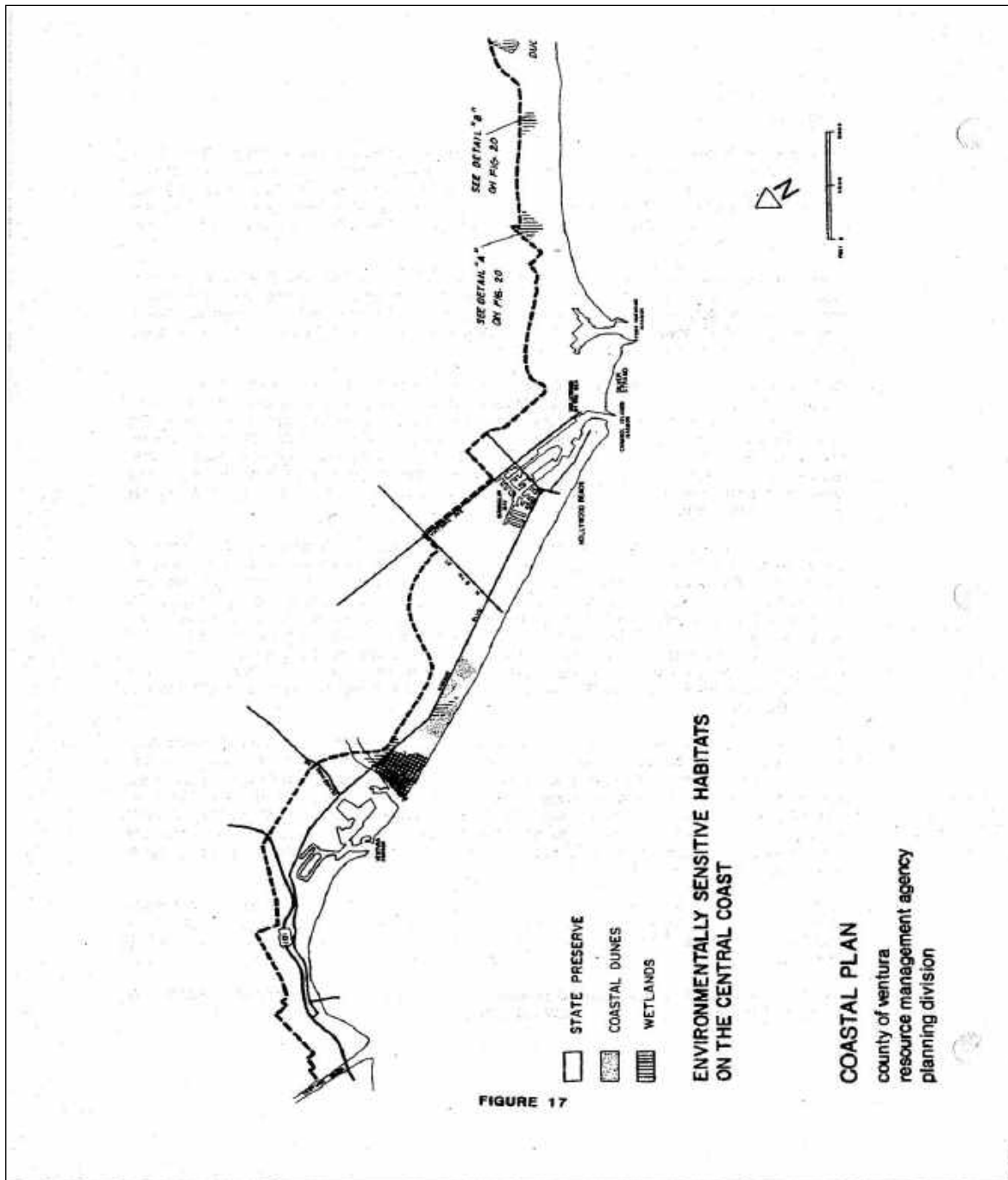
1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

D. Signs

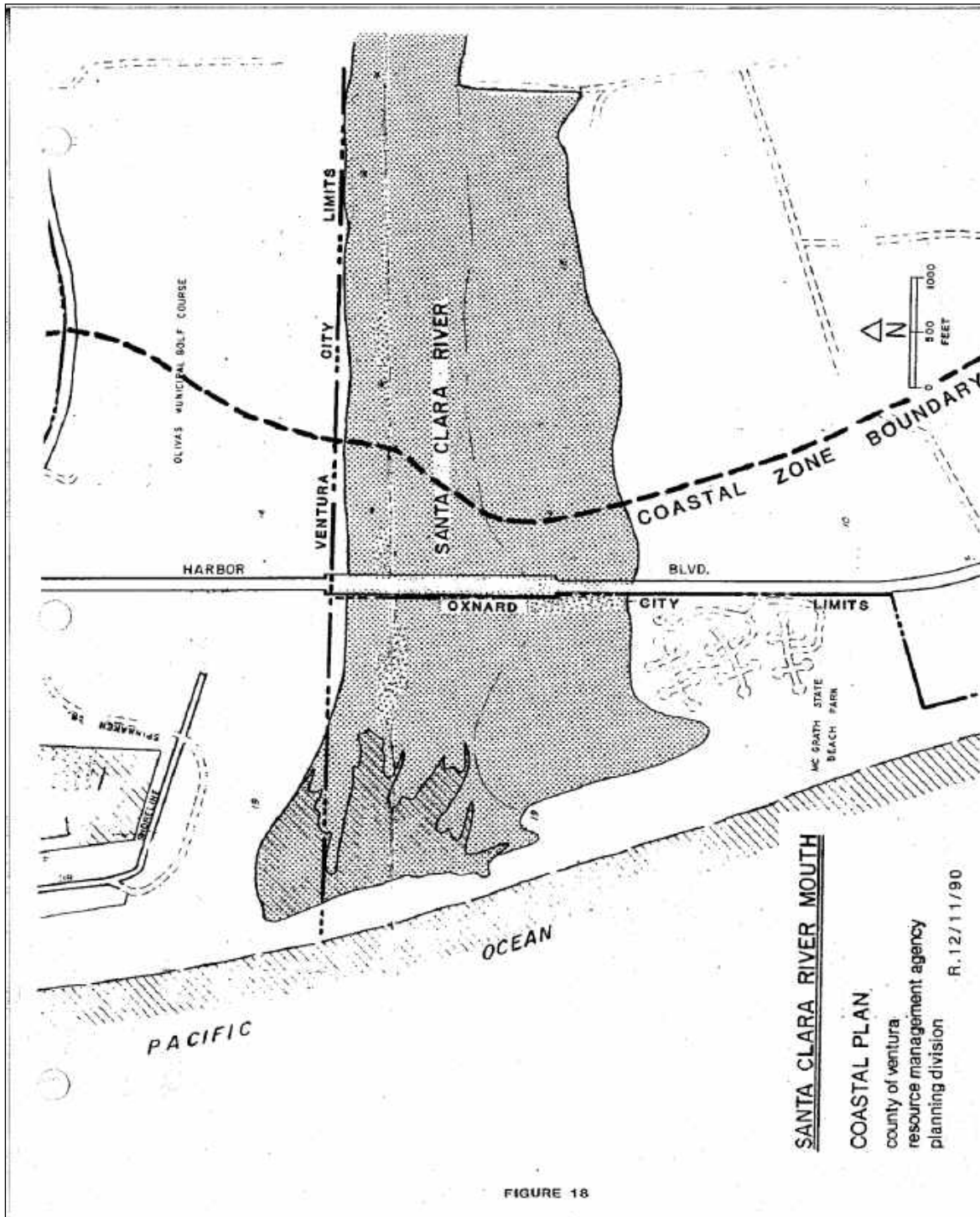
Policies

1. *Signs* are prohibited within ESHA except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within ESHA or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

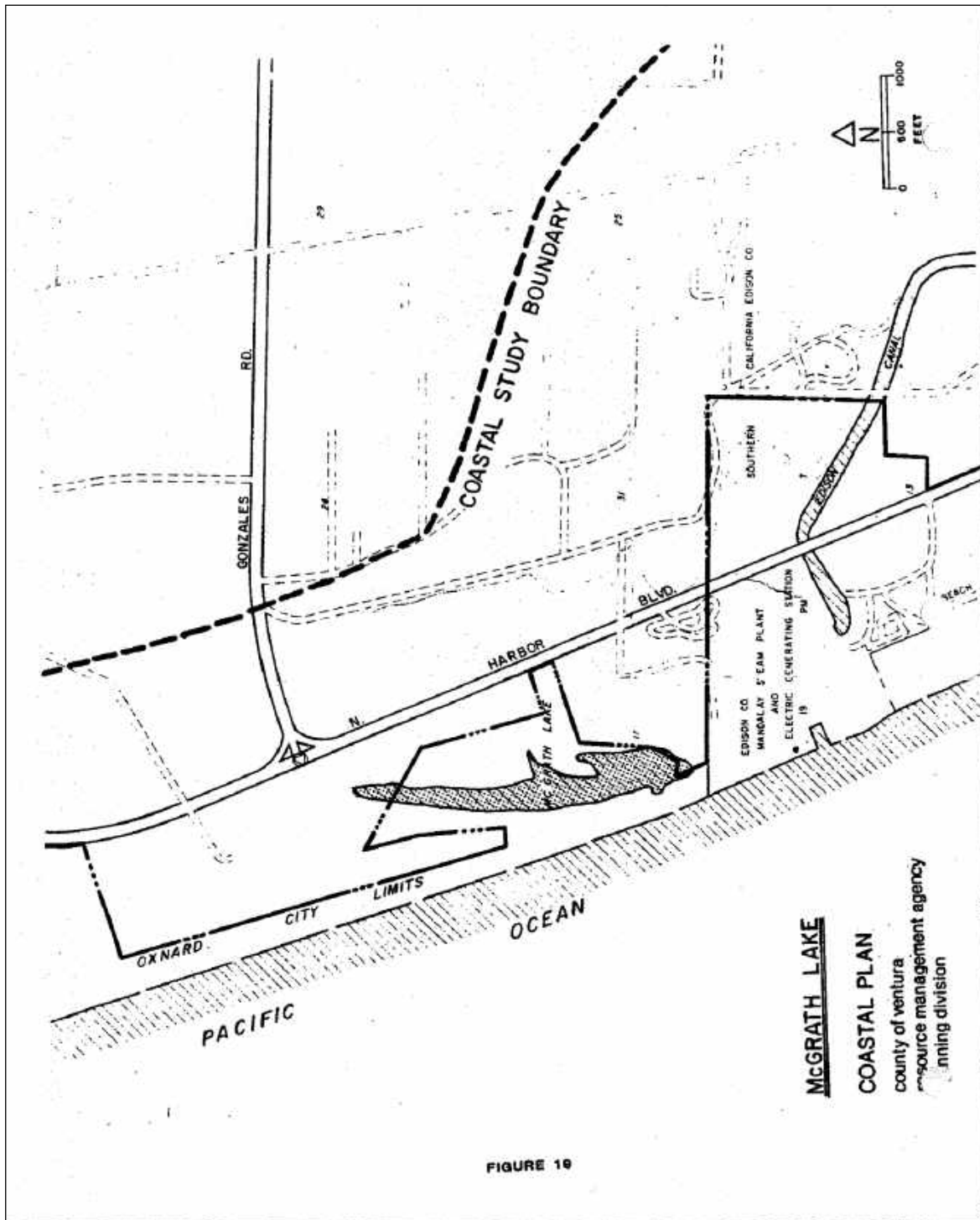
**Figure 4.3-1
Environmentally Sensitive Habitats on the Central Coast**



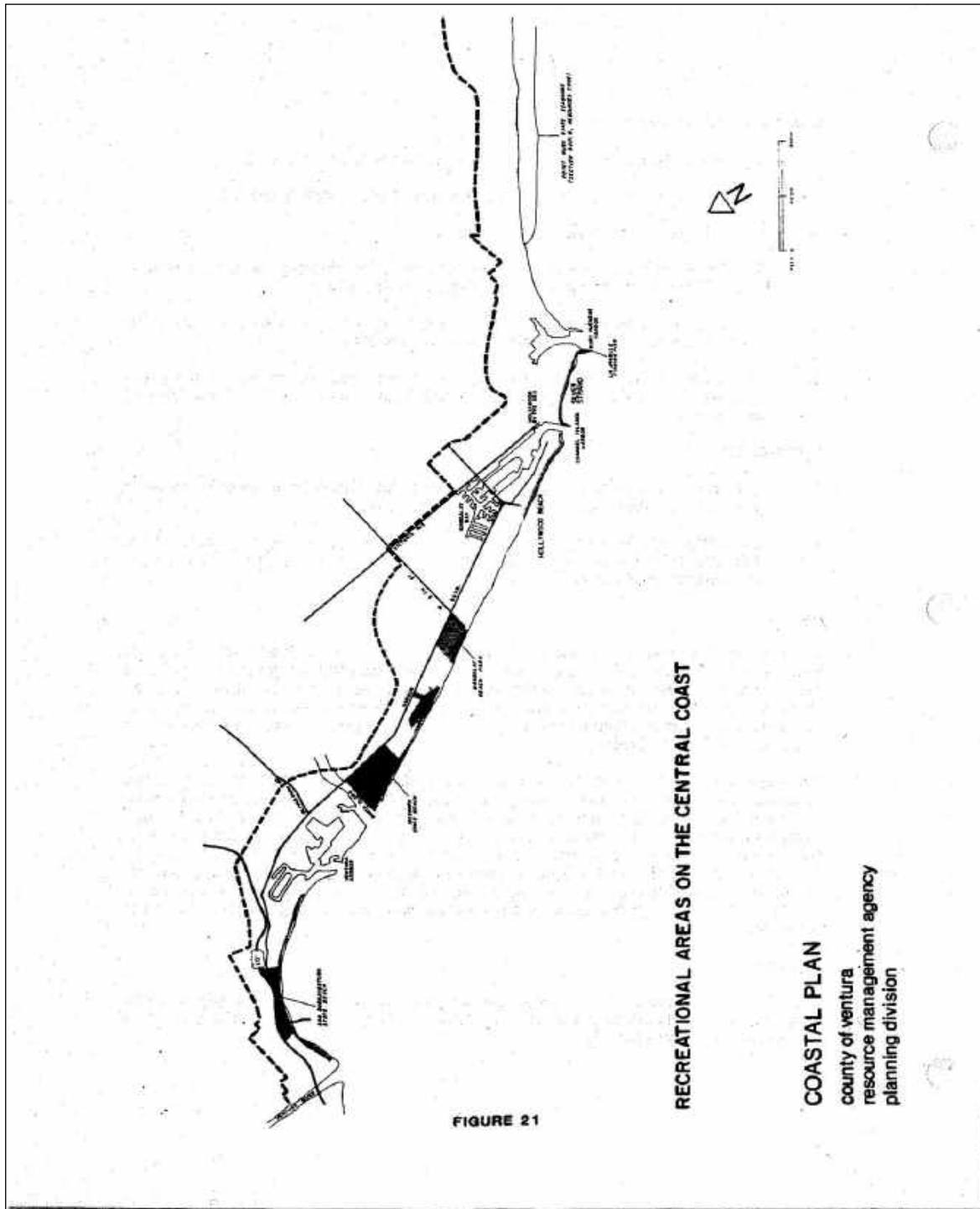
**Figure 4.3-2
Santa Clara River Mouth**



**Figure 4.3-3
McGrath Lake**



**Figure 4.3-4
Recreational Areas on the Central Coast**



**Figure 4.3-5
Central Coast Access Inventory**

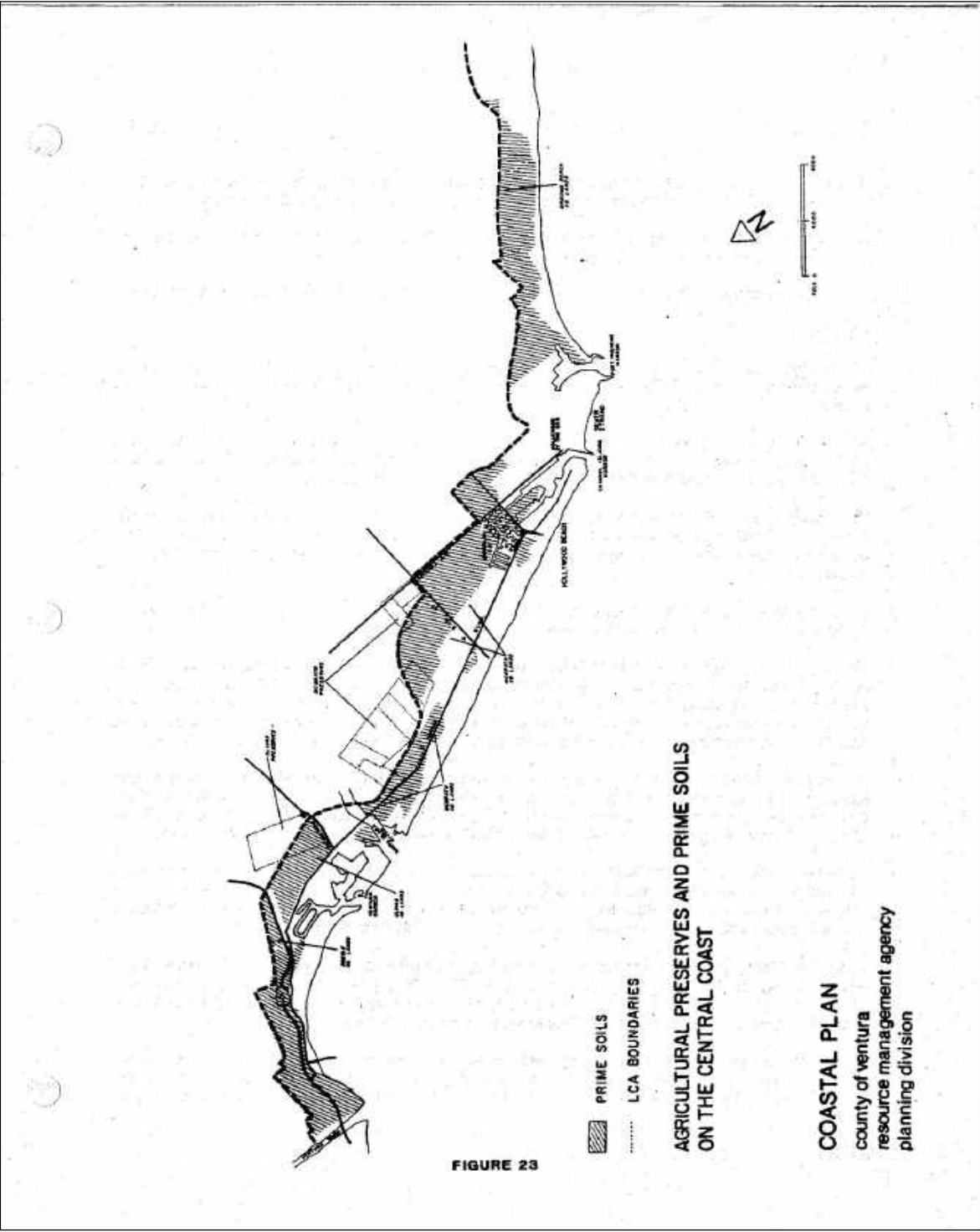
Name and Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By
Hollywood Beach*	Park	50 ac.	--	Yes	Yes	County	County
Silver Strand Beach*	Park	41 ac.	--	Yes	Yes	County	County

6/20/89

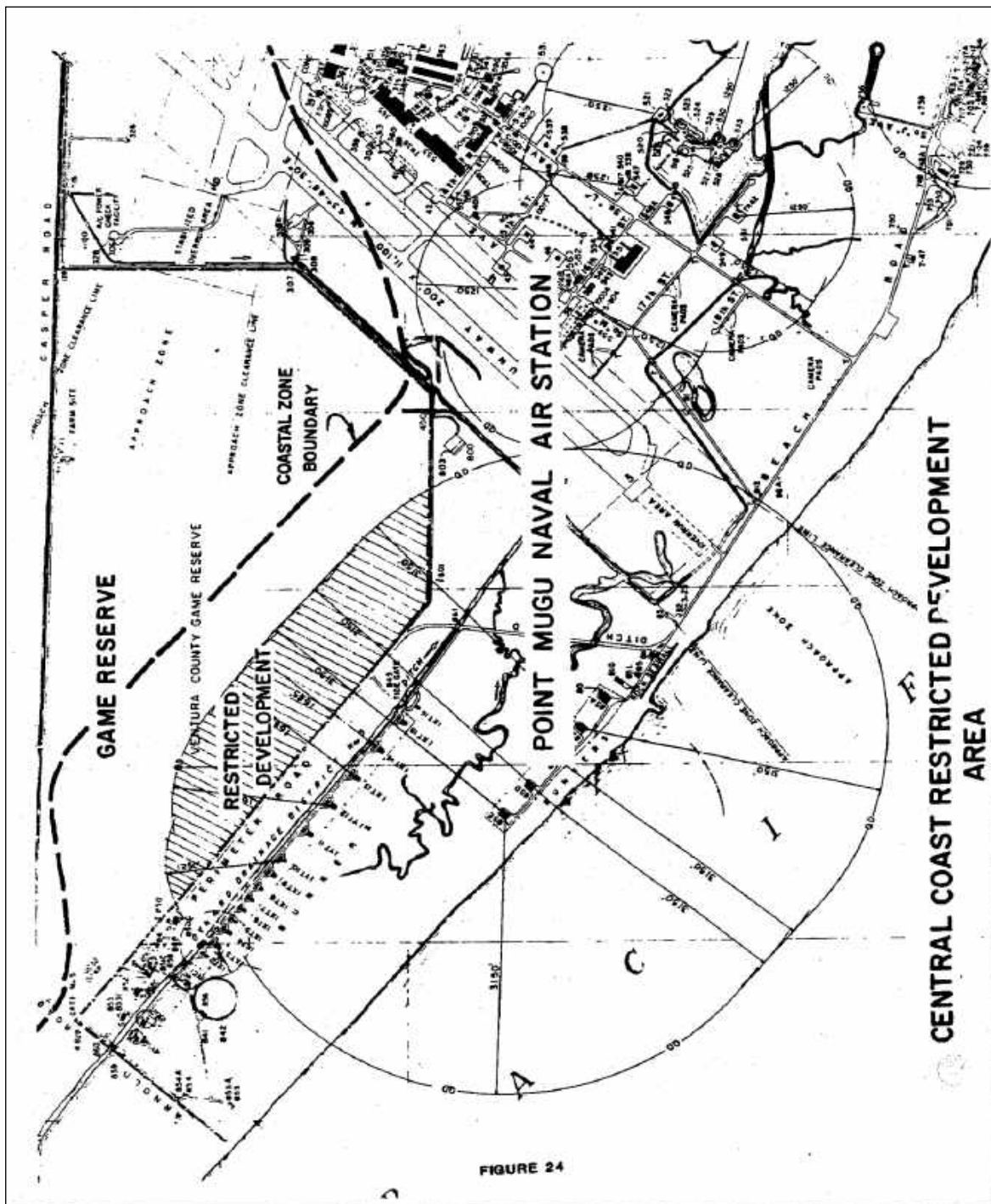
Footnotes:

* See Local Coastal Area Plan Land Use Maps for the Central Coast and Harbor Area, Figures 3-4 and 4.3-10 (separate maps).

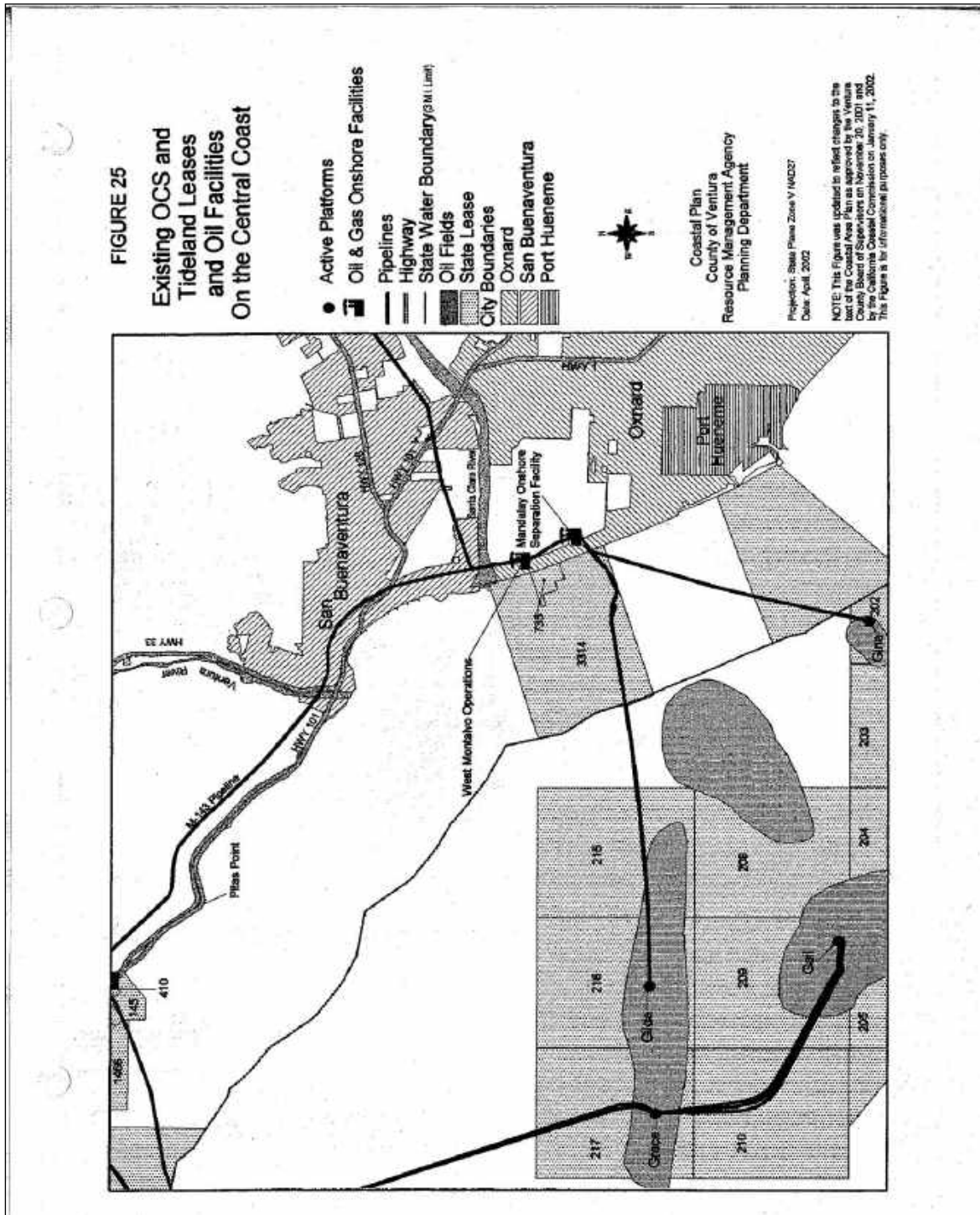
Figure 4.3-6
Agricultural Preserves and Prime Soils on the Central Coast



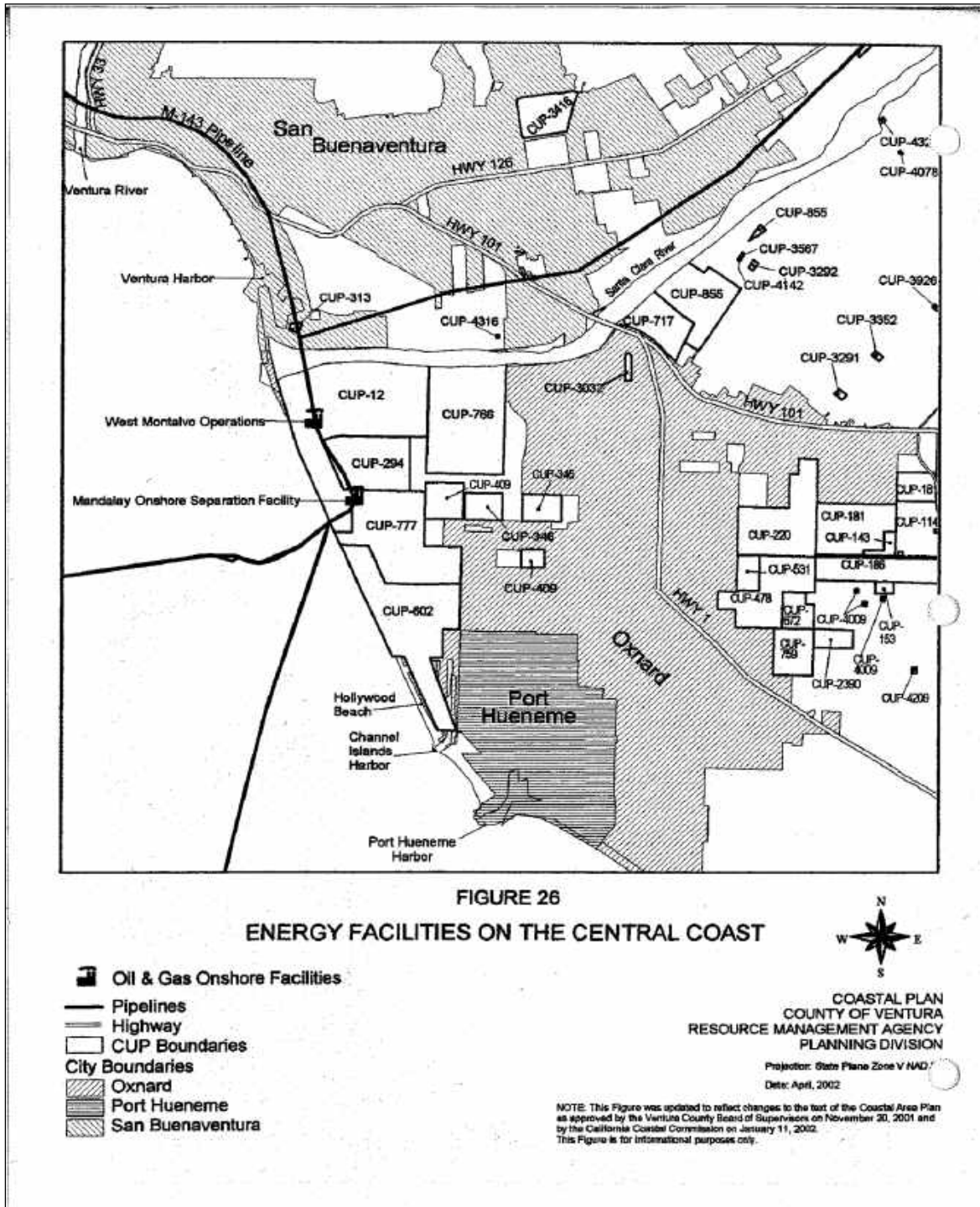
**Figure 4.3-7
Central Coast Restricted Development Area
(Map of Pt. Mugu NAS)**



**Figure 4.3-8
Existing OCS and Tideland Leases and Oil Facilities
on the Central Coast**



**Figure 4.3-9
Energy Facilities on the Central Coast**



4.4 THE SOUTH COAST

4.4.1 South Coast Area Policies

1. All zoning and *development* shall be in conformance with the Land Use Plan map (Figure 3-6), which has been designed to reflect these goals and policies. The Zoning Compatibility Matrix (Figure 3-1) indicates the zones which are consistent with the various land *use* categories.
2. In case of reasonable doubt as to the precise alignment of land *use* boundaries on the Land Use Plan Map, the *Planning Director* is authorized to determine the precise boundary locations. Such determinations must comply with the goals and policies which are set forth in the written text of the Coastal Area Plan. Determinations shall be graphically portrayed on the adopted Land Use Plan Map. In granting the *Planning Director* such powers, it is understood that any interested party may appeal the Director's decision to the Planning Commission and subsequently to the Board of Supervisors (Ventura County Ordinance Code, Division 8, Chapter 1.1, Article 11) and, upon exhaustion of these local appeals, as follows:
 - a. The dispute or question of determination may be appealed to the Executive Director of the Coastal Commission. The Executive Director shall expediently transmit to the interested parties his or her determination as to the precise boundary location.
 - b. Where the Executive Director's determination is not in accordance with the local government determination, the Commission shall hold a hearing for purposes of determining the appropriate boundaries for the area. The Commission shall schedule the hearing on the determination for the next Commission meeting consistent with its Administrative Regulations Sections 13569.

4.4.2 Recreation and Access

A. Recreation

Recreation on the South Coast is available in several areas, many of which have state, as well as national, significance (Figure 4.4-2).

Point Mugu State Park, encompassing 14,000 acres with 19,224 feet of beach front, offers camping, backpacking, day hiking, picnicking, nature study and beach use. Current overnight campsites total 164, parking spaces 285, and there are 40 picnic tables. The Santa Monica Mountains National Recreation Area, Final General Management Plan was completed in 2002 and includes plans for intensification of facilities in the Coastal Zone which include a visitor center at Mugu Lagoon and an overnight education camp at Circle X Ranch.

A portion of another state facility, Leo Carrillo Beach, is partially within Ventura County and partially within Los Angeles County. Over the years, the park size increased to include Yerba Buena Beach and Yellow Hill Trail. A 120-acre private overnight camp with hiking trails, a highway undercrossing, and access to the shoreline lies on either side of Little Sycamore Creek, with access from Yerba Buena Road.

Potential for additional state recreation facilities exists in the 14,000 linear feet of privately-owned beach frontage south of Point Mugu State Park near Deer Creek. The

beach is popular and users may be part of the "turn-away" crowd from the State Park. Unsupervised parking and overnight camping may pose health and sanitation problems. No restrooms or sanitation facilities are currently provided.

Recreation in the Santa Monica Mountains has taken on national significance with the formation of the Santa Monica Mountains National Recreation Area. The rugged, unstable terrain of this geologically young range includes diverse habitats and a number of ecosystems in coastal zone boundaries. Chaparral and coastal sage dominate the landscape. Riparian and oak woodlands, with a wide range of native wildlife, are also present. Much of the watershed is still natural.

The mountains are geologically and biologically closely related to the northern Channel Islands. While certain hazards, such as steep slopes, limited water, and fire danger preclude many kinds of access and recreation, the National Recreation Area will afford a variety of outdoor activities. Beach use and use of inland areas are closely related. The following public and non-profit organizations are actively involved in the acquisition and maintenance of recreational lands in the Santa Monica Mountains: The National Park Service, California Coastal Commission, California Department of Parks and Recreation, California Department of Conservation, California Coastal Conservancy, California Department of Fish and Wildlife, Caltrans, The Nature Conservancy, Santa Monica Mountains Conservancy, and the Mountains Recreation and Conservation Authority.

Recreation Goal 1

In recognition of the scenic beauty, relatively undisturbed natural resources, popularity of recreation, as well as its greater out-of-area significance, to encourage the state and federal governments in broadening recreational opportunities on the South Coast consistent with public health and safety, and the protection of private property rights.

Policies

1. The California Department of Parks and Recreation should continue with protection of the unique and sensitive natural resources in Point Mugu State Park as a major goal of management.
2. The California Department of Parks and Recreation should work closely with the County and the National Park Service as the Santa Monica Mountains National Recreation Area develops to be sure that, within environmental constraints, land uses are consistent with long-range County goals, maximum public recreation and access are achieved, and upland supporting areas are protected.

Leo Carrillo State Beach:

3. As the California Department of Parks and Recreation evolves its plans for these beach segments, care should be taken to conform to the California Coastal Act. Creek corridors, such as Little Sycamore Creek, should remain as natural as possible to maintain watershed, habitat, and upland recreation area.

Deer Creek Beach Frontage:

4. The County supports acquisition of the beach by the California Department of Parks and Recreation or the Santa Monica Mountains National Recreation Area.

Santa Monica Mountains National Recreation Area:

5. Work closely with the National Park Service in the implementation of the National Recreation Area General Management Plan to develop recreational uses in the Santa Monica Mountains and review individual projects in order to determine and encourage consistency with the Ventura County Local Coastal Program.
6. The County supports the "Major Feeder Trail" connecting the Backbone Trail to the Pacific Coast between Yerba Buena and Deer Creek Roads as shown in the Santa Monica Mountains Comprehensive Plan.
7. The County shall incorporate the policies and accompanying maps, including the Trail Systems map found in the Santa Monica Mountains Comprehensive Plan (1979) as part of the Coastal Area Plan.
8. Development shall neither preclude continued use of, or preempt the option of establishing inland recreational trails along identified routes, as indicated in the Santa Monica Mountains Comprehensive Plan (1979) and the Coastal Slope Trail as proposed in the U.S. Department of the Interiors Santa Monica Mountains Draft Environmental Impact Statement and General Management Plan (September 1980), or along routes established by custom to destinations of public recreation significance. An offer-of-dedication, a property dedication, or a grant of easement of a trail right-of-way shall be required as a condition of approval on property crossed by such trail routes. Where feasible, direct grants shall be required except when the accepting agency is not identified at the time of final Zoning Clearance or map recordation.
9. With the exception of the Coastal Trail (Section 1), all new trail corridors shall be designed for a minimum of twenty-five (25) feet in width with a larger corridor width for major feeder trails. Exceptions to this standard may be granted where the minimum trail corridor width is not feasible due to topographic or private property constraints. The routing of trails shall be flexible in order to maintain an adequate buffer from adjacent development. Where feasible, development shall be sited sufficiently distanced from the trail so as not to interfere with the trail route.
10. Among other methods of acquiring trail easements as established by the Santa Monica Mountains Comprehensive Plan (1979), Coastal Trail (Section 1), and other future proposals, the following shall be considered:
 - a. Integrate trail easements with future capital improvement projects.
 - b. Provide incentives through contracts for lower taxes in exchange for allowing public trail rights or credits for required Quimby Act parkland dedication.
 - c. Allow for donations through gifts and acquisition of tax delinquent properties.
 - d. Acquire the trail routes through fee or less than fee acquisition.
11. To implement present and future trail routes, the County shall continue to coordinate with the California Department of Parks and Recreation, the Department of Interior National Recreation Area Staff, Los Angeles County, and trail activists from Los Angeles and Ventura County.
12. Before a permit for development of any shoreline or inland parcel is approved, its suitability for public recreational use shall be evaluated within the specified project review period by the County in consultation with the California Department of Parks and Recreation and the National Park Service. If the County determines that the property may be suitable for such use, the County shall ascertain whether any public agency or non-profit organization, including the National Park Service, Santa Monica

Mountains Conservancy, Coastal Conservancy, California Department of Parks and Recreation, County Recreation Services, and Trust for Public Lands, is planning or contemplating acquisition of any part of the subject property, specifically authorized to acquire any portion of the property which would be affected by the proposed development, and funds for the acquisition are available or could reasonably be expected to be available within one year from the date of application or permit. If a permit has been denied for such reasons and the property has not been acquired by such agency or organization within a reasonable time, a permit may not be denied again on the same ground.

B. Access

Most of the coastal recreation areas along this sub-area are accessible from California Highway 1. Some of the inland areas can be reached via mountain roads. [Figure 4.4-3](#) is an inventory of access on the South Coast.

Constraints to public access are diverse. While Point Mugu State Park is easily reached from Highway 1, much of it is accessible only by moderate to strenuous hiking. Because of the park's high biological and scenic values, it may not be appropriate to augment access more than already planned by the California Department of Parks and Recreation.

The Deer Creek beach frontage, privately owned, is highly accessible, as evidenced by its popularity. However, illegal camping may sometimes inhibit potential users and somewhat block their access to the area.

The popularity of Leo Carrillo State Park and the new California Department of Parks and Recreation acquisitions, along with the overall popularity of Highway 1, has led to problems that include extensive illegal parking and camping, as well as enforcement and sanitation problems. Private parcels interspersed with current and potential state acquisitions block public access along the beach. Bluff erosion poses safety hazards to current and potential vertical accessways.

The only area of the South Coast with significant development is the Solromar "Existing Community." The area has about 2,800 linear feet of shoreline, but it is not continuous frontage. The state has purchased two beach areas adjacent to, and within, the "Existing Community" area. These are the Leo Carrillo State Beach extension and the Yerba Buena Beach. Vertical access is not a major problem in this area, or anywhere along the South Coast, but lateral access should be sought between Leo Carrillo and Yerba Buena State Beaches.

Access Goals

1. To maximize public access to coastal recreational areas in the South Coast sub-area consistent with private property rights, natural resources and processes, and the Coastal Act; to maintain existing access, and seek new access as funds become available.
2. To maintain or increase public *access to coastal resources* through increased parking capacity for vehicles and bicycles within the coastal zone.

Policies

Vertical Access

1. For all new development between the first public road and the ocean, granting of an easement to allow *vertical access* to the mean high tide line shall be mandatory unless:
 - a. Adequate public access is already available within a reasonable distance of the site measured along the shoreline, or
 - b. Access at the site would result in unmitigable adverse impacts on areas designated as "*sensitive habitats*" or tidepools by the plan, or
 - c. Findings are made, consistent with Section 30212 of the Act, that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - d. The parcel is too narrow to allow for an adequate *vertical access* corridor without adversely affecting the privacy of the property owner.

Lateral Access

2. For all new development—between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory unless subsection (a) below is found. In coastal areas, where the bluffs exceed five feet in height, all beach seaward of the base of the bluff shall be dedicated. In coastal areas where the bluffs are less than five feet, the area to be dedicated shall be determined by the County. At a minimum, the dedicated easement shall be adequate to allow for lateral access during periods of high tide. In no case shall the dedicated easement be required to be closer than 10 feet to a residential structure. In addition, all fences, no trespassing signs, and other obstructions that may limit public access shall be removed as a condition of development approval.
 - a. Findings are made, consistent with Section 30212 of the Act that access is consistent with public safety, military security needs, or that agriculture would be adversely affected.

Environmentally Sensitive Habitats:

3. The applicant of a proposed recreational facility in, or adjacent to, areas designated "*environmentally sensitive habitats*" shall develop a management program to control the kinds, intensities, and locations of *uses* to preserve the *habitat* resources to the maximum extent *feasible*. This program shall be part of *development* approval.

General:

4. In accordance with section 30214(a) of the Coastal Act, the time, place, and manner of access will depend on individual facts and circumstances; including topographic and site characteristics, the capacity of the site to sustain use at the intensity proposed, management of the access areas to protect the privacy of adjacent owners, and the feasibility to provide for litter collection.
5. In accordance with section 30214(b) of the Coastal Act, the requirement of access shall be reasonable and equitable, balancing the rights of the individual property owner with the public's right of access.

Leo Carrillo State Beach:

6. To augment public access and recreation, provide new parking and extend bus service to the area.
7. Any future vertical accessways must be designed to minimize bluff erosion.
8. Lateral access easements linking Leo Carrillo State Beach and Yerba Buena Beach should be provided.
9. The California Department of Parks and Recreation should acquire private parcels along the beaches where feasible, as well as provide for maximum public access.

Santa Monica Mountains National Recreation Area:

10. South Coast Area Transit, in conjunction with the National Park Service, should fully explore through long-range planning the possibilities of extending service to the area, including (but not limited to) the following: federal funds for extended service, particularly from lower income areas; park-and-ride from central points in Ventura County using smaller, more cost-effective buses; and, service agreements with the Los Angeles County Rapid Transit District, and charter buses.
11. The National Park Service and the California Department of Parks and Recreation should work together to determine the extent of impacts from additional visitation generated by new national parks in the County, particularly impacts on existing park facilities.
12. The County supports the work of the Santa Monica Mountains Conservancy Recreational Transit Program to provide public transportation to the Santa Monica Mountains National Recreation Area.
13. The acquisition of the beach area around Deer Creek is encouraged by either the California Department of Parks and Recreation or the National Park Service.

Film Production, Temporary:

14. Impacts to *coastal resources*, including but not limited to, public recreation facilities, scenic and visual resources, and public beach access shall be minimized during *temporary film production activities*.
15. During the peak summer season (Memorial Day through Labor Day weekend), *temporary film production activities*:
 - Shall not preclude the general public from *use* of a public beach; and
 - Shall not occupy public parking spaces to the extent the general public is restricted from using such spaces to *access* a public beach or public recreation facilities.
16. No new permanent *structures* shall be erected for *temporary film production activities*, and the *film permit area* shall be returned to pre-permit conditions following *film production striking*.

Parking and Loading:

17. New *development*, and intensifications in *use*, shall be designed to include the number of off-street parking spaces necessary to satisfy any new parking demand.
18. In order to support the preservation of existing, neighborhood-serving commercial areas within the coastal zone, exceptions to off-street parking requirements may be

allowed, provided that the project applicant contribute to a program aimed at increasing *coastal access parking*.

- No additions or expansion to the structure are proposed and all existing on-site parking is retained;
 - Business hours of operation are in the evening when beach recreational uses are low or non-existent;
 - The primary customer base is nearby residents or beachgoers that do not generate additional parking demand;
 - Shared parking, pursuant to Sec. 8176-4.6, is not available to meet parking requirements; and
 - Other transportation incentives programs listed in Sec. 8176-4.8.1(b), are not feasible, or will not lessen the number of parking spaces required.
19. To promote the efficient *use* of parking areas and reduce the amount of paved or impervious surfaces, shared parking may be allowed for commercial or *mixed-use developments* that accommodate multiple *uses* at different peak parking periods. Where *feasible*, such *parking lots* should accommodate public *coastal access* parking.
 20. Restrictions on public parking that would impede public *coastal access* shall be prohibited except where such restrictions are demonstrated to be necessary for the provision of public safety, and there is no other feasible alternative.
 21. New *development* that requires the removal of existing public parking shall provide an equivalent number of replacement public parking spaces in the immediate vicinity except where the provision of such parking is infeasible or alternatives are identified that offset the need for additional parking facilities.
 22. Where *feasible*, new commercial, *multi-family* residential, or *mixed-use development* shall minimize the demand for public parking by providing on-site bus stops, bicycle storage, sidewalks, or other facilities or programs that support alternative modes of transportation.

Signs

The primary purpose of the *sign* policies in this section is to utilize *signs* to protect and improve *access* to the coastline or other *coastal resources*.

23. *Coastal access* signage shall be posted in conspicuous areas and located so that *access* is maintained and visitors are directed to publicly available *coastal access* parking, beach access points, and public trails.
24. For the California Coastal Trail, *coastal access* signage should include distinctive *signs* incorporating the California Coastal Commission *coastal access* logo (foot and wave) or markers, consistent with visual resources.
25. *Signs* that adversely impact public access shall be prohibited except where there is no *feasible* alternative to protect public safety. In such cases, the impact to *coastal access* shall be mitigated and, where *feasible*, the *sign* shall be temporary and removed once the public safety issue is resolved.
26. With the exception of *road* or *informational signs*, placement of *signs* within the public right-of-way shall be prohibited.
27. No *signs* shall be posted on a beach unless authorized by a coastal *development* permit. *Signs* on a public beach which purport to identify the boundary between

State *tidelands* and private property, or which indicate that public *access* to State *tidelands* or public *lateral access* easement areas is restricted, shall not be permitted.

C. Recreation and Access Programs

Parking and Loading

1. The Public Works Agency, in coordination with the Planning Division, will prepare a parking study that evaluates existing parking facilities and parking *use* where *coastal access parking* concurrently serves visitor-serving coastal recreation, commercial development, and residential neighborhoods. The parking study will also identify strategies aimed at the following: (1) increasing the amount of available *coastal access parking* (for example, by identifying potential locations for additional public parking or by restriping existing parking areas to increase the number of spaces), (2) more efficiently using available parking (for example, by establishing a time restricted parking program), and (3) reducing parking demand (for example, by extending bus or shuttle services to coastal beach areas). The study areas for this program include La Conchita (Surfside Street), Hollywood Beach (Los Altos Street and Ocean Drive), and Silverstrand (Roosevelt Boulevard and Panama Drive). (Pending available funding).

4.4.3 Agriculture

Agriculture on the South Coast extends from the farm lands east of Point Mugu Naval Station near Calleguas Creek, to the northernmost foothills of the Santa Monica Mountains. Limited agricultural activities occur in the mountains on flatter terrain ([Figure 4.4-4](#)).

A portion of the Broome Ranch (approximately 690 acres) falls within the coastal zone. All of the ranch's acreage is in three agricultural preserves. A portion is also in the Calleguas Creek flood plain. The agricultural lands are zoned "C-A" (Coastal Agricultural, 40 acre minimum *lot* size) and designated "Open Space" (10 acre minimum *lot* size) by the County's General Plan.

Minimum *lot* size in both this Coastal Plan and the County's General Plan for the "*Agriculture*" land *use* designation is 40 acres per *single-family dwelling*. This 40 acre minimum is sufficient to maintain economic viability for various agricultural *uses* (irrigated crops). Non-irrigated activities may require a larger acreage. Studies as to what constitutes a viable farm unit have been done by Ventura County Agricultural Committee (Appendix 4), Ventura County Assessor's Office and Ventura County Farm Bureau.

Agriculture Goal 1

To preserve agricultural lands on the South Coast to the maximum extent *feasible*.

Policies

1. Soils will be conserved and erosion minimized by the *use* of best grading management practices as set forth by the Soil Conservation Service.
2. Land divisions in, or adjacent to agricultural areas, will not be allowed to affect agricultural productivity.

3. The Local Area Foundation Commission should exclude agricultural lands from any new or expanded service districts that could impact agricultural viability.
4. New service extensions beyond the stable urban boundary will be designed to mitigate any effects on agricultural viability.
5. As *aquaculture* develops it will be considered as a potential agricultural *use* in appropriate areas.

4.4.4 Hazards

The severe and rugged terrain of the Santa Monica Mountains present considerable hazards and constraints to new *development*. A 50-year and 100-year flood hazard area is located along the Calleguas Creek flood plain. Severe *slopes* not only have the potential for instability and erosion, but may also serve as constraints to the proper functioning of water and septic systems. An additional concern in this area is *access*, especially *emergency access* in case of fire or other disasters.

The most important earthquake faults in the Santa Monica Mountains portion of the *coastal zone* are the Bailey Fault near Calleguas Creek, and the Sycamore Canyon, Boney Mountain and Malibu Coastal Faults in the mountainous areas (Figure 4.4-5). Historic records indicate that only six earthquakes larger than 4.0 magnitude on the Richter Scale have originated within 15 miles of the South Coast area since 1934. All were less than 5.3 magnitude and four of the epicenters were located off the coast.

The Bailey Fault marks the boundary between the western Santa Monica Mountains and the Oxnard Plain. It extends from Mugu Lagoon northerly to an intersection with the Camarillo Fault near Calleguas Creek and U.S. Highway 101. The existence of the fault is verified by water well data. The fault is designated as potentially active until more information becomes available for evaluation.

The Sycamore Canyon and Boney Mountain faults are the most prominent of the series of north-east trending breaks extending from Point Mugu to Thousand Oaks. These faults are designated as potentially active until more information is available.

The Malibu Coastal Fault, the Santa Monica and Raymond Hill Faults are thought to be a series of major north-dipping thrust faults that extend along the coast, onshore and offshore for many miles. Faults within this system are considered active. As much as 50 miles of left slip has occurred since Eocene times, about 50 million years ago (Norris and Webb 1976). The 1973 Point Mugu earthquake is believed to have originated on the Malibu Coastal Fault.

The South Coast immediately along the coast shows high potential for liquefaction in the area of Calleguas Creek and Mugu Lagoon.

- **Landslides and Slope Stability** - In general, the Santa Monica Mountains contain highly expansive soils. The soils, together with the steep topography, tend to increase the frequency of *slope* failure and erosion. According to the Ventura County Public Works Agency, grading, increased irrigation or septic *runoff*, and seismic activity may also trigger *slope* movement or erosion.
- **Flood Hazards** - Calleguas Creek is a major flood corridor in the South Coast. It flows along the northern *slopes* of the Santa Monica Mountains to the Mugu Lagoon. Severe flooding has occurred along the *coastal zone* portion of this corridor, resulting in damage to adjacent agricultural crops, transportation facilities and the military base. The lower reaches of the creek are currently unimproved. The Ventura County Flood Control District (VCFCD) is evaluating

flood control solutions to this problem (see full discussion in LCP *Environmentally Sensitive Habitat* Paper).

There are also a number of creek corridors within the Santa Monica Mountains (e.g., Big Sycamore, Little Sycamore, Deer Creek, etc.) that could pose extreme flood and erosion hazards to new *development*.

- **Fire** - Fire is significant natural hazard in the Santa Monica Mountains. The Ventura County Hazards Appendix classifies the entire Santa Monica Mountains area as "extreme" for fire hazard. While many of the *slopes* contain safe coastal vegetation, the fire-adapted chaparral of drier *slopes* along with steepness, moisture and rainfall conditions, and severe *emergency access* constraints can combine to create a dangerous situation. Periodic burns are considered a natural event in chaparral communities, and fires should be anticipated as a regular occurrence. Secondary impacts of fires in this area include mudflows, landslides, and erosion due to loss of ground cover.

The Santa Monica Mountains are currently designated "Open Space" (one *dwelling unit* per 10 acres minimum) and "Recreation" (state park lands). In some areas of the Santa Monica Mountains, however, 40-100 acre minimum *lot* sizes are justified based on water availability, *access*, *slope*, geologic and fire hazards. For these reasons, it is necessary to maintain the Santa Monica Mountains as "Open Space," and also to investigate the application of 40-100 acre sub-zones where *access* to County-maintained roads is inadequate, and where severe *slopes* increase the potential for geological instability.

The General Plan's Hazards Appendix provides extensive information on various hazards, including fault zones, fire hazard areas, landslides, and flood plains. It is one of the principal documents consulted by Planning and the Public Works Agency when formulating an initial study on a proposed project to determine the need for an EIR. Should an EIR be required, the General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix are used in evaluating the various impacts of the projects.

Hazards Goal 1

To protect public safety and property from natural and human-induced hazards as provided for in County ordinances.

Policies

1. The County's existing General Plan Goals, Policies and Programs (Chapter 2) and Hazards Appendix provides direction for geologic, seismic, flood and fire hazard avoidance.
2. New *development* shall be suited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards.
3. All new *development* will be evaluated for its impacts to, and from, geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. *Feasible* mitigation measures shall be required where necessary.
4. The County may require the preparation of a geologic report at the applicant's expense. Such report shall include *feasible* mitigation measures which will be used in the proposed *development*.
5. *Structures* for human habitation (regularly, habitually, or primarily occupied by humans) shall be set back a minimum of 50 feet from an active fault. This *setback* may be increased when geologic conditions warrant.

6. New *development* shall be sited and designed so as not to cause or contribute to flood hazards, or lead to the expenditure of public funds for flood control works.
 7. The South Coast portion of the Santa Monica Mountains requires special attention and the following formula and minimum *lot* sizes will be utilized as new land divisions as proposed in the "Open Space" or "Agricultural" designations:
 - a. The following *slope/density formula* will be used to compute the *average slope* of property proposed to be subdivided:

$$S = \frac{(100)(I)(L)}{A}$$

where:

S = *average slope* (%)

I = contour interval (ft.)

L = total length of all contour lines (ft.)

A = total area of the *lot* (sq. ft.)
 - b. Once the *average slope* has been computed, the following table will be used to determine a minimum *lot* size for newly proposed *lots*:
- | | | |
|---------------|---|-----------|
| 0% - 15% | = | 10 acres |
| 15.1% - 20% | = | 20 acres |
| 20.1% - 25% | = | 30 acres |
| 25.1% - 35% | = | 40 acres |
| 35.1% & above | = | 100 acres |
8. A landscaping plan for fire and erosion control will be submitted for any new *development* located in extreme fire hazard areas as shown in the County's Hazard Appendix Fire Hazard Map. As many native plants as *feasible* should be used, and information on kinds and sources of these plants are available through the County.
 9. The majority of the Santa Monica Mountains are designated "Open Space" or "Recreation" in this Coastal Area Plan. This is consistent with the County General Plan, the Santa Monica Mountains Comprehensive Plan (1979) and the areas U.S. National Park Services National Recreation area designations.

4.4.5 Beach Erosion

Beach erosion on the South Coast occurs at Point Mugu State park along Sycamore Beach and the Beaches in the Solomar "Existing Community" area.

Major erosion occurs during the winter months. The U.S. Army Corps of Engineers indicates a 1.9 foot per year erosion rate for Sycamore Beach, and a 0.9 foot per year erosion rate for Solomar Beach. The problem is severe in these areas.

Construction of new residential units on existing legal *lots* within the "Existing Community" area may require special review to ensure that new *development* does not bring about substantial wave and erosion damage, nor require new shoreline protection *structures*.

Beach Erosion Goal 1

To protect public safety and property from *beach erosion* as provided for in existing ordinances, and within the constraints of natural coastal processes.

Policies

1. Construction or maintenance of shoreline *structures* will be limited to only those projects needed to protect existing *development*, public recreation, and existing roads from beach erosion.
2. Proposed *shoreline protective devices* will only be approved and/or located in conformance with Coastal Act Sections 30235 and 30253.
3. All shore line protective *structures* which alter natural shoreline processes will be designed to eliminate or mitigate adverse impacts on local shoreline and sand supply.
4. A *building* permit will be required for any construction and maintenance of protective shoreline *structures*, such as seawalls, jetties, revetments, groins, breakwater and related arrangements.
5. The County's Building and Safety Division will routinely refer all permits for seawalls, revetments, groins, retaining walls, pipelines and outfalls to the Flood Control and Water Resources Division of the Public Works Agency to be evaluated not only for structural soundness, but environmental soundness as well whenever necessary. This includes a survey of potential environmental impacts, including (but not limited to) the project's effects on adjacent and downstream *structures*, net *littoral drift*, and downcoast beach profiles.
6. If the potential environmental impacts of the proposed *structure* are considered significant by the Public Works Agency, the applicant may be required to obtain an engineering report which indicates how those impacts will be mitigated.
7. Permitted shoreline *structures* will not interfere with public rights of *access* to the shoreline.

4.4.6 Energy and Industrial Facilities

No energy or industrial facilities are located on the South Coast or within the inland areas of the Santa Monica Mountains at this time. It is unlikely any facilities will locate anywhere within the Santa Monica Mountains given their status as a National Recreation Area (NRA). The federal government is developing a management plan for the entire NRA.

Energy and Industrial Facilities Goal 1

To allow exploration and production of oil and gas in most of the South Coast sub-area while meeting Coastal Act and County objectives, and maintaining environmental quality.

Policies

1. All land between State Highway 1 and the shoreline; or land designated "Residential," "Recreational," or shown as "*Environmentally Sensitive Habitat*" will be considered as unacceptable for new energy or industrial facilities of any kind. Pre-existing facilities and oil/gas/communication pipelines, and repair of such will be considered acceptable.

2. Within the land area between State Highway 1 and the landward *coastal zone* boundary, oil drilling and directly related facilities are permitted by Conditional Use Permit consistent with Section 30260 of the Coastal Act. No new major facilities which require a "Coastal Industrial" (C-M) zone will be permitted unless located in an area designated "Industrial".
3. All surface activities, including those regulated by the Division of Oil, Gas and Geothermal Resources related to the *development* of onshore oil and gas resources in the *coastal zone* are considered to be projects that require a Conditional Use Permit (CUP) and a Coastal Development Permit. Both permits will be issued simultaneously through one CUP process. See the Coastal Zoning Ordinance (including, but not limited to Section 8175-5.7.8) for a list of standard oil *development* design and operational criteria applied to all new permits for expanded or new oil activities. Additional conditions may be required depending on the specific request and the location.
4. A Development Plan shall accompany the application for a CUP for those activities stated in Policy 3, and shall include:
 - a. The location of drilling and/or production sites, storage tanks, pipelines and access roads.
 - b. Plans for the consolidation, to the maximum extent *feasible*, of drilling and/or production facilities, as well as accessory facilities.
 - c. A phasing plan for the staging of *development* that indicates the approximate anticipated timetable for project installation, completion and decommissioning.
 - d. A plan for eliminating or substantially mitigating adverse impacts on *habitat* areas, *prime agricultural lands*, *recreational areas*, *scenic resources* and archaeological sites due to siting, construction, or operation of facilities.
 - e. Grading plans for all facilities requiring the movement of greater than 50 cubic yards of dirt. For any *development* requiring a grading permit, either (1) a Storm Water Pollution Control Plan (SWPCP) shall be prepared and submitted in accordance with the Ventura County Municipal Storm Water Permit, Order No. 00-108, Part 4 - Special Provisions, D. Programs for Construction Sites, or (2) a Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and submitted in accordance with the State General Permit for Stormwater Discharges Associated with Construction Activity, whichever is applicable.
 - f. A description of means by which all oil and gas will be transported off-site to a marketing point. Pursuant to Policy 6, transshipment of crude oil and gas shall be through on-shore pipeline.
 - g. A description of the procedures for the transport and disposal of all solid and liquid wastes.
 - h. Oil spill prevention and control measures.
 - i. Fire prevention procedures.
 - j. Emission control equipment.
 - k. Procedures for the abandonment and restoration of the site, including a timeline, and clarification as to whether or not the abandonment will be in place or the infrastructure will be removed.
 - l. Compliance with any other requirement of the Ventura County Zoning Ordinance for the *Coastal Zone* related to oil and gas *development*.

- m. All facilities supporting oil and gas *development* must comply with the terms and requirements of the State General Industrial Activities Storm Water Permit, including the *development* and submittal of a Storm Water Pollution Prevention Plan.
5. All energy and industrial facilities in the Plan shall be so sited and designed to eliminate or reduce, to the maximum extent *feasible*, impacts to biological, geological, archaeological, agricultural, visual and recreational resources.
 6. Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.
 7. When *feasible*, pipelines shall be routed to avoid important *coastal resources*, including recreation, *environmentally sensitive habitats* and archaeological areas. Unavoidable routing through recreation, *habitat*, or archaeological areas, or other areas of a significant *coastal resource* value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volumes, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in the case of a break, by automatic shutoff valves.
 8. The County shall determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the U.S. Department of Transportation - Office of Pipeline Safety (DOT-OPS), or the California State Fire Marshall is required to protect sensitive *coastal resources*, and if so, shall require spacing at intervals which provide appropriate protection.
 9. In sensitive resource areas the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment within narrow, limited and staked work corridors and storage areas.
 10. All offshore and onshore pipelines shall, where *feasible*, be located at existing pipeline landfall sites, and be buried from a point offshore commencing where wave action first causes significant bottom disturbance. In addition, landfall sites shall be prohibited from areas designated as "Residential" or shown as "*Environmentally Sensitive Habitat*."
 11. Except for pipelines exempted from coastal *development* permits under Section 30610 of the Coastal Act as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the *coastal zone* to determine what, if any, *coastal resources* may be impacted by construction and operation of a pipeline and any *feasible* mitigation measures. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of an environmental review if an Environmental Impact Report or a Mitigated Negative Declaration is required for a particular project.
 12. Owners/operators shall notify both the County of Ventura Planning Division and any other designated affected State agencies (e.g. DOGGR, CSFM, SLC, LARWQCB) of any intent to decommission and/or remove any pipelines and/or facilities. Upon completion of pipeline construction or removal of pipelines and/or facilities, the site shall be restored to the approximate previous *grade* and condition. Upon removal or decommissioning of pipelines and/or facilities, an assessment of the surrounding soils shall be conducted by a qualified licensed expert, e.g. a licensed geologist or registered professional civil engineer, to determine whether or not those soils are contaminated. If the soils are found to be contaminated, a soil remediation plan delineating the method and timing of remediation shall be prepared and submitted to

the County Planning Division and the Los Angeles Regional Water Quality Control Board for their review and approval. All excavated materials shall be replaced in reverse order with topsoil replaced at *grade* level and compacted if necessary. All sites previously covered with *native vegetation* shall be re-seeded with the same or recovered with the previously removed vegetation materials and shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.

13. Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential fault zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geologic instability, and substantial alterations of the natural topography. New pipeline corridors shall be consolidated with existing pipeline or electrical transmission corridors where *feasible*, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.
14. Transmission line rights-of-way shall be routed to minimize impacts on the viewshed in the coastal zone, especially in scenic rural areas, and to avoid locations which are on or near *habitat*, recreational, or archaeological resources, whenever *feasible*. Scarring, grading, or other vegetative removal shall be repaired, and the affected areas re-vegetated with plants similar to those in the area to the extent safety and economic considerations allow.
15. In important scenic areas, where above-ground transmission line placement would unavoidably affect views, undergrounding shall be required where it is technically and economically *feasible* unless it can be shown that other alternatives are less environmentally damaging. When above-ground facilities are necessary, design and color of the support towers shall be compatible with the surroundings to the extent safety and economic considerations allow.
16. Pursuant to section 307(f) of the Coastal Zone Management Act of 1972 (16 USC § 1456(f)), the adopted Ventura County Air Quality Management Plan shall be used as a criterion in determining consistency of federal actions on the Outer Continental Shelf (OCS) with the California Coastal Management Program (CCMP). Pursuant to Section 328 of the Federal Clean Air Act (42 USC § 7627) all activities on the OCS must comply with the Outer Continental Shelf Air Regulations as specified in 40 CFR Part 55.
17. Upon decommissioning of off-shore facilities that contain on-shore facilities and/or pipelines (or "components"), a phasing plan shall be submitted delineating the timeline for disposition of the on-shore facilities.
18. Coastal Act sections 30101, 30101.3, 30255, and 30260, will be used as the criteria by the County to determine, on a case-by-case basis, whether onshore or offshore oil and gas *development* and an energy-related industrial facility supporting such *development* is defined as "*coastal-dependent development*" or "*coastal-related development*", based on the specific geographic, technological, and economic characteristics of the project being proposed.

4.4.7 Public Works

Public service capacities for sewer, water and roads are severely limited in the South Coast sub-area. Two distinct areas are identified: 1) the designated Solromar "Existing Community" area along the coast, and 2) inland areas of the Santa Monica Mountains.

Water for the limited demands of existing *development* is available in the Solromar "Existing Community" area. Water to residents of the Mountains is provided by individually-owned well sites. Adequacy of water supplies for mountain areas is determined by on-site inspection by the Environmental Health Division of the County.

Sewer service in the entire South Coast is provided by individual septic tank systems permitted through the Environmental Health Division. Several septic systems in the "Existing Community" area are located directly on the beach. These areas are classified as having "severe" septic tank limitations. Damage to these systems could occur from erosion of a combination of storm waves and high tides. The Regional Water Quality Control Board now has a policy that prohibits the *use* of walls to protect septic systems on the beach.

The waters offshore of the "Existing Community" area have been designated by the State Regional Water Quality Control Board (RWQCB) as an Area of Special Biological Significance (ASBS). The ASBS extends from Laguna Point in the north to just south of Point Dume in Los Angeles County.

The RWQCB prohibits the direct discharge of wastes into an ASBS or its immediate vicinity with the exception of vessel wastes, dredging or disposal of dredging spoils.

Under the current "208" Areawide Water Treatment Management Plan, a study of septic tank problems in the Santa Monica Mountains was completed in January 1980 by the Environmental Health Division. Several options were proposed that could alleviate present septic tank problems. Included was a recommendation that a septic system management entity be established (or an on-site wastewater management zone) to ensure proper inspection, maintenance and control.

State Highway 1 can handle traffic generated by build-out of the "Existing Community" and mountain areas allowed in the present County General Plan and this Coastal Plan. *Public roads* within the Mountains are substandard, subject to slides and erosion, and restrict *emergency* services. The Public Works Agency will continue to maintain the roads. However, no improvements will be undertaken in the near future because of limited funds and the environmentally sensitive nature of the area.

The County General Plan designates approximately 90 percent of this sub-area as "Open Space" (one unit per 10+ acres). The existing beach residential *development* (Solromar) has been designated "Existing Community" and is allowed to build out to the density of prevailing coastal zoning (this allows *parcels* less than one acre in size). The two private camps on the South Coast are designated "Rural".

With the exception of the "Existing Community" area, the Mountains are zoned "COS(M)" (Coastal Open Space with Santa Monica Mountains Overlay) and "C-R-E-20 Ac. (M)" or "-5 Ac. (M)" (Coastal Rural Exclusive at 20 or 5 Ac. Min. with Santa Monica Mountains Overlay) for the private youth camps.

Public Works Goal 1

Any new or expanded *public works facilities* (including roads, flood control measures, water and sanitation facilities) constructed on the South Coast, will be designed to serve the potential population within limits established by the *Local Coastal Program* (LCP)

consistent with the County's Air Quality Management Plan and "208" (Water Quality) Plan.

Policies

1. The recommendation of the "208" Plan Septic Tank Problem Area-Santa Monica Mountains Study for the establishment of a septic system maintenance district will be supported.
2. That new service district boundaries shall be consistent with the adopted Coastal Area Plan and County General Plan policies.
3. New *development* in the Santa Monica Mountains should be self-sufficient with respect to sanitation and water and should not require the extension of growth inducing services. *Development* outside of the established "Existing Community" area shall not directly or indirectly cause the extension of public services (roads, sewers, water, etc.) into an open space area. The County shall make the finding for each individual *development* requiring sanitary facilities and potable water that said private services will be able to adequately serve the *development* over its normal lifespan.
4. Public utility *use* by the Pacific Missile Test Center (PMTTC) does not create impacts on circulation, sewer and water *use* for the foreseeable future because of stable or declining land *use* intensity at the base. However, any change in intensity of *use*, such as civilian-military shared *use*, should be examined for impacts on Coastal Act and LCP land *use* priorities. Similarly, any future adverse impacts of groundwater extraction for the Navy base should be examined for such impacts.

4.4.8 Locating and Planning New Development

New *development* on the South Coast is constrained by the "Existing Community" designation for the Solomar area and the terrain of the Santa Monica Mountains. Water service is only provided for the "Existing Community" area. Individual wells provide water in the mountain areas. There is no sewer service for either the coastal or mountain areas; septic tank systems are utilized.

Although Highway 1 capacities can accommodate additional traffic from build-out in the mountain areas, *public roads* within the mountains are generally substandard and subject to slides and erosion. Highway 1 is also subject to slides and erosion problems which have caused traffic delays.

Locating and Planning New Development Goal 1

To preserve the South Coast sub-area in as natural a state as possible while maintaining the private property rights and needs for public safety.

Policies

1. The "Existing Community" will be allowed to build out to its existing boundary within zoning and environmental constraints.
2. Consistent with the environmental characteristics and limited service capacities of the Santa Monica Mountains area, only very low density *development* as prescribed by the "Open Space" designation will be allowed in the Santa Monica Mountains. The *slope/density formula* found in the "Hazards" section will be utilized to determine the minimum *lot* size of any proposed land division.

4.4.9 Potential Conflicts

Development conflicts in the Santa Monica Mountains portion of the South Coastal zone are diminished, in part, because large areas are already set aside for recreational purposes. Proposed acquisitions by Santa Monica Mountains National Recreation Area will further restrict *development*. Conflicts could arise between land owners wishing to develop their lands and the physical constraints imposed by terrain, hazards, and health and safety problems.

At this time no conflicts exist between agricultural and urban land *uses*.

4.4.10 Environmentally Sensitive Habitats Areas (ESHA)

The South Coast sub-area contains numerous *environmentally sensitive habitat areas* (Figure 4.4-1). Therefore, a special overlay zone classification has been applied to most of the land easterly and southeasterly of the U.S. Navy Pacific Missile Test Center at Point Mugu. The only area that is not covered by the special overlay zone is the land within the Solromar "Existing Community". This special "Santa Monica Mountains" (M) overlay zone was implemented in order to recognize that Santa Monica Mountains are a *coastal resource* of statewide and national significance. The mountains provide *habitats* for several unique, rare or endangered plant and animal species. Such *habitats* may be easily damaged by human activities. Therefore, *development* in the overlay zone area requires case-by-case consideration, and, where applicable, shall be consistent with Sections 30230 and 30231 of the Coastal Act.

A. Coastal Dunes

La Jolla Beach, 40 acres of sandy beach and dunes with a prominent climbing, wind-formed dune, is part of Point Mugu State Park. While public ownership provides some protection of this dune area, its *access* and *use* should be reviewed by the State. The "Resource Management Plan for Point Mugu State Park" points out that the hillside dune needs protection from off-road vehicle *use*, and suggests that the area be included in the La Jolla Valley Nature Preserve. While the County does not have jurisdiction over these dunes, it is nevertheless concerned with their preservation (Figure 4.4-1).

The quality of dune *habitats* may be preserved by measures such as restricted vehicular *access*, clearly defined pathways, revegetation with native plants, interpretive centers and public education.

ESHA Goal 1

To encourage the State to adequately control *access* to the sand dunes and protect them against degradation.

Policies

1. The County encourages State Parks to control those activities that lead to dune degradation, including *use* of off-road vehicles, or dumping.

B. Tidepools

Tidepools are located near Point Mugu Rock, and between Big Sycamore Canyon and Deer Creek Canyon. Although not actually within the County's jurisdiction, it is significant to note that the offshore area between Laguna Point and Point Dume in Los Angeles County has been designated an "Area of Special Biological Significance" by the

Regional Water Quality Control Board (see *Public Works* section), and that nearshore, intertidal and terrestrial coastal areas are ecologically closely interrelated.

ESHA Goal 2

To support the State in the protection of the tidepools.

Policies

1. The State should include interpretive programs regarding coastal ecology in any future *development* of recreational facilities.
2. Wastewater effluent and solid waste at public sites along the South Coast are to be properly disposed of.
3. Ventura County Environmental Health Division and the Ventura Regional County Sanitation District coordinate with the State to find acceptable alternatives for wastewater effluent disposal on the South Coast.
4. Shoreline protection *structures* such as revetments, seawalls, groins, or breakwaters are allowed when they are necessary to protect existing *developments*, coastal dependent land *uses* and public beaches. Any *structures* built under these conditions that affect tidepools will incorporate mitigation measures that reduce intertidal or nearshore *habitat* loss as *feasible*.
5. An applicant for any new coastal project, including *shoreline protective devices*, will demonstrate that their proposal will not cause long-term adverse impact on the beach or intertidal areas. Impacts include, but are not limited to, destruction of the rocky substrate, smothering of organisms, contamination from improperly treated wastewater and findings to be made will include, but not be limited to, proper wastewater disposal.
6. The Statewide "Guidelines for Wetlands and Other *Environmentally Sensitive Wet Habitats*" will be used in analyzing any projects with the potential to impact tidepools.

C. Creek Corridors

Major creek corridors on the South Coast include Calleguas Creek, La Jolla Canyon, Big Sycamore Canyon, Serrano Canyon, Deer Creek Canyon and Little Sycamore Canyon ([Figure 4.4-1](#)).

Calleguas Creek watershed includes over 343 square miles of land and empties into the ocean via Mugu Lagoon south of Point Mugu Naval Air Station, north of the Santa Monica Mountains. The flood plain and agricultural lands along the creek are subject to extreme flooding during heavy rains.

The riparian corridors in the Santa Monica Mountains (Big Sycamore, Serrano, Deer Creek, and Little Sycamore) are important watershed areas. Maintenance of their compliment of *native vegetation* will help diffuse floods and *runoff*, minimize soil erosion, and diminish sedimentation.

ESHA Goal 3

To maintain creek corridors in as natural a state as possible while still accommodating needs for public health and safety.

Policies

1. *Stream* or creek corridors are considered to be watercourses, either perennial or intermittent, as shown on USGS quadrangle maps, as measured between the high water mark, or the break in each bank.
2. All projects on land either in a *stream* or creek corridor or within 100 feet of such corridor, shall be sited and designed to prevent impacts which would significantly degrade *riparian habitats*, and shall be compatible with the continuance of such *habitats*.
3. Substantial alterations (channelizations, dams, etc.) to river, *stream*, or creek corridors are limited to:
 - a. Necessary water supply projects;
 - b. Flood control projects where no other method for protecting existing *structures* in the flood plain is *feasible*, and where such protection is necessary for public safety or to be protect existing *development*; or
 - c. *Developments* where the primary function is the improvement of fish and wildlife *habitat*.
4. Projects allowed per the above policies will incorporate the best mitigation measures *feasible*.
5. The Coastal Commission's adopted "Statewide Interpretive Guidelines for Wetlands and Other *Environmentally Sensitive Habitats*" will be used when evaluating new projects in creek corridors.
6. The County supports the policies found in the Santa Monica Mountains Comprehensive Plan and has adopted a resolution agreeing to incorporate that Plan when analyzing any *development* request in the Mountains. In addition, the County will routinely submit *development* proposals to the Santa Monica Mountains National Recreation Area for review.

D. Film Production, Temporary

Policies

1. *Temporary film production activities* shall not result in adverse impacts to wetland, *ESHA*, or *ESHA* buffer, including indirect effects from outdoor lighting or noise.

E. Signs

Policies

1. *Signs* are prohibited within *ESHA* except for resource protection or interpretative and educational signage, or signage necessary to ensure public safety. Signage within *ESHA* or its buffer shall be sited and designed to minimize impacts on the resource to the maximum extent *feasible*.

F. Santa Monica Mountains

The Santa Monica Mountains contain some of the most significant inland *habitats* in the County's coastal zone. Many creeks and *streams* with their riparian corridors, coastal

dunes, and rare native bunchgrass and giant coreopsis can be found in the mountains. In addition, grasslands, chaparral, and oak woodlands are found.

Some of these *environmentally sensitive habitats* are mapped, but others occur in several small areas throughout the mountains, making them impractical to accurately map.

ESHA Goal 4

To preserve and protect the upland *habitats* of the Santa Monica Mountains.

Policies

1. New *development*, including all private and public recreational *uses*, shall preserve all unique *native vegetation*, such as Giant Coreopsis and Dudleya cymosa ssp. marcescens.
2. The County shall update its inventory of upland *habitats*, wildlife travel networks, nesting sites, and appropriate buffer areas as part of the Implementation Phase of the *Local Coastal Program* (LCP). This update may use existing information and shall involve consultation with appropriate environmentalists, scientists and government agencies dealing with the Santa Monica Mountains as a whole. A map focusing on *sensitive environmental habitats* and their buffers shall be prepared and included in the LCP and shall be continually updated as additional information becomes available. *Environmentally sensitive habitats* shall conform to the definition in the Act, PRC Section 30107.5.
3. All new *upland development* shall be sited and designed to avoid adverse impacts on *sensitive environmental habitats*.
 - In cases where *sensitive environmental habitats* are located on a project site where the impacts of *development* are mitigated consistent with the Plan, the County shall assure that all *habitat* areas are permanently maintained in open space through an easement or other appropriate means.
 - When such impacts of *development* would be unavoidable, the County shall ascertain within the specific project review period whether any public agency or non-profit organization, including the National Park Service, Coastal Conservancy, the Santa Monica Mountains Conservancy, State Department of Parks and Recreation, County Recreation Services, and Trust for Public Lands, is planning or contemplating acquisition of any portion of the subject property to preserve it in open space. The permit may not be approved if such agency or organization has been specifically authorized to acquire any portion of the property which would be affected by the proposed *development*, and funds for the acquisition are available or could reasonably be expected to be available within one year of the date of application for the permit. If the permit has been denied for such reasons and the property has not been acquired by such agency or organization within a reasonable time, a permit may not be denied again on the same ground.
4. Where possible for subdivision and undeveloped contiguous *lots*, construction and/or improvements of driveways/accessways which would increase *access* to the subject area or adjacent areas shall be permitted only when it has been determined that environmental resources in the area will not be adversely impacted by the increased *access*. Grading cuts shall be minimized by combining the accessways of adjacent property owners to a single road where possible. The intent is to reduce the number of direct ingress-egress points off public routes and to reduce grading. At *stream*

crossings, driveway access for nearby residences shall be combined. Hillside roads and driveways shall be as narrow as *feasible* and follow natural contours.

5. *Development* dependent upon a water well shall be approved only if such well would not either individually or cumulatively cause adverse impacts on affected riparian areas or other *coastal resources*. This policy shall be implemented as data becomes available through the County CEQA process and other review procedures.
6. All proposals for land divisions in the Santa Monica Mountains shall be evaluated to assure that any future *development* will be consistent with the *development* policies contained in this Plan. Where potential *development* cannot occur consistent with the *development* policies contained in this plan, the request for division shall be denied. Environmental assessments shall accompany tentative map applications and shall evaluate the ecological resources within and adjacent to the site and the consistency of the proposed division and *development* with the standards of the *Local Coastal Program*.
 - All applications shall identify future *building* envelopes and shall be identified on the final map. Building envelope is defined as:

The one area of a proposed *parcel* which shall contain all *structures*, including but not limited to: the primary residential *structure*, other accessory residential *structures*, barns, garages, swimming pools, and storage sheds. Specifically excluded are *fences* and walls which may be placed along property lines.
 - All identified *environmentally sensitive habitat areas* and/or *slopes* over 30% shall be permanently maintained in their natural state through an easement or other appropriate means and shall be recorded on the final tract or *parcel* map or on a grant deed as a deed restriction submitted with the final map. *Development* shall not be permitted in areas over 30% *slope*.
 - All offers-to-dedicate trail easements consistent with recreation policy #8 below, shall be recorded on the final map. Trail easements established by deed restriction shall be recorded on the deed no later than final map recordation.

Scenic and Visual Qualities:

7. New *development* shall be sited and designed to protect public views to and from the shoreline and public *recreational areas*. Where *feasible*, *development* on sloped terrain shall be set below road *grade*.
8. *Development* shall not be sited on ridgelines or hilltops when alternative sites on the *parcel* are available and shall not be sited on the crest of major ridgelines.
9. Except within the Solromar "Existing Community", all *development* proposals located within 1,000 feet of publicly owned park lands shall be sited and designed to mitigate potential adverse visual impacts upon park lands. Appropriate mitigation measures include additional landscaping, *use* of natural materials, low *building* profile, earth tone colors, and the like. *Development* shall not be sited within 500 feet of a park boundary unless no alternative siting on the property is possible consistent with the policies of this Coastal Area Plan.

G. Mugu Lagoon and San Nicholas Island

Although completely on Federal land and thus not in the coastal zone, Mugu Lagoon deserves discussion in this Plan because of its important *habitat* values and its

relationship biologically to intertidal and offshore waters, both State and Federal, and its related importance for commercial and sport fisheries.

Mugu Lagoon is the last Southern California estuary to remain in its approximate natural site. Numerous sociological research programs indicate its importance. A number of species found in the Lagoon have been exterminated in other estuaries. The Lagoon serves as a nursery for offshore species. A variety of marine mammals feed and rest in the Lagoon.

Much of the credit for preservation of the Lagoon goes to the U.S. Navy. Protection of fish and wildlife is assured through, among other sources, the 1967 Fish and Wildlife Plan for Point Mugu and San Nicholas Island, jointly subscribed by the State and Federal governments. Although the Lagoon is within the Pacific Missile Test Center (PMTTC) and therefore on federal land, it is impacted by activities in the unincorporated, non-federal surrounding lands, particularly those along Calleguas Creek and Revlon Slough. A small portion of this tributary area is in the *Coastal Zone* where *development* activities will be reviewed for consistency with the policies of this Coastal Area Plan.

However, many upstream activities affecting Mugu Lagoon may involve Federal participation or Federal assistance, and these will be subject to Coastal Commission review for consistency with the California Coastal Management Program.

The Calleguas Creek watershed includes over 343 square miles, including the major urbanized areas of Simi Valley, Thousand Oaks, Moorpark and Camarillo, and as well, major agricultural lands in the Oxnard Plain. A portion (approximately 400-500 feet) within the *Coastal zone* of Calleguas Creek drains into the Lagoon. Rapid urbanization and increased agricultural irrigation has resulted in increased *runoff* and sedimentation in the Lagoon.

According to the State Department of Fish and Game and the U.S. Fish and Wildlife Service (June 1976), sedimentation from Calleguas Creek may elevate the Mugu Lagoon *wetland* above the tidal prism (ocean tide flooding) and thereby change the water quality and environmental characteristics of the *wetland*. Urbanization in the upstream watershed increase *runoff*, both in total volume and in the magnitude of the peak flow. Further, conversion of native watershed to urban and agricultural land increases summer flows (low flows) to the proximity of Mugu Lagoon. Increased flows lead to potentially lowered salinity in the Lagoon, increased pollution and increased erosion in unprotected areas along the unimproved channel reaches which ultimately may deliver more sediments to the Lagoon. The result is damage to both flora and fauna in the Lagoon (California Department of Fish and Game, 1976).

An important concern regarding any alterations of Calleguas Creek is the impact on endangered species in the Lagoon area. According to the U.S. Fish and Wildlife Service (USFWS), the endangered light-footed clapper rail, Belding's savannah sparrow and California least tern utilize the Lagoon.

Some flood control improvements (such as those that decrease sedimentation) along Calleguas Creek may be necessary for the maintenance or enhancement of the *wetland*. According to the Ventura County Flood Control District (Ventura County Coastal Planning Study, Flood Control Planning, Surface and Groundwater Hydrology, 1972), without improvements to reduce sedimentation and to maintain an optimum exchange of tidal and fresh waters, the Mugu *wetland* may ultimately cease to exist or become severely degraded as a *wetland* area.

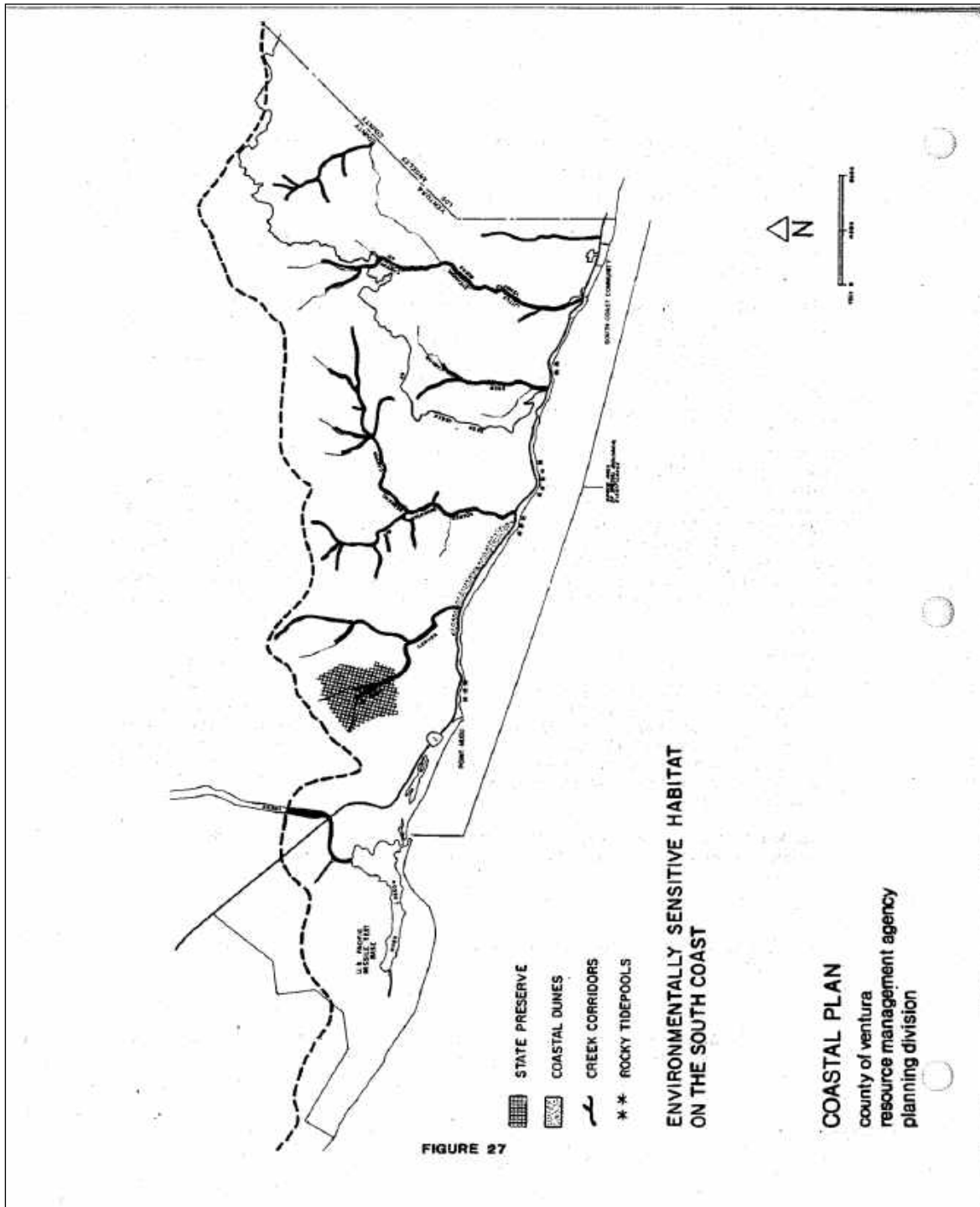
ESHA Goal 5

To maintain Mugu Lagoon, including the main estuary and the entire *wetland* system within the Pacific Missile Test Center, in as natural a state as possible, to the extent consistent with national security needs.

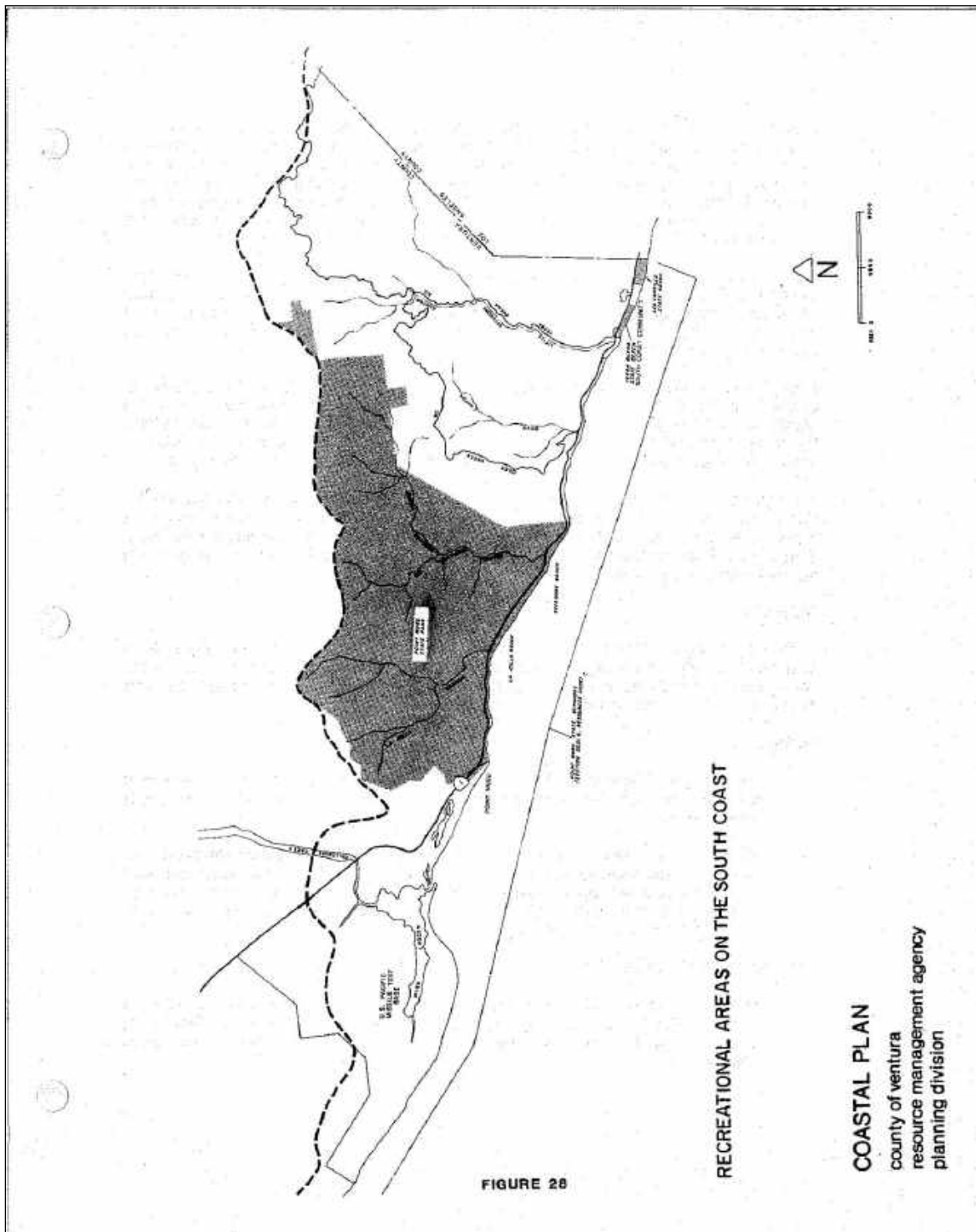
Policies

1. Upstream *development* and activities subject to Federal consistency review, including solid waste disposal, soil management practices, flood control, water reclamation, sewage treatment, *use* of pesticides and fertilizers, etc. should not impair the biological productivity of Mugu Lagoon nor its value for scientific and educational purposes, nor the offshore fisheries with which it is linked.
2. Flood control projects should avoid intrusion into Mugu Lagoon, be sited and designed to prevent degradation of the *wetland*, and incorporate *feasible* mitigation measures. Channelization, dams, and other river or *stream* alterations should be limited to necessary water supply projects, flood control projects necessary for public safety, and projects necessary to protect and enhance *wetlands habitats* and to reduce sedimentation in Mugu Lagoon.
3. Projects which adversely impact *habitat* should include mitigation measures such as timing of the project to avoid disruption of breeding and/or nesting of birds and fishes, minimal removal of *native vegetation*, reclamation or enhancement programs.
4. Dredging, diking or *filling* of Mugu Lagoon should be limited to restoration and nature study purposes or projects required for national security. Any *fill* or degradation of *wetlands* should be accompanied, where *feasible*, by creation or enhancement of equivalent *wetlands* area.
5. The County supports the work already done, and any future plans the Navy may propose to maintain and enhance the productivity of the Mugu Lagoon consistent with the *Local Coastal Program*.
6. The County supports continued and future reliance on joint Federal-State plans such as the 1967 Fish and Wildlife Management Plan for Point Mugu and San Nicholas Island. Marine mammal populations should be protected or, in the case of sea otters, re-established where *feasible* consistent with national security needs.

**Figure 4.4-1
Environmentally Sensitive Habitat on the South Coast**



**Figure 4.4-2
Recreational Areas on the South Coast**



**Figure 4.4-3
South Coast Access Inventory**

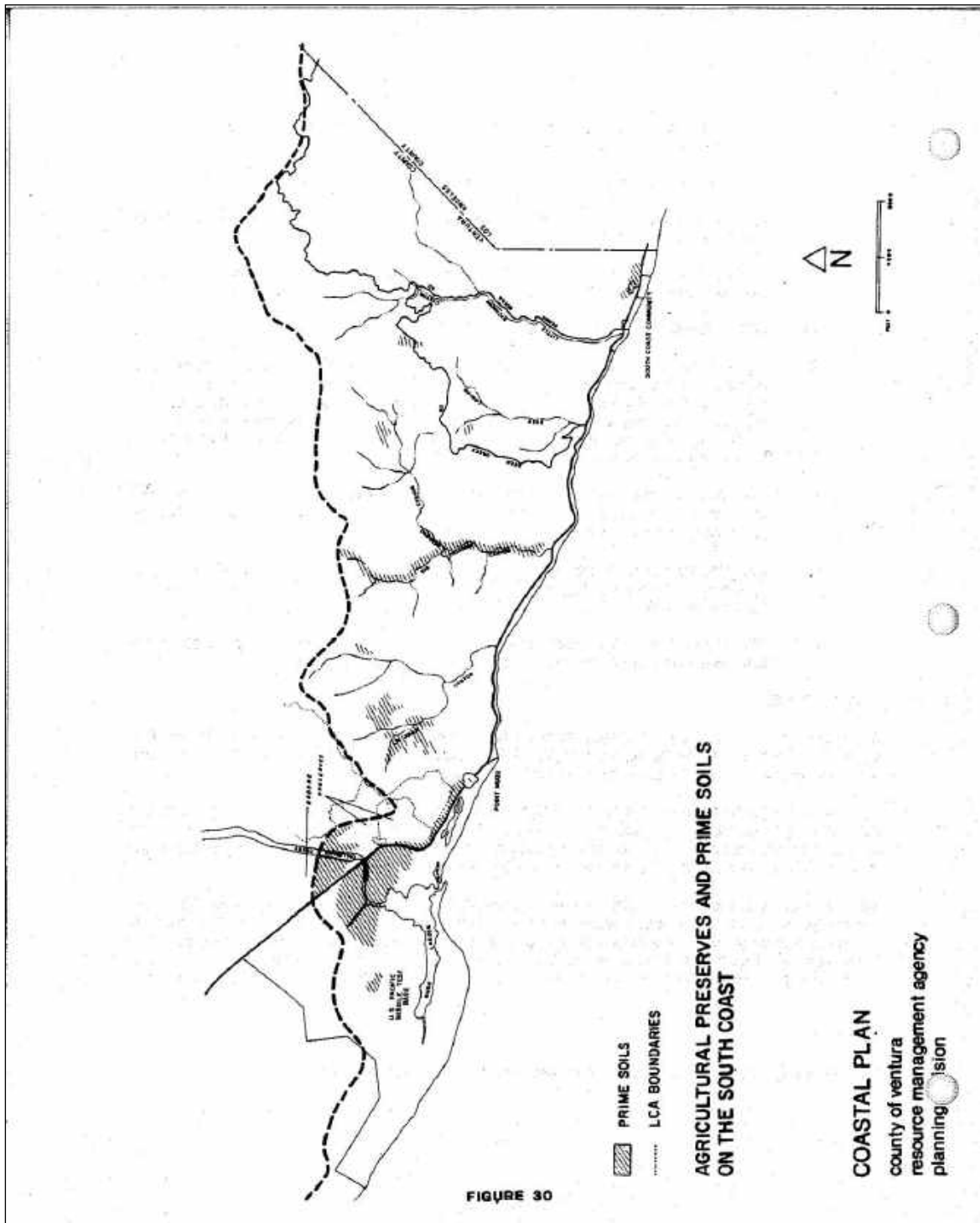
NO.*	Name & Location	Access Type	Size	Frontage	Open	Signed	Owned By	Managed By	Remarks
1.	Vista Point - Mugu Rock West of Hwy. 1, 9 miles South of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
2.	Point Mugu State Park East and West of Hwy. 1, 10 miles south of Oxnard	Park	15,200 ac.	3.6 miles	Yes	Yes	State Parks	State Parks	
3.	Bass Rock Point Lookout West of Hwy. 1, 11 miles south of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
4.	Vista Point West of Hwy. 1, 12 miles south of Oxnard	View	---	---	Yes	Yes	Caltrans	Caltrans	
5	Leo Carrillo State Beach	Park	32 ac.	1.1 miles	Yes	Yes	State Parks	State Parks	Ventura County portions of park are undeveloped at this time.

6/20/89

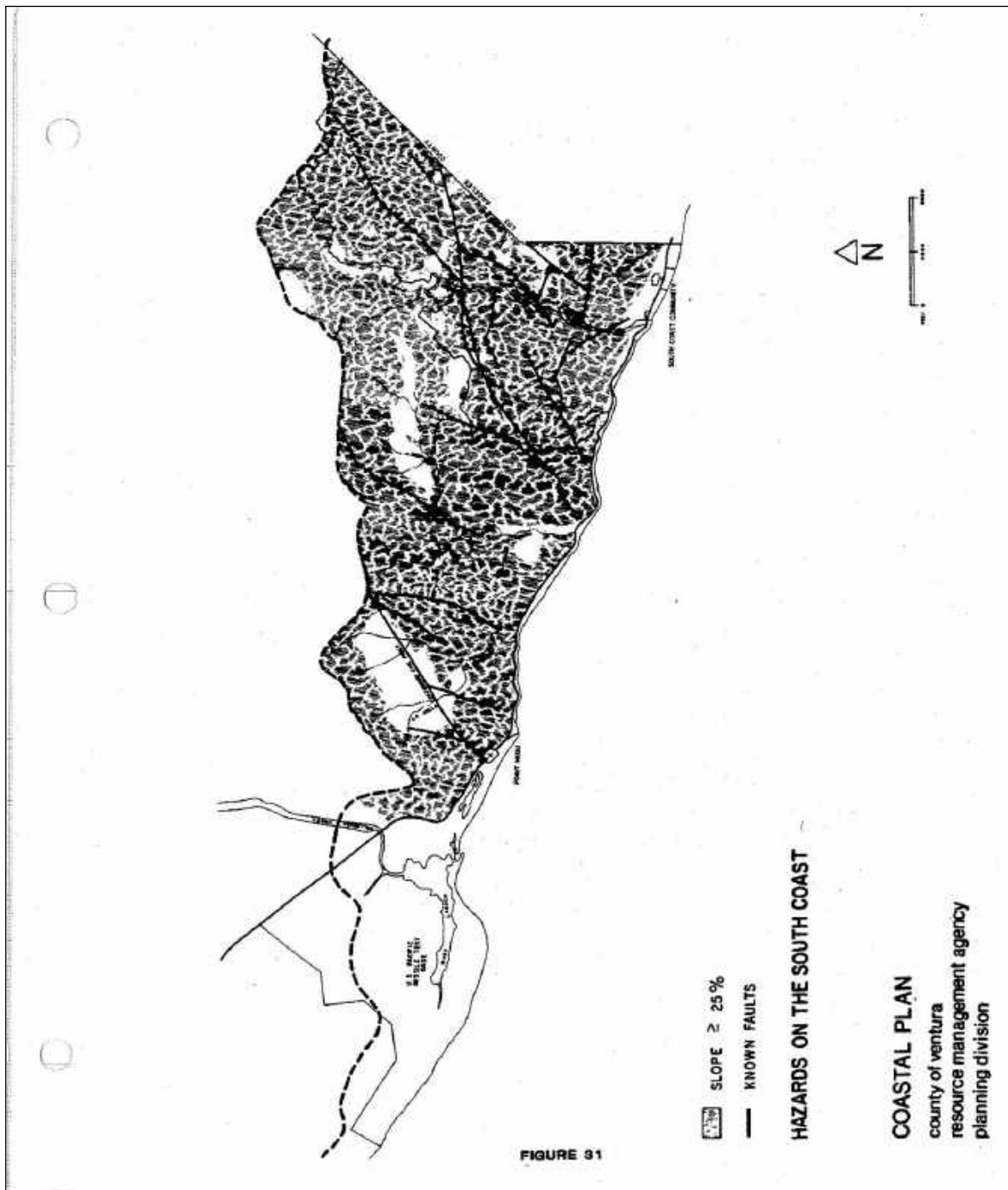
Footnotes:

* Keyed to the Local Coastal Area Plan Land Use Map for the South Coast, Figure 3-6 (separate map).

**Figure 4.4-4
Agricultural Preserves and Prime Soils on the South Coast**



**Figure 4.4-5
Hazards on the South Coast**



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End

SATICOY AREA PLAN

VENTURA COUNTY GENERAL PLAN



County of Ventura
Resource Management Agency
Planning Division
September 22, 2015



SATICOY AREA PLAN

Acknowledgements

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Saticoy Area Plan

Background Report, Vision Plan, Old Town Saticoy
Development Code (2012)
*(Sargent Town Planning, Tony Perez Associates, Raimi and
Associates, Associated Transportation Engineers)*

Technical Studies

Market Study for the Saticoy Community
(MR+E, 2014)

Historic Resources Survey & Context for the Town of
Saticoy
(San Buenaventura Research Associates, 2014)

Mobility Technical Report for the Saticoy Area Plan
(Fehr and Peers, 2015)

Noise and Vibration Data
(Rincon Consultants, 2014)

Air Quality and Greenhouse Gas Emissions Analysis
(Rincon Consultants, 2014)

Water Supply and Water Demand Technical Study
(Rincon Consultants/Milner-Villa Consulting, 2015)

COUNTY OF VENTURA
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Area Plan Amendment History

Saticoy Community Study and Improvement Plan – 1967

(Adoption of the first Saticoy land use plan with focus on original townsite)

Saticoy Community Plan - 1980

(Community Plan was revised, extending industrial and urban land use designations south from the town center)

Saticoy Area Plan: Adopted by the Ventura County Board of Supervisors - April 10, 1990

(County-initiated comprehensive revision of the Area Plan to incorporate new configuration for State Route 118)

Amended - December 1, 1992

(County-initiated revision to update maps, urban service boundaries, zone changes, and goals and policies related to community facilities)

Amended - December 10, 1996

(County-initiated revision to update Use Matrix and Glossary)

Amended - May 4, 2004

(County-initiated revision to modify Circulation Map and zoning to accommodate the County's relocated Public Works Operations Yard)

Amended – September 22, 2015

(Comprehensive Update)

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TABLE OF CONTENTS

Saticoy Area Plan

Chapter 1. Introduction.....	1-1
A. Purpose of the Saticoy Area Plan.....	1-1
B. Content and Organization of the Saticoy Area Plan.....	1-3
Chapter 2. Local Setting.....	2-1
A. Community History.....	2-1
B. Physical Setting and Demographics.....	2-2
C. What is Unique about Saticoy?.....	2-4
D. Saticoy Area Plan Chronology.....	2-5
E. Jurisdictional Setting.....	2-6
F. Community Involvement.....	2-8
G. Related Documents.....	2-9
Chapter 3. Guiding Principles.....	3-1
A. Guiding Principles.....	3-1
B. Land Use and Mobility Maps.....	3-4
C. Grant Metrics.....	3-7
D. Area Plan Implementation.....	3-8
Chapter 4. Area Plan Elements.....	4-1
A. Land Use Element.....	4-2
C. Resources Element.....	4-23
D. Public Facilities Element.....	4-26
E. Hazards Element.....	4-30
Chapter 5. Road Classifications.....	5-1
A. Purpose.....	5-1
B. Content and Applicability.....	5-1
C. Road Classifications.....	5-2

Chapter 6. Old Town Saticoy Design Guidelines.....	6-1
A. Introduction.....	6-1
B. Building Design.....	6-3
C. Site Design.....	6-8
D. Road Design.....	6-16
Chapter 7. Definitions.....	7-1
Chapter 8. Summary of Programs.....	8-1

Appendices (Under separate cover)

Appendix A: Zoning Classifications and Map.....	A-1
A-1. Zoning Classifications.....	A-1
A-2. Zoning Map.....	A-2
A-3. Zoning Summary.....	A-3
Appendix B: Old Town Saticoy Development Code (NCZO Sec. 8119-1).....	B-1
Sec. 8119-1.1 Introduction.....	B-1
Sec. 8119-1.2 Permitted Uses.....	B-9
Sec. 8119-1.3 Zoning Standards.....	B-16
Sec. 8119-1.4 Building Type Standards.....	B-28
Sec. 8119-1.5 Frontage Type Standards.....	B-50
Sec. 8119-1.6 Signage Standards.....	B-59
Sec. 8119-1.7 Park Standards.....	B-62
Sec. 8119-1.8 Additional Requirements.....	B-65
Appendix C: Permit Processing Guide for Cultural Heritage Sites.....	C-1

List of Tables

Table 3-1. Historic Resources in Saticoy.....	3-6
Table 3-2. Sustainable Communities Planning Grant Metrics.....	3-7
Table 4-1. Organization of Area Plan Elements.....	4-1
Table 4-2. Land Use Designations and Acreage Summary.....	4-3
Table 4-3. Zoning Acreage Summary.....	4-3
Table 4-4. Road Classifications by Road Segment.....	4-16
Table 5-1. Saticoy Road Classifications.....	5-3
Table 8-1. Summary of Programs.....	8-1

List of Figures

Figure 1-1. Location Map.....	1-1
Figure 2-1. Saticoy Area Plan Map.....	2-3
Figure 2-2. Saticoy-Wells Community Plan Boundary Map.....	2-7
Figure 4-1. Land Use Map.....	4-4
Figure 4-2. Potential Locations for Parks.....	4-5
Figure 4-3. Vehicular Mobility Map.....	4-12
Figure 4-4. Multimodal Mobility Map.....	4-13
Figure 4-5. Saticoy Road Classifications.....	4-15
Figure 5-1. Plate B-5S – Minor Urban Residential with Parkways.....	5-4
Figure 5-2. Plate B-3S – Minor Commercial or Residential.....	5-5
Figure 5.2a. Plate B-3SB – Minor Commercial or Residential with Angled Parking.....	5-6
Figure 5-3. Plate B-3S [C] – Minor Commercial or Industrial.....	5-7
Figure 5-4. Plate B-3S [D] – Commercial or Industrial Collector.....	5-8
Figure 5-5. Plate B-8S – Alleys.....	5-9
Figure 5-6. Class II Bicycle Facilities.....	5-10

Related Documents

1. Background Evaluation and Technical Report (Background Report)
2. Environmental Impact Report

Technical Appendices:

- a. Market Study for the Saticoy Community
- b. Historic Resources Survey & Context
- c. Mobility Technical Report
- d. Noise and Vibration Data
- e. Air Quality and Greenhouse Gas Emissions Analysis
- f. Water Supply and Water Demand Technical Study

All related documents are available at the Ventura County Planning Division and are posted online on the [Planning Division website](#).

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CHAPTER 1. INTRODUCTION

Saticoy is an unincorporated community located in western Ventura County adjacent to the City of Ventura (Figure 1-1). The boundaries of the Saticoy Area Plan are shown in Figure 2-1. The planning horizon for this update extends from 2015 to 2035.

A. Purpose of the Saticoy Area Plan

The Saticoy Area Plan is a component of the Ventura County General Plan. Authorization for all components of the County's General Plan are derived from California Planning and Zoning Law (Section 65300 et seq. of the CA Government Code). This law requires adoption of comprehensive, long range general plans for the physical development of cities and counties, and it identifies required and optional components of a general plan, called "elements."

The County's General Plan articulates goals, policies and programs that guide future growth and development in a manner consistent with State law. The goals and policies of the Ventura County General Plan are the foundation for all decisions related to the use of land. It provides the basis for the establishment of zoning and subdivision regulations, the approval or denial of development requests, the review of capital improvement programs, and the development of housing and other programs related to land use.

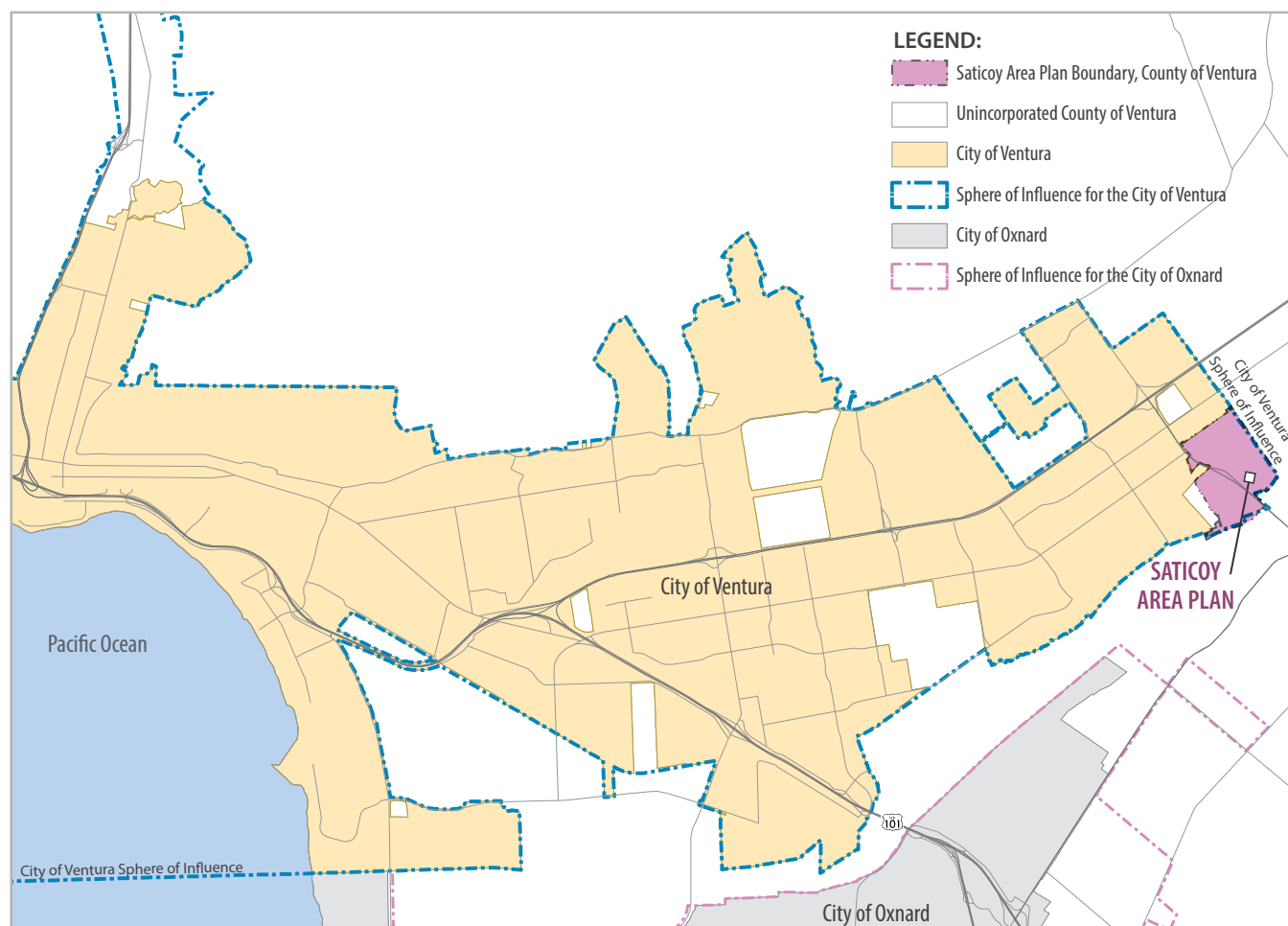


FIGURE 1-1. LOCATION MAP

1. INTRODUCTION

The Saticoy Area Plan is one of ten Area Plans within Ventura County and its goals, policies, and programs apply only to land within the Saticoy Area Plan boundary. All components of the Saticoy Area Plan are consistent with the countywide General Plan. Although the Area Plan has the same legal status as the Ventura County General Plan, it addresses issues that are unique to Saticoy and it is written to reflect the needs and desires of the Saticoy community.

The goals, policies and programs contained in this Area Plan express the intent of the Board of Supervisors, the community, and the governmental agencies responsible for providing services to this community.

The terms **Goals**, **Policies** and **Programs** are defined as follows:

- A **GOAL** is a general expression of community values and is usually not quantifiable or time-dependent. Goals within the Saticoy Area Plan are written as end statements, for example:

"Saticoy contains a multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users."

- A **POLICY** is a specific statement that guides future actions or decisions. Policies, which are related to one or more goal statements, are a commitment to specific actions. State law requires that subsequent development codes or ordinances be consistent with general plan policies. An example of a policy is:

"Discretionary projects, as well as public improvement projects, shall include accessible sidewalks, street lighting, street trees, or other pedestrian amenities."

- **PROGRAMS** are a coordinated set of measures designed to carry out the goals and policies of a general plan. Programs are organized by 5-year time frames that extend throughout the planning horizon. An example of a program is:

"The Transportation Department and the Planning Division shall conduct detailed evaluations of, and propose potential funding sources for, new road links, existing road upgrades, pedestrian amenities (sidewalks, street lights, benches, and landscaping), and bicycle networks. Funding sources for programs may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district."

B. Content and Organization of the Saticoy Area Plan

The Saticoy Area Plan provides important background information, including a discussion of the principles and objectives that shaped its development. It is organized as follows:

- **Chapter 1. Introduction** explains the purpose of the Area Plan and general organization of the Area Plan.
- **Chapter 2. Local Setting** outlines the history of Saticoy, summarizes prior Area Plans, and describes the community's relationship to the City of Ventura. This chapter also summarizes community involvement in the development of the Area Plan, and it provides an overview of related documents.
- **Chapter 3. Guiding Principles** summarizes the planning principles and project objectives used to develop the Saticoy Area Plan.
- **Chapter 4. Area Plan Elements** includes a complete list of goals, policies, and programs organized into the following Elements: Land Use; Mobility; Resources; Public Facilities; and Hazards. This section is the heart of the Saticoy Area Plan, and is used to guide future development within the community. The Land Use Element includes a Land Use Map and the Mobility Element includes Mobility Maps.
- **Chapter 5. Road Classifications** provides development standards and cross sections for all road classifications used within the Area Plan.
- **Chapter 6. Old Town Saticoy Design Guidelines** provides a set of complementary Design Guidelines for development within Old Town Saticoy, including building, site and public road improvements.
- **Chapter 7. Definitions** includes a list of defined terms that were deemed necessary to interpret provisions of the Area Plan and the Old Town Saticoy Development Code.
- **Chapter 8. Summary of Programs** includes a summary table of all Programs listed in Chapter 4, Area Plan Elements. The table provides additional information about program implementation responsibilities, priorities and timelines.

Three related appendices are packaged with the Saticoy Area Plan. Although these documents provide zoning-level information, they are included as appendices to the Saticoy Area Plan to facilitate the preparation and review of permits for development in Saticoy.

- **Appendix A. Zoning Classifications and Map** includes a graphic depiction of zoning maps for the entire area included within the Saticoy Area Plan boundary.
- **Appendix B. Old Town Saticoy Development Code** includes zoning classifications, a table of allowable uses, and development standards for Old Town Saticoy.
- **Appendix C. Permit Processing Guide for Cultural Heritage Sites** includes a map of eligible Cultural Heritage Sites, and it provides guidance for processing permit applications for a cultural heritage site.

1. INTRODUCTION

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CHAPTER 2. LOCAL SETTING

A. Community History¹

The town of Saticoy takes its name from the Chumash village of *Sa'aqtik'oy* once located in the area near the existing Saticoy community. The Chumash name means *"place sheltered by the wind."* The Saticoy settlement site was located roughly north of the Santa Clara River between Wells Road and Saticoy Avenue and south of Telephone Road. Existing artifacts found at the site indicate that this village was continuously occupied by Native Americans for thousands of years, from approximately 5500 B.C. through the 1860s.

Beginning in the late 1800s, the development of the town of Saticoy was influenced by agricultural activities as well as the development of the railroad. By 1873, Saticoy had its first post office, marking the official starting point of a recognized locale, and by 1874 Saticoy became a stop on the Santa Clara Valley line of the Atlantic & Pacific Stage Company. Once the town of Saticoy was established, the community developed commercial and industrial businesses including a restaurant, a blacksmith, a hotel, a store for general merchandise, drugs and insurance, a bakery, and a Wells Fargo and Western Union Telegraph office.

By 1900, Saticoy had become a center for walnut growers and a major rail shipping point for lima beans, sugar beets, corn, and dried apricots. Water to support development and agriculture came from the Saticoy Springs, the same source of water that had sustained the Chumash, as well as artesian wells, which were plentiful around Saticoy. In 1906, a subdivision map was approved for the Town of Saticoy oriented around the railroad. The community continued to develop as a rail hub and agricultural center with a simple pattern of small blocks, interconnected streets and town-scale buildings.

In the early 1900s the Saticoy farming community actively lobbied for a bridge over the Santa Clara River, as farmers on the south side of the river had to haul their crops through the river to the Saticoy Southern Pacific Railroad Depot, (which still stands today) for shipping



A photo of the historic Southern Pacific Railroad Depot in Saticoy, circa 1955. (Source Stephen Schaeffer)

or storage in one of the town's warehouses. A bond act, passed by voters in 1910, allowed work to begin on the Saticoy Bridge in June 1911, and it opened to traffic to "great celebration and fanfare" on April 18, 1912.

The bridge brought new development into Saticoy's town center, including the Farmers and Merchants Bank, (which still stands today) at the corner of Los Angeles Avenue (L.A. Avenue) and Violeta Street. Between 1910 and 1920, Saticoy's population doubled from 200 to 400 persons, and more than half the population was farm laborers. Although dry land farming was still predominant in Saticoy, Ventura County was seeing an increase in oil production and the citrus industry. After 1934, freight service continued but passenger service was eliminated on the Santa Clara Valley line of the Southern Pacific. Saticoy was now accessible only by car.

Additional growth occurred countywide during the war years due, in part, to the development of the Navy bases at Point Mugu and Port Hueneme. The 1950s and early 1960s saw the construction of Highway 101 and Highway 126, and suburban development continued in the eastern part of the City of Ventura. This period also marks the creation of the present footprint of the Saticoy community, and many of the structures built during this period remain today.

[1] The Community History summary is adapted from the *Saticoy Historic Resources Survey and Context* (February 2014, San Buenaventura Research Associates).

B. Physical Setting and Demographics

Saticoy is a small, unincorporated community comprised of about 240 acres located within the Santa Clara River Valley. Three separate subareas (see [Figure 2-1](#)) within Saticoy were identified and are referenced throughout this document:

- **Old Town Saticoy**, a mixed-use area that includes the commercial town center;
- **South Industrial Section**; and
- **West Industrial Section**.

The Santa Clara River forms the southern boundary of Saticoy. The northern boundary, which is less clearly defined, is approximately 150 feet north of Aster Street bordering the City of Ventura. The community is bounded on the west by the Brown Barranca and the City of Ventura. On the east, it is bounded by the Franklin Barranca and active agriculture that extends east within the unincorporated County. Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118), which runs north and south bisecting the community, and Highway 126, which runs east and west approximately one-half mile north from the Saticoy boundary. The Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east and west, bisecting Old Town Saticoy within the commercial town center. Minor adjustments to the Area Plan boundary were made as part of the update process to clarify boundary lines and to accommodate minor boundary revisions previously implemented by the City of Ventura.

Years of disinvestment and outdated policies have taken their toll on Saticoy. Empty buildings exist throughout the community, and disconnected, auto-oriented streets lack basic pedestrian amenities such as sidewalks and street lighting. Job opportunities and access to affordable housing are limited, and existing circulation and land use patterns have hindered economic growth. In addition, aging and inadequate infrastructure (e.g., wastewater treatment capacity, access to potable water, undersized flood control facilities) have limited the degree to which Saticoy can redevelop. Additional information regarding existing conditions in Saticoy can

be found in the [Background Evaluation and Technical Report](#) prepared for this Area Plan.

Based on the most recent U.S. Census (2010), the population of Saticoy is 1,029 persons. The majority of households (84 percent) are occupied by families with one or more related people living together. The average household size (3.39 persons) is larger than the average household size found in the County as a whole (3.04 persons). With a median age of 28 years, the population of this community is considerably younger than either Ventura County (36 years) or the neighboring City of Ventura (39 years).

The population of Saticoy is under significant economic stress. Reported median annual household incomes were approximately \$36,925 (2009-2013 American Community Survey – U.S. Census). This is substantially less than the median household income for the City of Ventura (about \$65,200) or the countywide median household income (approximately \$76,500). The low median household income in Saticoy qualifies it as a **“severely economically disadvantaged community”**². In terms of race and ethnicity, Saticoy is largely Hispanic. The 2010 Census reported that just under 87 percent of the population identified themselves as Hispanic, which is substantially greater than the City of Ventura (31 percent) or the unincorporated County (40 percent).

QUICK SATICOY FACTS*

Population of Saticoy ~1,029 persons

Median age: 28 years

Median household income: ~ \$37,000 (2008-2013 ACS)

Number of Households: 262

26% of housing stock is at least 75 years old

87% of residents identify themselves as being Hispanic

Severely Disadvantaged Community as defined by the State of California

* Data from U.S. Census 2010 (For more statistics, see the Background and Technical Evaluation Report)

[2] The term **“severely economically disadvantaged community”** is defined pursuant to Health and Safety Code Sec. 116760.2 as a community with a median household income of less than 60 percent of the statewide median income (\$61,094 – 2009-2013 ACS). An **“economically disadvantaged community”** is defined as one with a median household income of less than 80 percent of the statewide median income.



FIGURE 2-1. SATICOY AREA PLAN MAP

C. What is Unique about Saticoy?

The Saticoy community is unique among the existing communities of unincorporated Ventura County for several reasons. First, it has a long and rich history as a regional agricultural center and railroad hub, and the development patterns that exist today still embody some of that history. Saticoy also has many resources that are less common in rural, suburban communities - including its historic buildings, public services, compact layout, proximity to major transportation facilities, and a close-knit community with a strong sense of neighborhood identity.

Given its small size, Saticoy contains a significant amount of industrial land. Industrially zoned land accounts for 70 percent of the land within the Saticoy Area Plan boundary, and Saticoy's industrial land currently accounts for 14 percent of all industrially-zoned land in the unincorporated County. Moreover, the current industrial zoning allows for the entire range of industrial development, ranging from light industrial parks to heavy manufacturing. At the same time, Old Town Saticoy still maintains some important vestiges of its commercial past. Although in need of rehabilitation, the community's primary historic commercial structures still stand: Saticoy Depot (built in 1887), the Farmers and Merchants Bank (built in 1911), and the Walnut Growers Association Warehouse (built in 1896).

A local branch of the Ventura County Library is located in Saticoy, and in 2015 the library moved from a small portable structure at the edge of town to the building that once housed the Saticoy Hardware Store, which is much larger and more centrally located within the town center. Following the closure of a popular library branch in the City of Ventura in 2009, circulation rates in the Saticoy library increased by ten percent. The library's move to a larger building is therefore expected to produce regional benefits. In addition to the library, Saticoy contains a community center located within the town center, and a new Saticoy Boys and Girls Club, located in Saticoy Park, which reopened in 2013. The upgraded Boys and Girls Club is approximately 3,800 square feet, and it replaced an older and considerably smaller modular facility that was closed in 2011 due to water and termite damage.



Industrial uses along SR 118



Murals along Alelia Avenue in Old Town Saticoy



The Saticoy Boys and Girls Club in Saticoy Park

D. Saticoy Area Plan Chronology

TIMELINE OF THE SATICOY AREA PLAN

1967	Adoption of the first land use plan for the Saticoy area - the Saticoy Community Study and Improvement Plan.
1980	Plan revised to extend the "industrial" and "urban" land use designations into vacant land to the south of the original community, consistent with the County's General Plan Land Use Element.
1983	County initiated a comprehensive update of the Saticoy Community Plan due to a request to develop vacant industrial lands in the southeast area of the community. Also, Caltrans decided to widen and realign SR 118 through Saticoy, requiring postponement of the Plan update until selection of the realignment route.
1985	Interim Community Plan adopted.
1990	Revised Area Plan adopted after completion of SR 118 realignment. Additional changes were made to the Area Plan later, but this 1990 version reflects the <u>last</u> comprehensive update, prior to 2015.
1992	County initiated a General Plan Amendment (GPA) to update maps, urban service boundary changes, zone changes, and goal/policy changes related to community facilities.
1996	County initiated GPA to update use matrix and glossary.
2004	County initiated GPA to modify Circulation Map and zoning for the County's relocated Public Works Operations Yard.
2010	County Board of Supervisors (BOS) approved a pre-screening for a GPA on approx. 8 acres of vacant land in Old Town Saticoy, to change its medium-density residential land use to industrial/commercial use. BOS also requested that the Planning Division prepare a comprehensive update to the Area Plan.
2011+ 2012	Planning Division was awarded two grants (SCAG + SGC) to update the Saticoy Area Plan.
2015	Area Plan update adopted by Board of Supervisors.

The 2015 update of the Saticoy Area Plan is its first comprehensive revision in more than two decades. The first land use plan for Saticoy was adopted in 1967. That document, the Saticoy Community Study and Improvement Plan, established a land use plan for the original town called Saticoy. This plan was revised in 1980. Called the **Saticoy Community Plan**, the 1980 update extended industrial use into vacant land to the south, consistent with the countywide General Plan Land Use Element.

In 1983, the County initiated a comprehensive update of the Saticoy Community Plan in response to a request from landowners to develop vacant industrial land in the southeast portion of the community. However, completion of the Community Plan update was postponed when the California Department of Transportation (Caltrans) announced its intention to widen and realign SR 118 through Saticoy. The delay continued until Caltrans selected the new highway alignment route, and an Interim Plan was adopted in 1985 to guide land use decisions until the updated Community Plan was completed. The Interim Plan remained in effect until the adoption of a revised Saticoy Area Plan in 1990. The 1990 revisions focused on changes to the SR 118 alignment. The land use map was also revised to reflect the reclassification of parcels previously designated Agriculture or Open Space. Finally, the 1990 revisions included new goals, policies and programs that addressed impacts identified in the project's Environmental Impact Report.

In addition to the major revisions outlined above, several minor amendments have been made to the Saticoy Area Plan. In December 1992, the County initiated a General Plan Amendment (GPA) to update maps to reflect the location of the library, urban service boundary changes, and several zone changes. At that time, minor updates were also made to goals and policies related to community facilities. In December 1996, the County initiated another GPA to update the use matrix and glossary. Finally, in May 2004, the County initiated a GPA to modify the Circulation Map for the County's relocated Public Works Operations Yard, which is located in the South Industrial Section of Saticoy.

2. LOCAL SETTING

In April 2010, three landowners with property in Saticoy requested that the Ventura County Board of Supervisors consider changing the land use designation on approximately eight acres of land within the historic “Old Town” district. At that time, the Board requested that the Planning Division prepare an update to the Saticoy Area Plan that would be completed concurrently with the land use changes proposed by the three private landowners.

The Planning Division subsequently sought and obtained two grants to help fund a comprehensive Area Plan update. The first grant, received from the Southern California Association of Governments’ (SCAG) Compass Blueprint Program, was used to fund the first phase of work, which focused on land use, mobility, and community design improvements within the historic “Old Town” district in Saticoy. The results of this work program included a Vision Plan, Draft Development Code, Draft Design Guidelines, and a Background Report for Old Town Saticoy.

In May 2012, the County was awarded a second grant from the State’s Strategic Growth Council – Sustainable Communities Planning Grant Program. This grant was used to help pay for a comprehensive Area Plan update. Starting in October 2012, the Planning Division began a work program that built upon the work conducted previously for Old Town Saticoy.

This work culminated in the completion of an updated Saticoy Area Plan, a Development Code and Design Guidelines for Old Town Saticoy, a Background Report for the entire Saticoy Area Plan, a Market Study, and an Environmental Impact Report (EIR).

E. Jurisdictional Setting

Two important land use regulations – the countywide Guidelines for Orderly Development and regulations related to annexation – have impacted development in Saticoy throughout its recent history and are expected to impact development in the future. Saticoy is located within the unincorporated County, which is responsible for its planning and development, but several parts of Saticoy are adjacent to the City of Ventura and the entire Area Plan is located within the City of Ventura’s Sphere of Influence. (Figure 2-1) This fact affects the current and future provision of services as well as future annexations of land that are within the Saticoy community.

The Local Agency Formation Commission (LAFCo) implements state and local laws or policies that control boundary changes for cities – including spheres of influence, incorporations, annexations, reorganizations and service boundary changes. LAFCo defines a Sphere of Influence as “**...a plan for the probable, ultimate boundaries and service area of a local agency.**”

Given that definition, the assumption is that Saticoy will ultimately be annexed and become part of the City of Ventura. In fact, when the City finalized its own Saticoy & Wells Community Plan in 2009 (see Figure 2-2), it addressed land use within the unincorporated portions of Saticoy. However, the City’s Community Plan does not include detailed land use and mobility plans, which are essential elements of community planning, and the City has no land use authority³ within the unincorporated portions of Saticoy.

Further, the City of Ventura concluded within its most recent Housing Element (2013) that annexation of Saticoy would result in costs that exceed revenue due to the current mix of land uses and the limited tax base that would likely be generated by the community.⁴ So, although general annexation principles support the future annexation of Saticoy, there is no evidence that the City of Ventura plans to annex the community within the foreseeable future.

[3] Although the County retains land use authority, City of Ventura water supply policies in place at the time of Area Plan adoption do affect land use in Saticoy.

[4] The actual text of the City’s analysis reads: “Given preliminary review of the current mix of land uses, which consists of predominantly older residential commercial and industrial uses as well as facilities owned by public agencies, the tax base in terms of property taxes, assessments, sales taxes, business licenses, etc. is potentially less than costs of providing these municipal services in terms of one time capital expenses and on an annual basis.” (*Feasibility Study Pursuant to Senate Bill 244 for Unincorporated Saticoy, June 2013*).

The second regulation that impacts development within Saticoy is the County's Guidelines for Orderly Development, which limit urban development and urban-level services within the unincorporated County. The Guidelines for Orderly Development facilitate the efficient use of land and preservation of resources within Ventura County. In so doing, the Guidelines support annexations for urbanized areas and, in particular, contain the policies that affect the County's ability to support development within Saticoy:

- The City is primarily responsible for providing municipal services;
- Prior to receiving municipal services, land should be annexed to the City; and
- Annexation is preferable to the formation of new or expansion of existing County services.

LAFCo must approve changes to municipal service district boundaries, and is bound to consider the Guidelines for Orderly Development when making decisions that would allow either the formation of new, or the expansion of existing County services. Furthermore, annexation procedures are set forth in State law and

all annexations or service district changes must be approved by LAFCo. Public hearings are required, as is the consent of property owners or registered voters. Traditionally, the motivation for property owners to seek annexation is the need to obtain various public services such as water or sewer.

Thus, while both general annexation principles and the Guidelines for Orderly Development provide the regulatory impetus for annexation of Saticoy, the City of Ventura has no current plans for annexation. This conflicting regulatory environment has created a development conundrum in Saticoy that resulted in a lack of infrastructure investment and public services. For these reasons, development in Saticoy will proceed under the County's jurisdiction pursuant to this Area Plan. Review and input from the City of Ventura on relevant land use and development issues will be obtained as necessary and appropriate. In addition, various policies within this Area Plan support critical improvements to infrastructure and services within Saticoy, as such improvements will be necessary to facilitate future annexation.

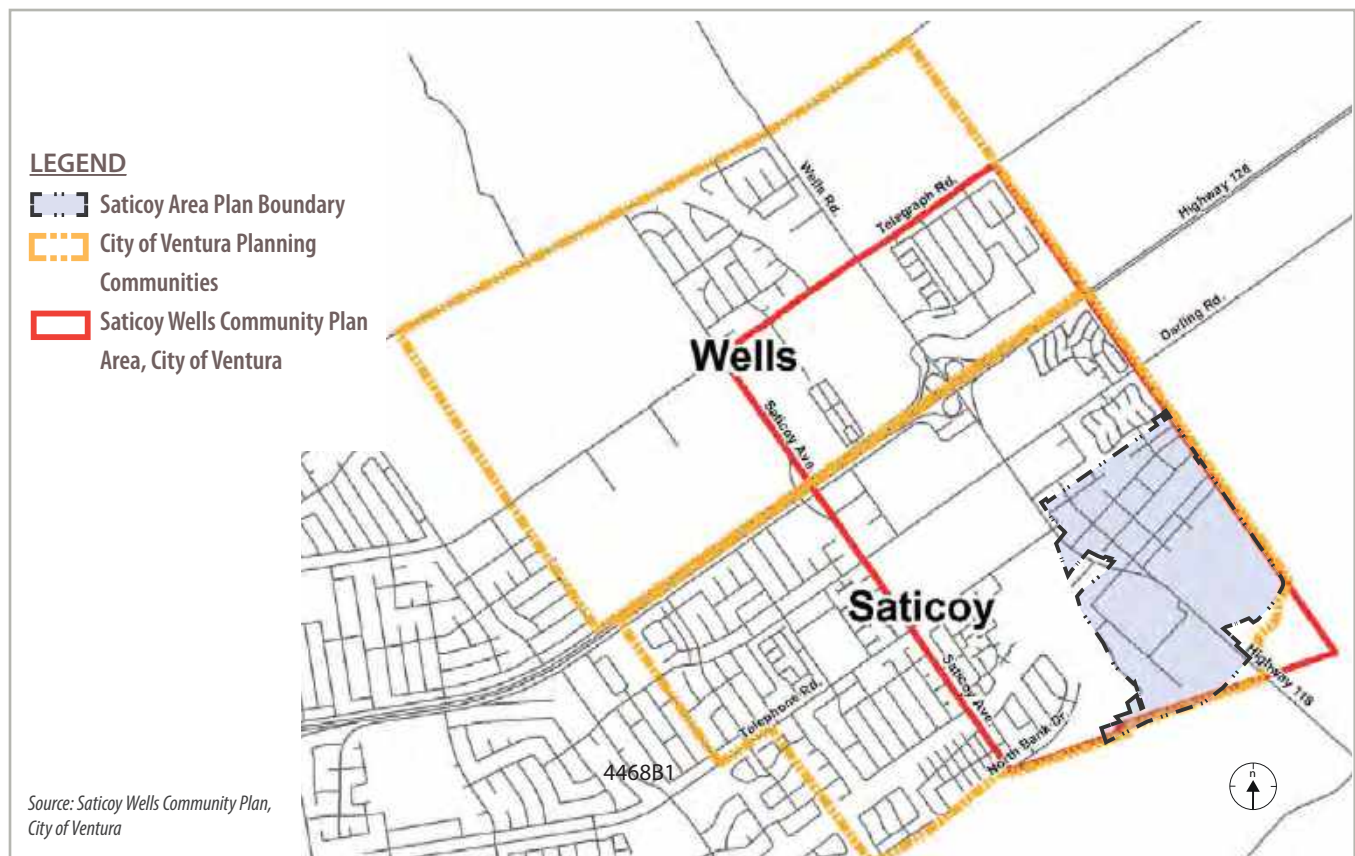


FIGURE 2-2. SATICOY-WELLS COMMUNITY PLAN BOUNDARY MAP

F. Community Involvement

Beginning in August 2012, Planning Division staff held several public meetings to review and discuss the initial vision for Old Town Saticoy, land use and mobility concepts, alternatives for the entire Area Plan, and proposed zoning regulations for Old Town Saticoy, including a form-based code. Staff also held several individual meetings with community stakeholders throughout the planning process. In March 2014, staff conducted a community tour and public workshop for members of the Planning Commission and other interested parties. At the conclusion of the public workshop, the Planning Commission selected preferred land use and mobility maps and provided input on key components of the project.

In addition to community outreach meetings, Planning Division staff coordinated closely with other County agencies - including the Transportation Department, Watershed Protection District, Parks Department, Ventura County Transportation Commission (VCTC),

Air Pollution Control District, Saticoy Sanitary District, and the Building and Safety Division. The Planning Division also met and coordinated with staff from the City of Ventura throughout the drafting process. Staff maintained an email list of interested parties who were notified of upcoming meetings and draft documents available for review and also maintained a project website.

Key issues of concern for public stakeholders included the need for more neighborhood-serving commercial businesses, a safer and more hospitable pedestrian environment, access to water to facilitate development, the preservation of industrial land, a wider variety of housing options and public gathering spaces, and improvements to public safety. A primary issue of concern for County stakeholders was obtaining the policy and budgetary support necessary to implement new policies and programs.



Public outreach meetings (top photos) and a Planning Commission Workshop (bottom photos) were conducted from 2012 to 2015 for this Area Plan update.

G. Related Documents

Two documents were prepared to provide the necessary technical support for this Area Plan update. Each document is described briefly below.

1. Background Evaluation and Technical Report

The **Background Evaluation and Technical Report** provides a detailed look at the existing population and physical setting within Saticoy. This report fulfills State requirements for an existing conditions report that summarizes physical and socio-economic conditions within Saticoy – including land use and urban design, streets and sidewalks, housing, population, household income, infrastructure systems and conditions, and existing City and County policy and regulatory documents. The *Background Evaluation and Technical Report* also provides a socioeconomic, health, and wellness evaluation of the community.

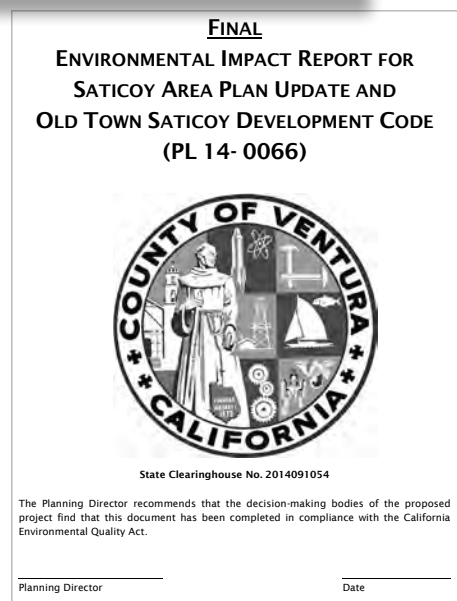
2. Environmental Impact Report

The **Environmental Impact Report (EIR)** includes an Initial Study, an Executive Summary, a summary of environmental impacts and mitigation measures, several technical studies, and public comments. Technical studies completed for the EIR include an historic resource survey, a transportation study, air quality and greenhouse gas study, noise study, health risk assessment, and water quality and quantity study.

3. Additional Reports

Two additional reports were completed early in the planning process: the *Old Town Saticoy Draft Vision Plan* and the *Market Study for the Saticoy Community*. These documents were used to inform the planning process, and they provided key background information on existing economic conditions in Saticoy and recommendations for change in Old Town Saticoy.

See the **Acknowledgements** page at the front of the Saticoy Area Plan for information on contributing authors and completion dates.



2. LOCAL SETTING

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CHAPTER 3. GUIDING PRINCIPLES

Revisions to the Saticoy Area Plan were based on a combination of general planning principles utilized by professional land use planners, and objectives identified by community stakeholders, and by the two State agencies that awarded grants for the Area Plan update. The prime objective of the SCAG Compass Blueprint Grant was to help jurisdictions develop local plans that foster efficient regional land use patterns and to link land use planning with transportation, housing, environmental protection, and quality of life considerations. The broad objectives for the Sustainable Communities Planning Grant were to promote equity, strengthen the economy, protect the environment, and promote public health and safety through efficient development patterns, resource protection, infill development, and adequate essential public services. (See CA Government Code Section 65041.1.)

A. Guiding Principles

The principles described in this section guided the development of all maps, goals, policies, and programs within the Saticoy Area Plan. These objectives should be reviewed when processing future amendments to the Area Plan, and amendments should reflect these objectives.

The four guiding principles used to develop the Saticoy Area Plan are listed below. To demonstrate how they are integrated into the Area Plan, [Chapter 4](#) (Area Plan Elements) includes the following icons next to a goal that embodies a particular guiding principle.



1. Sustainable Development that Supports a Healthy Community



2. Economic Revitalization



3. Improved Housing Opportunities



4. Improved Infrastructure Systems

A detailed explanation for each of the four principles is provided on the following pages.

3. GUIDING PRINCIPLES



1. Sustainable Development that supports a Healthy Community:

The emphasis on sustainability resulted in land use changes and mobility improvements designed to enhance economic development, protect natural resources, reduce Greenhouse Gas (GHG) emissions, make efficient use of available land, and improve the health of Saticoy residents. Objectives include:

- Improve multimodal transportation (walking, bicycling, etc.) and reduce reliance on automobiles;
- Improve human health through walking and bicycling and reduced air pollution;
- Retain and enhance the small-block pattern of Old Town Saticoy;
- Reduce land use conflicts between residential and industrial development;
- Develop higher-density housing options that consume less land and that take advantage of larger, infill development sites within an existing residential neighborhood; and
- Incorporate development and building techniques that conserve energy and water resources, protect groundwater, and improve air quality.



2. Economic Revitalization:

The Saticoy community is characterized by high commercial vacancies, crumbling infrastructure, poor roadway connectivity, and a shortage of affordable housing. In order to help ensure that the land use plan supports economic revitalization, a Market Study was prepared that evaluated land use alternatives. Objectives include:

- Match the location, type and volume of residential, commercial and industrial development in Saticoy with market potential and provide employment-generating land use;
- Help ensure the economic vitality of the Town Center by locating higher-intensity residential areas within a comfortable walking distance from commercial businesses;
- Maintain and enhance Saticoy's distinct industrial districts by concentrating medium to heavy industrial use within the West Industrial Section and light industrial use within Old Town Saticoy and the South Industrial Section;
- Avoid land use conflicts by locating residential and industrial use in separate areas. When residential and industrial use are located in close proximity, utilize land use controls to minimize conflicts; and
- Develop a cohesive, pedestrian-oriented town center within the area historically used for commerce along L.A. Avenue.





3. Improved Housing Opportunities:

Saticoy is classified by the State of California as a “severely economically disadvantaged community,” so ensuring an adequate housing inventory for lower-income households is a project objective. The Saticoy Area Plan includes land use and zoning plans that are designed to encourage the construction of new, appropriate housing types for this community. Objectives include:



- Provide opportunities for the construction of triplex, quadplex, and other types of multi-family housing;
- Expand opportunities for the construction of duplex, triplex, and quadplex units within existing residential areas;
- Maintain the appropriate ratio between jobs and housing within Saticoy and the nearby surrounding area; and
- Establish standards for residential development that result in well-designed structures and residential neighborhoods.



4. Improved Infrastructure Systems:

Saticoy faces significant infrastructure challenges, including aging sewer pipes, sewage plant capacity limitations, a general lack of streetlights, limited access to water for new development, and a street network that creates mobility challenges for vehicles, pedestrians and bicyclists. In order to achieve economic and other objectives, infrastructure improvements must take place through public action, private development, or public/private partnerships. Objectives include:



- Design the water supply and wastewater system(s) for Saticoy to provide adequate levels of service that support existing and planned land use; and
- Implement key mobility changes to improve pedestrian and vehicular access within the community.

B. Land Use and Mobility Maps

The four guiding principles were incorporated into specific land use, historic resource, and mobility objectives for the Area Plan, and these objectives were used as a guide when developing the land use and mobility maps for Saticoy.

1. Land Use Map Objectives

- **Town Center Development:** Create an appropriately sized and convenient commercial area, located primarily along Los Angeles Avenue, that fulfills many of the basic, daily needs of local residents and that provides small-scale business opportunities for local residents.
- **Gateway Sites:** Commercial land located at the northern and southern entry points into Old Town Saticoy should be designed as “gateway sites”. These highly visible areas should provide signage, unique landscaping, and well-designed buildings appropriate for an entry point into the community.
- **Land Use Incompatibilities:** Resolve long-standing land use incompatibilities between residential and industrial development, including residential use located south of Nardo Street.
- **Vacant Land:** Identify appropriate land uses on the eight acres of mostly vacant land that were subject to the Board-approved GPA pre-screening in 2010.
- **Existing Uses:** To the extent feasible or warranted, minimize the disruption of existing uses and retain/enhance the existing residential neighborhood located north of the railroad tracks.
- **Industrial Use / Rail Line:** Incorporate the probability of a future increase in industrial use of the rail line into land use plans.
- **Mixed Use Zone:** Fulfill a grant commitment to develop a mixed use zone that allows for a more varied and flexible mix of residential and commercial development.
- **Consistency with City’s Community Plan:** Provide sufficient consistency between the County’s Area Plan and the City’s Saticoy & Wells Community Plan.
- **Historic Resources:** Consider recommendations from the historic resources survey, the results of which are described in the following section.



Examples of land use objectives (from top to bottom)

- 1. An appropriately sized commercial town center providing small-scale business opportunities;*
- 2. Mixed use buildings that allow for varied and flexible commercial and residential uses; and*
- 3. New housing infill added within an existing residential neighborhood.*

Historic Resources

A *Historic Resources Survey and Context Statement for the Town of Saticoy* was prepared by San Buenaventura Research Associates and adopted by the Ventura County Cultural Heritage Board (CHB) in December 2014. Although all 311 parcels in Saticoy were surveyed, the majority of Saticoy's historic resources are located in Old Town Saticoy. In particular, three key sites were found to be eligible for listing as historic landmarks on the National Register of Historic Places:

- Farmers and Merchants Bank
- Walnut Growers Association Warehouse
- Saticoy Southern Pacific Railroad Depot

The first two sites listed above are already designated as County Landmarks, and Program LU-P4 ([Chapter 4. Area Plan Elements](#)) requires the Planning Division to submit a nomination to the County's Cultural Resource Board to designate the Depot as a County Landmark. **The ultimate goal for all of these sites is preservation, restoration, and "repurposing" for future public or private use.** One of these sites, the Saticoy Southern Pacific Railroad Depot, is a County-owned property, and Program LU-P4 requires the Planning Division to seek available grants to restore this facility.

In addition to the three historic resources eligible for the National Register, an additional 21 sites were found to be individually eligible for designation under Ventura County's criteria. The 21 eligible "Sites of Merit" include residences, commercial businesses, and several churches, most of which are located within Old Town Saticoy. When preparing the land use map for Saticoy, these 24 sites were evaluated against overall project goals and objectives. As shown in [Table 3-1](#), the strategy used to address potentially eligible historic properties involved placing each site into one of three categories.

The following three cultural heritage sites in Saticoy are eligible for listing on the National Register of Historic Places:



Farmers and Merchants Bank



Saticoy Southern Pacific Railroad Depot

Walnut Growers Association Warehouse



TABLE 3-1. HISTORIC RESOURCES IN SATICOY

CATEGORY	ACTION
<p>1. 3 Eligible Historic Landmarks ("3s")</p>	<p>These properties will be listed as County-designated historic landmarks or as national historic landmarks. The County will seek grant funds to restore County-owned landmarks. These properties would be treated as an historic resource during discretionary project reviews and <i>The Secretary of Interior Standards</i> will apply to additions and alterations.</p> <p><i>Example:</i> <i>Saticoy Train Depot</i></p>
<p>2. 17 eligible Sites of Merit ("5s3")</p> <p>These sites retained their existing land use;</p> <p>or</p> <p>These sites were reclassified to a new land use considered compatible with the historic property.</p>	<p>These properties will be reviewed by the Cultural Heritage Board (CHB) for a final determination of historic status. If the CHB and landowner agree to the Site of Merit status, the property will be listed as a designated Site of Merit and the policies of the Cultural Heritage Ordinance would apply. Properties not designated as Sites of Merit due to landowner objections are still considered eligible Sites of Merit for purposes of discretionary project reviews.</p> <p><i>Example:</i> <i>Existing commercial building in an area designated Commercial by the Area Plan; or</i> <i>Existing historic house in an area designated Residential/Mixed Use by the Area Plan</i></p>
<p>3. 4 eligible Sites of Merit ("5s3")</p> <p>These sites are planned for industrial use, and existing residential structures are generally not a good fit for industrial use.</p>	<p>These properties may be retained by their owners in perpetuity as a non-conforming use. However, because adaptive reuse of the existing structures for industrial use was considered unlikely, the environmental analysis assumed redevelopment would occur during the planning horizon. These properties would not be treated as historic resources during discretionary project reviews.</p> <p><i>Example:</i> <i>Residential structures located south of Nardo Street on land designated for industrial use</i></p>

Note: [Appendix C](#) includes a map showing all 24 Cultural Heritage Sites.

2. Mobility Map Objectives

The community faces several existing mobility barriers including poor connectivity between Saticoy and the City of Ventura, limited connectivity within the community itself and a lack of pedestrian, bicycle and transit amenities. The following mobility objectives were developed to address these barriers.

- **Improved connections** between Saticoy and the City of Ventura;
- **New east/west and north/south connections** within the Saticoy community;
- **Basic pedestrian, bicycle and transit facilities** throughout Old Town Saticoy and along key road connections within the east and west industrial areas; and
- **Adequate, safe connections** between local and regional roads.



Example of an active, small commercial center with adequate amenities such as sidewalks, parking and landscaping.

C. Grant Metrics

As part of the Sustainable Communities Planning Grant application, the County identified several “*indicators and outcomes*” that were integrated into the elements of the Area Plan update. These outcomes were linked to 12 grant program objectives defined by the State. These objectives are listed in [Table 3-2](#) along with some examples of desired indicators and outcomes.

TABLE 3-2. SUSTAINABLE COMMUNITIES PLANNING GRANT METRICS

PROGRAM OBJECTIVES	INDICATORS AND OUTCOMES (EXAMPLES)
Protect Natural Resources and Agricultural Lands	Retain 100 percent of adjacent agricultural land
Reduce Automobile Usage and Fuel Consumption	Decrease vehicle miles traveled and automobile emissions and increase the amount of sidewalks and the number of electric vehicle charging stations
Improve Infrastructure Systems	Increase connectivity of bike lanes; modify regulations that limit access to potable water
Promote Water Conservation	Establish water conservation policies
Promote Energy Efficiency and Conservation	Increase proximity to transit options for residents and businesses
Strengthen the Economy	Increase industrial and commercial capacity
Improve Air Quality & Water Quality	Establish landscaping policies; increase number of non-motorized trips
Promote Public Health	Increase opportunities for recreation
Promote Equity	Hold adequate number of bi-lingual public workshops
Increase Affordable Housing	Increase capacity for affordable housing
Promote Infill and Compact Development	Increase density of development; incentivize reuse of historic buildings
Revitalize Urban and Community Centers	Establish Complete Streets network; establish design standards

D. Area Plan Implementation

In order to achieve many of the Area Plan objectives, one thing is clear – the Saticoy community needs investment in basic infrastructure. Unmet infrastructure needs include key road connections, sidewalks, streetlights, and additional water and wastewater treatment capacity. This Area Plan anticipates that such investment will come from a variety of public and private sources and that funding will depend, in part, on project timing. For example, some key catalysts to economic revitalization include improvements, such as road connections, that may be paid for through a combination of private developer funds, state or federal grants, and County project funds identified in a Capital Improvement Plan. Grant funds, which frequently require a government match, may be used to partially fund replacement of the Saticoy Drain, restoration of the Saticoy Depot, and sidewalk construction within Old Town Saticoy. These improvements may, in turn, result in private investment and redevelopment on a project-level basis. New, privately-funded community improvements may also attract other private investment to Saticoy.

Clearly, the benefits associated with community investment and infrastructure improvement would not only accrue to new development but to all existing property owners within the Saticoy community. For this reason, the Area Plan includes policies and programs ([Chapter 4. Area Plan Elements](#)) that not only articulate the implementation responsibilities of County entities and private developers, but also allow for the creation of a community funding mechanisms to help fund infrastructure. Although facilitating the creation of such mechanisms would require a significant work effort on the County's part due to their legal complexity, they would be powerful and versatile funding tools for community-wide infrastructure improvements.

CHAPTER 4. AREA PLAN ELEMENTS

This Chapter includes five Elements. These Elements contain unique goals, policies and programs related to growth and development in Saticoy, and each includes an introduction and a set of Goals, Policies and Programs for that Element. Elements included in this Chapter are listed in [Table 4-1](#) below:

TABLE 4-1. ORGANIZATION OF AREA PLAN ELEMENTS	
SECTION	TOPICS COVERED
A. Land Use (LU)	Residential, commercial, industrial; land use issues associated with cultural resources; community facilities (i.e., parks, community services)
B. Mobility (MOB)	Vehicular transportation and circulation map; Multimodal transportation and circulation map; road classifications and street sections
C. Resources (RES)	Air quality, biological resources and visual resources
D. Public Facilities (PF)	Water supply, water conservation, stormwater management, wastewater management, government coordination, and public participation in governance
E. Hazards (HAZ)	Flood and fire

Many topics typically addressed in a general plan (such as education, law enforcement, seismic safety and farmland resources) are not included in this Chapter because they are either not relevant to Saticoy, as is the case with farmland resources, or there are no unique issues related to these topics that are not covered elsewhere within the County's General Plan.

The Land Use and Mobility Elements also contain maps that depict the geographic distribution of land use, locations for public facilities, and mobility facilities including roads, pedestrian trails, and bicycle lanes or routes within the Saticoy community. The Land Use and Mobility Elements also provide definitions for land use and road classifications used within the Land Use Map or Mobility Maps.

Finally, all Programs listed in this Chapter were combined into a single table ([Chapter 8. Summary of Programs](#)), which includes implementation details (e.g., responsible entities and implementation time-frames). Program completion status will be assessed and integrated into the General Plan Annual Report, which the Planning Division provides to the Board of Supervisors.

The goals and policies in this Chapter will govern future land use. Decisions regarding future amendments to the Saticoy Area Plan, or proposed changes to zoning, should also be consistent with the goals and policies in this Chapter.

A. Land Use Element

1. Introduction

The primary intent of a Land Use Element (LU) is to define the location and intensity of housing, commercial, industrial, and other land uses within a community. Because the Land Use Element plays such a central role in the development of a community, the goals and policies identified herein are inherently related to all other Elements of the Area Plan.

A more specific objective of this Land Use Element is to facilitate the transition of Saticoy from a community that lacks basic infrastructure and a cohesive land use plan into a more economically robust and livable community. This transition will be guided in large part by the land use goals, policies and programs included in this Land Use Element.

2. Land Use Designations

Four land use designations are used within the Saticoy Area Plan:

- **Commercial (C)**
- **Mixed Use (MU)**
- **Residential (RES)** and
- **Industrial (M)**

Table 4-2 provides a description of each land use designation, and it shows the number of acres dedicated to each of the four uses. All figures are gross acreage (i.e. they include public rights-of-way).

As shown in **Table 4-2**, and as illustrated on the land use map for Saticoy (**Figure 4-1**), the majority of the land (71%) within the Area Plan boundary is dedicated to industrial use. Only Old Town Saticoy contains a mixture of commercial, residential, and industrial use, which reflects the historic development of land within the community.

As shown in **Table 4-3**, each of the four land use designations is associated with one of the seven corresponding zoning classifications. Additional information on zoning, and an illustration of the zoning map for Saticoy, is contained in **Appendix A. Zoning**

In addition, goals and policies specific to Old Town Saticoy will be implemented through design guidelines and customized zoning for that section of the community.

The applicable design guidelines are located in **Chapter 6. Old Town Saticoy Design Guidelines**. Applicable zoning is located in **Appendix A. Zoning Classifications and Map** and **Appendix B. Old Town Saticoy Development Code**. The Old Town Saticoy Development Code provides zoning classifications, a table of allowable uses, and zoning standards for development in Old Town Saticoy.

Classifications and Map. With the exception of the industrial land use designation, which is associated with four different zones, each land use designation is associated with one zone. The four industrial zones include a customized “Light Industrial” (IND) zone developed specifically for Old Town Saticoy.

The land use summary shown in **Table 4-3** uses net acreage, which excludes public rights-of-way. Net acreage generally represents land available for private or public development, and net acreage was used to prepare development capacity estimates for Saticoy. When all areas are combined, the future development capacity for Saticoy is estimated as follows:

Residential: 353 units
Commercial: 398,170 SF
Industrial: 2,422,307 SF

Residential options range from single-family to multi-family development, with much of the future development capacity based on the construction of 117 multi-family units within the Mixed Use area.

TABLE 4-2. LAND USE DESIGNATIONS AND ACREAGE SUMMARY

AREA PLAN LAND USE DESIGNATION	AREA (GROSS ACRES)	PERCENT OF TOTAL ACREAGE
Commercial (C) This land use designation contains commercial uses appropriate for a pedestrian oriented, neighborhood-serving commercial center. Residential development is also allowed as a secondary use.	20.00	8%
Mixed Use (MU) This land use designation is intended to provide opportunities for higher-intensity residential use and compatible commercial use. The development intensity for this use is controlled through the Old Town Saticoy Development Code. Maximum residential density is approximately 20 dwelling units per acre.	10.79	5%
Residential (RES) This land use designation contains residential uses in the form of single-family dwellings, duplexes, triplexes and quadplexes.	39.06	16%
Industrial (M) This land use designation accommodates a wide range of industrial uses, ranging from light to heavy industrial use. The intensity and type of industrial use is controlled through zoning.	170.92	71%
TOTAL	240.76 Acres	100%

TABLE 4-3. ZONING ACREAGE SUMMARY

LAND USE DESIGNATIONS	COMPATIBLE ZONING CLASSIFICATIONS	AREA (NET ACRES)	ESTIMATED MAXIMUM DEVELOPMENT CAPACITY ¹
Commercial (C)	Town Center (TC) Residential units Commercial Assembly Use ⁴	13.74	8 units ² 160,770 SF ³ 4,000 SF ⁵
Mixed Use (MU)	Residential Mixed Use (R/MU) Multifamily Commercial Assembly Use	7.44	117 Units 237,400 SF 3,210 SF
Residential (RES)	Residential (RES) Single Family Duplex/Triplex/Quadplex Assembly Use	26.59	181 Units 47 Units 9,000 SF
Industrial (M)	Light Industrial (IND) Industrial Park (M1) Limited Industrial (M2) General Industrial (M3)	19.37 44.29 62.46 27.83	463,240 SF 504,760 SF 877,110 SF 577,197 SF
TOTAL		201.72 Acres	100%

[1] Estimates are based on maximum buildout during the 20-year planning horizon and include existing plus potential development capacity.

[2] Residential units are allowed as a secondary use within the Town Center zone, and commercial buildings can include residential units as a second floor use. However, the development capacity estimates in [Table 4-3](#) are based on an assumption that second floor use will be primarily commercial, not residential.

[3] The two historic structures account for 105,000 SF of this estimate.

[4] See Article 2 of the Non-Coastal Zoning Ordinance for the definition of Assembly Use.

[5] SF = Square Feet

4. AREA PLAN ELEMENTS - LAND USE

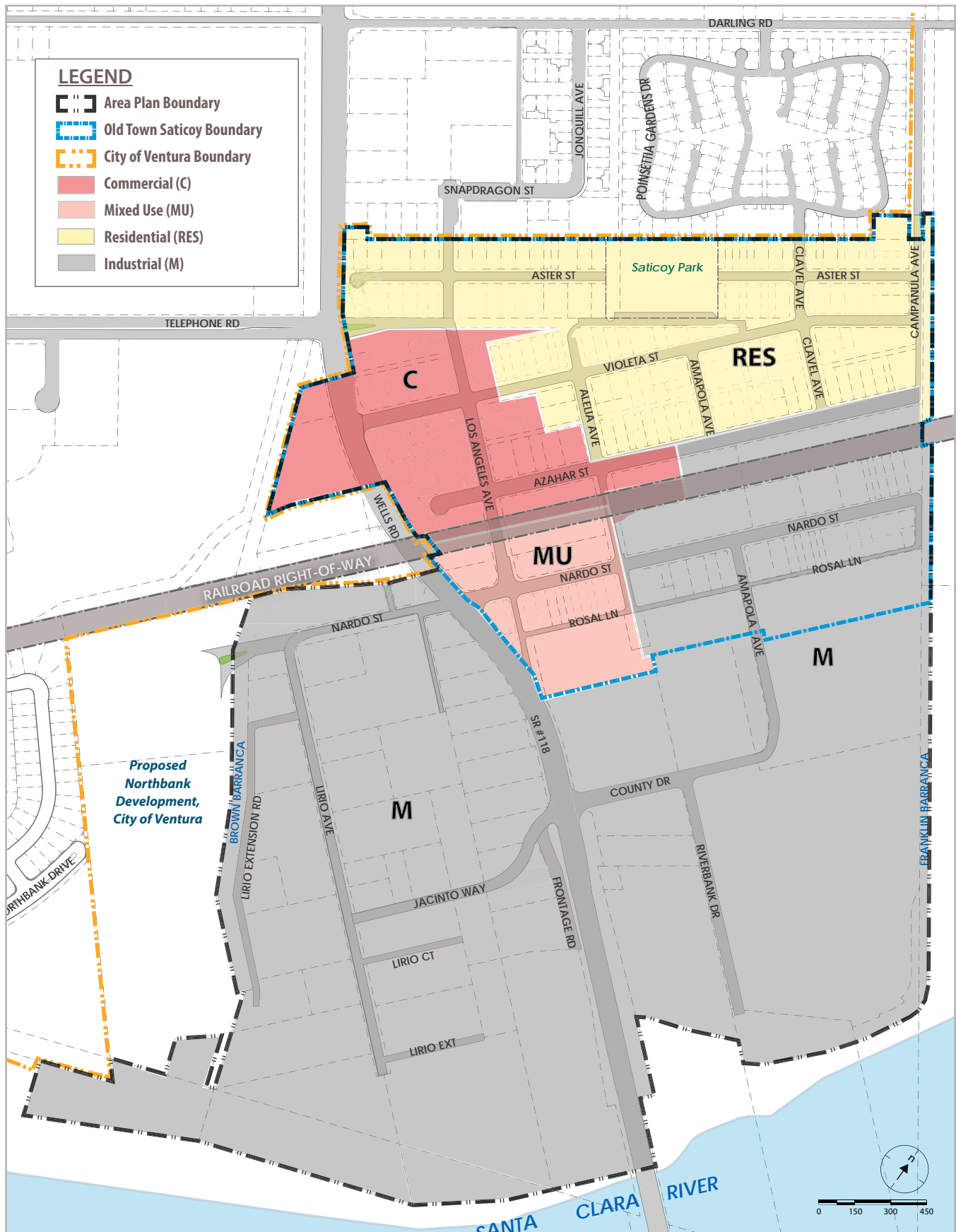


FIGURE 4-1. LAND USE MAP

3. Land Use Maps

Figure 4-1 illustrates the pattern of land use within the Saticoy Area Plan. As described in **Chapter 3. Guiding Principles**, this land use configuration resulted from an evaluation of guiding principles, related land use mapping objectives, and the goals/policies listed within this Element. The map incorporates a solution to long-standing land use incompatibilities, provides additional multi-family housing options near the town center, and includes a compact commercial area located along L.A. Avenue and adjacent to SR 118 that will provide everyday services to Saticoy residents. Business and job opportunities for residents, as well as the broader Ventura community, are provided within the commercial district and within an expanded light industrial area in Old Town Saticoy. The Land Use Map also reflects recommendations contained in the *Market Study*.

Figure 4-2 shows locations where public parks or open spaces either exist today or are identified as potential locations for future public facilities - including pocket

parks, greens, small plazas or community gardens. In addition to the existing Saticoy Park, the potential park locations shown on the figure were identified because they provide important pedestrian links to Saticoy Park, are located within the town center or in proximity to existing public facilities, or they are located near notable structures that could be redeveloped. Potential park sites include the area around the Farmers and Merchants Bank, located at the corner of L.A. Avenue and Violeta Street, the land adjacent to the Saticoy Community Center, a linear park proposed for the Saticoy Drain, and a small park located at the corner of Rosal and L.A. Avenue. **Figure 4-2** also identifies three locations where potential large-scale developments could be accommodated. Pursuant to requirements in the Old Town Saticoy Development Code, large scale developments of one acre or more will be required to include some park space (**Appendix B. Old Town Saticoy Development Code, Sec. 8119-1.8.5**)

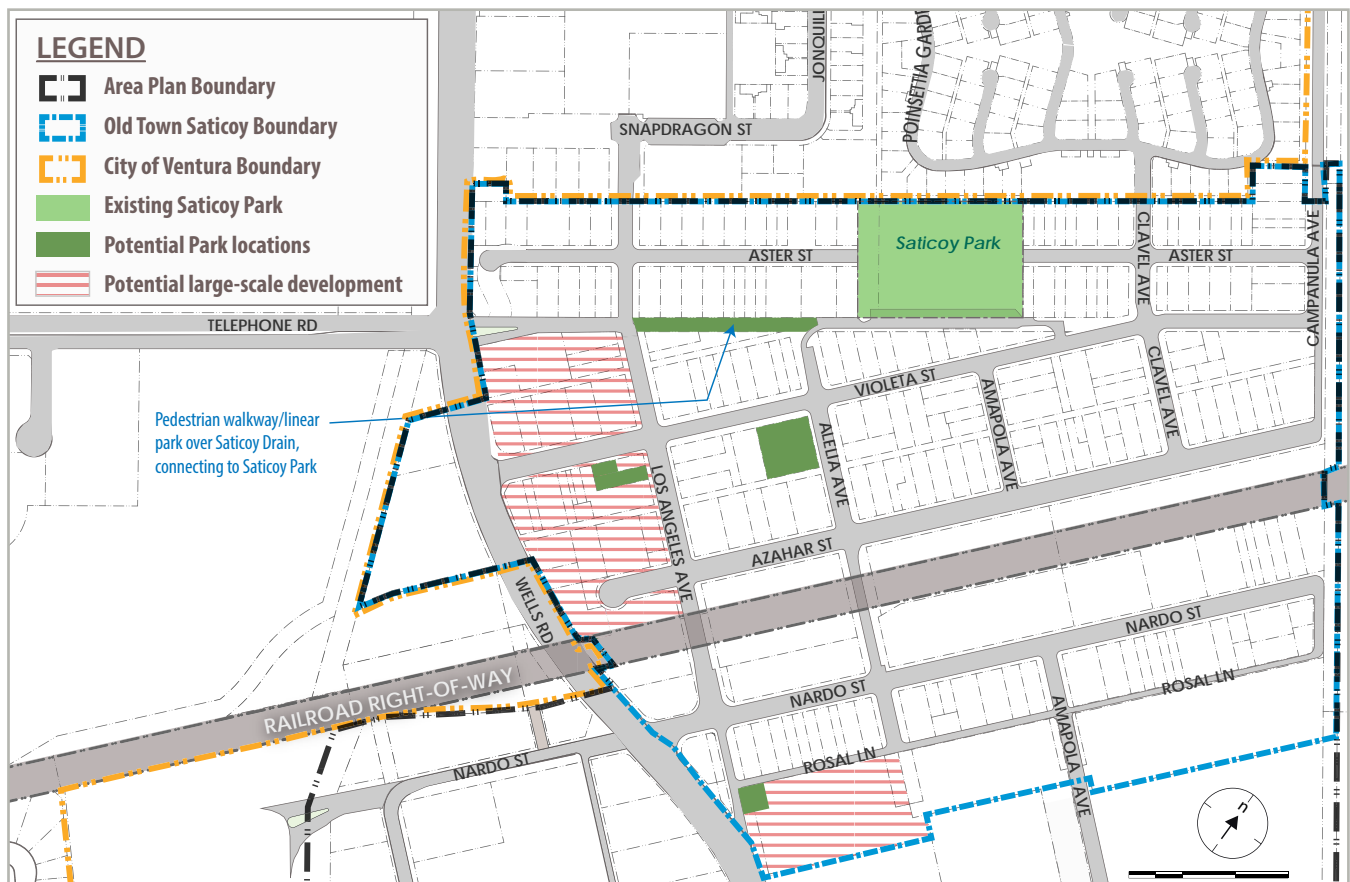


FIGURE 4-2. POTENTIAL LOCATIONS FOR PARKS

4. Goals, Policies and Programs

The following goals, policies and programs apply to the Land Use Element:

LU Goal 1 A safe, healthy and sustainable community.



Policies

LU-1.1

Discretionary development shall be designed to conserve water used for landscaping by implementing the requirements of the Ventura County Landscape Design Criteria, as amended. Water conservation techniques include, but are not limited to the following:

- a. Replace lawns with drought-tolerant ground cover or other drought-tolerant plants;
- b. Utilize drought-tolerant trees or plants mixed with hardscapes for areas that require landscaping and, when feasible, use native plants;
- c. Install irrigation systems designed to use the minimum amount of water necessary to maintain landscapes; and
- d. Use recycled or “gray” water for landscaping.

LU-1.2

Discretionary development shall be designed to reduce energy consumption by implementing one or more the following building techniques:

- a. Install solar panels on roofs of residential, commercial or industrial buildings;
- b. Install a “cool roof” (a roof that reflects and discharges heat);
- c. Plant trees to shade structures and reduce interior heat gain;
- d. Use passive solar design techniques for buildings;
- e. Install dual-paned windows; and
- f. Install extra insulation.

LU-1.3

As set forth in the Old Town Saticoy Development Code, all discretionary development within Old Town shall be designed to help reduce the incidence and fear of crime through one or more of the following environmental design strategies:

- a. Natural surveillance (e.g., windows facing the street, front porches, etc.);
- b. Access control (e.g., locate building or facility entrances where they are easily visible from a public street);
- c. Mixed-uses that span daytime and evening hours (e.g., mixture of commercial and residential use); and
- d. Lighting (e.g., street lights, porch lights).

LU-1.4

Developments that include the issuance of new alcoholic beverage licenses from the California Department of Alcoholic Beverage Control (ABC) shall require a determination of *Public Convenience and Necessity* from the Planning Division (as required by the California Department of Alcoholic Beverage Control), based on input from the Ventura County Sheriff and the Environmental Health Division, prior to project approval.

LU Goal 2

A well-designed, economically vital, and pedestrian-oriented commercial district that retains the historic character of Old Town Saticoy while meeting daily shopping and service needs.



Policies

LU-2.1

East of SR 118, all development within areas designated Commercial shall provide commercial use at the ground floor with direct pedestrian access from L.A. Avenue, Violeta Street or Azahar Street.

LU-2.2

Commercial use is the principal use in the area designated Commercial, but residential use may be permitted as a secondary use.

LU-2.3

In order to maximize the intensity of development within the Commercial center, joint parking agreements between property owners are encouraged.⁵

LU-2.4

Retain and enhance the Farmers and Merchants Bank, the Saticoy Walnut Growers Association Warehouse, and the Saticoy Southern Pacific Depot through the rehabilitation and adaptive reuse of these historic structures.

LU-2.5

New development at the north and south entrances to the Commercial center at Telephone Road / SR 118 and at L.A. Avenue / SR 118 shall serve as gateway sites to Old Town Saticoy. New development at these locations shall incorporate the signage and landscape features identified in [Sec. 8119-1.8.5\(f\) of Appendix B](#) (Old Town Saticoy Development Code).

LU Goal 3

Well-designed residential areas within Old Town Saticoy that provide a diversity of housing types and include a range of options for ownership, size, design, and affordability.



Policies

LU-3.1

Residential development within the Mixed Use area that includes 20 or more units shall include outdoor shared common recreation space. Uses considered as common recreation space may include parks, common gardens, picnic/BBQ areas, and playgrounds.

LU-3.2

Discretionary residential development within the Mixed Use area that is adjacent to the railroad or industrial land uses shall be designed to mitigate the noise and vibration generated by these industrial uses and prevent residents from accessing the railroad tracks.

LU-3.3

Potential use conflicts between residential and industrial use in Old Town Saticoy shall be minimized through temporary or permanent site development or building design methods such as building enclosures, building location and orientation, noise walls, and landscape buffers.

[5] See [Appendix B. Sec. 8119-1.8.6](#) of the Old Town Saticoy Development Code for "joint parking" requirements.

LU Goal 4 Development potential within Saticoy's industrial districts is maximized in order to support the local economy and provide regional/local job opportunities.



Policies

LU-4.1

To enable additional industrial development within the West Industrial Section, the County shall prioritize the development of a private funding program to construct a new public road linking Lirio Avenue to SR 118. (See [MOB-2.1](#) and [MOB-P5](#).)

LU-4.2

Opportunities for industrial development that can utilize the railroad, including freight services, shall be provided within the Industrial area in Old Town Saticoy.

LU Goal 5 Parks and community facilities are sized and located to provide adequate services, recreation, and social opportunities for Saticoy residents.



Policies

LU-5.1

New or expanded community facilities should be located within, or in close proximity to, the Commercial area in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.

LU-5.2

In order to maintain and expand Saticoy's park and community facilities, the County should utilize public-private partnerships to help develop and maintain park and community facilities. Partnerships may include payment of an in-lieu fee to an established program created to provide park facilities within Saticoy.

LU-5.3

Public amenities such as pocket parks or landscaped plazas shall be integrated into large-scale commercial developments⁶ within the Commercial area. As an alternative to such on-site amenities, large-scale commercial developments may pay an in-lieu fee to an established program created to provide park facilities within Saticoy.

LU-5.4

Community facilities should incorporate outdoor areas with benches, trees and other amenities or, when feasible, provide indoor amenities that allow for small social and civic gatherings.

[6] For the purpose of this policy, large scale developments shall be defined as those that occupy at least one (1) acre of land.

Land Use Programs

LU-P1

Park Development & Maintenance: Develop and recommend for Board of Supervisors' consideration, policies, ordinances and programs that allow the General Services Agency (GSA) to acquire, develop and maintain community park space included on [Figure 4-2](#) or other park space developed through private/public partnerships within Old Town Saticoy.

LU-P2

Park Maintenance: The County will continue to provide for the operation and maintenance of the Saticoy Park and Community Center for the benefit of the Saticoy community.

LU-P3

Staff Resources for Plan Implementation: Maintain subject matter expertise to facilitate the discretionary permit review of building, site plan, or landscape design for consistency with the Old Town Saticoy Design Guidelines.

LU-P4

Landmark Status for Depot: The County will:

- Submit a nomination to the County's Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark;
- Seek grant money to help fund necessary building improvements; and
- Pending available staff resources, County staff will prepare an application to place the Depot on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations.

LU-P5

Railroad Depot Design Assistance: The County will contact regional architecture and planning schools to identify design/renovation options for the Railroad Depot that are consistent with its Landmark status.

LU-P6

Sites of Merit: Sites found to be *eligible for listing on the National Register of Historic Places* (i.e., sites with code "3s" in the *Historic Resources Survey and Context Statement for the Town of Saticoy*), and sites found to be *individually eligible for listing as a Site of Merit under Ventura County Criteria* (i.e., sites with code "5s3"), shall be identified as eligible County Landmarks (3s) or Sites of Merit (5s3) in the County's project tracking system (i.e., Accela). The County shall hold a public hearing before the County's Cultural Heritage Board (CHB) to determine final eligibility. Following the CHB hearing, the County will update the County's database to reflect the historic status (eligible, designated) for each property.

LU-P7

Document Historic Resources: For the four eligible Sites of Merit redesignated from residential to industrial use (see [Table 3-1](#)), the County will seek funding for an historic preservation professional, qualified in accordance with *the Secretary of Interior Standards*, to complete a documentation report for those structures. Pending available funding, the properties will be documented with Historic American Buildings Survey (HABS)-like archival quality large format photographs. An original copy of this documentation, photographs and negatives, along with the historical background of the properties prepared for this project, shall be submitted to an appropriate repository approved by the County and to the Museum of Ventura County, with copies to the Ventura County Cultural Heritage Board and photographic copies to the Saticoy Library.

LU-P8

Nonconforming Uses: The Planning Division will assist property owners with legal, nonconforming uses by meeting with property owners that request assistance to identify potential new uses that conform to the applicable zone.

B. Mobility Element

1. Introduction

The Mobility Element (MOB) includes goals and policies that will impact public and private development within Saticoy. Programs are also included that are necessary to implement the Mobility Element, in particular the roads, walkways, trails, bicycle lanes, and transit improvements shown on the Mobility Maps included in this Chapter. The Mobility Element maps define the type, location, and character of the future public circulation system within Saticoy. Finally, [Chapter 5. Road Classifications](#) contains the standards and design guidelines for all of the road types shown on maps/tables within the Mobility Element.

The Mobility Element focuses on vehicular and multimodal (i.e., non-vehicular) transportation systems in Saticoy. Other types of movement systems – such as the movement of energy, water, sewage, storm drainage, and communications – are either included in the Public Facilities and Resources Sections of this Area Plan, or are addressed in the countywide General Plan.

The Saticoy Area Plan incorporates legislative directives of the State of California's Complete Street law (2008). Although many of the proposed mobility improvements embodied in the Area Plan will likely be funded and implemented as part of private development, State law directs jurisdictions to plan for multimodal transportation (i.e. walking, bicycling, and transit) within the General Plan. The "Complete Streets" Act, states the following:

*"In order to fulfill the commitment **to reduce greenhouse gas emissions**, make the most efficient use of urban land and transportation infrastructure, and improve public health by **encouraging physical activity**, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to **biking, walking and use of public transit**."*
(Assembly Bill 1358, Chapter 657, Statutes 2008)

To implement this objective, the legislation added language to Government Code Section 65302(b)(2) (A) and (B) that requires all jurisdictions to plan for a balanced, multimodal⁷ transportation network that is suitable for rural, suburban, or urban communities. The State also articulated the connection between mobility and land use in its update to the *General Plan Guidelines (Dec. 2010)*, which identified four key ways in which a well-designed circulation plan can positively impact community development:

- **Physical** — The circulation system is a determinant of physical settlement patterns and it affects noise levels, plant and animal habitats, and community appearance;
- **Social** — A well designed circulation system is accessible to all segments of the population;
- **Health and Safety** — The circulation system can promote physical activity. The level of automobile use impacts the generation of air pollution. Circulation design can also increase or decrease vehicle collision risks and pedestrian safety; and
- **Economic** — Economic growth is dependent upon a functioning circulation system, and the efficiency of a community's system can either contribute to or adversely affect its economy and economic sustainability.

Each of these issues is relevant to the future development of Saticoy and is addressed in each component of the Mobility Element.

[7] State law defines multimodal users as "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

2. Mobility Maps

Two mobility maps illustrate the key improvements included in this Area Plan. [Figures 4-3 and 4-4](#) are the vehicular and multimodal mobility maps, respectively. Key improvements are described below.

- a. Vehicular road improvements:** The purpose of these improvements is to reconnect local roads with missing links, upgrade inadequate roads, and establish new road connections to provide key links within the Saticoy community and between Saticoy and the City of Ventura:
 - **North/South link from L.A. Avenue to Snapdragon Street** to allow for connection between the City of Ventura and Saticoy;
 - **Upgrades to Rosal Lane** to provide adequate access for future industrial development on key vacant parcels in Old Town;
 - **Extension of County Drive** up to Nardo Street to accommodate future industrial development south of the railroad;
 - **Road connection from Telephone Road to L.A. Avenue** to create a new primary entry point into the Saticoy community at a signalized intersection;
 - **East/West road connection between Lirio Avenue and SR 118** to allow for future intensification of industrial development in the West Industrial Section; and
 - **Extend Nardo Street** west of Lirio Avenue to connect Northbank Drive and SR 118 and provide alternate routes for City of Ventura residents.
- b. Multimodal improvements:** These improvements focus on the needs of pedestrians, bicyclists, and transit riders and are briefly summarized below.
 - **Pedestrian connection:** A new multimodal pathway is identified between L. A. Avenue and Saticoy Park along the Saticoy Drain. The linear park would accommodate pedestrians and bicycles and provide improved access to the Park.
 - **Sidewalk and pedestrian facilities:** New development within Old Town Saticoy will provide sidewalks and pedestrian amenities, including street trees and lighting.
 - **Additional bus stops:** Three additional bus stops are planned along SR 118 to provide access to Saticoy's businesses and residents.
 - **Bicycle Paths and Routes:** Two Class I Bike Paths – a planned bike path for the railroad right-of way (i.e., Santa Paula Branch Line Recreational Trail) and the City's planned recreational trail along the Santa Clara River – would be augmented by a Class III Bike Route connection at Riverbank Drive and a Class II Bike Lane connecting Northbank Drive to SR 118. Class III Bike Routes are also planned for most public streets within Old Town. [Figure 4-4](#) defines general alignments for bicycle facilities, but the precise alignment for all bicycle path/routes will be determined during project design.

Los Angeles Avenue, the heart of the commercial district, is a good example of a public roadway that currently requires both vehicular and multimodal improvements.



4. AREA PLAN ELEMENTS - MOBILITY

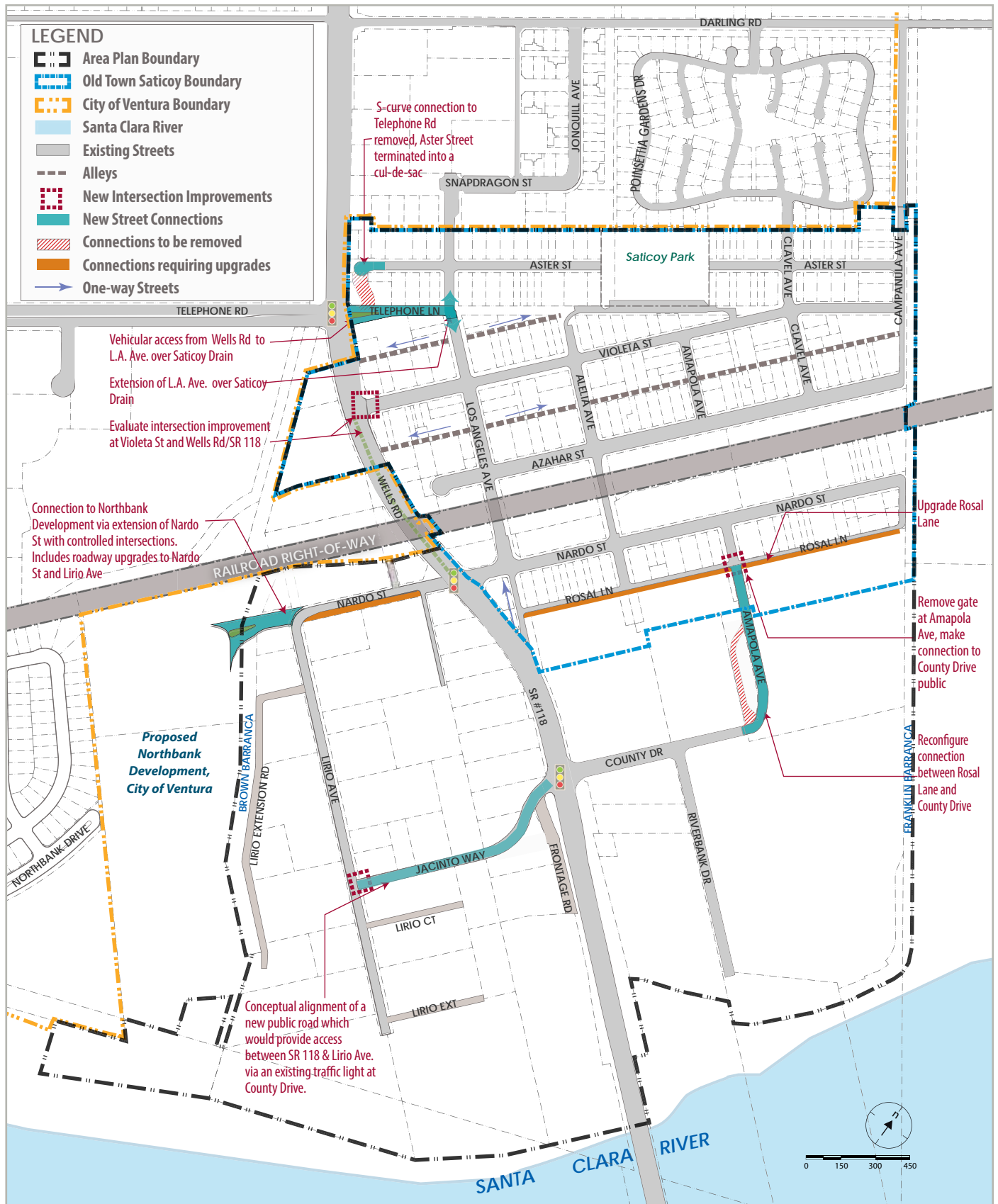


FIGURE 4-3. VEHICULAR MOBILITY MAP

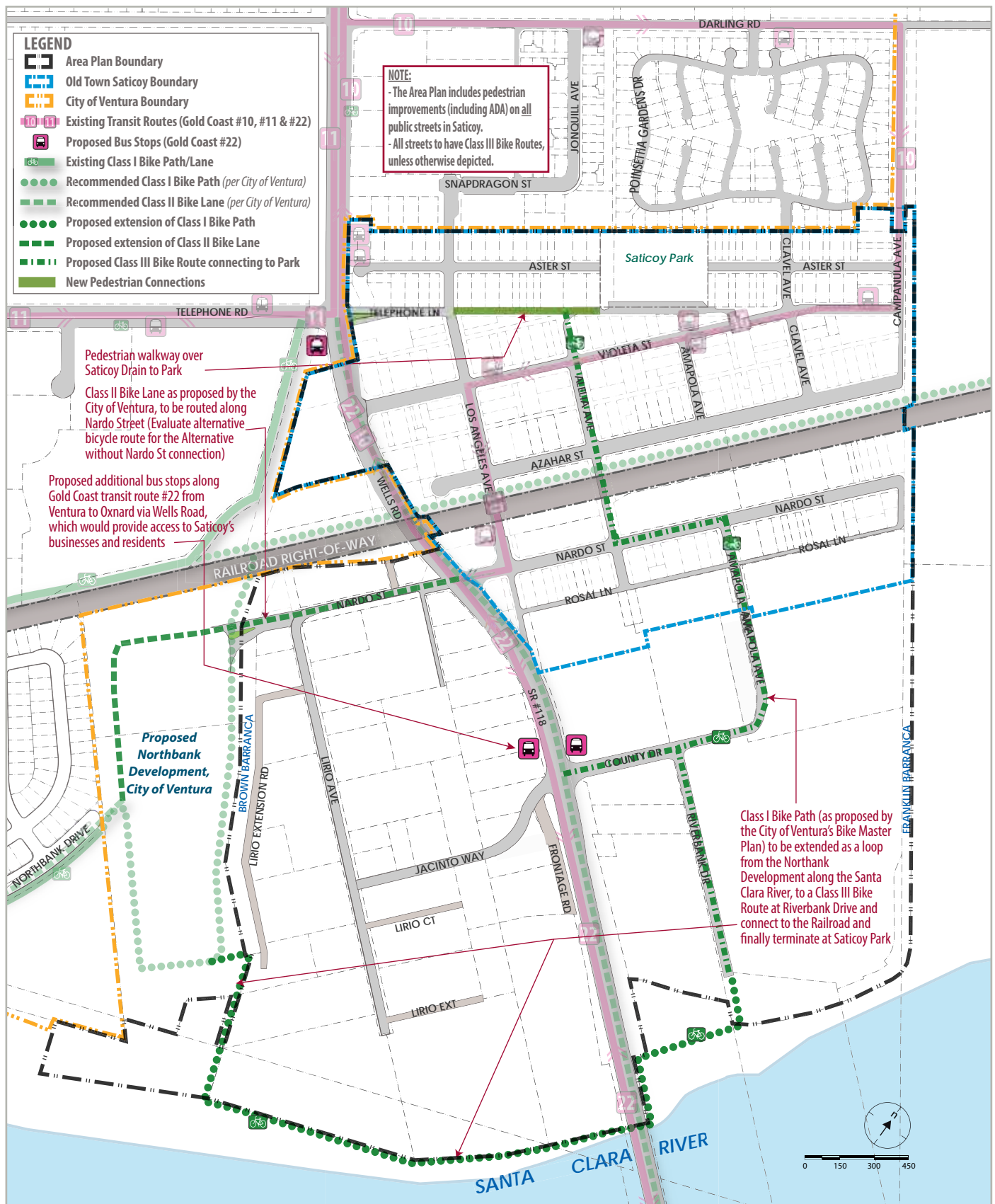


FIGURE 4-4. MULTIMODAL MOBILITY MAP

3. Road Classifications for Saticoy Mobility Network

The Area Plan identifies road classifications for the network of regional and local roads in Saticoy. The assigned road classification for each road segment is identified in [Table 4-4](#) and is illustrated in [Figure 4-5](#). See [Chapter 5. Road Classifications](#) for a description, illustration, and detailed list of standards for each road classification used in this Chapter. [Chapter 6. Old Town Saticoy Design Guidelines](#) includes design guidelines for road classifications used in Old Town Saticoy.

The road classifications used in [Figure 4-5](#) are as follows:

- **Minor Urban Residential with Parkways (Plate B-5S):** This is a two-way road with relatively narrow (10 foot wide) travel lanes, parallel on-street parking, and a 10-foot wide parkway with sidewalks.
- **Minor Commercial or Residential (Plate B-3S [A] & [B]):** This road classification is a two-way road with 12-foot wide travel lanes, parallel, on-street parking; and 12-foot wide parkways that accommodate extra-wide walkways and pedestrian amenities. Plate B-3S[B] is provided for streets with a very wide right-of-way (such as Azahar St.), where the extra width can be used for angled parking on one or both sides of the road.
- **Minor Commercial or Industrial (Plate B-3S [C]):** This is a two-way road with relatively wide, 12-foot wide travel lanes, two, 8-foot wide shoulders for parallel on-street parking; and two, 10-foot wide parkways with pedestrian walkways. It is appropriate for industrial areas.
- **Commercial or Industrial Collector (Plate B-3S [D]):** This is a two-way road with a continuous, central turn lane that is used in high-traffic industrial areas.
- **Alleys (Plate B-8S [A] & [B]):** This new road classification provides standards for the existing alleys in Old Town Saticoy, which are used as a primary means of vehicular access to parking and delivery areas. Because alleys are narrow (rights-of-way are typically 20 feet), alleys are one-way streets in commercial areas. Two-way traffic will be permitted on alleys in residential areas.
- **State Facilities:** SR 118 is the only State Highway in Saticoy, and the standards for this road are established by the countywide General Plan and by Caltrans.

The road classifications listed above (and defined in [Chapter 5](#)) are either the same as, or modifications to, existing County road standards. Modifications were made to existing road standards to accommodate different on-street parking configurations, expand areas provided for pedestrian walkways/amenities in commercial and mixed-use districts, and accommodate Class II bicycle lanes. Road classifications were applied to different areas based on traffic forecasts and anticipated needs for parking, pedestrian space/amenities, and truck traffic.

For example, the size of the “parkway”, or area available for pedestrian walkways/amenities, is larger in the commercial district than it is in industrial areas, where less pedestrian traffic is expected.

On the following pages, [Table 4-4](#) and [Figure 4-5](#) summarize road classifications within the Saticoy community. As previously noted, a set of detailed development standards for each road classification in Saticoy is included in [Chapter 5. Road Classifications](#).

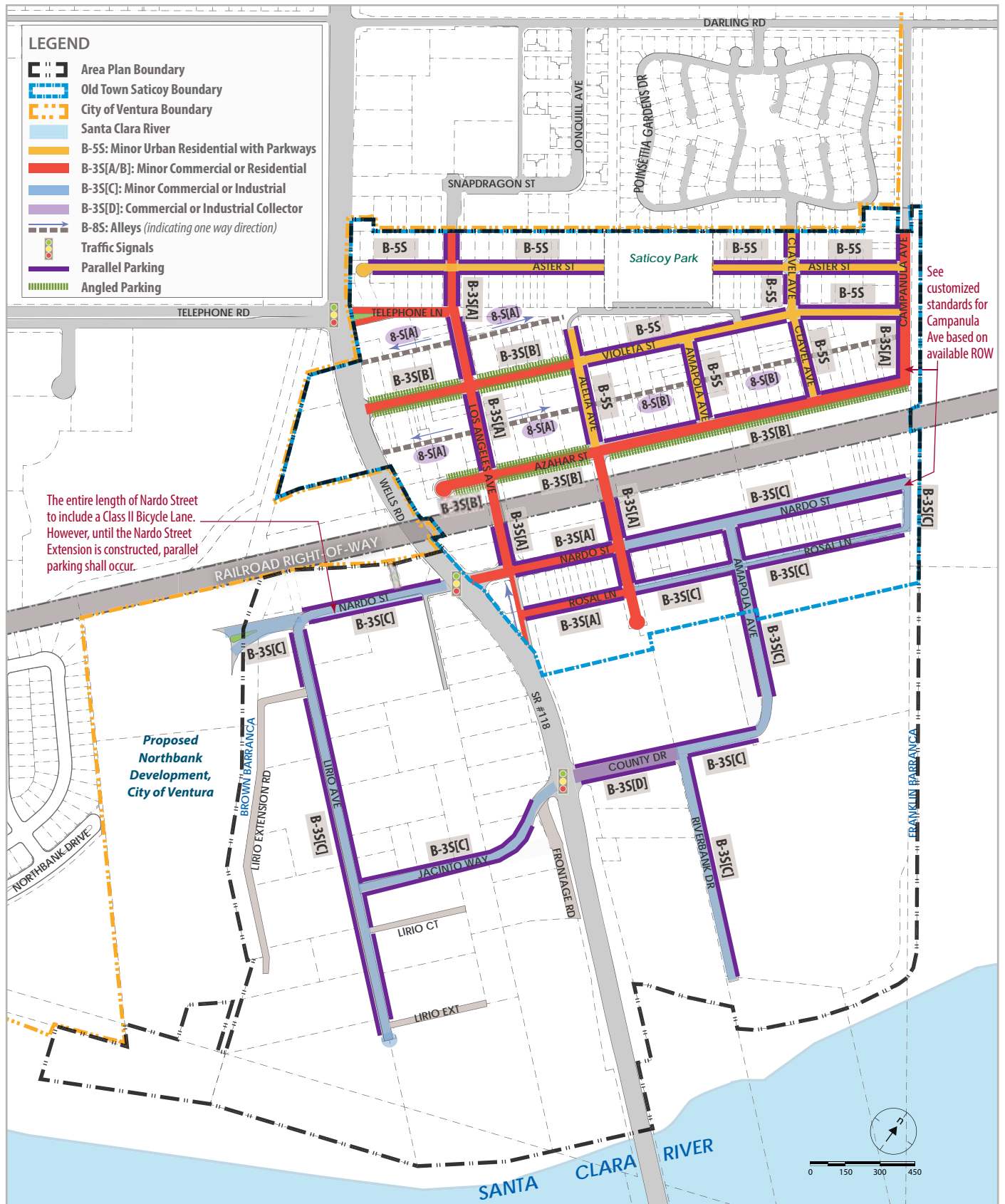


FIGURE 4-5. SATICOY ROAD CLASSIFICATIONS

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT							
ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE¹	NOTES
REGIONAL ROADWAYS							
SR 118 / Wells Road	All Segments		---		State Highway	--	Per Caltrans
LOCAL PUBLIC ROADWAYS							
Alelia Ave.	Northern End (Park)	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Azahar St	Rosal Ln	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	End in cul-de-sac south of Rosal Lane. No on-street parking.
Amapola Ave.	Violeta St	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	
	Rosal Ln	County Dr	B-3S[C]	Minor Commercial or Industrial	--	--	Reconfigure connection as a new public road.
Aster St.	Western End	Saticoy Park	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	Eliminate S-curve and add cul-de sac at the western end.
	Saticoy Park	Campanula Ave	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
Azahar St.	Western cul-de-sac	Campanula Ave	B-3S[B]	Minor Commercial or Residential (with Angled Parking)	Comm/Ind (Collector)	B-3[C]	Angled (or mixed parallel / angled parking) is required. (See Figures 4-5 and 5-2a.)
Campanula Ave.	Northern Saticoy Boundary	Azahar St	B-3S[A]	Minor Commercial or Residential	Minor Res	B-5[B]	See customized standard (b). ²
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	See customized standard (b). ²
Clavel Ave.	End	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
County Dr.	SR 118	Riverbank Dr	B-3S[D]	Commercial or Industrial Collector	Comm/Ind (Collector)	B-3[C]	
	Riverbank Dr	Amapola Ave	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Jacinto Way	Lirio Ave.	SR 118	B-3S[C]	Minor Commercial or Industrial	--	--	New Road - Conceptual alignment.
Lirio Ave.	Nardo St	Southern Terminus	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT

ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE ¹	NOTES
Los Angeles Ave.	Northern City/County Boundary	Nardo St	B-3S[A]	Minor Commercial or Residential	Minor Res or Minor Comm/Ind	B-5[B] or B-3[D]	
	Nardo St.	SR 118	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind		One-way street - northbound. No on-street parking.
Nardo St.	City/County Boundary	SR 118	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	Potential Class II Bike Lane. See interim condition (a). ²
	SR 118	Alelia Av	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	
	Alelia Ave	Campanula Ave	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Riverbank Dr.	County Drive	Southern Terminus	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.
Rosal Lane	Los Angeles Ave	Alelia Ave	B-3S[A]	Minor Commercial or Residential	Minor Res	B-5[B]	
	Alelia Ave	Campanula Ave	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	
Telephone Lane	SR 118	Los Angeles Ave	B-3S[A]	Minor Commercial or Residential	--	--	New Road.
Violeta St.	SR 118	Alelia Av	B-3S[B]	Minor Commercial or Residential (with Angled Parking)	Minor Comm/Ind	B-3[D]	Angled parking is required. (See Figures 4-5 and 5-2a.)
	Alelia Ave	Campanula Ave	B-5S	Minor Urban Residential with Parkways	Collector Res or Minor Res	B-5[A] or B-5[B]	
PRIVATE ROADS							
Existing Alleys	ALL in Old Town Saticoy.		B-8S [A] or [B]	Alleys	---		New road classification.

[1] Refer to [Chapter 5. Road Classifications](#) for details regarding each road classification.

[2] Interim Conditions / Customized Standards:

(a) Nardo Street (west of SR 118): Classified as a Minor Commercial/Industrial Road, Nardo Street west of SR 118 includes a possible Class II bicycle lane, which is not included within the minimum right-of-way (ROW) requirements shown above. Class II Bicycle lanes are 5 feet wide and an additional 3 feet of a buffer lane may be provided. Nardo Street (west of SR 118) may require a Class II bicycle lane, but adequate ROW is not available for the bicycle lane as well as parallel parking. Nardo Street therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate a Class II bicycle lane. However, the bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required. For further details on incorporating bicycle lanes, see [Figure 5-6](#).

(b) Campanula Avenue: Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Avenue as follows: (i) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Plate B-3S[C]); and (ii) parkway and sidewalk may be reduced in width or eliminated (For Plate B-3S[A]).

4. Goals, Policies and Programs

The following goals, policies and programs apply to the Mobility Element:

MOB Goal 1 An adequate, safe, and inter-connected mobility network to serve Saticoy residents, visitors and businesses.



Policies

MOB-1.1

Road improvements within Saticoy shall conform to the Vehicular Mobility Map ([Figure 4-3](#)) and its related road classifications.

MOB-1.2

If additional local roads are added within Saticoy, those roads should be:

- a. Located and designed to improve connectivity within the local road network and Saticoy community; and
- b. Constructed to meet appropriate road standards identified in the Saticoy Area Plan unless alternate standards are deemed necessary by the Public Works Agency (PWA) or the Ventura County Fire Protection District.

MOB-1.3

To improve safety, air quality, and noise levels in residential areas, the PWA/Transportation Department shall determine whether trucks with more than two axles on streets within the Residential (RES) and Residential/Mixed Use (R/MU) zones should be prohibited. If a prohibition is justified, the Transportation Department shall make that recommendation to the Board of Supervisors. (See [MOB-P8.](#))

MOB-1.4

In order to maximize safety and traffic flow on SR 118, direct access to the SR 118 shall be prohibited when access to private property can be attained from local roads. If direct access to private property is not feasible from local roads, then consolidated, shared driveways or other methods shall be used to minimize access points to SR 118.

MOB-1.5

Discretionary development shall be designed to incorporate new roads and road improvements as shown on the Vehicular Mobility Map ([Figure 4-3](#)). New roads and road improvements shall be built in accordance with applicable road standards when such roads are located within the property, adjoin the property boundary, or are necessary to mitigate traffic impacts associated with the proposed development. Alternatively, discretionary development may be conditioned to make a fair-share contribution to a road improvement program that will build or improve those roads.

MOB-1.6

Provisions for adequate, long-term private road or alley maintenance shall be required for discretionary development that includes private roads or alleys.

MOB 1.7

Within Old Town Saticoy, existing street and alley patterns should be retained in order to preserve the area's small-town scale and planned circulation patterns ([Figure 4-3 Vehicular Mobility Map](#)). Street vacations or relocations within Old Town Saticoy may be allowed when the resulting street and block patterns retains or improves connectivity and the small block pattern in Saticoy.

MOB Goal 2 A local mobility network that supports existing and future development, planned land use, and economic revitalization within Saticoy.



Policies

MOB-2.1

The County shall establish a financing and construction program, as part of a Capital Improvement Plan or other established program, to facilitate the private financing and development of a permanent public road between Lirio Avenue and SR 118. (See [Figure 4-3. Vehicular Mobility Map.](#)) Once a program is established, all discretionary development within the West Industrial Section shall be conditioned to make a fair-share contribution to fund road construction. (See [MOB-P5.](#))

MOB-2.2

Until a new permanent public road between Lirio Avenue and SR 118 is constructed pursuant to [MOB-2.1](#), no new discretionary development shall be approved within the West Industrial Section unless at least one of the following conditions are met:

- a. The entire project site is located 800 feet or less from the intersection of Nardo Street and SR 118; or
- b. Secondary access is provided by the developer and approved by the Ventura County Fire Protection District.

MOB-2.3

In cases where traffic generated by discretionary development impacts current or future anticipated levels of service on SR 118, or necessitates any modifications to SR 118, the County shall conduct timely and ongoing communication with Caltrans.

MOB-2.4

If angled, on-street parking is developed on Azahar Street ([Table 4-4](#)), such parking should be prioritized for commercial uses in the Town Center (TC) zone or for residential uses in the Residential (RES) zone during the discretionary review process.

MOB Goal 3 A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users.



Policies

MOB-3.1

Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in [Chapter 5. Road Classifications](#) and [Figure 4-4. Multimodal Mobility Map](#). In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, infrastructure maintenance districts, or any other funding source.

MOB-3.2

To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.

MOB-3.3

To increase pedestrian safety within the Town Center (TC) and Residential/Mixed Use (R/MU) zones, the number of curb cuts that cross pedestrian routes shall be minimized by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.

MOB-3.4

Improvements within the public right-of-way should support existing and future transit service by including the following:

- a. Adequate shoulder for bus stops;
- b. Adequate space for, and construction of, benches or shelters at bus stops; and
- c. Crosswalks at street corners.

MOB-3.5

The design of replacement facilities for the Saticoy Drain shall accommodate the following vehicular and multimodal facilities (see [Figures 4-3 and 4-4](#)):

- a. Vehicular access from SR 118 to L.A. Avenue (Telephone Lane);
- b. Completion of the north/south L.A. Avenue road link over the Saticoy Drain; and
- c. Pedestrian walkway over the Saticoy Drain that connects L.A. Avenue to Saticoy Park. (See [HAZ-P1.](#))

MOB-3.6

Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain, should incorporate pedestrian and bicycle paths.

MOB-3.7

New or redesigned public streets shall include the bicycle path, lane, and route improvements outlined on [Figure 4-4, Multimodal Mobility Map](#).

MOB-3.8

Public and private projects shall include provisions for adequate, safe, and convenient long-term and short-term bicycle parking, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the *Ventura County Parking and Loading Design Guidelines*.

Mobility Programs

MOB-P1

Prioritize Mobility Improvements: Due to Saticoy's status as an economically disadvantaged community, PWA/Transportation Department shall incorporate and prioritize mobility improvements shown on [Figures 4-3 and 4-4](#) (Vehicular and Multimodal Mobility Maps) in the Transportation Department's Strategic Master Plan. In addition, the Transportation Department shall continue to apply for grant funds through Caltrans or other organizations for road and multimodal improvements.

MOB-P2

Reclassify portion of SR 118: To mitigate significant project and cumulative traffic impacts on SR 118 between Vineyard Avenue and Darling Road, the County should review and process a General Plan Amendment that would reclassify that segment of SR 118 from 4 to 6 lanes on the Regional Road Network. The road reclassification should be incorporated into the next General Plan Update, tentatively scheduled for completion in 2020. Finally, the County shall work with the Ventura County Transportation Commission and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction should be modified to occur within the 20-year horizon of the Saticoy Area Plan.

MOB-P3

Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.

- a. **New Road Links:** New road linkages shown on the [Figure 4-3](#) (Vehicular Mobility Map) and described in [MOB-P4, -P5, -P6 and -P7](#);

- b. **Pedestrian Amenities:** Sidewalks, street lights, benches, and landscaping within public rights-of-way in Old Town Saticoy.
- c. **Existing Road Upgrades:** Improvements to existing roads shown on [Figure 4-3](#) (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.
- d. **Linear Park:** The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.
- e. **Bicycle Network:** See [MOB-P9](#).
- f. **Transportation Impact Mitigation Fee (TIMF):** Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.

MOB-P4

Coordinate Related Improvements: The County shall work with the City of Ventura to ensure that the L.A. Avenue road connection to Snapdragon Street, included in the City of Ventura's Saticoy and Wells Community Plan Capital Improvement Deficiency Study (CIDs), is implemented and managed so as to properly facilitate related City and County improvements identified below:

- a. **Ancillary City improvements** related to the L.A. Avenue connection that include removal of "S-Curve" connection at Telephone Road entrance and the termination of Aster Street into a cul-de-sac.
- b. **Telephone Road extension:** The County shall coordinate with the City of Ventura, Caltrans, and affected landowners/developers to design, fund and build Telephone Lane (a new road that links SR 118 to L.A. Avenue).
- c. **Saticoy Drain:** The County shall seek funding for the replacement or reconfiguration of the Saticoy Drain. (See [HAZ-P1](#) and [MOB-3.5](#).)

MOB-P5

West Industrial Road Link: The County will work with private landowners/developers in the West Industrial Section to design and build a new, privately financed, public road that provides public and emergency access between SR 118 and Lirio Avenue. In order to facilitate road construction, the County will establish a financing and construction program, as part of a Capital Improvement Plan, that provides a mechanism for fair-share contributions for private development. (See [MOB-2.1.](#))

MOB-P6

Amapola Avenue / Rosal Lane Improvements: The County will work with (and condition) private development(s) within Old Town Saticoy and the South Industrial Section to extend/improve Amapola Avenue and improve Rosal Lane pursuant to the Vehicular Mobility Map and road classifications table. ([Figure 4-3](#), [Figure 4-5](#), and [Table 4-4](#).)

MOB-P7

Nardo Street Extension from SR 118 to the Brown Barranca: The City and County will coordinate project conditions for private development and standards for the design/construction phase of the Nardo Street Extension, including road alignment, road classification, and multimodal improvements.

MOB-P8

Truck Access Limits: If required, the Transportation Department shall post signage that prohibits truck access or limits trucks with more than two axles in the Residential (RES) zone, with the exception of emergency services and direct deliveries. Once Amapola Avenue is extended south from Rosal Lane to County Drive (see [Figure 4-3](#)), the same signage shall be posted on Nardo Street within the Residential/Mixed Use (R/MU) zone. (See [MOB-1.3.](#))

MOB-P9

Implement the following **bicycle network improvements strategies:**

- a. Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.
- b. Coordinate with the City of Ventura to design/construct a Class II Bike Lane ([Figure 4-4](#)) along Nardo Street as part of road improvements undertaken by the City of Ventura.
- c. Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map. (See [Figure 4-4](#).) Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with VCTC.

MOB-P10

Alleys: Work with affected landowners to establish appropriate and safe traffic flow and signage for alleys located in the Town Center (TC) and Residential (RES) zones.

MOB-P11

Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue)

C. Resources Element

1. Introduction

The Resources Element (RES) for the Saticoy Area Plan addresses the conservation, preservation and protection of the following resources: ***Air Quality, Biological Resources, and Visual Resources***. Water resources are covered in the Public Facilities Element of the Saticoy Area Plan and cultural resources are covered in the Land Use Element of this Area Plan.

The primary focus of goals and policies related to air quality is a reduction of air pollutants generated by vehicles, and a corresponding decrease in the generation of greenhouse gases. Because these reductions are made

possible, in part, by updated land use configurations and mobility improvements, most of the air quality goals and policies below are unique to Saticoy. Similarly, goals and policies related to biological resources are unique to the natural habitats that are present in Saticoy – the Brown Barranca, the Franklin Barranca and Santa Clara River. Visual resource protection primarily focuses on visual impacts created by industrial development that is visible from public viewsheds and important community assets - such as the Santa Clara River, public parks, Old Town Saticoy, and SR 118.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Resources Element:

RES Goal 1 Traffic-related air pollutants generated within the Saticoy community are reduced through land use changes and mobility improvements.



Policies

RES-1.1

Discretionary development should be designed to reduce vehicle miles traveled by:

- a. Providing a mixture of residential/commercial or industrial/commercial uses; and
- b. Incorporating multimodal connections and amenities.

RES-1.2

Fugitive dust and particulates shall be minimized during construction through compliance with all Ventura County Air Pollution Control District rules and regulations including, but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

RES-1.3

New industrial development shall be located and designed to avoid the exposure of sensitive receptors (e.g., residential areas, schools, etc.) to hazardous air emissions.

RES-1.4

Discretionary development in Old Town Saticoy shall include facilities for electric car charging stations as identified in the Old Town Saticoy Development Code or other applicable State regulations. All discretionary development shall include such facilities when required by applicable State regulations.

RES Goal 2 Natural habitats within and adjacent to the Santa Clara River, or the Brown and Franklin Barrancas, are maintained and enhanced to serve stormwater management, recreation, and wildlife.



Policies

RES-2.1

Discretionary development shall be designed to capture and contain any potential spills of pollutants within the development site and ensure they are properly disposed. Such spills, or any polluted runoff from such development, shall not be conveyed into the Santa Clara River, the Brown Barranca, or the Franklin Barranca.

RES-2.2

In order to conserve water, all landscape plans shall be prepared in accordance with the County's Landscape Design Criteria (as amended) and applicable State regulations. In addition, new discretionary development adjacent to the Santa Clara River, the Brown Barranca, or the Franklin Barranca shall only include drought tolerant plants and, whenever feasible, should include plants that are native to the Santa Clara River watershed.

RES-2.3

In order to preserve the ecological functions of the Santa Clara River, discretionary development shall include the following:

- a. Biological buffers, fencing and signage in accordance with a biological assessment conducted during project review; and
- b. Lighting fixtures that minimize off-site light and glare visible from the Santa Clara River.

RES Goal 3 While continuing to serve as flood control facilities, the Brown and Franklin Barrancas are transformed into creeks with natural ecosystem functions and values.



Policies

RES-3.1

With the exception of non-native invasive plant species, vegetation in flood control channels shall remain undisturbed to the maximum extent feasible, consistent with flood control requirements of the Ventura County Watershed Protection District. Any removal of non-native invasive plant species, when conducted in accordance with applicable Watershed Protection District permits, shall be done in a manner that maintains and enhances the natural ecosystem functions and values.

RES-3.2

Alterations to the Brown or Franklin Barrancas shall utilize natural rather than man-made materials (e.g. earth berms, rocks, plants native to the Santa Clara River watershed) whenever feasible.

RES Goal 4 Visual impacts created by industrial development are minimized within public viewsheds that include SR 118, the Brown and Franklin Barrancas, the Santa Clara River, and public roads or parks within Old Town Saticoy.



Policies

RES-4.1

Landscape buffers or other appropriate visual screening shall be required for all discretionary industrial development that borders SR 118, the Santa Clara River, the Brown Barranca, or the Franklin Barranca. When customary visual screening techniques, such as those listed in [RES 4.2](#), fail to provide full visual screening for industrial properties visible from the Santa Clara River Bridge due to grade differences, the Planning Director may modify visual screening requirements to address grade differences.

RES-4.2

When open storage on commercial or industrial properties is visible from public streets or parks within Old Town Saticoy, such areas shall be screened from public view by the use of enclosed structures, fences, walls, vegetated berms or landscaping. (See [LU-3.3](#).)

RES-4.3

Lighting for discretionary development shall be designed to avoid off-site glare, including glare that may impact drivers along SR 118.

RES-4.4

Off-site advertising signs, such as billboards, shall be prohibited within the viewshed of SR 118.

RES Goal 5 Development within Old Town Saticoy is visually pleasing and exemplifies the community's small town character.



Policies

RES-5.1

All development in Old Town Saticoy shall be consistent with the Old Town Saticoy Development Code. Discretionary development in Old Town Saticoy shall also be consistent with the Old Town Saticoy Design Guidelines.

Resources Programs

RES-P1

Air Quality Best Management Practices: Reduce emissions from construction, grading, excavation and demolition by incorporating best available air quality mitigation measures into project design features or construction techniques.

RES-P2

Barranca Repair: Prior to conducting major repairs to, realignment of, or reconstruction of the Brown and Franklin Barranca flood control facilities, the Watershed Protection District shall conduct a feasibility study and identify funding to convert the existing engineering facilities to natural water courses that mimic natural conditions.

RES-P3

Off-site Advertising: Existing off-site advertising signs and billboards that are not consistent with Area Plan policies or development standards shall be deemed nonconforming and subject to the applicable regulations included in the Non-Coastal Zoning Ordinance.

D. Public Facilities Element

1. Introduction

The primary purpose of the Public Facilities Element (PF) is to provide for public facilities and services necessary to support planned development. In many cases, improvements to public facilities (roads, water and sewer services) will be required in order to realize the economic, social or environmental benefits anticipated by the Saticoy Area Plan. This section includes goals, policies and programs related to **Water Management**, which includes water supply, water conservation, stormwater management and groundwater management; **Wastewater; and Government Coordination**, which includes future annexation, and ongoing coordination between the City, County and community.

Although there is some remaining capacity in the wastewater treatment system, existing wastewater conveyance and treatment systems used by the Saticoy Sanitary District (SSD) will require upgrades to support a full buildout of planned development. In addition, since 2013, the SSD has been subject to a compliance order from the California Regional Water Quality Control Board (Region 4) to implement improvements to its treatment system. SSD has completed all of the required actions except for the portions of the replacement/repair of lateral sewer lines within the areas specified. In

January 2015, SSD was awarded a \$400,000 Community Development Block Grant to assist with the repair of the lateral lines.

Access to potable water is a major challenge for the Saticoy community, and the County exerted substantial effort to secure additional access to water to support planned development during the Area Plan update process. By limiting the water meter size available to new development in Saticoy, the City's current Extraterritorial Water Policy effectively controls land use within the unincorporated County. City policy not only prevents the development of higher-density residential use and certain types of commercial and industrial use, but it also results in increased development costs⁸. Although the County started discussions with the City of Ventura regarding access to water as early as 2010, no agreement was reached between the City and County regarding water supply prior to Area Plan adoption. Adding to the uncertainty regarding access to water was an ongoing, multi-year drought impacting water supply and consumption costs and patterns countywide. Moreover, it appears likely that long-term trends in water demand and supply within the City of Ventura will impact the degree to which the City provides water

[8] For example, the costs associated with a water storage system needed to guarantee adequate fire flow because City policy limits the size of a water meter.

to “extra-territorial” water users, including potential developers in Saticoy.

The goals, policies and programs below reflect these issues and acknowledge the need to provide adequate public services to support planned development

in Saticoy. However, given the costs and technical complexities associated with providing wastewater and potable water services, it is possible that these infrastructure challenges will only be resolved once Saticoy is annexed into the City of Ventura.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Public Facilities Element:

PF Goal 1 Adequate water supply, storage and distribution facilities are made available to serve existing and planned development in Saticoy.



Policies

PF-1.1

Discretionary development shall be served by a publicly accountable water supplier.

PF-1.2

Water demand associated with discretionary development shall be estimated based on water demand factors provided by the City of Ventura as published in its *Comprehensive Water Resources Report*, unless more accurate data is made available by Ventura County.

PF Goal 2 Water conservation and water quality protection measures are implemented in new construction, landscaping and irrigation systems.



Policies

PF-2.1

Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:

- a. Water-conserving landscaping and irrigation systems (See [LU-1.1](#));
- b. Low impact development practices;
- c. Runoff and stormwater capture for treatment and groundwater recharge;
- d. Use of dual flush toilets and other water-saving appliances; and/or
- e. Installation of gray water systems.

PF-2.2

Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.

PF-2.3

Discretionary development shall be designed to adequately protect groundwater quality as determined by the Watershed Protection District.

PF Goal 3 Wastewater collection, storage and treatment facilities are made available to serve existing and planned development in Saticoy.



Policies

PF-3.1

All development that generates wastewater shall be connected to the Saticoy Sanitary District's collection and treatment system, or its successor. All development shall include necessary sewer connections and shall contribute its fair-share costs to an established fee program to upgrade the treatment plant.

PF-3.2

The pace of development within Saticoy shall be consistent with the capacity of the Saticoy Sanitary District to collect, store and treat additional wastewater.

PF-3.3

Wastewater disposal facilities shall be designed to protect groundwater resources pursuant to all applicable laws and regulations.

PF Goal 4 Public and governmental services are efficiently coordinated and allow for public participation in governance.



Policies

PF-4.1

Ensure that access to/from the Public Works Yard is maintained during a one percent annual chance (100-year) flood event.

PF-4.2

Ensure that Saticoy residents and business owners have an established method to discuss community issues with County staff and elected representatives. (See [PF-P3.](#))

PF-4.3

The County shall collaborate with the City of Ventura on issues of mutual interest and concern, including but not limited to water and sewer service, public safety, public roads, bicycle and trail connections, stormwater management, and future annexation.

PF Goal 5 New revenue sources, such as assessments from a community facilities district or business improvement district, are used to provide and maintain necessary infrastructure in Saticoy.



Policies

PF-5.1

The County shall collaborate with business and landowners in Saticoy to explore options to assist in the financing of necessary infrastructure improvements, such as the creation of assessment or improvement districts.

Public Facilities Programs

PF-P1

Water Supply to Support Area Plan Buildout:

County staff will continue to work with the City of Ventura in an effort to extend a future in-lieu fee program to Saticoy (in the event one is approved by the Ventura City Council) or modify the City's Extraterritorial Water Policy for Saticoy. However, in the event that such efforts fail to result in an alternative policy or program that would provide adequate access to water resources for planned development within five years of Area Plan adoption, the County will initiate a feasibility study to evaluate water supply options that include, but are not limited to, the following:

- a. Develop an alternative public water supply for Saticoy;
- b. Establish a County Service Area (CSA) to acquire existing, unused water allocations from pumpers within the Santa Paula Groundwater Basin for the purpose of providing non-potable and/or potable water for private developers in Saticoy; and
- c. Coordinate with the Saticoy Sanitary District to determine the feasibility of installing infrastructure to allow for public and private reclamation of urban wastewater from Saticoy Sanitary District, (e.g., dual plumbing) for landscaping or other non-potable uses.

Following the completion of its alternative water supply evaluation, County staff will bring forward its analysis and recommendations for the Board's consideration.

PF-P2

Ensure Adequate Sewage Treatment Capacity:

The County will initiate discussions with the Saticoy Sanitary District (SSD) to evaluate options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development in Saticoy. Should the SSD agree to implement one or more of the identified options, the County would request that the SSD establish a capital improvement program that would

allow SSD to construct necessary improvements to the treatment plant for the purpose of expanding its capacity to support planned development in Saticoy. Financing mechanisms for planned improvements could include grants or a fair-share contribution program applied to private development. Should the Board of Supervisors deem it necessary and appropriate for the Saticoy community, the County should seek to convert the SSD to a special district (i.e., County Service Area or Community Services District).

PF-P3

Community Council: Encourage the formation of a community-based neighborhood council or similar body that could provide a forum for community engagement and interface with nonprofit organizations, County government, and other public agencies.

PF-P4

County / City Collaboration on Transportation Improvements:

To address the current lack of City/County agreement regarding transportation improvements identified in the City's 1996 Saticoy/Wells Capital Improvements Deficiency Study (CIDS), the County will initiate discussions with the City of Ventura regarding the feasibility of a joint agreement to fund and construct transportation improvements common to CIDS and the Saticoy Area Plan.

PF-P5

Temporary uses in Town Center (TC) zone: The Planning Division will initiate discussions with the Transportation Department to determine whether temporary uses, such as sidewalk sales or community events, can be allowed within the public rights-of-way in Saticoy's Town Center (TC) zone. If such uses can be allowed, the Planning Division and the Transportation Department would modify existing ordinances, as needed, to facilitate such events in the Town Center (TC) zone pursuant to an Encroachment Permit.

E. Hazards Element

1. Introduction

The purpose of the Hazards Element (HAZ) is to identify and reduce the risk of existing and potential future hazards that can harm the public or physically constrain development. It also provides a general framework for introducing safety considerations into land use planning.

The two hazards included in this Element are fire and flood, as those particular hazards required related goals, policies and programs that are specific to Saticoy. Other hazards (seismicity, expansive soils, etc.) are adequately covered in the Ventura County General Plan.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Hazards Element:

HAZ Goal 1 The public is protected from fire hazards and public and private losses due to such hazards are minimized.



Policies

HAZ-1.1

All public and private roads shall be designed in accordance with Ventura County Fire Protection District (VCFPD) requirements.

HAZ-1.2

New discretionary development shall only be approved upon demonstration that adequate tactical access and fire flow are available as determined by the VCFPD. (See [MOB-2.2.](#))

HAZ Goal 2 Hazards due to floods and erosion are minimized by providing adequate flood control facilities.



Policies

HAZ-2.1

The Ventura County Public Works Agency shall regulate, by means of a Floodplain Development Permit, any development defined in the Ventura County Floodplain Management Ordinance 3954, as amended, affecting the Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River.

HAZ-2.2

The Ventura County Watershed Protection District shall regulate, by means of a Watercourse Permit and/or Encroachment Permit, any development that it finds impacts the bed, banks, and overflow areas of Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River pursuant to the Ventura County Watershed Protection District Ordinance WP-2, as amended.

HAZ-2.3

Discretionary development shall be located and designed to minimize potential damage to the development and to flood control infrastructure from flood hazards or riverbank erosion. Outdoor storage uses may be allowed in areas subject to flooding if sufficiently contained as determined by the Watershed Protection District.

HAZ-2.4

Public facilities that provide critical, public safety services should be designed to remain operable during a one percent annual chance (100-year) flood event. (See [PF-4.1.](#))

HAZ-2.5

No development or redevelopment, including site grading and temporary or permanent storage of materials and equipment, shall be permitted within the Regulatory Floodway, as it is defined by the Federal Emergency Management Agency (FEMA).

HAZ-2.6

A Floodplain Development Permit shall be required for private or public development or redevelopment proposed within the one percent annual chance (100-year) floodplain.

HAZ-2.7

To reduce the risk of potential loss of life and property, discretionary development that is located within the one percent annual chance (100-year) floodplain shall incorporate floodplain improvements that maximize infiltration of flood water and minimize run-off. Where feasible, channel and floodplain improvements shall preserve the beneficial uses of the floodplain including flood flow storage and groundwater recharge and shall mimic natural floodplain conditions.

Hazards Programs

HAZ-P1

Saticoy Drain: The County shall seek grants or other public and private funding for the development of technical design documents, a financing program and reconstruction of the Saticoy Drain required for:

- a. Adequate flood control;
- b. The new east/west road link from SR 118 to L.A. Avenue (Telephone Lane);
- c. A vehicular north/south road link along L.A. Avenue that crosses the Drain;
- d. Pedestrian access along the Drain from L.A. Avenue to Saticoy Park; and
- e. Any other necessary modifications to the Saticoy Drain consistent with the Area Plan.

HAZ-P2

Flood Control Assessment Program: The County will pursue the creation and adoption of the *Integrated Watershed Management Assessment Program* for the purpose of constructing critical upgrades and improvements to flood control facilities. The resultant funds will enable improvements to the Brown and Franklin Barrancas that are critical for the protection of property and structures within the Saticoy Area Plan boundary. (See [RES-P2.](#))



View of the existing Brown Barranca, which is located on the western edge of the Plan Area.

4. AREA PLAN ELEMENTS - HAZARDS

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CHAPTER 5. ROAD CLASSIFICATIONS

A. Purpose

This Chapter provides standards for road types that are part of Saticoy's mobility network. The purpose of these standards is to provide a functional circulation network that includes facilities and amenities for walking and biking. As the County or a private developer undertakes individual street improvements, the standards and guidelines in this Chapter shall be used as the basis for detailed designs and construction documents. In addition, all road improvements shall be designed to ensure accessibility in accordance with federal, state, and local regulations.

B. Content and Applicability

Section (C) provides definitions for road classifications used within the Mobility Element. Adhering to road classifications is mandatory, and conditions of approval for road improvement projects within the Saticoy community shall be consistent with established road classifications. Road classifications are applied when road improvements are required for a public or privately initiated project that includes improvements within the public right-of-way (ROW). Typically, this occurs during the following circumstances:

- A vacant parcel is developed, or an existing building is demolished and replaced, and the project requires a discretionary permit;
- The location or design for vehicular access to the parcel is modified.

This Chapter should be used in conjunction with [Chapter 4. Area Plan Elements](#), which includes the Mobility Element, as well as [Chapter 6. Old Town Saticoy Design Guidelines](#), which includes additional requirements for roadway design.

The Mobility Element includes a table that identifies the required road classification for all existing or planned roadways in Saticoy. (See [Table 4-4](#).) The Mobility Element also includes a map of road classifications used within the Saticoy community. (See [Figure 4-5](#).) Additionally, Section D. of [Chapter 6. Old Town Saticoy Design Guidelines](#) provides a set of roadway design guidelines for improvements within the public right-of-way. These guidelines shall be used when planning for street lights, street trees or planters, pavement materials within the parkway, street furnishings, crosswalks and curb extensions, and outdoor uses.



C. Road Classifications

Appropriate road standards that meet the needs of vehicles, pedestrians and bicyclists are embodied within Saticoy's road classifications. The road classifications include dimensions for travel lanes, pavement, sidewalk/parkway widths, on-street parking configurations, bicycle lanes, and pedestrian facilities. Federal law also requires that all pedestrian facilities within Saticoy comply with the American Disabilities Act (ADA).

This section provides a description of each road classification and illustrative cross-sections. Saticoy's five (5) road classifications are as follows (see [Table 5-1](#)):

- **B-5S** – Minor Urban Residential with Parkways
- **B-3S [A]** – Minor Commercial or Residential (Plate B-3S[B] includes Minor Commercial or Residential with angled parking)
- **B-3S [C]** – Minor Commercial or Industrial
- **B-3S [D]** – Commercial or Industrial Collector
- **B-8S** – Alleys (One-way and two-way)

Each road type is designed to accommodate traffic volumes while complementing the land uses served by those roads. For example, parking requirements (parallel, angled, no parking) and pedestrian facilities (sidewalks, street trees, etc.) vary for each road classification because different road types are used in commercial, industrial, and residential areas. The type and amount of parking that is needed, as well as the amount of space needed for pedestrian walkways or amenities, is different for roads used in residential, commercial and industrial areas.

Historically, alleys in Saticoy were privately owned roads that allowed public access. These alleys were part of the 1906 Tract Maps for Saticoy, and they remain in Old Town Saticoy within the Town Center (TC) and Residential (RES) zones. A new classification for those alleys is provided by the Saticoy Area Plan, as public use of alleys provides vehicular ingress and egress within the Town Center (TC) zone, and alleys will provide access to service vehicles and parking lots located behind commercial buildings.

Bicycle facilities are not included in [Table 5-1](#), but the Mobility Element does identify Class II bicycle lanes on some roadways within the Saticoy Area Plan boundary. [Figure 5-6](#) shows how Class II bicycle lanes should be integrated into a roadway. **Unless otherwise specified, all road classifications shall accommodate Class III bicycle facilities.**

In two cases, interim conditions or customized road standards were developed to address existing physical conditions within Saticoy, namely limited public rights-of-way (for the Nardo Street west of SR 118, and Campanula Avenue). For example, a custom standard was developed for Campanula Avenue because the available public right-of-way between Nardo Street and Rosal Lane is only 30 feet while the roadway classification normally requires 60 feet. The existing roadway cannot be widened without displacing existing development or relocating the Franklin Barranca, and such actions are considered infeasible.

Detailed standards for each Road Classification developed for the Saticoy Area Plan are provided on the following pages.

TABLE 5-1. SATICOY ROAD CLASSIFICATIONS

CLASSIFICATION		MAX. CAPACITY (ADT)	DESIGN SPEED	TRAVEL LANES	MINIMUM R.O.W.	MINIMUM PAVEMENT WIDTH	MINIMUM PARKWAY WIDTH (each side)	MINIMUM SIDEWALK WIDTH (each side)	TYPE OF PARKING
1. County Maintained Public Roads									
B-5S	Minor Urban Residential with Parkways	See Note #1 below	25 mph	2 lanes, 10' each	56 feet	36 feet	10 feet	8 feet (both sides)	Parallel (8' wide)
B-3S[A]	Minor Commercial/Residential	8,000	30 mph	2 lanes, 12' each	64 feet	40 feet	12 feet	12 feet	Parallel (8' wide)
B-3S[B]	Minor Commercial or Residential with angled parking	See Note #1 below			80 feet (71 feet for mixed)	58 feet (49 feet for mixed)	11 feet	11 feet	Angled (9' wide x 17' deep) or Mixed
B-3S[C]	Minor Commercial/Industrial	8,000	30 mph	2 lanes, 12' each	60 feet	40 feet	10 feet	6 feet	Parallel (8' wide)
B-3S[D]	Commercial/Industrial (Collector)	16,000	40 mph	3 lanes, 12' each	68 feet	52 feet	8 feet	6 feet	Parallel (8' wide)
2. Private Roads with Public Access									
B-8S[A]	One-way Alley	N/A	10 mph	1 lane, 12' each	20 feet	12 feet	4 feet	None	None
B-8S[B]	Two-way Alley			2 lanes, 10' each		20 feet	0 feet		

Notes:

- Average Daily Trips (ADT) for B-5S and B-3S[B] Classifications:** Existing County road standards specify that ADT for this type of roadway is dependent upon several factors (lots served, lot sizes, parking turnover, driveway spacing, etc) and therefore cannot be determined for all locations.
- Locations:** See [Figure 4-5](#) and [Table 4-4](#) for locations of roadway classifications within the Saticoy Area Plan.
- Bicycle Facilities:** See [Figure 4-4](#) for information on Class II bicycle lanes. Unless specified, all road classifications shall accommodate Class III bicycle routes.
- Parking and Parkways / Walkways:** Located on both sides of road unless specified.
- Interim Conditions / Custom Standards:** Many existing facilities in Saticoy do not meet the standards identified in this table. In addition, customized specifications are provided below for two roadways with limited ROW - Nardo Street (west of SR 118) and Campanula Avenue.
 - Nardo Street (west of SR 118):** Classified as a Minor Commercial/Industrial Road, Nardo Street west of SR 118 includes a possible Class II bicycle lane, which is not included within the minimum ROW requirements shown above. Class II Bicycle lanes are 5 feet wide and an additional 3 feet of a buffer lane may be provided. Nardo Street (west of SR 118) may require a Class II bicycle lane, but adequate ROW is not available for the bicycle lane as well as parallel parking. Nardo Street therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate a Class II bicycle lane. However, the bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required. For further details on incorporating bicycle lanes, see [Figure 5-6](#).
 - Campanula Avenue:** Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Avenue as follows: (i) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Plate B-3S[C]); and (ii) parkway and sidewalk may be reduced in width or eliminated (for Plate B-3S[A]).

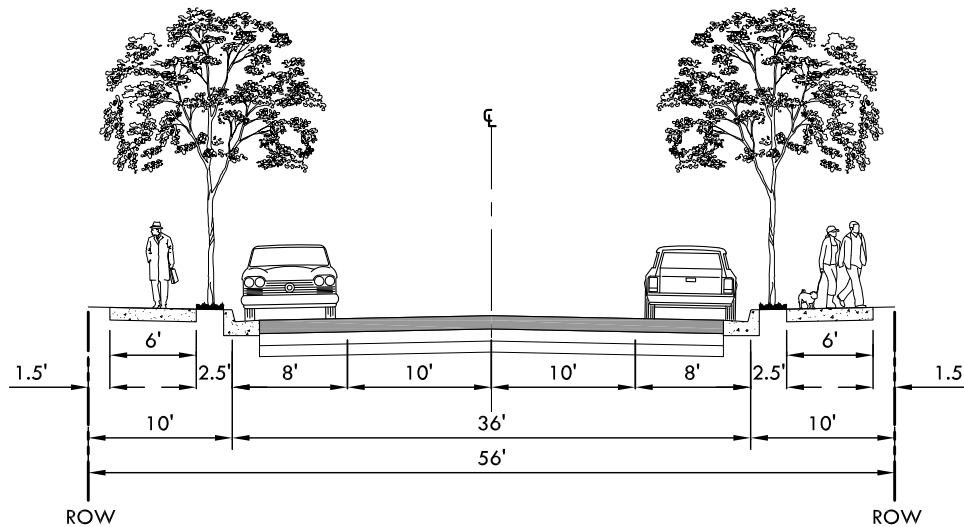
5. ROAD CLASSIFICATIONS

1. County Maintained Public Roads:

Plate B-5S – Minor Urban Residential with Parkways

This road classification is a modified version of the County's Minor Residential road standard (Plate B-5 [B]), and it is used in the residential neighborhood, where through-traffic and traffic volumes are limited. This two-way street has two travel lanes, 10 feet each in width, and two, 8-foot wide paved shoulders on either side of the travel lanes that provide on-street, parallel parking areas. This standard includes additional parkway width, set at 10 feet to accommodate sidewalks and pedestrian amenities. When all components are combined, the minimum right-of-way requirement is 56 feet.

FIGURE 5-1. PLATE B-5S (MINOR URBAN RESIDENTIAL WITH PARKWAYS)



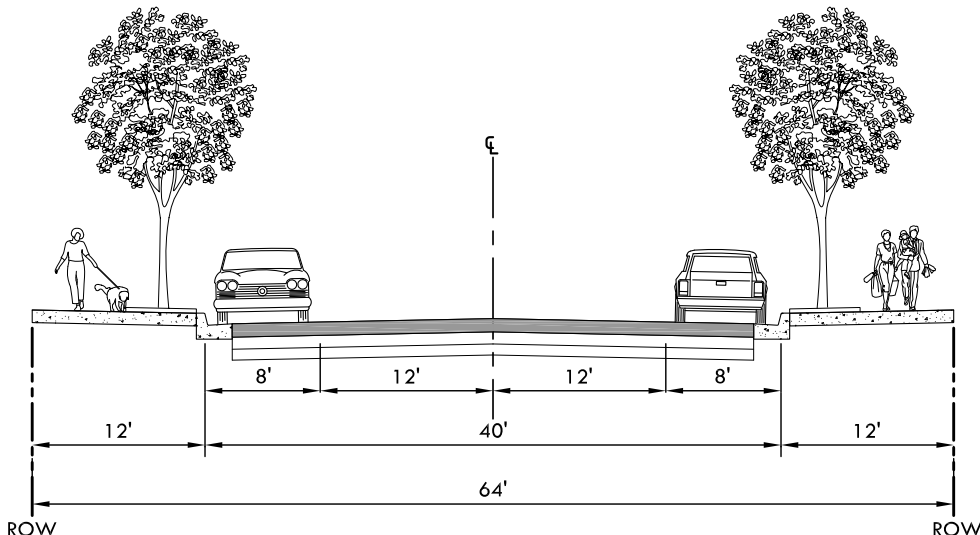
COMPONENT	REQUIREMENT
Right-of-way	56 feet
Travel lanes	2 travel lanes, 10' wide, one in each direction
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	36 feet
Parkway	10 feet wide, each side
Sidewalk	6 feet wide, each side
Planter/Planting Strip	1'-6" continuous planting strip between sidewalk and property line; 2'-6" continuous planting strip between sidewalk and curb; Trees planted at 30' spacing, aligned along curb
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Roads with B-5S Classification	See Table 4-4 and Figure 4-5

Plate B-3S [A] – Minor Commercial or Residential

This 2-lane road classification is a modified version of the County's Minor Commercial/Industrial road standard (Plate B-3 [D]), and it is used primarily in Saticoy's commercial district and in its mixed-use district, which allows high-density residential use. This is a two-way road with 12-foot wide travel lanes and parallel, on-street parking located within the shoulder. This road classification accommodates a relatively high-volume of traffic (8,000 ADT) generated by the commercial or residential uses, and the 12-foot travel lanes are sufficiently wide for delivery vehicles. A wide, 12-foot parkway accommodates extra-wide walkways and pedestrian amenities appropriate for the commercial district. Along L.A. Avenue, crosswalks and curb extensions are used at intersections to shorten pedestrian crossing distance.

A customized version of this road classification is defined for Campanula Avenue (the road segment from the northern boundary of Saticoy to Azahar St), where the parkway and sidewalk may be reduced in width or eliminated on the eastern side of the road (adjacent to the Franklin Barranca) due to limited right-of-way.

FIGURE 5-2. PLATE B-3S (MINOR COMMERCIAL OR RESIDENTIAL)



COMPONENT	REQUIREMENT	
	PLATE B-3S [A]	PLATE B-3S [B]
Right-of-way	64 feet	71 to 80 feet, with angled parking on one or both sides
Travel lanes	2 travel lanes, 12' wide, one in each direction	
Parking	Parallel both sides, located in 8' wide shoulders	Mixed with angled parking on one or both sides (For locations of angled parking, see Figure 4-5)
Pavement Width	40 feet	49 to 58 feet, with angled parking on one or both sides
Parkway	12 feet wide, each side	11 feet wide, each side
Sidewalk	12 feet, each side, aligned with curb, with special paving *	11 feet wide, each side, aligned with curb, with special paving *
Planter/Planting Strip	5' x 5' tree wells at 30' spacing, aligned with curb	
Lighting	Street lighting required	
Crosswalks	Add crosswalks at all intersections	
Roads with B-3S [A] & [B] Classification	See Table 4-4 and Figure 4-5	

* See [Chapter 6. Section D. Road Design Guidelines](#) in the Area Plan for recommendations for special paved surfaces.

5. ROAD CLASSIFICATIONS

Plate B-3S[B]– Minor Commercial or Residential with Angled Parking:

This sub-classification takes advantage of a wide public right-of-way on Azahar and Violeta Streets, which are located within or adjacent to Saticoy's commercial Town Center. It accommodates much-needed, on-street parking capacity for commercial businesses by providing angled parking on one or both sides of the road. For locations of angled parking, see [Figure 4-5](#) and [Table 4-4](#).

FIGURE 5.2A: PLATE B-3SB (MINOR COMMERCIAL OR RESIDENTIAL WITH ANGLED PARKING)

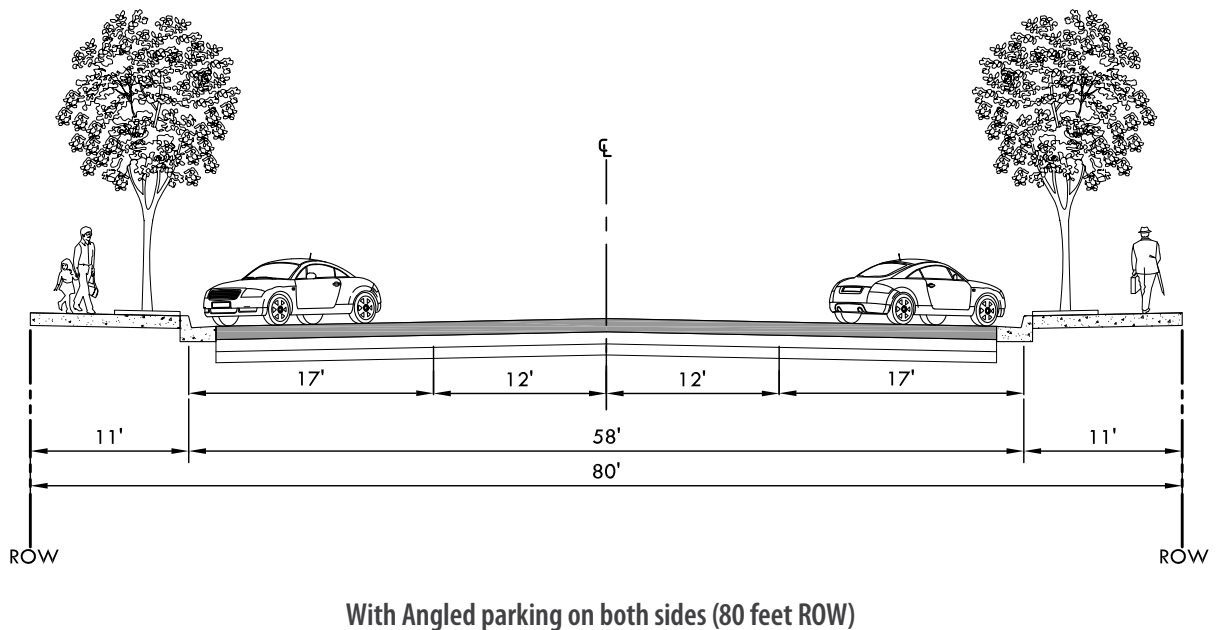
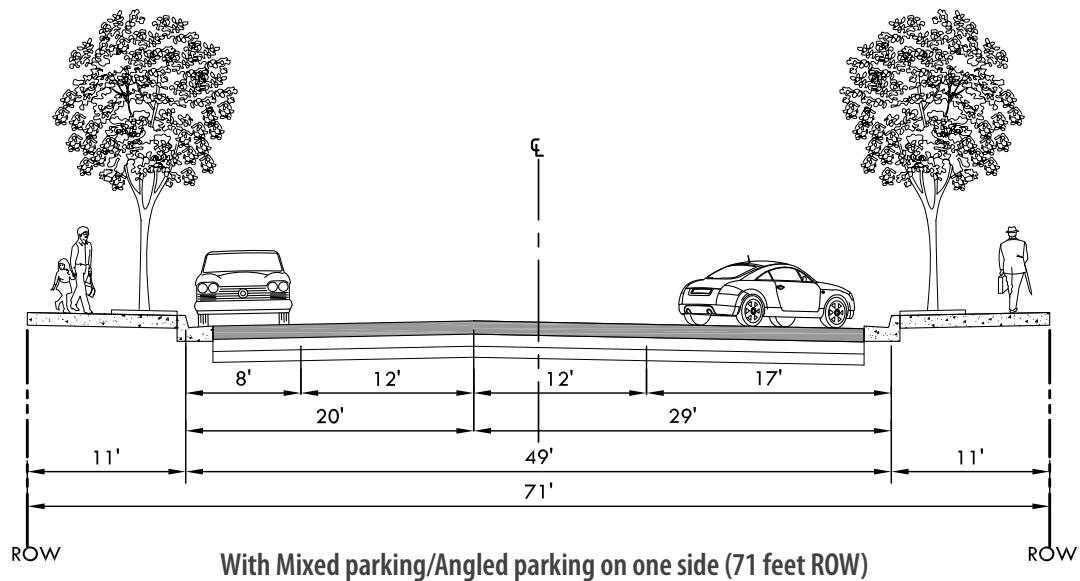


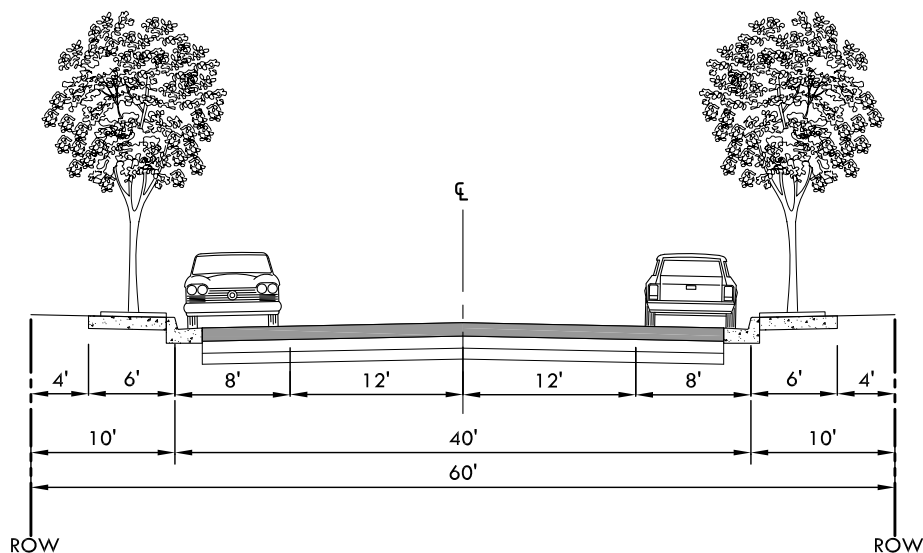
Plate B-3S [C] – Minor Commercial or Industrial

This 2-lane road classification is the same as the County's Minor Commercial/Industrial road standard (Plate B-3[D]), and it is used in the South Industrial and West Industrial areas of Saticoy, where traffic volumes are moderate but travel lanes must be wide enough to accommodate large vehicles. This is a two-way road with 12-foot wide travel lanes and parallel, on-street parking located within the shoulder. The parkway width is 10 feet, which accommodates sidewalks and landscaping. All road components combined result in a minimum right-of-way requirement of 60 feet.

A customized version is defined for Campanula Avenue (from Nardo Steet to Rosal Lane), where a parking restriction is permitted, and the paved shoulder may be reduced from 8 feet to 3 feet due to limited right-of-way.

Additionally, an interim condition is identified for Nardo Street (west of SR 118 only), where a limited right-of-way does not provide adequate space for both on-street parking and a Class II bicycle lane. A parking restriction is permitted on one or both sides of Nardo Street if needed to accommodate bicycle lanes. Bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required.

FIGURE 5-3: PLATE B-3S [C] – MINOR COMMERCIAL OR INDUSTRIAL



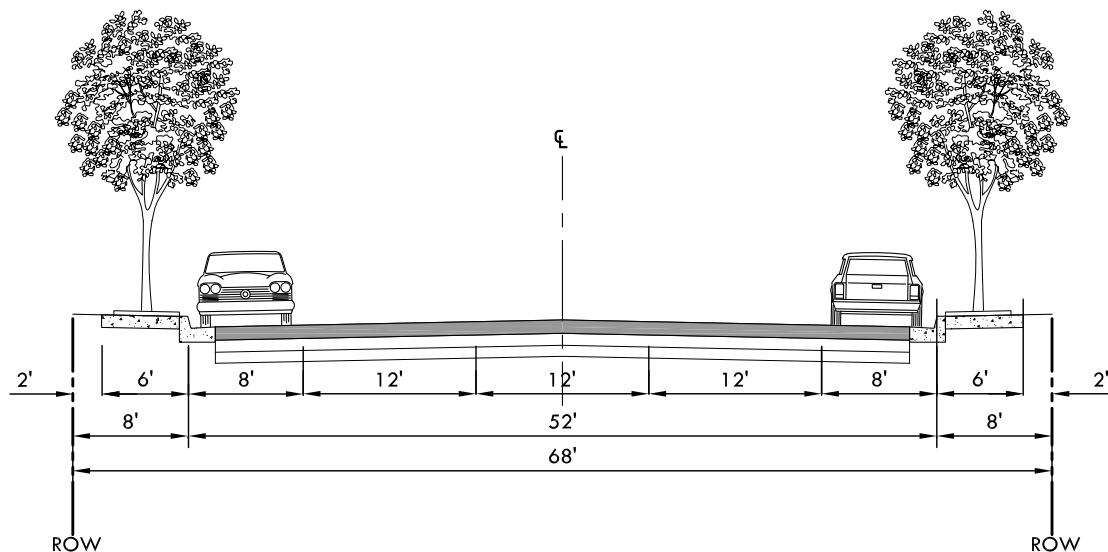
COMPONENT	REQUIREMENT
Right-of-way	60 feet
Travel lanes	2 travel lanes, 12' wide, one in each direction
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	40 feet
Parkway	10 feet wide, each side
Sidewalk	6-foot wide sidewalk attached to curb
Planter/Planting Strip	5' x 5' street tree wells at 40' spacing adjacent to curb, with pervious paving in between trees (30' spacing in Old Town Saticoy)
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Roads with B-3S [C] Classification	See Table 4-4 and Figure 4-5

5. ROAD CLASSIFICATIONS

Plate B-3S [D] – Commercial or Industrial Collector

This 3-lane road classification is the same as the County's Commercial/Industrial Collector road standard (see Plate B-3 [C]). It is a 2-way road with 12-foot wide travel lanes and a continuous, central turn lane. The paved, 8-foot wide shoulders are used for parallel, on-street parking. As shown in [Figure 4-5](#), this road type would only be located in a high-traffic area within Saticoy's South Industrial Section. When compared to other road types used in Saticoy, this road classification has smaller, 8-foot wide parkways with sidewalks that are attached to the curb for easier maintenance. Landscape is required within parkways, but street trees are not required.

FIGURE 5-4: PLATE B-3S [D] – COMMERCIAL OR INDUSTRIAL COLLECTOR



COMPONENT	REQUIREMENT
Right-of-way	68 feet
Travel lanes	2 travel lanes, 12' wide, one in each direction 1 continuous, central turn lane (or dedicated turn lane)
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	52 feet
Parkway	8 feet wide, each side
Sidewalk	6-foot wide sidewalk with pervious paving, attached to curb
Planter/Planting Strip	2-foot wide planting strip aligned with property line. No street trees required.
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Road with B-3S [D] Classification	See Table 4-4 and Figure 4-5

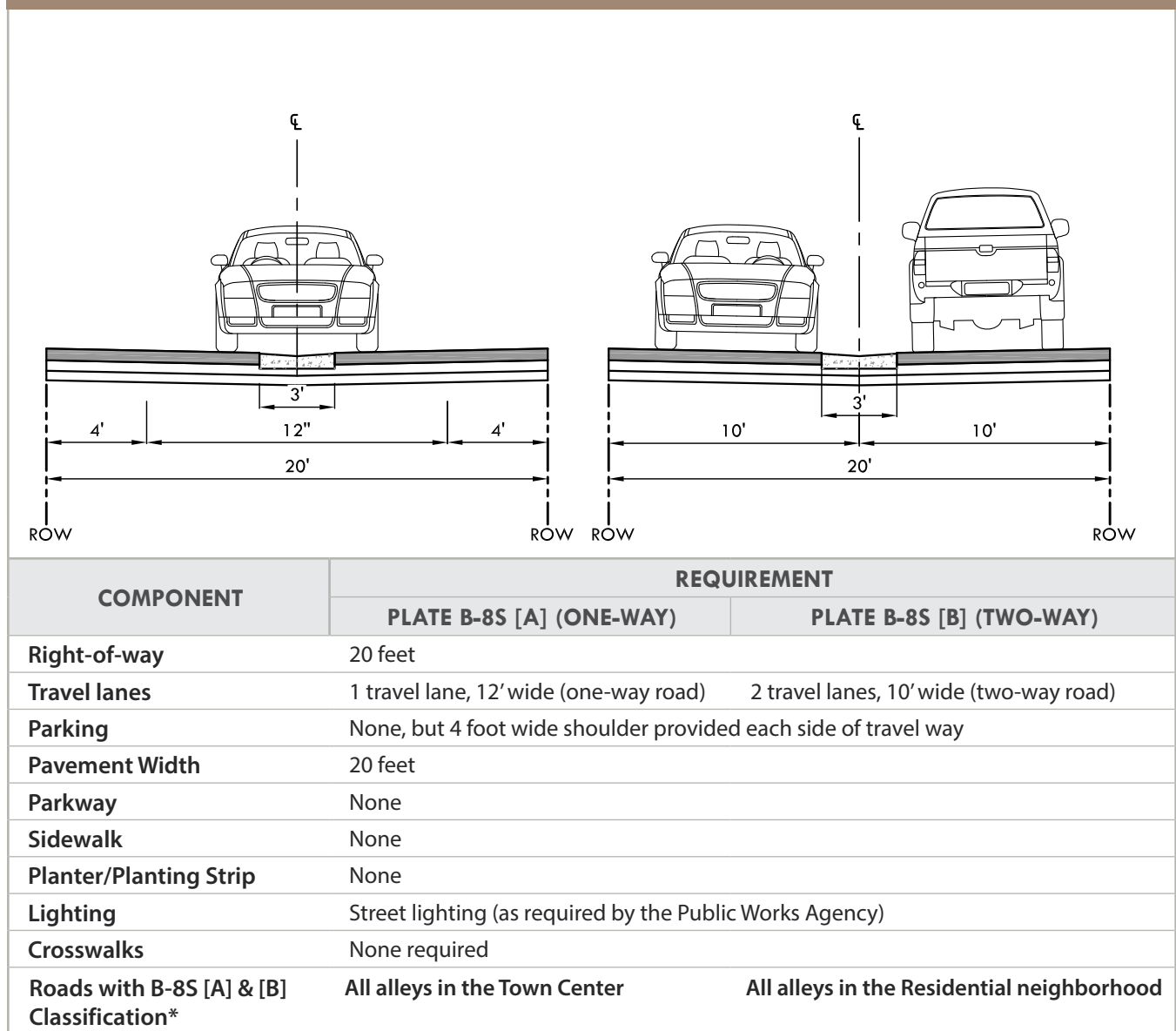
2. Private Roads with Public Access:

Plate B-8S – Alleys

Developed for the Saticoy Area Plan, the alley road classification provides standards for the existing alleys in Old Town Saticoy, which are used as a primary means of vehicular access to parking and delivery areas. On an informal basis, alleys are also used for pedestrian and bicycle circulation in residential areas. Alleys are private roads that allow public use. Within the commercial areas, alleys will be limited to one-way traffic due to the volume of traffic and size of vehicles (Plate B-8S[A]).

However, within residential areas, where traffic is very light, alleys will remain two-way roads (Plate B-8S[B]). Although the entire right-of-way for an alley can be paved, permeable pavement can be used outside the single one-way travel lane on one-way alleys.

FIGURE 5-5: PLATE B-8S – ALLEYS

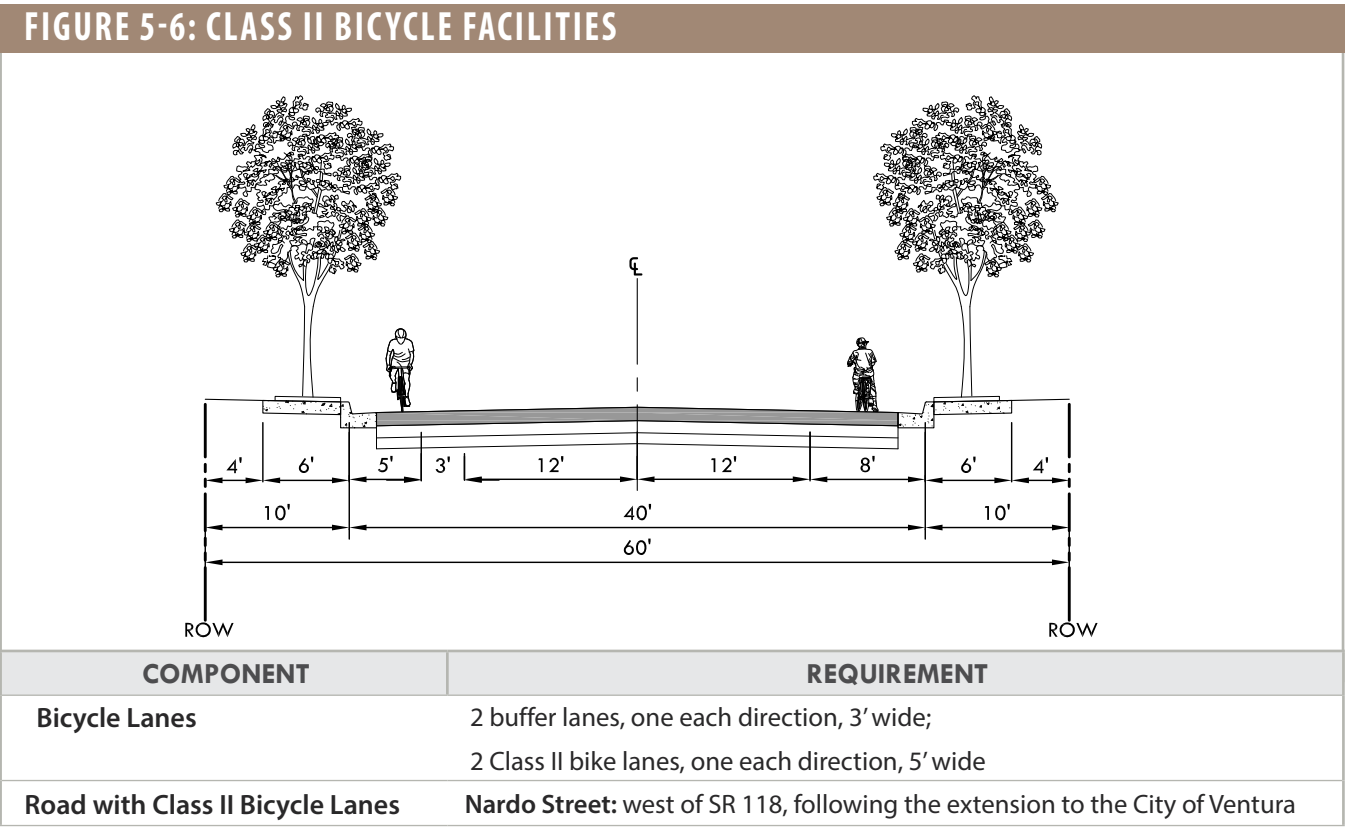


* See [Table 4-4](#) and [Figure 4-5](#)

3. Bicycle Facilities in Saticoy:

The Multimodal Mobility Map (Figure 4-4) identifies proposed locations for bicycle facilities (Class I and Class II) in Saticoy. Unless otherwise specified, all road classifications shall accommodate Class III bicycle routes. Class II Bike Lanes typically include a 5-foot striped lane within the travel way, and an additional 3 feet of a buffer lane may be provided. Figure 5-6 below shows how Class II bicycle lanes should be integrated into a roadway.

As mentioned previously for Plate B-3S [C] (Figure 5-3), an interim condition is identified for Nardo Street (west of SR 118 only), where a limited right-of-way does not provide adequate space for both on-street parking and a Class II bicycle lane. A parking restriction is permitted on one or both sides of Nardo Street if needed to accommodate bicycle lanes. Bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension.



CHAPTER 6. OLD TOWN SATICOY DESIGN GUIDELINES

A. Introduction

1. Purpose and Applicability

The purpose and applicability of the Old Town Saticoy Design Guidelines (Design Guidelines or Guidelines) is the preservation and enhancement of Saticoy's development history as a regional railroad hub, which is still evident in the buildings, development patterns and community character that exist today. In particular, Old Town Saticoy is a unique subsection of the community, as it includes several different land uses within a small and compact geographic area. Given these characteristics, even a small project can affect the character, look, and feel of the community.

The Design Guidelines apply to all discretionary development (e.g., Conditional Use Permits, Planned Development Permits) in Old Town Saticoy, which cannot be approved unless the development conforms to the Guidelines. For purposes of the Old Town Saticoy Design Guidelines, the term "**should**" denotes a mandatory requirement that may be modified or waived by the Planning Director, or when the applicant can demonstrate that existing conditions or circumstances render the requirement infeasible.


The Planning Director may waive or modify a specific guideline under the following circumstances:

- a. Application of the requirement is not feasible due to physical constraints or other mandated requirements; or
- b. The applicant demonstrates that the intent of the Design Guideline(s) can be met through a different method than the one(s) described herein; or
- c. A modification of the requirement is required to make the project financially feasible.

A written application must be submitted for a Planning Director waiver of, or modification to, the Design Guidelines with the permit application, or within 30 days of receipt of written notice by the Planning Division that a permit application does not conform to the Design Guidelines. The application must provide adequate evidence demonstrating why a waiver or modification is warranted.

2. Relationship to Development Code

The Old Town Saticoy Development Code is set forth in Sec. 8119-1 of the NCZO (See [Appendix B. Old Town Saticoy Development Code](#)). The Development Code regulates the relationship of buildings to the lot, the block and the neighborhood. These Guidelines define a range of design possibilities for the building and the site itself.

The Guidelines contain photographs that are used to communicate design concepts. Some of the photographs have a red triangle with an exclamation point inside (). This icon means that the example shown DOES NOT embody the intent of the guideline, and the design should NOT be emulated in a proposed project.

Conversely, photos without the red triangle are good examples of how the Guidelines can be implemented in project development.

The Design Guidelines apply to all zones in Old Town Saticoy, unless otherwise specified. When guidelines are appropriate only for a certain zone, the applicable zone is identified in a parenthesis after the Guideline. (e.g., TC - Town Center zone, R/MU - Residential/Mixed Use zone, RES - Residential zone, IND - Light Industrial zone.)

3. Content

The Design Guidelines are divided into three broad categories: Building Design, Site Design and Road Design.

SECTION B. BUILDING DESIGN	SECTION C. SITE DESIGN	SECTION D. ROAD DESIGN
<div>1. Building Form and Articulation</div> <div>2. Building Entries, Windows and Doors</div> <div>3. Building Materials and Colors</div> <div>4. Roof Forms</div>	<div>1. Building/Site Access and Lighting</div> <div>2. Walls, Fences and Screening</div> <div>3. Signs</div> <div>4. Trash Enclosures</div> <div>5. Outdoor Uses</div> <div>6. Landscaping</div> <div>7. Parks</div> <div>8. Sustainable Design Opportunities</div>	<div>1. Street and Block Standards</div> <div>2. Street Trees, Planters and Paving</div> <div>3. Street Lights</div> <div>4. Street Furnishings</div> <div>5. Crosswalks and Curb Extensions</div>
		

B. Building Design

1. Building Form and Articulation

- a. In order to preserve and enhance the small-town scale and character of Old Town Satcoy, development should incorporate the following characteristics:
 - i. Buildings should be designed to create variation in mass and structure. (See [Image 6.1.](#))
 - ii. Buildings that occupy more than 50 feet of frontage should utilize architectural features such as eaves, changes in wall plane, window groupings, etc. to make the building appear smaller (**TC**). (See [Image 6.2.](#))
 - iii. New and in-fill buildings in the Town Center (**TC**) zone should be organized into increments of 25 to 50 feet in width.
 - iv. Building massing should include variation in wall planes (projections and recesses) and wall height (vertical relief) as well as roof forms and heights (silhouettes) to reduce the perceived scale of the structure, and to avoid a monotonous neighborhood appearance. (**RES, R/MU**)
 - v. The scale and massing of new homes and additions should be compatible with the general scale and shapes of neighboring homes. (**RES**)

Also refer to [Section B.2. Building Entries, Windows and Doors](#), and [B.4. Roof Forms](#) in this chapter.



Image 6.2. Use of wall planes, eaves etc. that make a large block of buildings appear smaller.

Image 6.1. Examples showing variation in mass and structure.



A mixed-use “Main Street” commercial building showing variations in simple massing. Larger windows are used for ground-level retail, while smaller windows are used for second level offices or residences.



A commercial building with excessive roof breaks. The disorganized placement of rooflines and the multiple orientations of the windows, do NOT embody the intent of the guideline.

6. OLD TOWN SATICOY DESIGN GUIDELINES

- b. Building renovations should be consistent with the commercial, residential, or industrial character of the zone. When feasible and appropriate, building details and materials that match the original building should be used. (See [Image 6.3.](#))
- c. New commercial buildings should be designed as simply massed “Main Street” commercial buildings that face and are accessed from the street (**TC**). (See [Images 6.1](#) and [6.4.](#))
- d. In order to provide scale and character, use architectural elements such as recessed or projecting balconies, trellises, recessed windows, verandas, and porches. (**RES, R/MU**)
- e. Similar massing, materials, and details should be incorporated into building elevations.
- f. Column spacing and detailing for arcades should be consistent with the style of the building to which they are attached.
- g. Exterior stairways should be designed as an integral part of the overall building.
- h. New multi-family residential buildings should be designed as a group of house-form buildings that face and are accessed from the street (**R/MU, RES**). (See [Image 6.5.](#))
- i. Multi-family structures should provide clearly articulated individual units.
- j. Maximize the physical separation between incompatible uses (such as residential and industrial) by intensifying landscaping and increasing setbacks. Minimize the height of sound walls by orienting balconies away from noise sources and by using building placement to block noise from outdoor open space.



Image 6.3. Building that retains the original character of a gas station while adapted for a new commercial use.



Image 6.4. A “Main Street” commercial building, with simple massing, with access from the street.



Image 6.5. Multi-family residential development designed as a group of smaller residential buildings.

2. Building Entries, Windows and Doors

- a. Entries should be oriented toward public walkways and plazas. Within the **TC and R/MU zones**, all primary building entries shall face the public street rather than parking lots located at the side/rear of the building. (See [Image 6.6.](#))
- b. Exterior front entries of residences should be clearly identifiable and articulated with projecting or recessed forms. (**RES**) (See [Image 6.7.](#))
- c. Exterior public and visitor building entrances to upper floors should be directly visible from the street. (**TC, R/MU, IND**)
- d. Porch materials and design should be compatible with the design of the rest of the building. (See [Image 6.8.](#))
- e. Where new window openings are planned, they should match the size, patterns, and color of existing window openings.
- f. Windows and doors should be made of wood, fiberglass-clad wood, aluminum-clad wood, or fiberglass. (See [Image 6.6.](#)) Aluminum or metal doors should be avoided in the Town Center zone, but may be used in the Industrial zone.
- g. Mirrored window glazing should not be used.



Image 6.6. A commercial shopfront oriented towards the public street, with a recessed entry door. Doors and windows across the primary shopfront are made of wood or similar materials.



Image 6.7. Entrances to residences are clearly identified by projecting forms such as porches.



Image 6.8. A porch addition that uses materials and design matching to the existing home.

3. Building Materials and Colors

- a. Use simple detailing and natural building materials such as stone masonry (including veneer), stucco, brick, wood and tiles. The following materials should **not** be used:

- i. Aluminum storefronts
- ii. Plywood siding that is not intended for use as a building facade.
- iii. Reflective materials (e.g., shiny metal, mirrored glass).

Metal shall not be used as a primary building cladding material in **RES, TC, and R/MU** zones. Non-reflective metal siding may be used to clad industrial buildings. (See [Image 6.9](#).)

- b. No more than two (2) types of building materials should be used for exterior walls.
- c. Heavier materials should be used lower on the structure elevation to form the base of the structure. (See [Image 6.10](#).)
- d. Contrasting, but complementary colors should be used for trim, windows, doors, and key architectural elements. However, bright colors should only be used on doors, window trim, or other building components that represent a small portion of the overall building façade. (See [Images 6.8 and 6.11](#).)
- e. Materials used for roofs of buildings should complement the material used for the building itself. For example, stucco buildings should have roofs made from clay tile or other materials that simulate clay or slate.
- f. Gutters and downspouts should be made of copper or primed and painted metal in a color that complements the building.



Image 6.9. An industrial building with non-reflective metal siding, appropriate only for the IND zone.

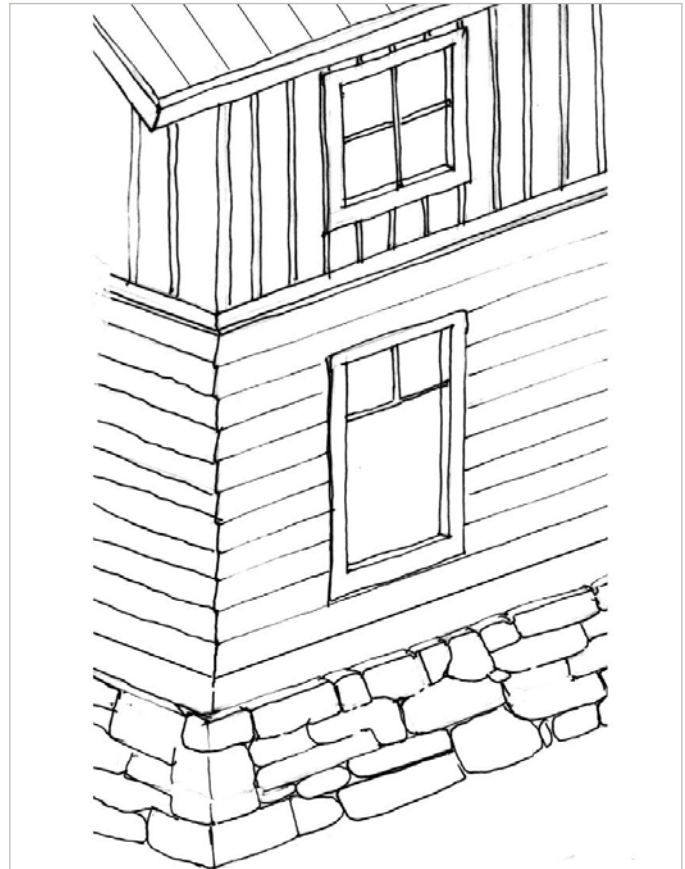


Image 6.10. Lighter weight materials are placed above more substantial materials, in this case wood above stone.



Image 6.11. (left) Black trim used for the doors and windows contrasts, yet is complementary to the white trim and red brick materials used on the rest of the structure.

4. Roof Forms

- a. Sloped or Pitched roofs are preferred in the **TC**, **RMU**, and **RES** zones and for industrial buildings in the **IND** zone when located adjacent to residential buildings.
- b. Rooflines should be broken at intervals no greater than 50 feet long by changes in height or step-backs. (See [Image 6.12.](#))
- c. Roof materials and shapes should be consistent with the character of the building. (See [Image 6.13.](#))
- d. Parapets and other structures should be used to screen roof-mounted mechanical equipment. (See [Image 6.13.](#))



Image 6.12. Step-backs and changes in rooflines help create the illusion of smaller scale buildings, appropriate for a residential neighborhood.



Image 6.13. A "Main Street" commercial building with a flat roof screened by parapet walls.

C. Site Design

1. Building/Site Access and Lighting

- a. Provide easily identifiable pedestrian connections from the street and sidewalk to key areas within the development. (See [Image 6.14.](#))
- b. Building layouts should clearly identify pedestrian entries and minimize the prominence of garages. (**RES, R/MU**)
- c. When positioning buildings on the site, maximize energy conservation by considering climatic factors (e.g., prevailing winds, shade trees, window and door orientation).
- d. Entries should reflect the overall architectural character of the development and may include features such as trees or other landscaping, decorative paving, and decorative walls. (See [Image 6.15.](#))
- e. Lighting should be compatible with the design of the development in terms of colors, finishes, sizes, and locations.
- f. Where feasible, buildings adjacent to parks (e.g. Plazas and Greens) should include porches, patios, outdoor cafes, or other active areas within frontages that face the park.



Image 6.14. Pedestrian walkways and bicycle parking allow for easy access to and within the development.



Image 6.15. Trees, landscaping, and decorative paving around building entry highlights access to the development.

2. Walls, Fences and Screening

- a. Fences and walls should be constructed of material that complements the design of the principal building. (See [Image 6.16.](#))
- b. Use drought tolerant planted/living hedges, such as toyon and manzanita, to provide screening.
- c. Minimize fence and wall heights while ensuring that fences/walls perform screening, noise attenuation, and security functions.
- d. Solid perimeter walls should be architecturally treated on sides that are visible to the public and incorporate landscaping to prevent or discourage graffiti.

Also, see [Sec. 8119-1.8.3 Fences, Walls and Hedges](#) in the Old Town Saticoy Development Code.



Image 6.16. A plastered masonry wall capped with terracotta tiles.

3. Signs

- a. Signs should be designed to complement the building in terms of color, placement and size. (See [Image 6.17.](#))
- b. Except for banners, flags, and temporary signs, signs should be constructed of permanent materials and permanently attached to a building, the ground, or other structure.
- c. Sign copy should relate only to the business or commercial center.
- d. **Architectural Compatibility:**
 - i. Signs should be located on the facade in areas designed for signage; e.g. a recessed or framed area between the first and second floor; a parapet panel between shop front and roofline.
 - ii. Supporting hardware, such as brackets, should use color and materials used elsewhere in the building to which the sign is anchored. (See [Image 6.18.](#))

Also, see [Sec. 8119-1.6 Signage Standards](#) in the Old Town Saticoy Development Code.



Image 6.17. A wall mounted sign that complements the building design and color.



Image 6.18. Projecting signs with supporting hardware that complement the sign and the building structure.

4. Trash Enclosures (R/MU, TC, IND)

- a. Trash enclosures should be located away from primary building entries. Where trash or other storage areas are located near building entries, such areas should be enclosed and screened from public view. (See [Image 6.19.](#))
- b. Enclosures should be designed with similar finishes, materials, and details as the primary structures within the project or screened with landscaping.
- c. Enclosures should be of sufficient size to accommodate containers for trash, green waste, and recyclables while maintaining safe access for users. Trash enclosures should not block access to parking areas or vehicles and should have a concrete apron for trash/recycling containers to be rolled onto for collection.



Image 6.19. A screened trash enclosure.

5. Outdoor Uses

- a. Outdoor storage of materials, products, equipment, or vehicles should be screened from view of adjacent streets. For standards related to open storage in the **IND** zone, refer to [Sec. 8119-1.8.7](#) in the Old Town Saticoy Development Code.
- b. All property should be maintained in a safe, sanitary and attractive condition, including but not limited to structures, landscaping, parking areas, walkways, and trash enclosures. (See [Image 6.20](#).)
- c. [Images 6.21 and 6.22](#) provide examples of how outdoor business activities (such as flower stands, outdoor restaurant dining, etc.) may be located within the property line in the **TC and R/MU** zones.

Also see [Section D.5. Street Furnishings](#) in this Chapter for permitted furnishings along the public right-of-way.



Image 6.20. Well designed and maintained public trash can.



Image 6.21. An outdoor flower stand within the property line.



Image 6.22. Outdoor restaurant dining accommodated within property line in two ways: (left) Completely sheltered under an arched entrance; and (right) Under a canopy with a low fence.

6. Landscaping

- a. Landscaping should be used to help define areas within large developments, provide visual screening and buffers between neighboring uses or incompatible adjacent uses (such as residential and industrial), provide shade and cooling, and enhance streetscapes and pedestrian-oriented spaces.
- b. Landscapes should incorporate a combination of trees, shrubs, planters and ground covers. (See [Image 6.23.](#))
- c. Landscapes should not interfere with site lighting or other necessary site features or public utilities (e.g., fire hydrants, alarm boxes, etc.).
- d. Landscape designs should be coordinated with adjacent property owners, whenever feasible.
- e. Paving materials can include natural stone pavers, unit concrete pavers, bricks, wood, textured, scored and colored concrete, stamped asphalt, and concrete with exposed or special aggregate or other finish treatments, or similar materials.

Also see [Section C.8. Sustainable Landscaping Opportunities](#) in this Chapter.

7. Parks

[Sec. 8119-1.7 Park Standards](#) in the the Old Town Saticoy Development Code includes standards for all park types. The following guidelines apply to **all** Plazas, Greens, and Pocket Parks:

- a. **Access from Public Streets:** If a pedestrian street crossing is located adjacent to the park, an access point to the park should be provided that is easily accessible from the pedestrian crossing.
- b. **Lighting:** Provide pedestrian-scaled light fixtures along public paths.
- c. **Landscape:**
 - i. Plazas
 - (1) Trees should be formally arranged, and the size of trees at maturity should be appropriate for the size of the plaza.
 - (2) Use trees or other shade structures, such as a trellis or umbrella, to provide shade in areas with street furniture or outdoor tables. (See [Image 6.24.](#))



Image 6.23. Landscaping incorporating a combination of trees, shrubs, paving and ground covers.



Image 6.24. A plaza with trees, paving, and benches.

6. OLD TOWN SATICOY DESIGN GUIDELINES

ii. Pocket Parks (See [Image 6.25.](#))

- (1) Mature trees may be arranged informally or formally and should be proportional to the size of the pocket park.
- (2) Landscape material may include drought tolerant trees, shrubs, or ground cover; limited turf; planting beds; and hardscape.

iii. Greens

- (1) Trees should be arranged in an informal or natural pattern and should provide shade.
- (2) Landscape consists generally of low water consuming turfs, planting beds, or areas with drought tolerant landscape materials.

d. Hardscape

- i. Brick, stone, scored concrete, and other permanent paving materials should be used and applied in a formal design pattern. Asphalt should not be used.
- ii. Avoid highly complex and visually confusing paving patterns. (See [Image 6.26.](#))
- iii. When permanent, low walls are used along a Plaza boundary or within its interior, the wall should either include an attached bench or its height and design should allow a wall to be used as an informal seating area.
- iv. In Greens, minimize the amount of hardscape and limit paved areas to walkways or bike paths.



Image 6.25. A Pocket Park with some turf, planting beds, paving and trees that are appropriate for the purpose and the size of the park.

Image 6.26. Comparative paving patterns:



A simple, formal paving pattern made by using different paving materials. This example embodies the intent of the guideline.



Highly complex and visually confusing paving patterns do NOT embody the intent of the guideline, especially for a small community like Saticoy.



e. Frontage

i. Plazas

- (1) At least one boundary of a Plaza should be formed by a public street.
- (2) Visibility from one side of the Plaza to the other is required (hedges and walls should not exceed 36" in height).
- (3) Adjacent buildings facing a Plaza should provide an entry from the Plaza. Also see building frontage standards for uses facing the Plaza in [Sec. 8119-1.4.2\(b\)\(2\) - Frontage Standards for uses facing a Park](#) in the Old Town Saticoy Development Code.

ii. Pocket Parks

- (1) Pocket Parks should front at least one street.
- (2) Visibility from one side of the Pocket Park to the other is required (hedges and walls should not exceed 36" in height).

iii. Greens

- (1) The boundary of a Green should be formed by two or more public streets.
- (2) Visibility from one side of the Green to the other is required (hedges and walls should not exceed 36" in height).
- (3) Buildings that adjoin a Green should provide an entry from it. Also see building frontage standards for uses facing the Green in [Sec. 8119-1.4.2\(b\)\(2\) - Frontage Standards for uses facing a Park](#) in the Old Town Saticoy Development Code.



Image 6.27. Illustrative Photo of a Plaza with simple paving patterns, trees, and benches.

f. Buildings and Miscellaneous Improvements:

i. Plazas

- (1) Structures: A Plaza should provide a focal point. Examples include public art, water features, kiosks, bandstand, informal stage, formal flower displays, or outdoor eating area.
- (2) Improvements: Pedestrian and bicycle amenities such as benches, tables, bicycle racks, and garbage cans should be included in a Plaza. (See [Image 6.27.](#))

ii. Pocket Parks

- (1) Structures that may be provided in Pocket Parks include pergolas.
- (2) Improvements: Pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment, informal athletic courts, landscape features that provide a focus to the Pocket Park.

iii. Greens

- (1) Structures that may be provided in Greens include pergolas, picnic shelters, small public restrooms.
- (2) Improvements: Pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks, playground equipment, and athletic courts. (See [Image 6.28.](#))



Image 6.28. Illustrative Photo of a Green with paving and benches.

8. Sustainable Design Opportunities

a. Drought Tolerant Landscaping and Irrigation

i. Drought Tolerant Landscaping: The following measures should be used to conserve water used for landscaping:

- (1) Plants adapted to the local climate, soil, and hydrology should be used to reduce the need for irrigation. (See [Image 6.29.](#))
- (2) Irrigated turf should be limited to Private or Common Open Space. Within Primary and Side Street setback areas, areas with irrigated turf should be limited to a maximum of 30 percent.

ii. Stormwater Management: Groundwater recharging and stormwater runoff prevention should be incorporated into the design of new building sites. Recommended strategies include:

- (1) Rain gardens and vegetated swales used to control, convey and filter rainwater runoff. (See [Image 6.30.](#))
- (2) Permeable pavements that allow stormwater to infiltrate directly into the ground below. Acceptable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

iii. Irrigation

- (1) Automatic irrigation systems should be provided for landscaped areas within commercial, industrial, mixed-use and multi-family residential developments.
- (2) To minimize water used for irrigation, incorporate the following measures into irrigation systems:
 - Drip irrigation; and
 - Automatically controlled irrigation systems regulated to the actual evapotranspiration rate.

iv. Recycled or non-potable water: Development should incorporate one or more of the following water conservation and recycling techniques:

- (1) Buildings with pipe systems that allow for use of “gray water”, or recycled water, for landscaping and other non-potable uses;
- (2) Rainwater collection systems used for landscape irrigation and other non-potable uses.

v. Water Quality: Water conditioners that use or discharge salt or phosphates should not be used.



Image 6.29. Drought tolerant landscaping.



Image 6.30. A curbside rain garden collects and filters stormwater.

b. Solar Design

- i. Passive solar design: The following measures should be used to minimize solar heat gain during the summer and maximize heat gain during the winter:

- (1) Utilize overhangs, shutters, louvers, and canopies to minimize solar gain on south-facing facades.
- (2) To foster the circulation of cooling breezes, design buildings with window or other openings that face the direction of summer ocean breezes.
- (3) Use roof and building materials or systems with high R-ratings and use double-glazed windows on south and west-facing windows.

- ii. Landscaping: The following measures should be used to minimize solar heat gain during the summer and maximize heat gain during the winter:

- (1) Locate shade trees along south-facing building elevations, and use shrubs or hedges to minimize solar heat gain/loss at west-facing windows;
- (2) Select and locate deciduous trees along south-facing elevations.

- c. **Lighting**: The following strategies should be used to reduce energy use for lighting in public or private areas:

- i. Use high-efficiency LED street lighting;
- ii. Use high-efficiency lighting in parking lots;
- iii. Install parking lot lighting systems with motion sensors or with timed systems that reduce or eliminate lighting during non-operational hours;
- iv. Install solar lighting whenever feasible.

d. Building Design Strategies

- i. Materials: Sustainable materials should be used during the development process. Examples include:

- (1) **Recycled and Reclaimed**: Recycled and reclaimed materials are partially or fully composed of previously used materials.

- (2) **Local and Regional**: Minimize energy use due to transport by using local and regional products. (Local materials are materials produced in or near the County of Ventura).

- ii. Healthy Indoor Environments: Building designs should use the following techniques or strategies:

- (1) Provide daylight to occupied areas and reduce reliance on electrical lighting.

- (2) Operable windows that allow fresh air circulation.

OTHER SUGGESTED TECHNIQUES FOR SUSTAINABLE SITES:

*Consider incorporating **solar panels** into the overall roof design of buildings. Whenever feasible, locate solar panels on the roofs of large commercial, residential, or industrial buildings.*

*Use interior materials, including flooring, paints and sealers, furniture, etc. with **low toxicity** levels.*

*Reduce energy use by using **high-efficiency appliances** (Energy Star).*

D. Road Design

The primary intent of the guidelines for Road Design is to establish a cohesive set of street design standards that are consistent with project objectives, that complement community development standards, and that are consistent with Mobility Element policies for Old Town Saticoy. These guidelines should be used in conjunction with [Chapter 5. Road Classifications](#). Although called “guidelines”, conditions of approval for projects that include public right-of-way improvements should be consistent with the guidelines below unless existing physical conditions or operational issues clearly justify public right-of-way improvements that do not comply with the guidelines.

1. Street and Block Standards

- a. If new blocks are generated by development or by road realignments, the size of the block(s) should not exceed 400 feet on any side or 1,600 feet for the block perimeter.
- b. New streets should be classified in a manner that is consistent with [Chapter 5. Road Classifications](#).
- c. A minimum of 6 feet for pedestrian access should be maintained at all times on sidewalks within the public right-of-way.
- d. The design of the parkway portion of the public right-of-way should include components such as sidewalks, crosswalks, street trees, tree wells, planters, street lights, and street furniture appropriate for that location. (See [Images 6.31. and 6.32.](#))



Image 6.31. A residential street lined by rows of street trees in continuous parkway strips.

2. Street Trees, Planters and Paving

- a. Trees with arching tree canopies should be planted as rows in continuous parkway strips or within individual tree wells parallel to the adjacent curb on both sides of the street. Tree planters may be landscaped or covered with metal tree grates.
- b. Street tree spacing shall be measured from center of tree, as specified in [Chapter 5. Road Classifications](#). Consistency in tree spacing and species should be used to create a consistent visual character for streets. (See [Image 6.33.](#)) Street trees shall be located at least 24 inches away from the adjacent curb face.



Image 6.32. A commercial street lined by tree wells planted between the parking spaces and pedestrian-scaled street lights.

- c. Tree selection should be made in accordance with the County's Landscape Design Guidelines (as amended). Input on tree selection may be provided by the Ventura County Parks Department or the City of Ventura Parks Department (for roadways such as L.A. Avenue that will connect directly to City streets).
- d. Runoff from sidewalks should be conveyed to planted parkways. To the extent possible, overflow from parkways and runoff from the road should be directed into pervious paving in parallel parking areas in order to minimize stormwater runoff and promote infiltration into the ground.
- e. The following types of paving materials may be used in the parkways:
 - i. Traditional paving materials such as concrete or asphalt; or
 - ii. Non-traditional or special paving materials such as natural stone pavers, unit concrete pavers, bricks, wood, textured, scored and colored concrete, stamped asphalt, and concrete with exposed or special aggregate or similar materials.
- f. Paving materials that would add visual variety to the streetscapes should be utilized in areas where pedestrian circulation is encouraged (**TC, R/MU, RES**), and as accents or in key locations.
- g. When appropriate, permeable paving that allows stormwater infiltration is encouraged.



Image 6.33. Street trees planted in tree wells and double-head streetlight with banner mount.

3. Street Lights

Street lighting should be provided along public sidewalks and linear park pathways as follows. Refer to [Chapter 5. Road Classifications](#) for Road Types noted below.

- a. **B-3S[A] and B-3S[B] Road Classifications (TC, R/MU Zones).** Single- or double-head luminaires on 16-foot to 20-foot tall poles spaced 50 to 60 feet apart. Light poles should be aligned on both sides of the street/pathway. Light poles should also be located at least 18 inches away from the adjacent curb face. Banner mounts are optional. Lighting levels in the Town Center should be no brighter than 10 foot candles.
- b. **B-5S, B-3S[C] and B-3S[D] Road Classifications (RES, IND Zones).** Single-head luminaires on 12-foot to 14-foot poles spaced 50 to 60 feet apart on alternating sides of the road. Light poles shall be located at least 18 inches away from the adjacent curb face. Lighting levels should be no brighter than 5 foot candles.

4. Street Furnishings

- a. The following street furnishings should be provided within “parkway” areas in the **R/MU and TC zones**: Benches, waste receptacles and bicycle racks. Additional amenities may include: tables, chairs, umbrellas, kiosks and planters. (See [Image 6.34.](#))
- b. The following street furnishings are not permitted: Vending machines, photo booths, automated machines, inanimate figures.
- c. The following materials should be used for street furnishings:
 - i. Benches, planters, and pots made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite materials that resemble wood; and
 - ii. Trash cans and bike racks made of metal.
- d. Street furnishings such as tables and chairs should not be stored in a location that is visible from the street.
- e. Advertising on street furnishings is not allowed.



Image 6.34. Benches, placed perpendicular to the curb.

5. Crosswalks and Curb Extensions

- a. Crosswalks within the commercial area should be clearly marked with high contrast “zebra” striping or with materials that have contrasting colors and textures such as unit pavers and colored concrete. (See [Image 6.35.](#))
- b. Curb extensions should be provided along L.A. Avenue to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety. (See [Image 6.36.](#))
- c. At intersections in commercial and mixed-use areas, the pedestrian signal should default to “green” without requiring the pedestrian to press a switch.



Image 6.35. A crosswalk finished with pavers and cast concrete borders.



Image 6.36. A curb extension at the intersection of two neighborhood streets.

CHAPTER 7. DEFINITIONS

This Chapter provides definitions of terms used in the Saticoy Area Plan, Old Town Saticoy Development Code, and Old Town Saticoy Design Guidelines that are technical or specialized or may not reflect common usage.

Several terms in the list below are defined by the Non-Coastal Zoning Ordinance. In those cases, a reference to the appropriate NCZO section is provided. For terms that are not defined in this Chapter, but are defined by the Ventura County General Plan or the NCZO, then the definition provided by those documents shall apply. Finally, if a term is not defined by the Saticoy Area Plan, the General Plan, or the Non-Coastal Zoning Ordinance, and a question arises as to its meaning and applicability, the Planning Director shall determine the applicable definition in accordance with the provisions of NCZO Sec. 8101-4.10 (Interpretation).

Abut:	See the definition for <i>Abut</i> in Section 8102-1 of the NCZO. (Terms such as “adjacent” or “nearby” do not mean <i>abut</i> or <i>adjoin</i> .)
Access, Secondary:	An additional means of ingress/egress to a property, structure or development, in addition to the primary access, for the purposes of fire-fighting. Secondary access is required when access roads exceed 800 feet from a location that provides two separate ways out of a development or subdivision. (See Ventura County Fire District Access Standards VCFC Appendix O.)
Adjacent:	Nearby; in proximity to; does not mean touching or abutting.
Adaptive reuse:	The process of adapting historic structures for a purpose other than that initially intended. This preservation technique allows for new or contemporary uses in a historic structure while preserving the characteristics of the structure that make it historic.
Alley:	See the definition for <i>Alley</i> in Section 8102-1 of the NCZO.
Ambulance Services:	Location where ambulances are parked until they are dispatched when needed.
Arcade (frontage):	A covered passageway with a <i>colonnade</i> at the ground floor that supports the upper stories of the building or the roof (for one-story buildings).
Arcade (use):	Refer to definition for <i>Arcade</i> in Section 8102-1 of the NCZO.
Automobile Repair:	Repair of automobiles and the sale, installation, and servicing of automobile equipment and parts. Typical uses include muffler shops, tire shops, automotive detailing, tune-up shops, automobile repair garages, vehicle stereo installation and automobile glass shops. Use does not include automobile sales or rentals.
Bicycle/Bike Path (Class I):	A Class I bike path provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
Bicycle/Bike Lane (Class II):	A Class II bike lane provides a striped lane for one-way bike travel on a street or highway, and is typically designated by bike lane signs and markings.
Bicycle/Bike Route (Class III):	A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic, and is typically designated with a bike route sign.

7. DEFINITIONS

Building, Block-form:	A building that is built close to or along the <i>primary street</i> property line and side setback lines, <i>abutting</i> neighboring buildings. One-story Block-Form buildings are typically used in commercial areas to accommodate retail and other commercial uses, while multi-story Block Form Buildings typically have retail or commercial ground floor uses with office, residential, or even retail uses on upper floors.
Building, House-form:	A building that is massed, scaled, and organized to be physically similar to a single-family house, and is surrounded on all sides by yards. House-Form buildings typically accommodate single-family and multi-family residential uses, but can also accommodate retail or office uses.
Building, Primary:	A building in which the <i>Principal Use</i> of the parcel on which it is located is conducted.
Bulkhead:	The part of a storefront that forms a base for one or more display windows.
Clerestory:	A high wall with a band of windows along the very top that allows light into the center of a room.
Colonnade:	A series of columns set at regular intervals that supports the base of a roof structure.
Community Facilities:	Multi-purpose meeting and recreational facilities typically consisting of one or more meeting or multipurpose rooms. Facilities may include kitchen and outdoor areas that are available for use by various groups.
Community Garden Plot:	Gardens established and maintained collectively by an organized group of individuals for the purpose of growing plants, vegetables, and fruits for personal consumption or use, not for sale.
Custom/Artisan Goods:	Small-scale manufacturing activities including production of artisan and custom products with or without a retail sales component. This activity typically includes making products by hand, with hand tools, or with small-scale equipment within enclosed buildings. Examples of artisan products include, but are not limited to: custom furniture, candles, jewelry, soaps, glass, pottery, custom metal work, musical instruments, toys, hand-made clothing, leather goods, and small batch specialty foods.
Discretionary Development:	Refer to definition for <i>Decision, Discretionary</i> in Section 8102-1 of the NCZO.
Durable Goods:	A manufactured product that is designed to last over time rather than be completely consumed in one use. Building materials and appliances are examples of durable goods.
Electric Vehicle Charging Stations	Infrastructure that supplies electric energy for the recharging of plug-in electric vehicles, including all-electric and plug-in hybrid vehicles.

Farmers Market:	Indoor and outdoor sales of fresh produce and other artisan prepared food goods, typically in a multiple vendor format, in a designated area where, on designated days and times, growers and producers may sell directly to the public from open, semi-open or within built facilities in accordance with the State or County Agricultural Commission under California Code of Regulations Title 3, Chapter 3, Article 6.5.
Façade:	The term <i>façade</i> typically refers to the combination of materials, building forms, windows, and doors that form the physical form or visual design of the exterior wall of that building.
Frontage:	The term frontage refers to the <i>façade</i> of a building or the front side of a parcel abutting a street or road. In some cases, frontage may also refer to the treatment of the land between the front of a building and the street.
Frontage, Primary:	The Primary Frontage of the building faces the primary street or, in some cases, a park or other public space.
Frontage, Secondary:	Secondary Frontages are those frontages that face the side street on a corner lot.
Gateway site:	Two sites, located at the northern and southern entry points into that serve as visual (and actual) entry points into the Satcoy community. See Sec. 8119-1.8.5(f) in the Development Code for location of Gateway sites.
Hardscape:	The inorganic elements of landscaping, including masonry, woodwork, stone walls, concrete, and brick design features.
Joint Parking Agreement:	An agreement between two adjoining property owners that allows for shared use of contiguous parking areas for vehicles. Such agreements do not relieve a developer from providing the minimum number of parking spaces required for a proposed use, but a Joint Parking Agreement can be used to develop a larger and more efficient parking lot and to minimize the number of entrances into the parking area. Joint parking agreements differ from <i>Shared Parking</i> agreements in that Joint parking agreements do not require that parking demand occur at different times.
Light Sources:	Any device serving as a source of illumination.
Live/work unit:	A 2-story unit in the Town Center (TC) zone consisting of both a commercial/office space and a residential dwelling that is occupied by the same person/tenant. The commercial/office use is considered the principal use and occupies the first floor of the building. The residential dwelling is considered an accessory use to the principal, commercial use and occupies the second floor of the building. Access to the commercial component of each live/work unit is separate from the walkway(s) or entrances used by the residential unit.

7. DEFINITIONS

Loft:	A dwelling unit located in the upper story of an commercial building or dwelling units located in a former commercial building. In both circumstances, a loft is typically characterized by a large, adaptable, open floor plan and high ceilings.
Massing:	The overall shape or arrangement of the bulk or volume of buildings and structures.
May (verb):	When used in a regulatory context, this term means that something is allowed but not required. For further interpretation, see the definition for “ <i>shall</i> ” and “ <i>may</i> ” in Section 8102-1 of the NCZO.
Ministerial Development:	See the definition for <i>Decision, Ministerial</i> in Section 8102-1 of the NCZO.
Multi-family Dwelling:	See the definition for <i>Dwelling, Multi-Family</i> in Section 8102-1 of the NCZO.
Multimodal transportation:	A transportation network that provides suitable transportation options for pedestrians, bicyclists and transit users and meets the needs of all users of streets, roads, and highways.
Out-patient Clinics:	Health care facility that provides treatment that does not require admission or an overnight stay. For example, blood transfusions, same day surgery, X-rays and other radiation services may be conducted within an out-patient clinic.
Parkway:	The pedestrian area located between the curb and the property line. This includes landscaping, paving, sidewalks, and other pedestrian amenities.
Pavement:	The segment of the road that includes vehicular travel lanes, shoulders, and on-street parking measured from curb-to-curb.
Pilaster:	A rectangular support that resembles a flat column. The pilaster projects only slightly from the wall and has a base, a shaft and a capital.
Planter:	An element of the public right-of-way or <i>streetscape</i> that accommodates landscaping, including street trees. Planters may be continuous or individual.
Preservation:	See the definition for <i>Preservation (treatment)</i> in Section 1373 of the Cultural Heritage Board Ordinance 4225.
Prevailing Setback:	The term is used when variable front or side street setbacks exist within a given block. The term generally refers to the front or side street setback that exists for a majority of structures on a given block. If no common setback exists for a majority of of the structures, then the term shall be defined as the median setback distance for all parcels on a given block.
Quadplex:	“House-form” buildings with four units per lot, surrounded on all four sides by setbacks, with separate entrances to each unit. Typically, no more than two (2) unit entrances are accessed from each arrival
Rehabilitation:	See the definition for <i>Rehabilitation (treatment)</i> in Section 1373 of the Cultural Heritage Board Ordinance 4225.

Semi-public Outdoor Area:	Outdoor area (e.g., a courtyard) within a commercial or residential/mixed use development that is intended for use by tenants and customers. When located within a commercial development, the outdoor area is accessible to the public, but that area may be gated or closed after business hours. When the outdoor area is located within a residential/mixed use development, access to the public may be limited during all hours.
Sales Events, Recurring:	Temporary outdoor sales events that recur more than three times annually (e.g., farmers markets, swap meets).
Shall (and Must, Will):	Denotes a mandatory standard or requirement (“must” or “will” also denote a mandatory standard/requirement). Deviations from Area Plan policies are not permitted. Deviations from Old Town Satcoy Development Code standards may be pursued through the variance process defined by NCZO Section 8111-1.2.2. For further interpretation, see the definition for <i>Shall</i> and <i>May</i> in Section 8102-1 of the NCZO.
Should:	Denotes a mandatory requirement that may be modified or waived by the Planning Director if the purpose of the standard can be achieved in a different manner than is specified by existing regulations or guidelines, or when the applicant can demonstrate that existing conditions or circumstances render the requirement infeasible.
Stacked Flat:	A type of multi-family building with single-story units at the ground level and single-story units on one or more upper levels. In a mixed-use building, the ground floor could be occupied by commercial uses. Access to units is typically provided by a shared corridor, with shared stairs or elevators providing vertical access to each floor.
Street, Primary:	The shorter side of the lot facing the street (ideally used as the <i>primary frontage</i>) that is typically used as the <i>primary frontage</i> , including access to buildings located on that lot.
Street, Side:	The longer side of the lot. If this side is located along the side street, it can be used as the <i>secondary frontage</i> .
Streetscape:	This term refers to the street or public right-of-way (travel lanes for vehicles and bicycles, parking lanes for cars, sidewalks, street trees, benches, streetlights, etc.) and the visible, private frontages along the street (building <i>facades</i> and elevations, porches, yards, fences, awnings, front yards, etc.).
Transom:	A glazed area above a display window or door separated from the display window or door by a transom bar. A transom can be fixed or hinged.
Triplex:	“House-form” buildings with three units per lot, surrounded on all four sides by setbacks, with separate entrances for each unit.
Use, Accessory:	See the definition for <i>Accessory Use</i> in Section 8102-1 of the NCZO.

7. DEFINITIONS

Use, Principal:	The primary or main use on a lot to which other uses and structures are accessory. Within the Saticoy Area Plan, more than one principal use may legally exist on a lot (e.g., commercial/retail) in the TC or R/MU zones.
Use, Secondary:	A use that is in addition to the principal use on a lot, where the footprint (or square footage) of the secondary use is 40% or less than the footprint (or square footage) of the principal use. An example of a secondary use is commercial use within the R/MU zone where 40% of the development on that lot is used for commercial purposes and 60% or more of the development is used for residential purposes. A secondary use is not considered to be an accessory use.
Wholesale Trade:	Refers to businesses engaged in selling merchandise, generally without transformation. The merchandise can include the outputs of agriculture, manufacturing, and certain information industries, such as publishing. Wholesalers sell merchandise to other businesses and normally operate from a warehouse or office characterized by having little or no display of merchandise. Neither the design nor the location of the premises is intended to solicit walk-in traffic.

Commonly used Abbreviations

ABC:	California Department of Alcoholic Beverage Control
ADA:	Americans with Disabilities Act
ADT:	Average Distance Traveled
Caltrans:	California Department of Transportation
CIDs:	Saticoy and Wells 1996 Community Plan Capital Improvement Deficiency Study, City of Ventura
CSA:	County Service Area
FEMA:	Federal Emergency Management Agency
GHG:	Greenhouse Gas
GPA:	General Plan Amendment
GSA:	General Services Agency, County of Ventura
LAFCo:	Local Agency Formation Commission
PWA:	Public Works Agency, County of Ventura
RMA:	Resource Management Agency, County of Ventura
ROW:	Right-of-Way
VCFPD:	Ventura County Fire Protection District
VCTC:	Ventura County Transportation Commission
SF:	Square Feet
SR 118:	State Route 118
SSD:	Saticoy Sanitary District

CHAPTER 8. SUMMARY OF PROGRAMS

Programs for all of the Area Plan Elements are shown in [Table 8-1](#) below and are organized by Element. In addition to a description of the Program, the table identifies the entity(ies) responsible for implementation (with the primary entity identified by **bold** font), the Program priority (A, B or C), and the timeframe for implementation (in 5-year increments). Completion status will be assessed annually and integrated into the General Plan Annual Report that the Planning Division provides to the Board of Supervisors.

The numbering convention for [Table 8-1](#) is as follows: the letters refer back to the abbreviation for the Element (e.g., “LU” is Land Use; “MOB” is Mobility, etc.). These letters are followed by a “P”, which denotes it as a “Program” followed by the Program number. The Program numbers are sequential, even in cases where there are different subsections within an Element (such as Resources and Public Facilities).

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Land Use Element				
LU-P1	Park Development & Maintenance: Develop and recommend for Board of Supervisors’ consideration, policies, ordinances and programs that allow the General Services Agency (GSA) to acquire, develop and maintain community park space included on Figure 4-2 , or other park space developed through private/public partnerships within Old Town Saticoy.	GSA/Parks Department; RMA/Planning	A	0-5 years
LU-P2	Park Maintenance: The County will continue to provide for the operation and maintenance of the Saticoy Park and Community Center for the benefit of the Saticoy community.	GSA	A	Ongoing
LU-P3	Staff Resources for Plan Implementation: Maintain subject matter expertise to facilitate the discretionary permit review of building, site plan, or landscape design for consistency with the Old Town Saticoy Design Guidelines.	RMA/Planning	A	Ongoing
LU-P4	Landmark Status for Depot: The County will: <ol style="list-style-type: none"> Submit a nomination to the County’s Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark; Seek grant money to help fund necessary building improvements; and Pending available staff resources, County staff will prepare an application to place the Depot on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations. 	RMA/Planning	B	0-10 years

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
LU-P5	Railroad Depot Design Assistance: The County will contact regional architecture and planning schools to identify design/renovation options for the Railroad Depot that are consistent with its Landmark status.	RMA/Planning; PWA/Real Estate Services	B	0-10 years
LU-P6	Sites of Merit: Sites found to be eligible for listing on the National Register of Historic Places (i.e., sites with code "3s" in the <i>Historic Resources Survey and Context Statement for the Town of Saticoy</i>) and sites found to be individually eligible for listing as a Site of Merit under Ventura County Criteria (i.e., sites with code "5s3") shall be identified as eligible County Landmarks (3s) or Sites of Merit (5s3) in the County's project tracking system (i.e., Accela). The County shall hold a public hearing before the County's Cultural Heritage Board (CHB) to determine final eligibility. Following the CHB hearing, the County will update Accela to reflect the historic status (eligible, designated) for each property.	RMA/Planning	A	0- 5 years
LU-P7	Document Historic Resources: For the four eligible Sites of Merit redesignated from residential to industrial use (see Table 3-1), the County will seek funding for an historic preservation professional, qualified in accordance with the <i>Secretary of Interior Standards</i> , to complete a documentation report for those structures. Pending available funding, the properties will be documented with Historic American Buildings Survey (HABS)-like archival quality large format photographs. An original copy of this documentation, photographs and negatives, along with the historical background of the properties prepared for this project, shall be submitted to an appropriate repository approved by the County and to the Museum of Ventura County, with copies to the Ventura County Cultural Heritage Board and photographic copies to the Saticoy Library.	RMA/Planning	A	0-5 years (Depends on status of private development)
LU-P8	Nonconforming Uses: The Planning Division will assist property owners with legal, nonconforming uses by meeting with them to identify potential new uses that conform to the applicable zone.	RMA/Planning	A	Ongoing

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Mobility Element				
MOB-P1	Prioritize Mobility Improvements: Due to Saticoy's status as an economically disadvantaged community, PWA/Transportation Department shall incorporate and prioritize mobility improvements shown on Figures 4-3 and 4-4 (Vehicular and Multimodal Maps) in the Transportation Department's Strategic Master Plan. In addition, the Transportation Department shall continue to apply for grant funds through Caltrans or other organizations for road and multimodal improvements.	PWA/Transportation; RMA/Planning	A	0-5 years
MOB-P2	Reclassify Portion of SR 118: To mitigate significant project and cumulative traffic impacts on SR 118 between Vineyard Avenue and Darling Road, the County should review and process a General Plan Amendment that would reclassify that segment of SR 118 from 4 to 6 lanes on the Regional Road Network. The road reclassification should be incorporated into the next General Plan Update, tentatively scheduled for completion in 2020. Finally, the County shall work with the Ventura County Transportation Commission and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction should be modified to occur within the 20-year horizon of the Saticoy Area Plan.	PWA/Transportation; RMA/Planning; VCTC; Caltrans; City of Ventura	A	0-5 years
MOB-P3	Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.			
a.	<u>New Road Links:</u> New road linkages shown on Figure 4-3 (Vehicular Mobility Map) and described in MOB--P4, -P5, -P6 and -P7 ;	PWA/Transportation; RMA/Planning	A	0-10 years
b.	<u>Pedestrian Amenities:</u> Sidewalks, street lights, benches, and landscaping within public rights-of-way in Old Town Saticoy.	PWA/Transportation; RMA/Planning	A	0-10 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
c.	<u>Existing Road Upgrades:</u> Improvements to existing roads shown on Figure 4-3 (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.	PWA/Transportation; Watershed Protection District; RMA/Planning	B	Ongoing
d.	<u>Linear Park:</u> The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.	GSA/Parks Department; Watershed Protection District; RMA/Planning	A	5-10 years
e.	<u>Bicycle Network:</u> See MOB - P9 .			
f.	<u>Transportation Impact Mitigation Fee (TIMF):</u> Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.	PWA/Transportation; City of Ventura VCTC	C	Ongoing
MOB-P4	Coordinate Related Improvements: The County shall work with the City of Ventura to ensure that the L.A. Avenue road connection to Snapdragon Street included in the City's Saticoy and Wells Community Plan Capital Improvement Deficiency Study (CIDs) is implemented and managed so as to properly facilitate related City and County improvements identified below.	City of Ventura/ Private Developers; RMA/Planning; PWA/Transportation; PWA/Watershed Protection District; Caltrans	A	0-10 years
a.	<u>Ancillary City improvements related to the L.A. connection</u> that include removal of the "S Curve" connection at Telephone Road entrance and the termination of Aster Street into a cul-de-sac.			
b.	<u>Telephone Road Extension:</u> The County shall coordinate with the City of Ventura, Caltrans, and affected landowners/developers to design, fund and build Telephone Lane (a new road that links SR 118 to L.A. Avenue).			
c.	<u>Saticoy Drain:</u> The County shall seek funding for the replacement or reconfiguration of the Saticoy Drain. (See HAZ-P1 and MOB-3.5).			

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
MOB-P5	West Industrial Road Link: The County will work with private landowners/developers in the West Industrial Section to design and build a new, privately financed, public road that provides public and emergency access between SR 118 and Lirio Avenue. In order to facilitate road construction, the County will establish a financing and construction program, as part of a Capital Improvement Plan, that provides a mechanism for fair-share contributions for private development. (See MOB-2.1).	RMA/Planning; PWA/ Transportation; Fire Protection District; Caltrans; Private Developers	A	0-15 years (Design/ Fund: 0-7 years; Build: 7-15 years)
MOB-P6	Amapola Avenue / Rosal Lane Improvements: The County will work with (and condition) private development(s) within Old Town Satcoy and the South Industrial Section to extend/improve Amapola Avenue and improve Rosal Lane pursuant to the Mobility Map and road classifications table. (Figure 4-3 , Figure 4-5 , and Table 4-4).	Private Developers; PWA/ Transportation; RMA/Planning; Fire Protection District	A	0-10 years (depends on timing of private development)
MOB-P7	Nardo Street Extension from SR 118 to Brown Barranca: The City and County will continue to coordinate project conditions for private development and standards for the project design/construction phase of the Nardo Street Extension, including road alignment, road classification, and multimodal improvements.	City of Ventura/ Private Developers; PWA/ Transportation; RMA/Planning; Watershed Protection District	C	10-20 years
MOB-P8	Truck Access Limits: If required, the Transportation Department shall post signage that prohibits truck access or limits trucks with more than two axles in the Residential (RES) zone, with the exception of emergency services and direct deliveries. Once Amapola Avenue is extended south from Rosal Lane to County Drive (see Figure 4-3), the same signage shall be posted on Nardo Street within the Residential/Mixed Use (R/MU) zone. (See MOB-1.3)	PWA/ Transportation; RMA/Planning	B	5 – 10 years

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
MOB-P9	Implement the following bicycle network improvement strategies:			
a.	Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.	PWA/ Transportation; City of Ventura	C	0-5 years
b.	Coordinate with City of Ventura to design/construct a Class II Bike Lane (Figure 4-4) along Nardo Street as part of road improvements undertaken by the City of Ventura.	PWA/ Transportation; City of Ventura; GSA/Parks; RMA/Planning	C	0-20 years
c.	Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map (Figure 4-4). Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with VCTC.	PWA/ Transportation; City of Ventura; United Water Conservation District; GSA/Parks Department; RMA/Planning; VCTC	B	5-10 years
MOB-P10	Alleys: Work with affected landowners to establish appropriate and safe traffic flow and signage for alleys located in the Town Center (TC) and Residential (RES) zones.	PWA/ Transportation; RMA/Planning; Private Developers	A	0-5 years
MOB-P11	Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue).	PWA/ Transportation; RMA/Planning; Gold Coast Transit	A	0-5 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Resources Element				
RES-P1	Air Quality BMPs: Reduce emissions from construction, grading, excavation and demolition by incorporating best available air quality mitigation measures into private/public project design features or construction techniques.	VC-APCD; PWA/Land Development Services and Engineering Services	B	Ongoing
RES-P2	Barranca Repair: Prior to conducting major repairs to, realignment of, or reconstruction of the Brown and Franklin Barranca flood control facilities, the Watershed Protection District shall conduct a feasibility study and identify funding to convert the existing engineering facilities to natural water courses that mimic natural conditions.	PWA/ Development Services; Watershed Protection District	B	Ongoing (Project Dependent)
RES-P3	Off-site advertising: Existing off-site advertising signs and billboards that are not consistent with Area Plan policies or development standards shall be deemed nonconforming and subject to the applicable regulations included in the Non-Coastal Zoning Ordinance.	RMA/Planning	B	Ongoing
Public Facilities Element				
PF-P1	Water Supply to Support Area Plan Buildout: County staff will continue to work with the City of Ventura in an effort to extend a future in-lieu fee program to Saticoy (in the event one is approved by the Ventura City Council) or modify the City's Extraterritorial Water Policy for Saticoy. However, in the event that such efforts fail to result in an alternative policy or program that would provide adequate access to water resources for planned development within five years of Area Plan adoption, the County will initiate a feasibility study to evaluate water supply options that include, but are not limited to, the following: <ul style="list-style-type: none"> a. Develop an alternative public water supply for Saticoy; b. Establish a County Service Area (CSA) to acquire existing, unused water allocations from pumpers within the Santa Paula Groundwater Basin for the purpose of providing non-potable and/or potable water for private developers in Saticoy; and 	RMA/Planning; PWA/Water and Sanitation; LAFCo; City of Ventura; Saticoy Sanitary District; Private Developers	A	0-5 years
			B	5-10 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
c.	<p>Coordinate with the Saticoy Sanitary District to determine the feasibility of installing infrastructure to allow for public and private reclamation of urban wastewater from Saticoy Sanitary District, (e.g., dual plumbing) for landscaping or other non-potable uses.</p> <p>Following the completion of its alternative water supply evaluation, County staff will bring forward its analysis and recommendations for the Board's consideration.</p>		A	0-10 years
PF-P2	<p>Ensure Adequate Sewage Treatment Capacity: The County will initiate discussions with the Saticoy Sanitary District (SSD) to evaluate options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development in Saticoy. Should the SSD agree to implement one or more of the identified options, the County would request that the SSD establish a capital improvement program that would allow SSD to construct necessary improvements to the treatment plant for the purpose of expanding its capacity to support planned development in Saticoy. Financing mechanisms for planned improvements could include grants or a fair-share contribution program applied to private development. Should the Board of Supervisors deem it necessary and appropriate for the Saticoy community, the County should seek to convert the SSD to a special district (i.e., County Service Area or Community Services District).</p>	<p>Saticoy Sanitary District; RMA/Planning; PWA/Water and Sanitation; Private Developers; LAFCo</p>	A	0 -10 years
PF-P3	<p>Community Council: Encourage the formation of a community-based neighborhood council or similar body that could provide a forum for community engagement and interface with nonprofit organizations, County government, and other public agencies.</p>	<p>Board of Supervisors Office (District 1); RMA/Planning</p>	B	0-5 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
PF-P4	County/City Collaboration on Transportation Improvements: To address the current lack of City/County agreement regarding transportation improvements identified in the City's 1996 Saticoy/Wells Capital Improvements Deficiency Study (CIDS), the County will initiate discussions with the City of Ventura regarding the feasibility of a joint agreement to fund and construct transportation improvements common to CIDS and the Saticoy Area Plan.	RMA/Planning; PWA/ Transportation; City of Ventura	B	0-10 years
PF-P5	Temporary uses in Town Center (TC) zone: The Planning Division will initiate discussions with the Transportation Department to determine whether temporary uses, such as sidewalk sales or community events, can be allowed within the public rights-of-way in Saticoy's Town Center (TC) zone. If such uses can be allowed, the Planning Division and the Transportation Department would modify existing ordinances, as needed, to facilitate such events in the Town Center (TC) zone pursuant to an Encroachment Permit.	RMA/Planning; PWA/ Transportation	B	0-5 years
Hazards Element				
HAZ-P1	Saticoy Drain: The County shall seek grants or other public and private funding for the development of technical design documents, a financing program and reconstruction of the Saticoy Drain required for: (a) adequate flood control, (b) the new east/west road link from SR 118 to L.A. Avenue (Telephone Lane), (c) a vehicular north/south road link along L.A. Avenue that crosses the Drain, (d) pedestrian access along the Drain from L.A. Avenue to Saticoy Park, and (e) any other necessary modifications to the Saticoy Drain consistent with the Area Plan.	Watershed Protection District; RMA/Planning; PWA/ Transportation; GSA/Parks Department; City of Ventura; Caltrans	A	0-5 years
HAZ-P2	Flood Control Assessment Program: The County will pursue the creation and adoption of the Integrated Watershed Management Assessment Program for the purpose of constructing critical upgrades and improvements to flood control facilities. The resultant funds will enable improvements to the Brown and Franklin Barrancas that are critical for the protection of property and structures within the Saticoy Area Plan boundary. (See RES-P2 .)	Watershed Protection District; PWA/ Administration; City of Ventura	A	0-10 years

8. SUMMARY OF PROGRAMS

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APPENDICES

SATICOY AREA PLAN

[\(Click here\)](#)

A. Zoning Classifications and Map

B. Old Town Saticoy Development Code (NCZO Sec. 8119-1)

C. Permit Processing Guide for Cultural Heritage Sites

September 22, 2015

APPENDICES

SATICOY AREA PLAN

A. Zoning Classifications and Map

B. Old Town Saticoy Development Code (NCZO Sec. 8119-1)

C. Permit Processing Guide for Cultural Heritage Sites

Last Amended: February 27, 2018

Effective: March 29, 2018

Ventura County Planning Division

Appendices Amendment History

September 22, 2015

(Adoption of the comprehensive update to the Saticoy Area Plan, and its Appendices, which includes Appendix B - NCZO Sec. 8119-1 Old Town Saticoy Development Code, effective 10/22/15)

Amended - March 14, 2017 (Effective March 14, 2017)

(Updates to Appendix. B - NCZO Sec. 8119-1 Old Town Saticoy Development Code for an Interim Ordinance as an Urgency measure to reflect amendments to Accessory Dwelling Unit Regulations per State Law, (Ord. Nos. 4507 and 4509, expired March 13, 2018))

Amended - February 27, 2018 (Effective March 29, 2018)

(Updates to Appendix. B - NCZO Sec. 8119-1 Old Town Saticoy Development Code to reflect amendments to Accessory Dwelling Unit Regulations, (Ord. No. 4519))

TABLE OF CONTENTS

Appendices to the Saticoy Area Plan

A. Zoning Classifications and Map.....	A-1
A-1. Zoning Classifications.....	A-1
A-2. Zoning Map.....	A-2
A-3. Zoning Summary.....	A-3
B. Old Town Saticoy Development Code (NCZO Sec. 8119-1).....	B-1
Sec. 8119-1.1 Introduction.....	B-1
Sec. 8119-1.1.1 Definitions.....	B-1
Sec. 8119-1.1.2 Purpose and Objectives.....	B-1
Sec. 8119-1.1.3 Description of Zones.....	B-4
Sec. 8119-1.1.4 Applicability.....	B-6
Sec. 8119-1.1.5 Permitting Process.....	B-6
Sec. 8119-1.1.6 Application Materials.....	B-6
Sec. 8119-1.1.7 Development Code Content.....	B-8
Sec. 8119-1.1.8 How to Use the Development Code.....	B-8
Sec. 8119-1.2 Permitted Uses.....	B-9
Sec. 8119-1.3 Zoning Standards.....	B-16
Sec. 8119-1.3.1 Town Center (TC) Zone.....	B-16
Sec. 8119-1.3.2 Residential/Mixed Use (R/MU) Zone.....	B-19
Sec. 8119-1.3.3 Residential (RES) Zone.....	B-22
Sec. 8119-1.3.4 Industrial (IND) Zone.....	B-25
Sec. 8119-1.4 Building Type Standards.....	B-28
Sec. 8119-1.4.1 Allowable Building Types by Zone.....	B-28
Sec. 8119-1.4.2 Requirements for all Building Types.....	B-28
Sec. 8119-1.4.3 Commercial/Mixed-Use Building.....	B-32
Sec. 8119-1.4.4 Courtyard Building.....	B-34
Sec. 8119-1.4.5 Townhouse.....	B-36
Sec. 8119-1.4.6 Small Apartment Building.....	B-38
Sec. 8119-1.4.7 Triplex and Quadplex.....	B-40
Sec. 8119-1.4.8 Single-Family House and Duplex.....	B-42
Sec. 8119-1.4.9 Industrial Building.....	B-44
Sec. 8119-1.4.10 Accessory Dwellings (and other habitable structures).....	B-46
Sec. 8119-1.4.11 Accessory Structure (Non-habitable).....	B-48

Sec. 8119-1.5	Frontage Type Standards.....	B-50
Sec. 8119-1.5.1	Allowable Frontage Types by Building Type.....	B-50
Sec. 8119-1.5.2	Shopfront.....	B-51
Sec. 8119-1.5.3	Shopfront with Arcade.....	B-53
Sec. 8119-1.5.4	Stoop.....	B-54
Sec. 8119-1.5.5	Porch.....	B-55
Sec. 8119-1.5.6	Front Yard.....	B-56
Sec. 8119-1.5.7	Industrial Frontage.....	B-58
Sec. 8119-1.6	Signage Standards.....	B-59
Sec. 8119-1.6.1	Allowable Signage Types by Zone.....	B-59
Sec. 8119-1.6.2	Signage Programs.....	B-59
Sec. 8119-1.6.3	Requirements for all Signs.....	B-60
Sec. 8119-1.6.4	Projecting Sign.....	B-61
Sec. 8119-1.7	Park Standards.....	B-62
Sec. 8119-1.7.1	Allowable Park Types by Zone.....	B-62
Sec. 8119-1.7.2	Park Definitions.....	B-62
Sec. 8119-1.7.3	Park Size Requirements.....	B-64
Sec. 8119-1.7.4	Requirements for all Parks.....	B-64
Sec. 8119-1.8	Additional Requirements.....	B-65
Sec. 8119-1.8.1	Building Placement Standards.....	B-65
Sec. 8119-1.8.2	Building Height Measurement and Standards.....	B-65
Sec. 8119-1.8.3	Fences, Walls and Hedges.....	B-67
Sec. 8119-1.8.4	Cultural Heritage Sites.....	B-67
Sec. 8119-1.8.5	Standards for Specific Locations.....	B-68
Sec. 8119-1.8.6	Parking Standards.....	B-72
Sec. 8119-1.8.7	Open Storage Standards.....	B-73

C. Permit Processing Guide for Cultural Heritage Sites.....C-1

APPENDIX A:

ZONING CLASSIFICATIONS AND MAP

Appendix A gives an overview of all zoning classifications and provides an illustrative zoning map for all parcels within the Saticoy Area Plan boundary. This appendix is not a substantive part of the Area Plan or the Non-Coastal Zoning Ordinance.

A-1. Zoning Classifications

As shown in [Table A.1.](#) below, there are seven zoning classifications within the Saticoy Area Plan boundary. They include four unique zones developed for Old Town Saticoy: Town Center (TC), Residential/Mixed Use (R/MU), Residential (RES), and Light Industrial (IND). Detailed zone descriptions and development standards for these four zones are located in [Appendix B. Old Town Saticoy Development Code](#). Additionally, three industrial zones (M1, M2, and M3) already exist and are located within the South and West Industrial Sections. Development standards for these three zones are provided by the [Non-Coastal Zoning Ordinance \(NCZO\)](#). For a detailed description of the Industrial Park (M1), Limited Industrial (M2), and General Industrial (M3) zones, see NCZO Sec. 8104-5. Purposes of Zones.

Within this appendix, all references to sections of the NCZO are prefaced by that term.

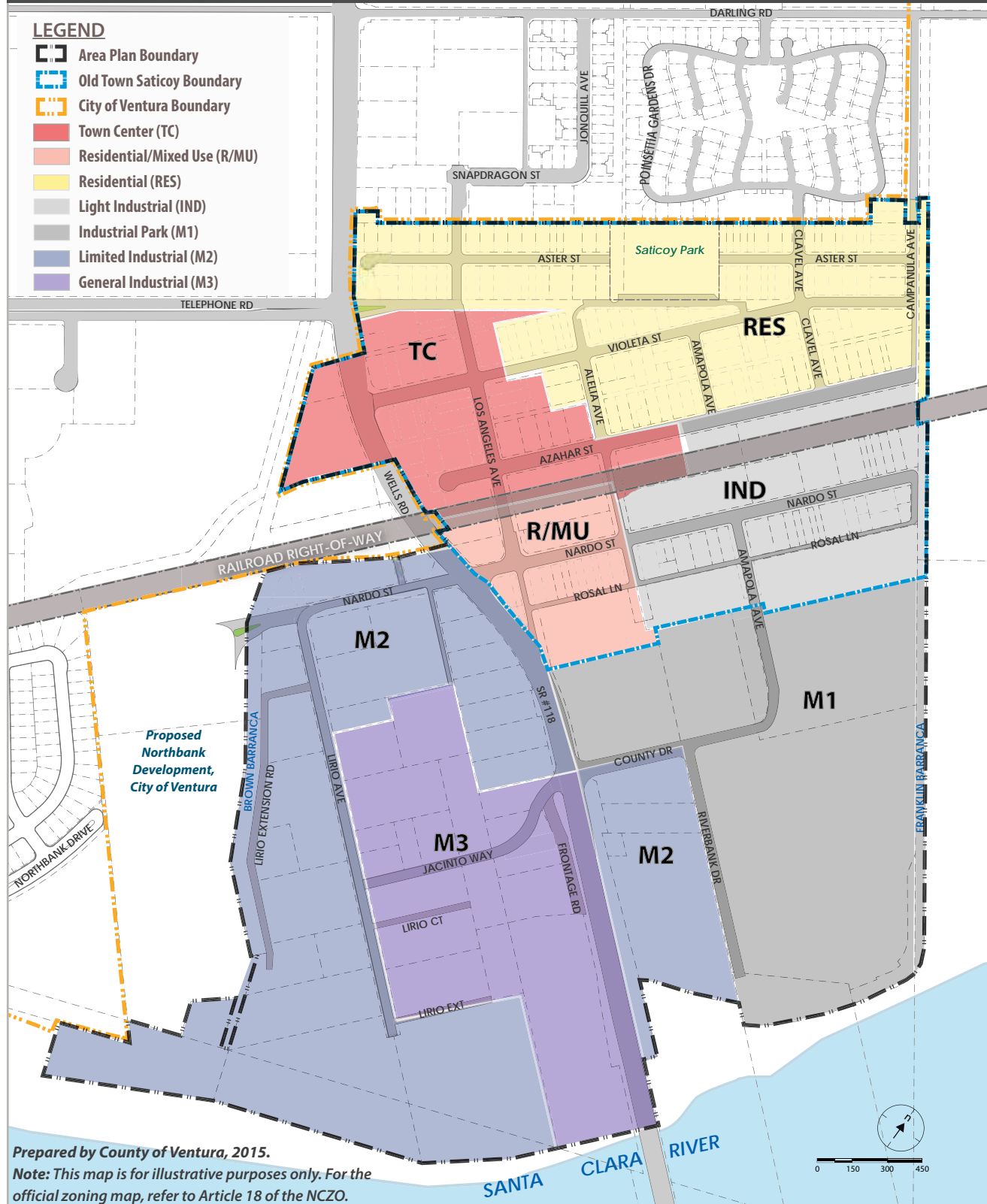
TABLE A-1. ZONING CLASSIFICATIONS / LAND USE DESIGNATIONS

ZONING CLASSIFICATIONS	LAND USE DESIGNATION
TOWN CENTER (TC) This zone contains commercial use, but compatible mixed uses are allowed including residential and light industrial.	Commercial (C)
RESIDENTIAL/MIXED USE (R/MU) This zone contains <i>multi-family</i> dwellings with a maximum density of 20 dwelling units per acre as well as compatible commercial zones.	Mixed Use (MU)
RESIDENTIAL (RES) This zone is comprised of single family, duplex, triplex, and quadplex residential development.	Residential (RES)
LIGHT INDUSTRIAL (IND) This zone is comprised of light industrial uses and compatible commercial use.	Industrial (M)
INDUSTRIAL PARK (M1)	
LIMITED INDUSTRIAL (M2)	
GENERAL INDUSTRIAL (M3)	

A-2. Zoning Map

The Zoning Map below is an illustration showing the location of zones throughout the Saticoy Area Plan boundary. The zoning maps may be amended from time to time. Please refer to the official zoning map adopted pursuant to Article 18 of the NCZO.

FIGURE A-1. SATICOY ZONING MAP



A-3. Zoning Summary

The Saticoy community is approximately 240 acres. Approximately 40 of those acres consist of land used for roads, streets and rights-of-way, leaving approximately 200 net acres for development. The zoning acreage summary table below ([Table A.2](#)) shows the area in net acres for each zoning classification.

TABLE A-2. ZONING ACREAGE SUMMARY	
ZONE	AREA (NET ACRES)
Town Center (TC)	13.74
Residential/Mixed Use (R/MU)	7.44
Residential (RES)	26.59
Light Industrial (IND)	19.37
Industrial Park (M1)	44.29
Limited Industrial (M2)	62.46
General Industrial (M3)	27.83
TOTAL	201.72

A. ZONING CLASSIFICATIONS AND MAP

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APPENDIX B:

ARTICLE 19, SEC. 8119-1 OF THE NCZO

OLD TOWN SATICOY DEVELOPMENT CODE

Sec. 8119-1.1 - Introduction

The **Old Town Saticoy Development Code** (Development Code) applies to all development, subdivisions and land uses within the boundaries of Old Town Saticoy as established and delineated in the Saticoy Area Plan (See **Figure 1.1.2**). The Development Code is part of the **Non-Coastal Zoning Ordinance (NCZO)** and is not a substantive part of the Saticoy Area Plan. The Development Code is packaged as an appendix to the Saticoy Area Plan as a convenience to landowners, consultants, and County staff engaged in the preparation and review of development permits within Old Town Saticoy.

All cross-references to information (e.g. tables, figures and other sub-sections) contained within this Section are identified in **bold blue** text. All cross-references shown in plain text are to other sections in the NCZO.

Sec. 8119-1.1.1 - Definitions

All words that are *italicized* are defined in the Saticoy Area Plan (**Chapter 7 - Definitions**). The terms “may”, “should”, and “shall” - which are also defined in the Saticoy Area Plan - are not italicized in Section 8119 et seq. Otherwise, the definitions from Article 2 of the NCZO apply.

Sec. 8119-1.1.2 - Purpose and Objectives

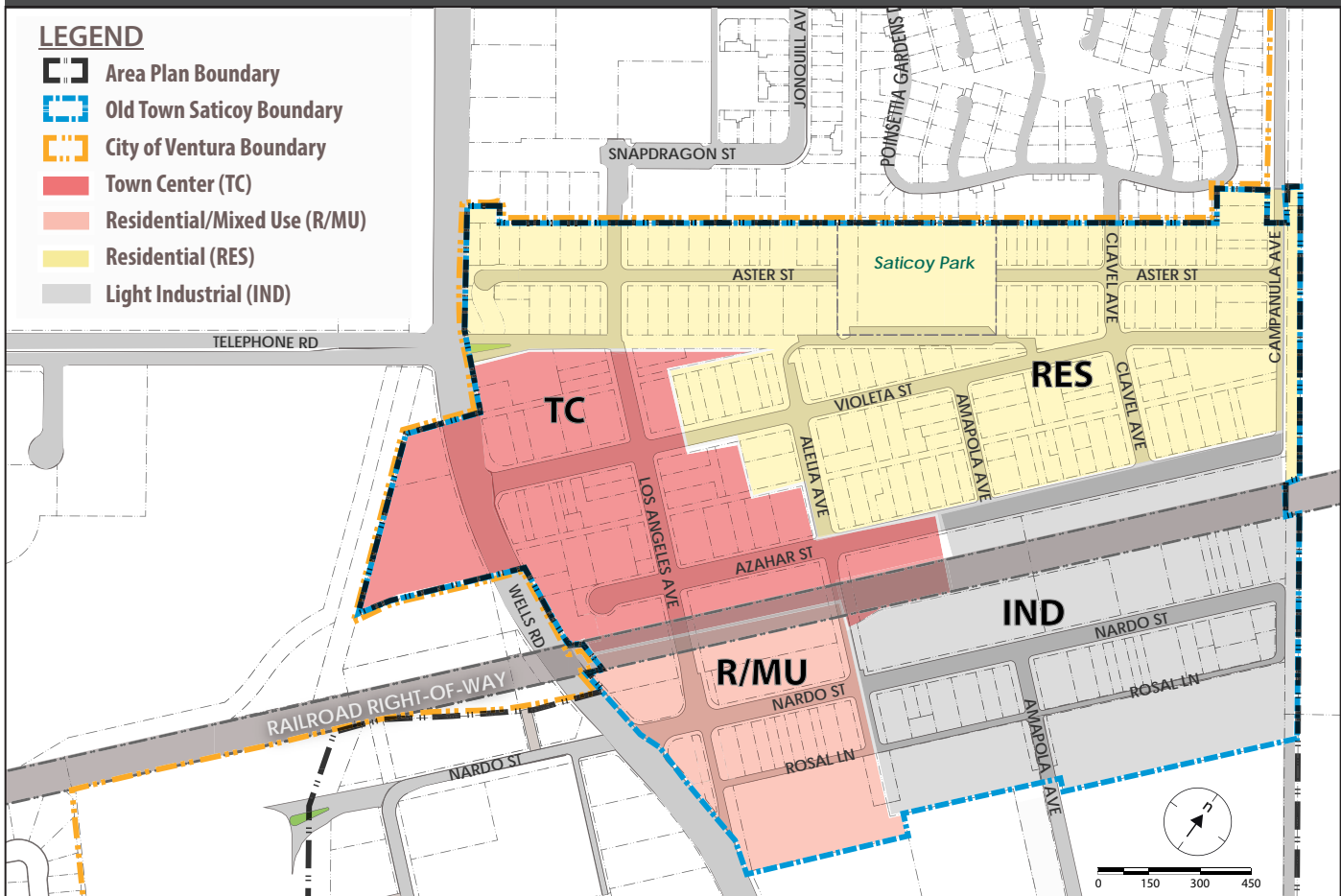
There are seven zones within the Saticoy Area Plan boundary. (See **Appendix A** for an illustrative map showing all zones.) Of these, three industrial zones (M1, M2, and M3) already exist within the NCZO, and are located within the South and West Industrial Sections. All zoning regulations associated with the Industrial Park (M1), Limited Industrial (M2), and General Industrial (M3) zones are located in Sec. 8104-5.

Additionally, the following four newly created zones are established for Old Town Saticoy (See **Figure 1.1.2** for the location of these zones), and a complete description of these zones is included in **Sec. 8119-1.1.3**:

- Town Center (TC)
- Residential/Mixed Use (R/MU)
- Residential (RES)
- Light Industrial (IND)

The Development Code defines allowable uses and development standards for these zones within Old Town Saticoy. The Development Code implements the Saticoy Area Plan goals and policies through the development process. This Code is a **“form-based code”** because its regulations go beyond height, setback, and lot coverage standards to address the placement, massing, and design of buildings with tools such as “Building Types” and “Frontage Types” for each zone.

FIGURE 1.1.2. OLD TOWN SATICOY ZONING MAP



TOWN CENTER (TC)

The Town Center zone comprises the commercial and civic core of Saticoy. It consists of one- and two-story “main street commercial” buildings with shopfront frontages built up to and accessed from the sidewalk, giving the area a small town commercial character. Ground floor retail, artisan manufacturing and upper floor residential or *live/work units* support an active pedestrian environment.



RESIDENTIAL/MIXED USE (R/MU)

The Residential/Mixed Use zone is comprised of a multi-use environment that accommodates higher density housing and limited, compatible commercial uses, all within a safe, comfortable, walking distance of the Town Center. New buildings are up to 3 stories. Residential uses are separated from the sidewalk by a small front yard, and mixed-use buildings are built up to and accessed from the adjoining sidewalk.



RESIDENTIAL (RES)

The Residential zone is comprised of one- and two-story single-family houses, duplexes, *triplexes* and *quadplexes* that are set back from the street behind front yards that are often enclosed by low front yard fences, walls or hedges. New buildings are scaled and designed to be compatible in scale and character with the existing houses.



LIGHT INDUSTRIAL (IND)

The Industrial zone within Old Town Saticoy accommodates a variety of light industrial and manufacturing uses, as well as some compatible commercial uses. New buildings are up to two stories in height and may be located flexibly on the lot, as determined by the function of the intended activity.

The Development Code is intended to achieve the following objectives:

- a. Create a pedestrian-oriented environment.** Provide building standards that place entries close to the *adjacent* public street and signage that provides information on services or products available within that building.
- b. Maintain a small town character.** Create and implement the scale of a small town environment through 2 to 3 story building heights, detailed building façade requirements along public streets; and building scale and material standards that are compatible with buildings identified as historic landmarks or culturally significant sites in Saticoy.
- c. Use appropriate building “forms”.** Building forms are compatible with the purpose of the zones and utilize one of two types of “forms”:
 1. *“Block-form” buildings* with simple massing and flat roofs, which are intended primarily for the Town Center (TC) and Industrial (IND) zones. Such buildings are larger than houses, are built close to the sidewalk, and have a small or no side yard set-backs; and
 2. *“House-form” buildings* with the scale, shape and size of houses range from individual houses to buildings composed of attached or detached dwellings. *House-form buildings* that contain multiple units (such as duplexes, triplexes, and quadplexes) use the same form as a large house.
- d. Allow flexible standards.** Building and Frontage Types available in each zone may be combined in numerous ways to meet the requirements of each building owner while ensuring that individual buildings are compatible with the surrounding area and contribute to a varied yet cohesive community.
 1. Buildings should generally be placed at the front of the lot for interior lots and at the corner of the lot for corner lots, although other placements may be allowed if required by the use.
 2. Frontage types are not required, although main entrances should face the street and both street- and alley-facing windows are required.
- e. Minimize land use conflicts.** Some standards use building placement, visual screening, noise walls or landscape buffers to minimize noise or other impacts between incompatible uses. These standards are also used to minimize the impact of industrial use, heavy vehicular traffic, and railroad noise/vibrations on residential use. Additional standards for specific areas are identified in [Sec. 8119-1.8.5 - Standards for Specific Locations](#).

Sec. 8119-1.1.3 - Description of Zones

a. Town Center (TC)

The Town Center (TC) zone comprises the commercial and civic core of Saticoy. It consists of one- and two-story “main street commercial” buildings with shopfront *frontages* that are built up to and accessed from the sidewalk, giving the area a small town commercial character. Ground floor retail, artisan manufacturing and upper floor residential or *live/work units* support an active pedestrian environment. Ground-floor residential units are not permitted.



Main-street commercial Town Center with an active pedestrian environment.

b. Residential/Mixed Use (R/MU)

The Residential/Mixed Use zone is comprised of a multi-use zone that accommodates higher density housing with a maximum density of 20 dwelling units per acre. *Triplex, quadplex, and multi-family* units are permitted within the R/MU zone. The commercial uses allowed in the R/MU zone are compatible with residential uses (e.g., restaurants, day-care centers), and property zoned R/MU is within walking distance (0.25 miles) of the town center. Both commercial and residential uses are allowed as *principal uses* within the R/MU zone, but commercial use is allowed as the sole *principal use* only on lots that cannot accommodate *multi-family* residential use.

New buildings in the R/MU zone are up to three stories, with ground floor residential uses separated from the sidewalk by a small front yard, and buildings with ground floor commercial uses are built up to and accessed from the sidewalk. Although ground-floor commercial is allowed throughout the R/MU zone, corner lots at L.A. Avenue and Nardo Street must include ground-floor commercial retail facing L.A. Avenue.



The scale of multi-family buildings can be reduced by placing the third story in the attic space.



Corner lots in the Residential/Mixed Use zone on L.A. Avenue include small-scale ground floor commercial retail.



New townhouses (yellow buildings in center) are designed with massing and frontage types that fits in with adjoining single family houses (gray buildings).



The Light Industrial zone is up to two stories in height, and is occupied by industrial, manufacturing, office and small scale retail uses.

c. Residential (RES)

The Residential (RES) zone accommodates a range of single-family, duplex, *triplex* and *quadplex* units, depending on lot size. New buildings are designed to be compatible in scale and character with the existing homes. Dwellings will be set back from the street behind front yards, which are often enclosed by low front yard fences, walls, or hedges. Front entries and windows face the street. Allowable uses within the RES zone are limited to residential and home occupation.

d. Light Industrial (IND)

The Light Industrial (IND) zone within Old Town Saticoy accommodates a variety of light industrial and manufacturing uses, as well as some compatible commercial uses. New buildings are up to two stories in height, and the ground floor is occupied by industrial, manufacturing, office, and small-scale service or retail uses. Upper floors may be occupied by industrial, manufacturing, and office uses.

Sec. 8119-1.1.4 - Applicability

As noted in section 8114-1.1, the Development Code applies to all development, subdivisions and land uses within Old Town Saticoy (See [Figure 1.1.2](#)). Development includes construction, reconstruction, modification, alteration, relocation, demolition and replacement of structures or site features.

For matters not addressed in the Development Code, the regulations and provisions of the NCZO apply. Examples of NCZO provisions that apply to Old Town Saticoy include, but are not limited to, regulations for interpretation (Sec. 8101-4.10), nonconformities (Article 13), enforcement and penalties (Article 14), and animal keeping regulations (Sec. 8107-2).

In the event of a conflict between goals and policies or other provisions of the Saticoy Area Plan and regulations in the Old Town Saticoy Development Code, the Saticoy Area Plan shall prevail. In the event of a conflict between other provisions of the NCZO and this Development Code, the Development Code shall prevail.

Sec. 8119-1.1.5 - Permitting Process

All *ministerial* and *discretionary* projects subject to the Development Code per [Sec. 8119-1.1.4](#) must conform to the standards and provisions of the Development Code. All project applications will be reviewed by County staff to determine conformance to the standards established in the Development Code. If the proposed development is subject to a *discretionary* permit, then the project is also subject to the Old Town Saticoy Design Guidelines (see [Chapter 6](#) of the Saticoy Area Plan).

Development projects are processed in accordance with the entitlement processes and procedures set forth in Article 11.

Sec. 8119-1.1.6 - Application Materials

All applications requests shall be filed with the Planning Division and processed pursuant to Sec. 8111-2 (Filing and Processing of application requests). The site plan and elevations provided as part of the permit application shall include adequate details for walls, windows, doors, fences, lighting, materials and signage to determine conformance with the Development Code.

a. Ministerial Permit Applications

In order to determine consistency with this Development Code, project applications for *ministerial* permits/ Zoning Clearances shall include, but may not be limited to, the following information:

1. All information required by the Zoning Clearance Application Packet;
2. Building elevations, including information on windows and doors; and
3. Landscape plan (location, size, and species of trees/landscaping), in accordance with [Sec. 8119-1.4 - Building Type Standards](#).

For approved *discretionary* permits, Planning Division staff will check final (e.g. construction) documents to ensure the project conforms to the approved permit prior to issuing a Zoning Clearance for a project.

b. Discretionary Permit Applications

Standards for approval for discretionary permits are set forth in Article 11. Project applications for *discretionary* permits shall include, but may not be limited to, the following information:

1. All information required by the *Discretionary* Permit Application;
2. Building elevations, including information on windows and doors;
3. Palette of colors and materials;
4. Landscape plan (location, size, and species of trees/landscaping), in accordance with [Sec. 8119-1.4 - Building Type Standards](#);
5. Lighting plan (location, type and intensity of project lighting); and
6. Signage Program, if applicable (See requirements in [Sec. 8119-1.1.6\(c\)](#))

c. Submittal Requirements for Signage Program:

Adequate information shall be provided to determine compliance with sign standards, and documentation shall include the following:

1. **Written Statement**: Provide a written description of all proposed signage for the property. Unless provided within (2) or (3) below, the written description shall include all the following information: number of signs, location of signs (within property, on building), and sign type, color, materials, and size.
2. **Site Plan**:
 - i. Location of all proposed sign(s) on the property, drawn to scale at 1 inch = 20 feet.
 - ii. Dimensions of proposed sign(s).
 - iii. Distance of sign from property lines.
3. **Graphic representation** of all proposed sign(s):
 - i. Elevation of the sign, drawn to scale with dimensions. Window size(s) required for window sign applications only.
 - ii. Building elevations that illustrate window signs, wall signs, or other signs attached to buildings.
4. **Illumination**: If illumination is proposed for a sign, then information shall be provided that demonstrates compliance with requirements (i.e. the illumination source, lighting intensity, and area to be illuminated). Include specifications for signs and cut sheets for fixtures and LED.

Sec. 8119-1.1.7 - Development Code Content

The Development Code is organized into the following sections:

Sec. 8119-1.2 - Permitted Uses. This section defines what uses are allowed within each zone, what type of permit is required for that use, and the decision-maker for that permit.

Sec. 8119-1.3 - Zoning Standards. This section defines basic development standards for each zone, such as: Building Placement, Building Profile, Building Frontage, Parking and Utility Placement, and Building Encroachment.

Sec. 8119-1.4 - Building Type Standards. Defines standards for 7 building types and 2 accessory building types.

Sec. 8119-1.5 - Frontage Type Standards. Provides standards for additional building components such as porches and commercial storefronts.

Sec. 8119-1.6 - Signage Standards. Identifies allowed signage types for all zones, and provides regulations for signage types that are not allowed by Article 10.

Sec. 8119-1.7 - Park Standards. Identifies types of parks allowed within Old Town Saticoy and defines basic park standards.

Sec. 8119-1.8 - Additional Requirements. This section defines miscellaneous requirements for all zones, including a description for measuring height; standards for fences, walls, and hedges; the process for reviewing development on Cultural Heritage Sites; parking standards; open storage standards; and special standards for specific locations.

Sec. 8119-1.1.8 - How to Use the Development Code

To find regulatory standards that apply to a particular parcel, follow the steps below:

1. Locate the subject parcel on the Zoning Map. (**Figure 1.1.2.**) Note the zone classification for that parcel:
 - Town Center (TC) zone
 - Residential/Mixed Use (R/MU) zone
 - Residential (RES) zone
 - Industrial (IND) zone.
2. Check **Sec. 8119-1.2 - Permitted Uses** to determine what types of land uses are allowed in that zone. This section also defines the type of permit required and the decision-making authority for that permit.
3. Check **Sec. 8119-1.3 - Zoning Standards** for basic development standards (setback, height and other regulations) that apply to the zone.
4. See **Table 1.4.1 - Building Type Standards**, and select a Building Type that is allowed in the applicable zone.
5. See **Table 1.5.1 - Frontage Type Standards**, and select one (or more) allowed in the applicable zone. Add that to the selected Building Type.
6. If applicable, see **Sec. 8119-1.6 - Signage Standards** for the type(s) of sign(s) allowed in each zone.
7. If applicable, see **Sec. 8119-1.7 - Park Standards** for the type of park allowed in each zone.
8. Once you've completed the steps above, go to **Sec. 8119-1.8 - Additional Requirements**, to determine whether these regulations apply to your project.

Sec. 8119-1.2 - Permitted Uses

Permitted uses for each zone within Old Town Saticoy are set forth in the table below. Definitions for all land uses are available in the Article 2 or [Chapter 7 - Definitions](#) of the Saticoy Area Plan. For an amendment history of all uses, see Sec. 8105-4 and 8105-5.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE				
	TC	R/MU	RES	IND
A] PRINCIPAL USES				
ART GALLERIES, MUSEUMS	PD	PD		
AUTOMOBILE SERVICE STATIONS				CUP
ASSEMBLY USES	CUP	CUP	CUP	CUP
BANKS AND RELATED FINANCIAL OFFICES AND INSTITUTIONS	PD	PD		
BARS, TAVERNS AND NIGHTCLUBS *	CUP			
BED-AND-BREAKFAST INNS *	PD	CUP	CUP	
BOARDING HOUSES		CUP	CUP	
CAR WASHES, SELF-SERVICE OR AUTOMATIC				CUP
CARE FACILITIES (SEE ALSO H. & S. C. AND W. & I. C.)				
Day Care Centers	CUP	PD	CUP	
Family Day Care Home		E	E	
Intermediate: Care Of 7 Or More Persons	CUP	CUP	CUP	
Residential: Care Of 6 Or Fewer Persons		ZC	ZC	
COMMUNICATIONS FACILITIES *				
Non-Commercial Antenna, Ground Mounted	<i>This use only applies if the facility is an accessory structure to a dwelling (See Sec. 8105-4)</i>	<i>This use only applies if the facility is an accessory structure to a dwelling, as outlined in Sec. 8106-7.1 and 8107-1.1. For other types of Non-Commercial Antenna, see Wireless Communication Facility use below.</i>	<i>This use only applies if the facility is an accessory structure to a dwelling (See Sec. 8105-4)</i>	
Up to 40 ft. in height (see Sec. 8107-1.1)		ZC	ZC	
Over 40 ft. to 75 ft. in height		CUP	CUP	
Wireless Communication Facility				
Stealth Facilities (Building-Concealed, Flush-Mounted, etc.) 80 ft. or less in height (see Sec. 8107-45.4)	CUP	CUP	CUP	CUP
CONFERENCE CENTER	CUP			
CONTRACTORS' SERVICE AND STORAGE YARDS AND BUILDINGS	Not allowed			

E = Exempt ZC = Zoning Clearance ¹ ZC-W = Zoning Clearance with signed waivers ¹	PD = Planned Development Permit ¹ CUP = Conditional Use Permit ¹	Not allowed	Exempt	Approved by Planning Director or Designee	Approved by Planning Commission	Approved by Board of Supervisors
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* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE

	TC	R/MU	RES	IND
CULTURAL/HISTORIC USES				
Cultural Heritage Sites with Ordinance Deviations	<i>Pursuant to Article 7 and principal or accessory uses</i>			
Historic Repository	PD	CUP		CUP
Interpretive Centers	PD	CUP		CUP
Museums	PD	CUP		CUP
DOG AND CAT GROOMING	PD			CUP
DWELLINGS *				
Dwellings, Single-Family *			ZC	
Dwellings, Two-Family, Or Two Single-Family Dwellings		PD ²	ZC	
<i>Dwellings, Multi-Family</i>				
Dwellings, Triplex, Quadplex		PD	PD	
Apartments (minimum 4 Plus Units)		PD		
Town Center Residential	PD ³			
Farmworker Housing Complex		<i>See Dwelling Types Above</i>		
EDUCATION AND TRAINING				
Schools, elementary and secondary (boarding and nonboarding)	PD	CUP	CUP	
Professional and Vocational	PD	CUP		PD
Art, Craft, and Self-Improvement	PD	PD		CUP
FENCES AND WALLS 6' HIGH OR LESS PER SEC. 8106-8.1	ZC	ZC	ZC	ZC
Over 6' High <i>per Sec. 8106-8.1</i>	ZC	ZC	ZC	ZC
FILMING ACTIVITIES *				
Permanent	CUP			PD
Temporary	CUP	CUP		CUP
Occasional For Current News Programs/ Noncommercial Personal Use	E	E	E	E
Occasional <i>Per Sec. 8107-11.1</i>	ZC	ZC	ZC	ZC
Occasional With Waivers <i>Per Sec. 8107-11.2</i>	ZC-W	ZC-W		ZC-W
Occasional, Not Meeting Standards	CUP	CUP		CUP
GOVERNMENT BUILDINGS	PD		CUP	PD
Fire Stations	PD		CUP	PD
Law Enforcement Facilities (substations)	PD		CUP	PD
Public Works Projects not otherwise listed as Uses in this Section constructed by the County or its Contractors	E		E	E
GRADING (<i>A Public Works Agency Grading Permit may still apply</i>)	E	E	E	E
HEALTH SERVICES				
Professional Offices	PD	PD		
<i>Ambulance Services & Out-Patient Clinics</i>	CUP			CUP
Pharmacy, Accessory Retail, For Prescription Pharmaceuticals Only	PD	PD		

E = Exempt

ZC = Zoning Clearance¹ZC/W = Zoning Clearance with signed waivers¹PD = Planned Development Permit¹CUP = Conditional Use Permit¹

Not allowed

Exempt

Approved by Planning Director or Designee

Approved by Planning Commission

Approved by Board of Supervisors

^{*} There are specific regulations for this use; see Article 7.¹ Includes a review for conformance with the Old Town Saticoy Development Code.² Duplexes are allowed in the R/MU zone when only a 3/4" water meter is available.³ Only allowed on the second floor in the Town Center as a secondary use.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE				
	TC	R/MU	RES	IND
HOTELS, MOTELS	PD			
LABORATORIES; RESEARCH AND SCIENTIFIC				PD
Medical And Dental	PD			PD
LIBRARIES AND INFORMATION CENTERS	PD	PD		
MAINTENANCE, ROUTINE/MINOR REPAIRS TO BUILDINGS, NO STRUCTURAL ALTERATIONS	E	E	E	E
If Designated Cultural Heritage Site	ZC	ZC	ZC	ZC
MANUFACTURING INDUSTRIES				
Apparel And Related Products				PD
Dressmaking and Tailor Shops	PD	PD		PD
<i>Custom/Artisan Goods</i>	CUP			
Food And Related Products				CUP
Bakery Products				PD
Instruments; Measuring, Analyzing And Controlling				PD
Jewelry, Silverware, And Plated Ware				PD
Leather And Leather Products				PD
Lumber And Wood Products And Processes				
Cabinet Work				PD
Machinery, Except Electrical				
Office, Computing And Accounting Machines				PD
Metal Products, Fabricated				
Machine Shops (3)				CUP
Plating, Polishing, Anodizing, Engraving And Related Operations				CUP
Musical Instruments, Including Pianos And Organs				PD
Paper And Related Products				
Products From Paper And Paperboard, Including Containers				PD
Pens, Pencils And Other Office And Artists' Materials				PD
Personal Goods				PD
Photographic, Medical And Optical Goods, And Watches And Clocks				PD
Printing, Publishing And Related Industries				PD
Print Shops (Up To 1,500 Sq. Ft. Of GFA)				PD
Signs And Advertising Displays				PD
Stone, Clay And Glass Products				
Glass Product, Made Of Purchased Glass				PD
Toys And Amusement, Sporting And Athletic Goods				PD
MODEL HOMES/LOT SALES: 2 YEARS* (See Sec. 8107-1.5)		ZC	ZC	

E = Exempt	PD = Planned Development Permit¹					
ZC = Zoning Clearance¹	CUP = Conditional Use Permit¹	Not allowed	Exempt	Approved by Planning Director or Designee	Approved by Planning Commission	Approved by Board of Supervisors
ZC-W = Zoning Clearance with signed waivers¹						

* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE				
	TC	R/MU	RES	IND
OFFICE; BUSINESS, PROFESSIONAL & ADMINISTRATIVE, EXCEPT HEALTH & VETERINARY	PD	PD		PD
Telemarketing Offices	PD	PD		PD
PARKING FACILITIES	PD			PD
PUBLIC SERVICE/UTILITY FACILITIES	CUP	CUP		CUP
Small Utility Structures	E	E	E	E
Offices Only	PD	PD		PD
RADIO STUDIOS (see Sec. 8107-45.2.3)	CUP			PD
RECORDING STUDIOS	PD			PD
RECREATIONAL, SPORT, ATHLETIC FACILITIES AND AMUSEMENTS	PD			
Arcades	CUP			CUP
Batting Cages And Golf Driving Ranges, Indoor				CUP
Bicycle Racing Tracks, Outdoor				CUP
Community Garden Plots	ZC	ZC	ZC	
Fields, athletic, without buildings, With Or Without Night Lighting			CUP	
Gymnasiums and Indoor Sports Clubs/Facilities	PD	CUP		CUP
Parks (with or without buildings)	PD	PD	PD	CUP
Recreation Projects, County-Initiated	PD	PD	CUP	
Shooting Ranges, Indoor				CUP
RENTAL AND LEASING OF DURABLE GOODS	CUP			PD
Bicycle Rental	PD	PD		PD
REPAIR AND RECONDITIONING SERVICES				CUP
Automobile Repair, Including Component Repair				CUP
Electrical And Electronic Machinery And Equipment				PD
Instruments, Including Musical Instruments	CUP			PD
Office, Computing And Accounting Machines				PD
Photographic And Optical Goods	CUP			PD
Repair Of Personal Goods such as Bikes, Jewelry, Shoes And Saddlery	PD			PD

E = Exempt	PD = Planned Development Permit ¹	Not allowed	Exempt	Approved by Planning Director or Designee	Approved by Planning Commission	Approved by Board of Supervisors
ZC = Zoning Clearance ¹	CUP = Conditional Use Permit ¹					
ZC-W = Zoning Clearance with signed waivers ¹						

* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE				
	TC	R/MU	RES	IND
RETAIL TRADE	PD	PD		
Christmas Tree Sales *	ZC			ZC
Eating Establishments *	PD	CUP		
Feed Stores	CUP			PD
Lumber And Building Materials Sales Yards				CUP
Mail Order Houses (Nonstore)				PD
Mobile Food Facilities (<i>less than 30 minutes in one location</i>)*	E			E
More Than 30 Minutes In One Location				ZC
Motor Vehicle, Mobilehome, Recreational Vehicle And Boat Dealers*				CUP
Nurseries	CUP			CUP
SALES/LEASING OF COMMERCIAL/INDUSTRIAL OFFICE SPACE IN EXISTING BUILDING ON SAME SITE AS UNIT/UNITS BEING SOLD/LEASED	E			E
SERVICE ESTABLISHMENTS				
Business	PD	PD		PD
Auction Halls, Not Involving Livestock				CUP
Disinfecting And Exterminating Services	CUP			CUP
Exhibits, Building Of				PD
Sign Painting And Lettering Shops	PD			PD
Personal (e.g. Beauty Salons, Laundromats, massage services, etc.)	PD	PD		
SIGNS (PER SEC. 8119-1.6)	ZC	ZC	ZC	ZC
STORAGE OF BUILDING MATERIALS, TEMPORARY*	ZC	ZC	ZC	ZC
TAXIDERMY				PD
TEMPORARY OUTDOOR EVENTS				
Festivals, Animal Shows, Street Fairs, and Similar Events	CUP	CUP		CUP
Multiple Food Facilities (Temporary Event)	CUP			CUP
<i>Recurring Sales Events</i> (Weekly or Fewer)				
Swap Meets				CUP
<i>Farmers Markets</i>	PD	PD		
TRANSPORTATION SERVICES				CUP
Bus Terminals				CUP
Train Terminals	CUP			CUP
TREES & NATIVE VEGETATION: REMOVAL, RELOCATION OR PRUNING	<i>Pursuant to Sec. 8107-25</i>			
VETERINARY CLINICS, PET ANIMALS ONLY *	PD			PD
VETERINARY HOSPITALS FOR LARGE ANIMALS *				PD

E = Exempt ZC = Zoning Clearance ¹ ZC-W = Zoning Clearance with signed waivers ¹	PD = Planned Development Permit ¹ CUP = Conditional Use Permit ¹	Not allowed	Exempt	Approved by Planning Director or Designee	Approved by Planning Commission	Approved by Board of Supervisors
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* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE

	TC	R/MU	RES	IND
WAREHOUSING AND STORAGE, INDOOR ONLY				PD
Building Materials, Movers' Equipment, etc.				PD
Ministorage, with or without RV Storage *				CUP
Warehousing and Storage, with outdoor storage				CUP
WASTE HANDLING, WASTE DISPOSAL AND RECYCLING FACILITIES *				
Recyclables Collection Centers*				ZC
Reuse Salvage Facilities (Indoor only)				CUP
Temporary Collection Activities *	ZC	ZC	ZC	ZC
Waste Collection And Processing Activities To Mitigate An Emergency *	ZC	<i>Pursuant to Sec. 8107-36.3.12</i>		ZC
WASTEWATER/SEWAGE TREATMENT FACILITIES				
Individual Sewage Disposal Systems				
On-Site Wastewater Treatment Facilities				
WATER PRODUCTION, STORAGE, TRANSMISSION, AND DISTRIBUTION FACILITIES				
4 Or Fewer Domestic Service Connections (Privately Operated)	ZC	ZC	ZC	ZC
5 Or More Domestic Service Connections (Privately Operated)	PD	PD	PD	PD
Well Drilling For Use Only On Lot Of Well Location	E	E	E	E
WHOLESALE TRADE				CUP
B] ACCESSORY USES AND STRUCTURES				
ACCESSORY USES AND STRUCTURES	ZC	ZC	ZC	ZC
Keeping of Animals				
Pet animals <i>Per Sec. 8107-2.4</i>	E	E	E	
Security animals (<i>See Sec. 8107-2.4.4</i>)	E			E
More Animals Than Permitted	CUP			CUP
Youth projects *			ZC-W	
Dwellings:				
Buildings For Human Habitation:				
<i>Live/Work Units</i>	PD			
For Caretaker (with or without pets)				CUP
For Superintendent Or Owner	CUP	PD		CUP
Accessory Dwelling Unit * (AM. ORD. 4519 - 2/27/18)		<i>Pursuant to Sec. 8107-1.7</i>		

E = Exempt

ZC = Zoning Clearance¹ZC-W = Zoning Clearance
with signed waivers¹PD = Planned Development
Permit¹CUP = Conditional Use
Permit¹Not
allowed

Exempt

Approved
by Planning
Director or
DesigneeApproved
by Planning
CommissionApproved
by Board of
Supervisors

* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

PERMITTED USES IN OLD TOWN SATICOY, BY ZONE				
	TC	R/MU	RES	IND
Buildings Not For Human Habitation Or Agricultural And Animal Husbandry/ Keeping Purposes (e.g. Garage, Storage Building):				
up to 2,000 sq. ft. GFA per lot			ZC	
over 2,000 sq. ft. GFA per lot			PD	
Accessory bathrooms *			ZC	
Nonmotorized wheeled conveyances, within standards *			ZC	
which exceed standards			CUP	
Garage/yard sales		E	E	
Home occupations *	ZC	ZC	ZC	
Non Commercial Antennas, Ground-Mounted *	See Communication Facilities			
Freestanding Light Fixtures	Pursuant to Sec. 8106-8.6			
Open Storage *	Pursuant to Sec. 8109-2.2	Pursuant to Sec. 8107-1.6		CUP ⁴
Ordinary Maintenance/Minor Repairs To Buildings; No Structural Alterations	E	E	E	E
Patios, Paving And Decks Not More Than 30" Above Finished Grade, Per Art. 6	ZC	ZC	E	ZC
Play Structures, Outdoor Furniture And Similar Structures Exempt From Setback Requirements of Art. 6	E	E	E	E
Recreational Facilities, Restaurants And Cafes; For Employees Only				PD
Recreational Projects, County Initiated: Caretaker Recreational Vehicle *	ZC	ZC	ZC	
Retail Uses And Structures				
Outdoor Sales And Services, Temporary *	ZC			ZC
Repair Of Products Retailed	ZC			ZC
Retail Sale Of Products Manufactured On-Site	PD			ZC
Soil And Geologic Testing For Water Wells Foundations, Septic Systems And Similar Construction	E	E	E	E
Swimming, Wading, And Ornamental Pools Less Than 18" Depth Capacity	ZC	ZC	E	ZC
Temporary Buildings During Construction*	ZC	ZC	ZC	ZC
To A Use Requiring A PD Permit Or CUP	Pursuant to Sec. 8111-6.1			
Vaccination Clinics, Temporary, For Pet Animals *	ZC			ZC

E = Exempt	PD = Planned Development Permit ¹					
ZC = Zoning Clearance ¹	CUP = Conditional Use Permit ¹	Not allowed	Exempt	Approved by Planning Director or Designee	Approved by Planning Commission	Approved by Board of Supervisors
ZC-W = Zoning Clearance with signed waivers ¹						

* There are specific regulations for this use; see Article 7.

¹ Includes a review for conformance with the Old Town Saticoy Development Code.

⁴ See [Sec. 8119-1.8.7](#) for Open Storage Standards in the IND zone.

Sec. 8119-1.3 - Zoning Standards

Sec. 8119-1.3.1 - Town Center (TC) Zone

a. Building Placement

- Buildings shall be located within the building site per [Table 1.3.1\(a\)](#) below. Setbacks are measured as per Sec. 8106-4.
- See [Sec. 8119-1.4](#) (Building Type Standards) for allowed building types, minimum and maximum lot width and depth dimensions, and applicable design requirements.
- See [Sec. 8119-1.8](#) for additional requirements.
- Outdoor uses (such as dining) must be located within the property line.

TABLE 1.3.1(a) BUILDING PLACEMENT STANDARDS			
<div> <div></div>Buildable area <div></div>Property Line </div>			
PRIMARY BUILDING		MIN.	MAX.
a	Primary Street Setback	0 ft. ^{1,2}	5 ft. ³
b	Side Street Setback	0 ft. ^{1,2}	5 ft. ³
c	Side Setback	0 ft. ^{1,2}	5 ft.
d	Rear Setback	5 ft.	–
ACCESSORY BUILDING			
No detached habitable Accessory Buildings are allowed within the TC Zone. However, an attached habitable Accessory Dwelling for a Superintendent or Owner and live/work units are allowed (See Sec. 8119-1.4.10.).			

- [1] Setback to be landscaped or paved as per [Sec. 8119-1.4.2\(e\)](#).
 [2] Setback includes footings.
 [3] Exceptions are available for outdoor uses (such as dining, landscaping, etc.)

b. Building Profile

- Building heights shall comply with the standards listed in [Table 1.3.1\(b\)](#) below and are measured as per [Sec. 8119-1.8.2](#). Floor heights are measured floor to floor.
- The maximum height of buildings with flat roofs shall include parapets and roof decks.
- Chimneys and other architectural features may project beyond the maximum building height as allowed by the California Building Code and Sec. 8106-7.

TABLE 1.3.1(b) BUILDING PROFILE STANDARDS			
<div> <div></div>Property Line </div>			
PRIMARY BUILDING		MIN.	MAX.
e	Building height (stories)	1	2 ¹
	Building height (ft.) for pitched roofs	–	40
	Building height (ft.) for flat roofs	–	35
f	Height to top-of-plate (ft.)	20	30
g	Ground floor level above sidewalk (ft.)	0	2
h	Ground story floor to floor height (ft.)	15	30 ¹
i	Upper story floor to floor height (ft.)	10	15 ¹
ACCESSORY BUILDING			
The height of the attached Accessory Buildings shall not exceed the height of the <i>Primary Building</i> .			

- [1] Exception allowed for parking garages/structures.

Sec. 8119-1.3.1 - Town Center (TC) Zone (contd.)**c. Building Frontage**

1. The street facing *façade(s)* of each *primary building* shall extend along the *primary* and *side streets* as required in [Table 1.3.1\(c\)](#) below and shall incorporate one or more of the frontage types identified in [Sec. 8119-1.5](#) (Frontage Type Standards).
2. For lots with no *side street* or *alley* access, a proportionate reduction in percentage of building length along the *primary street* frontage is permitted for driveway access to rear parking lots.
3. All *principal* and *secondary uses* shall be enclosed in a building that meets frontage requirements specified in [Sec. 8119-1.3.1\(c\)\(1\) and \(2\)](#) above.

TABLE 1.3.1(c) BUILDING FRONTAGE STANDARDS

MIN. BUILDING LENGTH ALONG STREET FRONTAGE		MIN.
j	Primary Street (% of lot width)	80
k	Side Street (% of lot depth)	50

Buildable area Property Line

d. Parking and Utilities

1. Parking and any above-ground utilities shall be located as shown in [Table 1.3.1\(d\)](#) below. To the extent possible, utilities shall be placed underground.
2. Parking/service areas shall be accessed from an *alley*, rear of lot or a *Side Street*. When not present, parking/service areas may be accessed from the *Primary Street*, with driveways located as close to the side property line as possible.

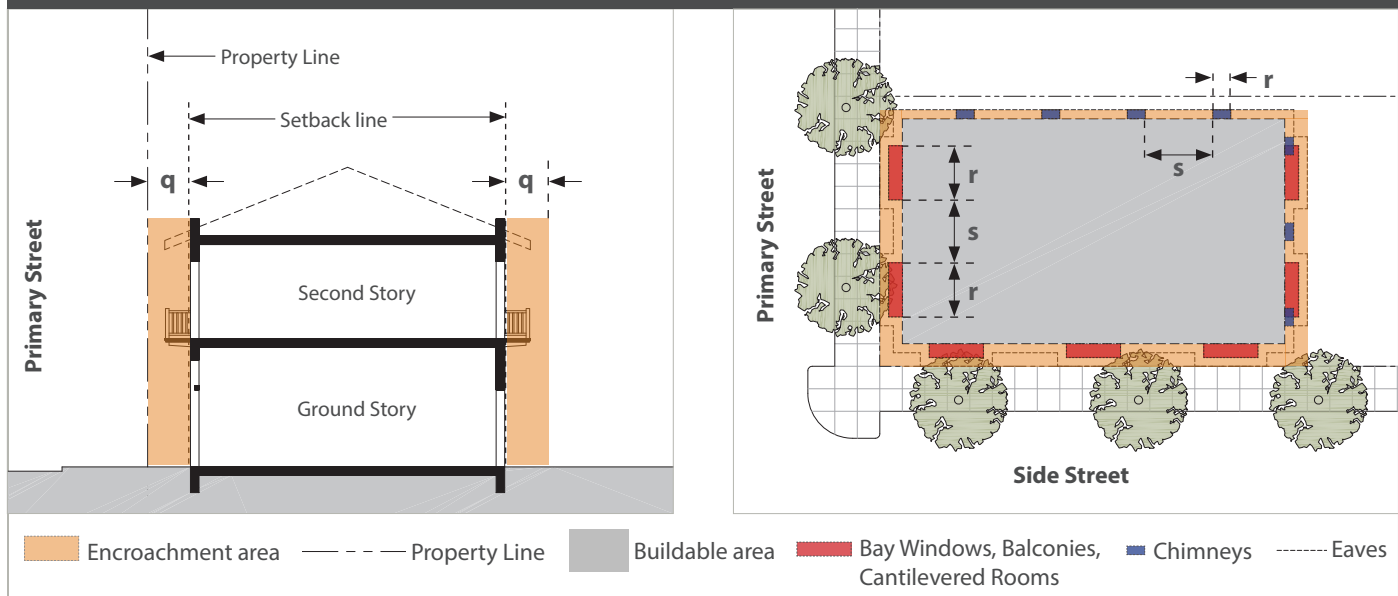
TABLE 1.3.1(d) PARKING PLACEMENT STANDARDS

PARKING PLACEMENT		MIN.	MAX.
l	Primary Street Setback	40 ft.	–
m	Side Street Setback	5 ft.	–
n	Side Setback	5 ft.	–
o	Rear Setback	5 ft.	–
DRIVEWAY		MIN.	MAX.
p	Driveway width	See individual Building Types in Sec. 8119-1.4 .	

Buildable area Parking area Property Line

Sec. 8119-1.3.1 - Town Center (TC) Zone (contd.)**e. Building Encroachments**

1. Permitted *frontage* types per [Sec. 8119-1.5](#) (Frontage Type Standards) may encroach into setbacks as identified in [Table 1.3.1\(e\)](#) below.
2. Architectural elements, including bay windows, balconies (covered or uncovered), chimneys and fireplaces, eaves, and signage may encroach into setbacks as identified in [Table 1.3.1\(e\)](#). As part of the main building, cantilevered rooms are also allowed to encroach. Only projecting signs may encroach into a public right-of-way, pursuant to an approved Encroachment Permit.
3. Maximum dimensions of bay windows, balconies (covered or uncovered), cantilevered rooms, chimneys, and eaves are indicated in [Table 1.3.1\(e\)](#) below. See [Sec. 8119-1.5](#) (Frontage Type Standards) for dimensions of allowed *frontage* types and [Sec. 8119-1.6](#) (Signage Standards) for dimensions of allowed signage types.
4. See following sections for allowances: Sec. 8106-5 for fire escapes and open unenclosed stairways (Sec. 8106-5.6); depressed ramps (Sec. 8106-5.8); uncovered, unenclosed landing and porches (Sec. 8106-5.9); and decks (Sec. 8106-5.10).

TABLE 1.3.1e. BUILDING ENCROACHMENT STANDARDS**BUILDING ENCROACHMENT STANDARDS**

ENCROACHMENT TYPE	MAXIMUM ENCROACHMENT (q)				MAX. LENGTH		MIN. DISTANCE BETWEEN ENCROACHMENTS (s)
	FRONT	SIDE STREET	SIDE YARD	REAR YARD	PER INDIVIDUAL ENCROACHMENT (r)	ALL ENCROACHMENTS COMBINED	
Bay Windows ^{1,3}	3 ft.	3 ft.	0 ft.	3 ft.	12 ft.	20 ft. or 50% of façade length, whichever is greater	8 ft.
Balconies ^{1,3}	3 ft.	3 ft.	0 ft.	3 ft.			
Cantilevered rooms ^{1,3}	0 ft.	0 ft.	0 ft.	2 ft.			
Chimneys ³	0 ft.	0 ft.	2 ft.	2 ft.	4 ft.	16 ft.	8 ft.
Eaves ³	2 ft. ²	2 ft. ²	2 ft.	2 ft. ²	n/a	100% of façade length	n/a
Arcades	5 ft.				See Sec. 8119-1.5		
Signage	5 ft.		0 ft.		See Sec. 8119-1.6		

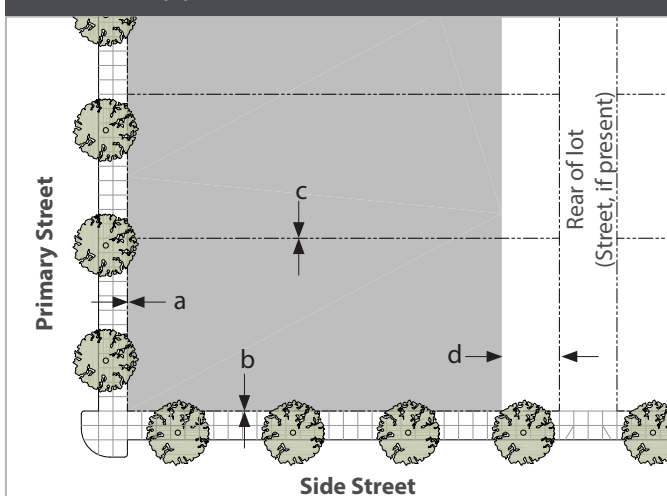
[1] Bay windows, balconies, and cantilevered rooms are allowed only on second floor.

[2] Eaves may encroach up to 5 feet into front, rear and side street setback when extending from a bay window, covered balcony, or cantilevered room.

[3] Not allowed when the structure has a front setback less than 3 ft.

1. Buildings shall be located within the building site per [Table 1.3.2\(a\)](#) below. Setbacks are measured as per Sec. 8106-4.
2. See [Sec. 8119-1.4](#) (Building Type Standards) for allowed building types, minimum and maximum lot width and depth dimensions, and applicable design requirements.
3. Corner lots along L.A. Avenue shall include ground-floor commercial retail facing L.A. Avenue.
4. See [Sec. 8119-1.8](#) for additional requirements.
5. Outdoor uses (such as dining) must be located within the property line.

TABLE 1.3.2(a) BUILDING PLACEMENT STANDARDS



Buildable area		Property Line	
PRIMARY BUILDING		MIN.	MAX.
a	Primary Street Setback ¹	10 ft.	20 ft. ²
b	Side Street Setback ¹	5 ft.	15 ft. ²
c	Side Setback	5 ft.; 8 ft. for three story buildings	–
d	Rear Setback	10 ft.	–

ACCESSORY BUILDING

Pursuant to Sec. 8107-1.7, an accessory dwelling unit (ADU) shall be allowed on a lot zoned R/MU with an existing single-family dwelling.³ In all other instances, no detached habitable Accessory Buildings are allowed within the R/MU Zone. However, an attached habitable Accessory Dwelling for a Superintendent or Owner is allowed (See [Sec. 8119-1.4.10](#)).

[1] Primary or Side Street setbacks to be landscaped or paved as per [Sec. 8119-1.4.2\(e\)](#).

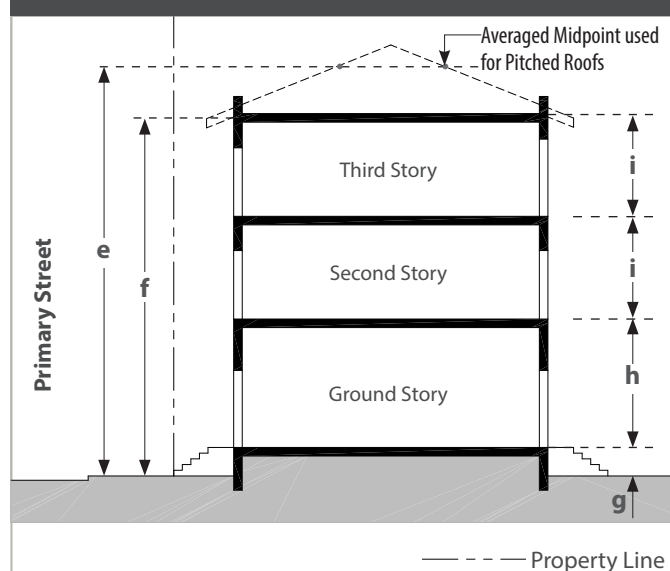
[2] Exceptions are available for outdoor uses (such as dining, landscaping, etc.)

[3] See **Sec. 8119-1.3.3(a) and (b)** for building placement and building profile standards for ADUs. (AM. ORD. 4519 - 2/27/18)

b. Building Profile

1. Building heights shall comply with the standards listed in [Table 1.3.2\(b\)](#), and are measured as per [Sec. 8119-1.8.2](#). Floor heights are measured floor to floor.
2. The maximum height of buildings with flat roofs shall include parapets and roof decks.
3. Chimneys and other architectural features may project beyond the maximum building height as allowed by the California Building Code and Sec. 8106-7.

TABLE 1.3.2(b) BUILDING PROFILE STANDARDS



PRIMARY BUILDING		MIN.	MAX.
e	Building height (stories)	1	3
	Building height (ft.) for pitched roofs	–	50
	Building height (ft.) for flat roofs	–	45
f	Building height (ft.) to top-of-plate	16	40
g	Ground floor level above sidewalk (ft.)		
	Nonresidential	0	2
	Residential	0	2
h	Ground story floor to floor height (ft.)		
	Nonresidential	12	30
	Residential	12	20
i	Upper story floor to floor height (ft.)	10	15

ACCESSORY BUILDING

The height of the attached Accessory Buildings shall not exceed the height of the *Primary Building*.

Sec. 8119-1.3.2 - Residential/Mixed Use (R/MU) Zone (contd.)**c. Building Frontage**

1. The street facing *façade(s)* of each *primary building* shall extend along the *primary* and *side streets* as required in [Table 1.3.2\(c\)](#) below and shall incorporate one or more of the *frontage* types identified in [Sec. 8119-1.5](#) (Frontage Type Standards).
2. All *principal* and *secondary uses* shall be enclosed in a building that meets *frontage* requirements specified in [Sec. 8119-1.3.2\(c\)\(1\)](#) above.

TABLE 1.3.2(c) BUILDING FRONTAGE STANDARDS

MIN. BUILDING LENGTH ALONG STREET FRONTAGE		
		MIN.
j	Primary Street (% of lot width)	60
k	Side Street (% of lot depth)	40

d. Parking and Utilities

1. Parking and above-ground utilities shall be located as shown in [Table 1.3.2\(d\)](#) below. To the extent possible, utilities shall be placed underground.
2. Parking/service areas shall be accessed from a *Side Street* or rear of the lot. When not present, parking/service areas may be accessed from the *Primary Street*, with driveways located as close to the side property line as possible.

TABLE 1.3.2(d) PARKING PLACEMENT STANDARDS

PARKING PLACEMENT			
		MIN.	MAX.
l	Primary Street Setback	Rear 50% of lot	–
m	Side Street Setback	5 ft.	–
n	Side Setback	5 ft.	–
o	Rear Setback	5 ft.	–

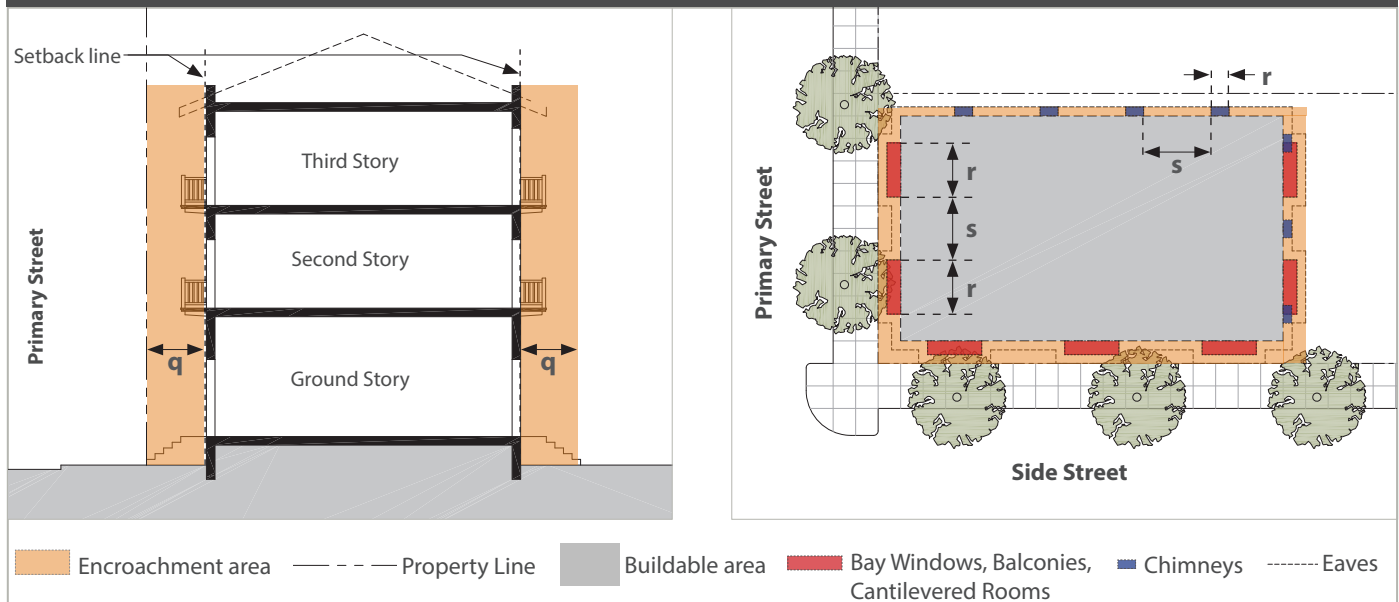
DRIVEWAY		MIN.	MAX.
p	Driveway width	See individual Building Types in Sec. 8119-1.4	

Sec. 8119-1.3.2 - Residential/Mixed Use (R/MU) Zone (contd.)

e. Building Encroachments

1. Permitted *frontage* types per [Sec. 8119-1.5](#) (Frontage Type Standards) may encroach into setbacks as identified in [Table 1.3.2\(e\)](#) below.
2. Architectural elements, including bay windows, balconies (covered or uncovered), chimneys, eaves, and signage may encroach into setbacks as identified in [Table 1.3.2\(e\)](#) below. As part of the main building, cantilevered rooms are allowed to encroach. Except for commercial signs, no encroachments are permitted in the public right-of-way.
3. Maximum dimensions of architectural elements, including bay windows, balconies (covered or uncovered), cantilevered rooms, chimneys, and eaves are indicated in [Table 1.3.2\(e\)](#) below. See [Sec. 8119-1.5](#) (Frontage Type Standards) for dimensions of allowed *frontage* types and [Sec. 8119-1.6](#) (Signage Standards) for dimensions of allowed signage types.
4. See following sections for allowances: Sec. 8106-5 for fire escapes and open unenclosed stairways (Sec. 8106-5.6); depressed ramps (Sec. 8106-5.8); uncovered, unenclosed landing and porches (Sec. 8106-5.9); and decks (Sec. 8106-5.10).

TABLE 1.3.2(e) BUILDING ENCROACHMENT STANDARDS



BUILDING ENCROACHMENT STANDARDS

ENCROACHMENT TYPE	MAXIMUM ENCROACHMENT (q)				MAX. LENGTH		MIN. DISTANCE BETWEEN ENCROACHMENTS (s)
	FRONT	SIDE STREET	SIDE YARD	REAR YARD	PER INDIVIDUAL ENCROACHMENT (r)	ALL ENCROACHMENTS COMBINED	
Bay Windows ¹	3 ft.	3 ft.	0 ft.	3 ft.	12 ft.	20 ft. or 45% of façade length, whichever is greater	8 ft.
Balconies ¹	3 ft.	3 ft.	0 ft.	3 ft.			
Cantilevered rooms ¹	0 ft.	0 ft.	0 ft.	2 ft.			
Chimneys	0 ft.	0 ft.	2 ft.	2 ft.	4 ft.	16 ft.	8 ft.
Eaves	2 ft. ²	2 ft. ²	2 ft.	2 ft. ²	n/a	100% of façade length	n/a
Porch, Stoop	5 ft.	5 ft.	0 ft.	0 ft.	See Sec. 8119-1.5.4 & Sec 8119-1.5.5		
Signage	5 ft.		0 ft.		See Sec. 8119-1.6		

[1] Bay windows, balconies, and cantilevered rooms are allowed only on second and third floors.

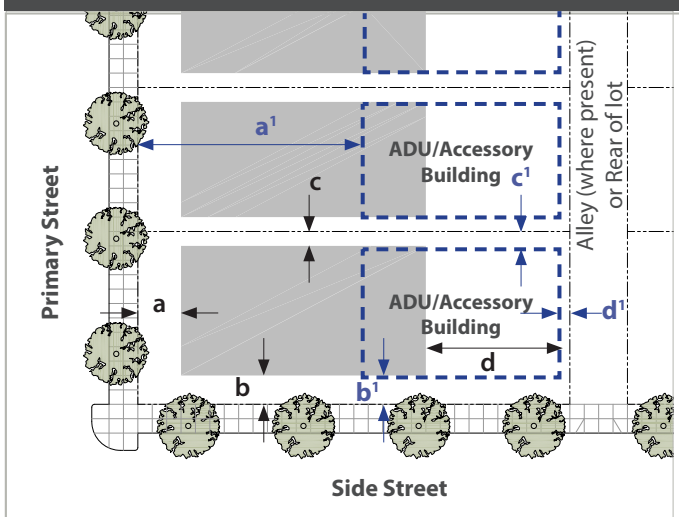
[2] Eaves may encroach up to 5 feet into front, rear and side street setback when extending from a bay window, covered balcony, or cantilevered room.

Sec. 8119-1.3.3 - Residential (RES) Zone

a. Building Placement (AM. ORD. 4519 - 2/27/18)

- Buildings, Accessory Dwelling units (ADU) and other habitable/non-habitable accessory buildings shall be located within the building site per [Table 1.3.3\(a\)](#) below. Setbacks are measured as per Sec. 8106-4.
- See [Sec. 8119-1.4](#) (Building Type Standards) for allowed building types, minimum and maximum lot width and depth dimensions, and applicable design requirements.
- See [Sec. 8119-1.8](#) for additional requirements.
- For all other applicable standards regarding ADUs, see Sec. 8107-1.7

TABLE 1.3.3(a) BUILDING PLACEMENT STANDARDS



PRIMARY BUILDING		MIN.	MAX.
a	Primary Street Setback ¹	15 ft. or prevailing setback for block length	20 ft.
b	Side Street Setback ¹	10 ft.	–
c	Side Setback	5 ft.	–
d	Rear Setback	10 ft.	–
ADU/ACCESSORY BUILDING		MIN.	MAX.
a¹	Primary Street Setback ¹	Locate on Rear 40% of lot	
b¹	Side Street Setback ¹	10 ft.	–
c¹	Side Setback ²	5 ft.	–
d¹	Rear Setback ²	5 ft.	–

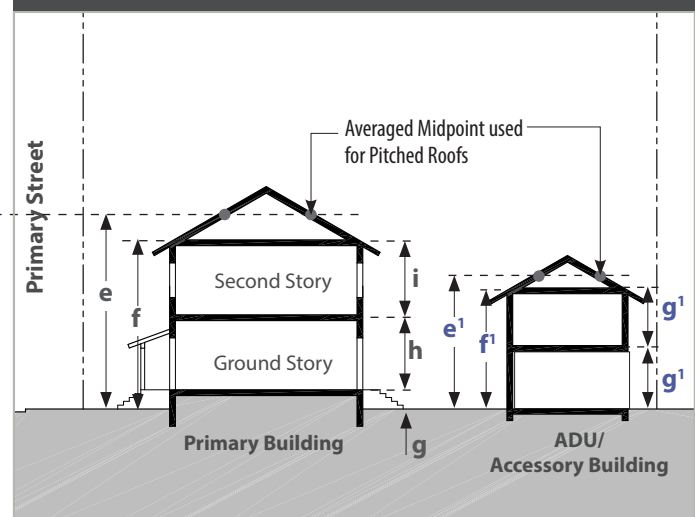
[1] Primary and Side Street setbacks shall be landscaped.

[2] An exception is allowed for non-habitable accessory buildings where the minimum side and rear setback can be 3 ft. (Per Sec. 8106-5.1).

b. Building Profile (AM. ORD. 4519 - 2/27/18)

- Building heights shall comply with the standards listed in [Table 1.3.3\(b\)](#) below and are measured as per [Sec. 8119-1.8.2](#). Floor heights are measured floor to floor.
- The maximum height of buildings with flat roofs shall include parapets and roof decks.
- Chimneys and other architectural features may project beyond the maximum building height as allowed by the California Building Code and Sec. 8106-7.

TABLE 1.3.3(b) BUILDING PROFILE STANDARDS



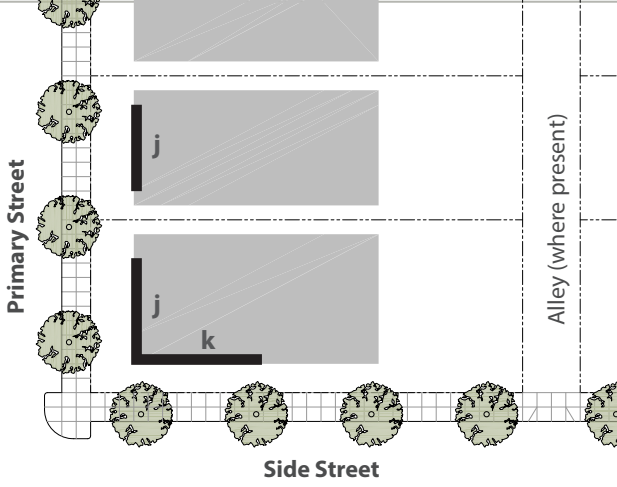

PRIMARY BUILDING		MIN.	MAX.
e	Building height (stories)	1	2
f	Height to top-of-plate (ft.)	–	35
g	Ground floor level above sidewalk (ft.)	0	3
h	Ground story height (ft.)	9	12
i	Upper story height (ft.)	9	12
ADU/ACCESSORY BUILDING		MIN.	MAX.
e¹	Building height (stories)	1	2¹
f¹	Height to top-of-plate (ft.)	–	25
g¹	Floor height (ft.)	9	10

[1] Only allowed if it is: (a) a 2-story ADU, or (b) an ADU located over a non-habitable accessory building.

[2] Building height of ADU/Accessory Building shall not exceed the height of the Primary Building.

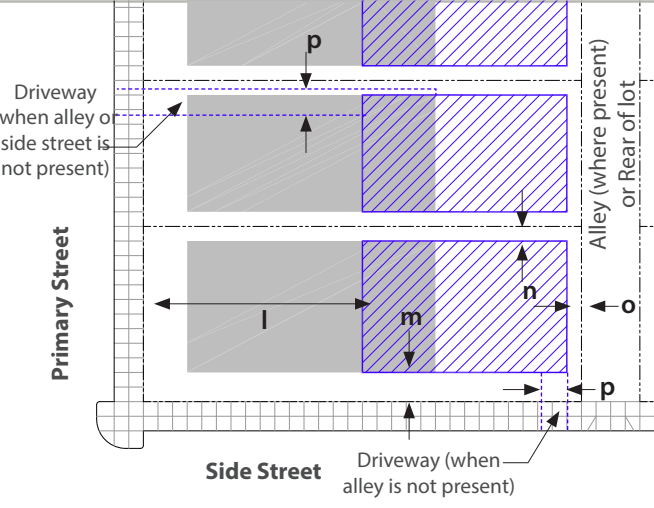

Sec. 8119-1.3.3 - Residential (RES) Zone (contd.)**c. Building Frontage**

1. The street facing *façade(s)* of each *primary building* shall extend along the *primary* and *side streets* as required in [Table 1.3.3\(c\)](#) below and shall incorporate one or more of the *frontage* types identified in [Sec. 8119-1.5](#) (Frontage Type Standards).
2. For lots with no *side street* or *alley* access, a proportionate reduction in percentage of building length along the *primary street frontage* is permitted for driveway access to rear parking lots.
3. All *principal* and *secondary uses* shall be enclosed in a building that meets *frontage* requirements specified in [Sec. 8119-1.3.3\(c\)\(1\) and \(c\)\(2\)](#) above.

TABLE 1.3.3(c) BUILDING FRONTAGE STANDARDS		
		
		
MIN. BUILDING LENGTH ALONG STREET FRONTAGE		MIN.
j	Primary Street (% of lot width)	60
k	Side Street (% of lot depth)	30

d. Parking and Utilities

1. Parking and above-ground utilities shall be located as shown in [Table 1.3.3\(d\)](#) below. To the extent possible, utilities shall be underground.
2. Parking/service areas shall be accessed from an *alley* or a *Side Street*. When not present, parking/service areas may be accessed from the *Primary Street*, with driveways located as close to side property line as possible.

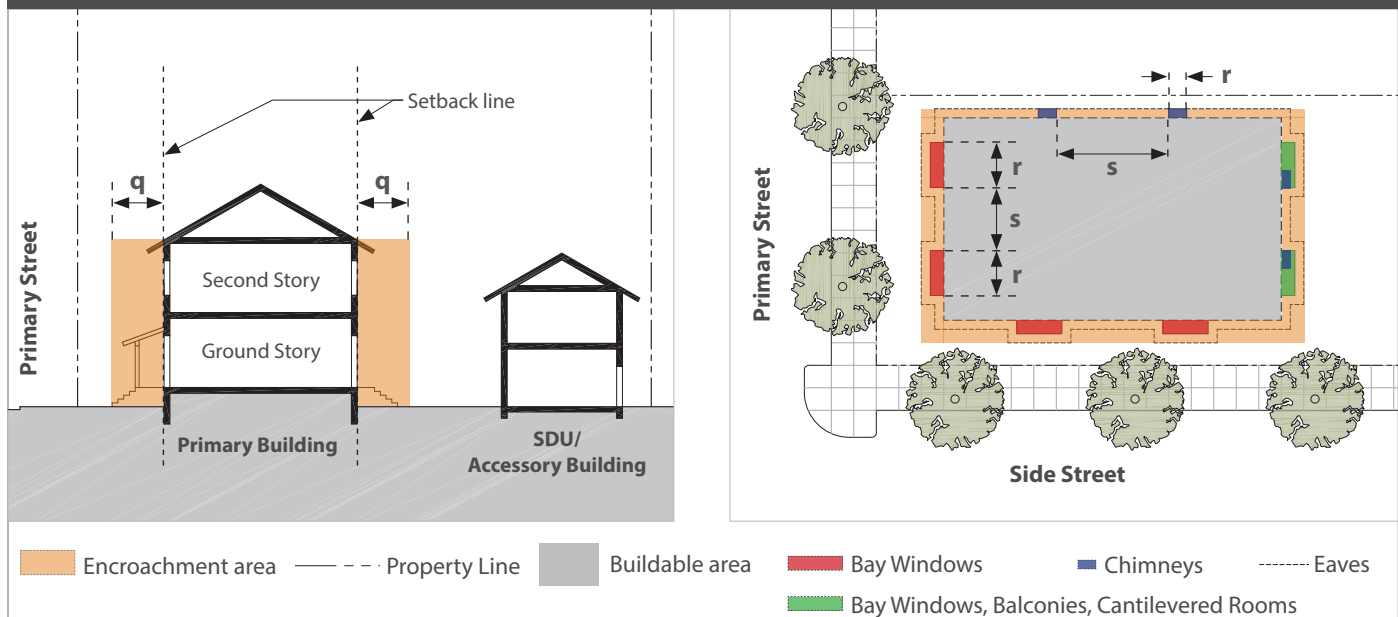
TABLE 1.3.3(d) PARKING PLACEMENT STANDARDS			
			
			
PARKING PLACEMENT		MIN.	MAX.
l	Primary Street Setback	Rear 50% of lot	–
m	Side Street Setback	10 ft.	–
n	Side Setback	5 ft.	–
o	Rear Setback	5 ft.	–
DRIVEWAY		MIN.	MAX.
p	Driveway width	See individual Building Types in Sec. 8119-1.4	

Sec. 8119-1.3.3 - Residential (RES) Zone (contd.)

e. Building Encroachments

1. Permitted *frontage* types per [Sec. 8119-1.5](#) (Frontage Type Standards) may encroach into setbacks as identified in [Table 1.3.3\(e\)](#) below.
2. Architectural elements, including bay windows, balconies (covered or uncovered), chimneys, eaves, and signage may encroach into setbacks as identified in [Table 1.3.3\(e\)](#) below. As part of the main building, cantilevered rooms are also allowed to encroach.
3. No encroachments shall be permitted within the public right-of-way.
4. Maximum dimensions of architectural elements, including bay windows, balconies (covered or uncovered), cantilevered rooms, chimneys, and eaves are indicated in [Table 1.3.3\(e\)](#) below. See [Sec. 8119-1.5](#) (Frontage Type Standards) for dimensions of allowed *frontage* types and [Sec. 8119-1.6](#) (Signage Standards) for dimensions of allowed signage types.
5. See following sections for allowances: Sec. 8106-5 for fire escapes and open unenclosed stairways (Sec. 8106-5.6); depressed ramps (Sec. 8106-5.8); uncovered, unenclosed landing and porches (Sec. 8106-5.9); and decks (Sec. 8106-5.10).

TABLE 1.3.3(e) BUILDING ENCROACHMENT STANDARDS



BUILDING ENCROACHMENT STANDARDS

ENCROACHMENT TYPE	MAXIMUM ENCROACHMENT (q)				MAX. LENGTH		MIN. DISTANCE BETWEEN ENCROACHMENTS (s)
	FRONT	SIDE STREET	SIDE YARD	REAR YARD	PER INDIVIDUAL ENCROACHMENT (r)	ALL ENCROACHMENTS COMBINED	
Bay Windows ¹	3 ft.	3 ft.	0 ft.	3 ft.	12 ft.	20 ft. or 45% of façade length, whichever is greater	8 ft.
Balconies ²	3 ft.	3 ft.	0 ft.	3 ft.			
Cantilevered rooms ²	0 ft.	0 ft.	0 ft.	2 ft.			
Chimneys	2 ft.	2 ft.	2 ft.	2 ft.	4 ft.	16 ft.	8 ft.
Eaves	2 ft. ³	2 ft. ³	2 ft.	2 ft. ³	n/a	100% of façade length	n/a
Porch, Stoop	5 ft.	5 ft.	2 ft.	2 ft.	See Sec. 8119-1.5.4 and Sec. 8119-1.5.5		

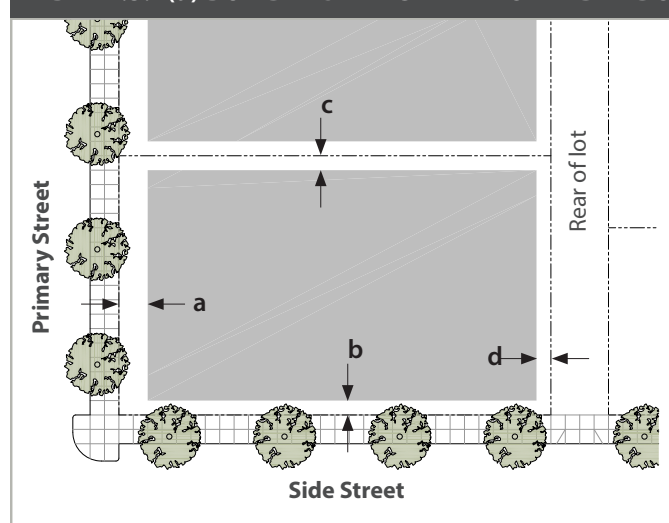
[1] Bay windows are allowed only on the ground floor.

[2] Balconies and cantilevered rooms are allowed only on second floor.

[3] Eaves may encroach up to 5 feet into front, rear and side street setback when extending from a bay window, covered balcony, or cantilevered room.

1. Buildings shall be located within the building site per [Table 1.3.4\(a\)](#) below. Setbacks are measured as per Sec. 8106-4.
2. See [Sec. 8119-1.4](#) (Building Type Standards) for allowed building types, minimum and maximum lot width and depth dimensions, and applicable design requirements.
3. See [Sec. 8119-1.8](#) for additional requirements, including standards for Open Storage in the IND zone ([Sec. 8119-1.8.7](#)).

TABLE 1.3.4(a) BUILDING PLACEMENT STANDARDS



Buildable area		----- Property Line	
PRIMARY BUILDING		MIN.	MAX.
a	Primary Street Setback ¹	10 ft.	20 ft.
b	Side Street Setback ¹	10 ft.	–
c	Side Setback	5 ft.	–
d	Rear Setback	5 ft.	–

ACCESSORY BUILDING

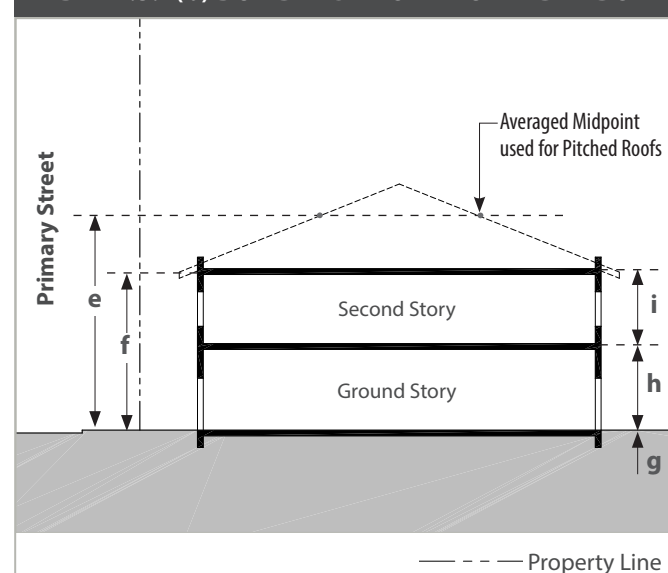
No detached habitable Accessory Buildings are allowed within the IND Zone. However, an attached habitable Accessory Dwelling for a Superintendent or Owner, or a Caretaker is allowed (See [Sec. 8119-1.4.10](#)).

[1] Primary and Side Street setbacks shall be landscaped.

b. Building Profile

1. Building heights shall comply with the standards listed in [Table 1.3.4\(b\)](#) and are measured as per [Sec. 8119-1.8.2](#). Floor heights are measured floor to floor.
2. The maximum height of buildings with flat roofs shall include parapets and roof decks.
3. The heights of industrial buildings located *adjacent* to residentially zoned parcels shall be reduced (i.e. step back the second floor) to ensure compatible heights of the structures (Apply [Sec. 8119-1.8.5\(d\)](#)).

TABLE 1.3.4(b) BUILDING PROFILE STANDARDS



PRIMARY BUILDING		MIN.	MAX.
e	Building height (stories)	1	2
	Building height (ft.) ¹	–	45
f	Height to top-of-plate (ft.)	–	40
g	Ground floor level above sidewalk (ft.)	–	–
h	Ground story height (ft.):	–	35
i	Upper story height (ft.)	–	–

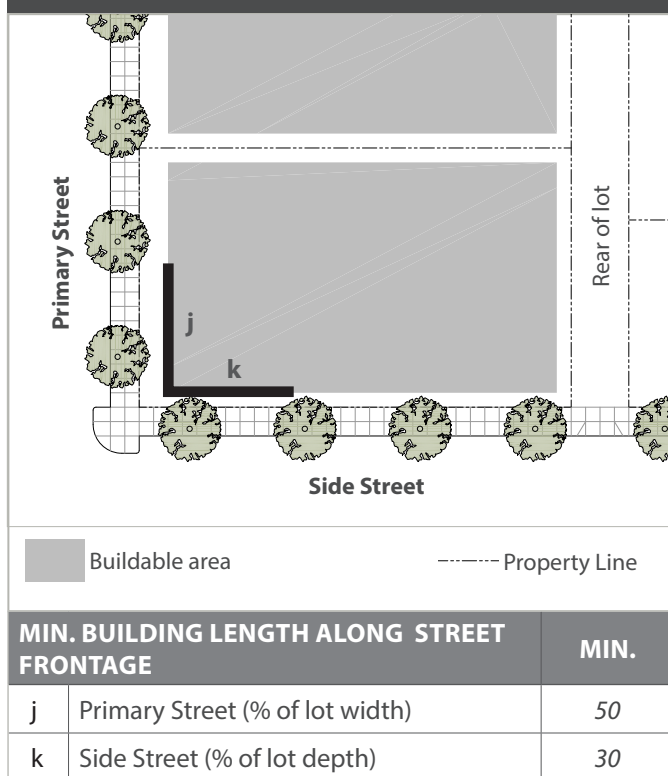
ACCESSORY BUILDING

The height of the attached Accessory Buildings shall not exceed the height of the *Primary Building*.

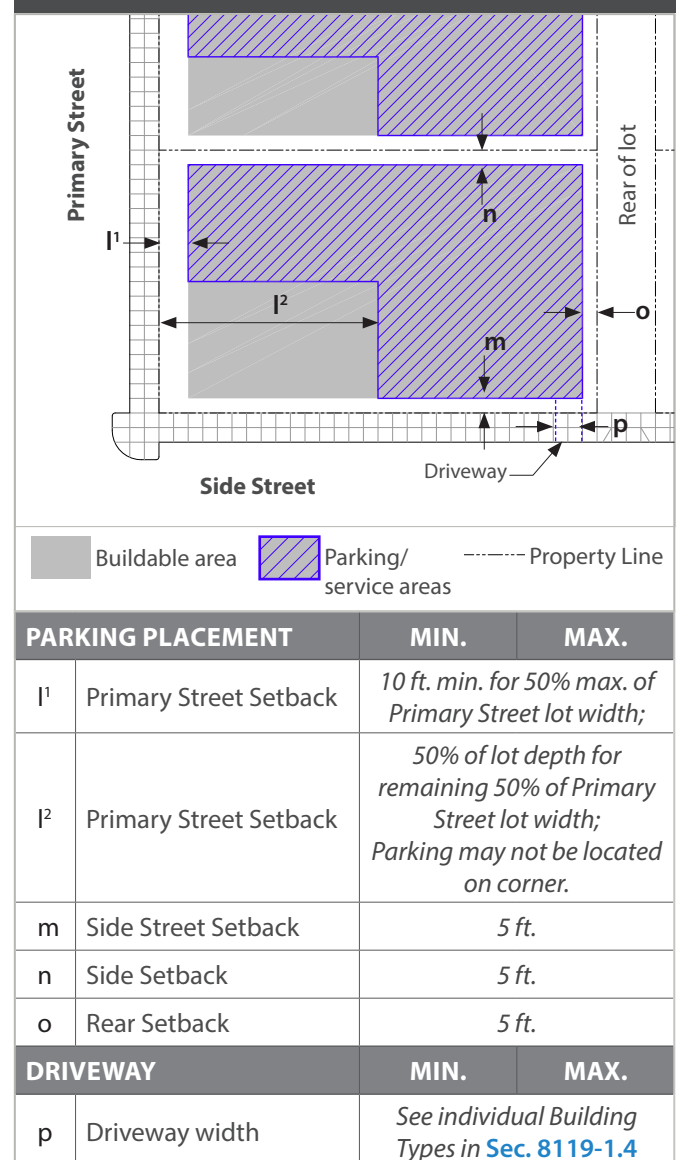
[1] Max. Building height along Azahar St = 35 ft. (See [Sec. 8119-1.8.5](#)).

Sec. 8119-1.3.4 - Industrial (IND) Zone (contd.)**c. Building Frontage**

1. The street facing *façade(s)* of each *primary building* shall extend along the *primary* and *side streets* as required in [Table 1.3.4\(c\)](#) below and shall incorporate one or more of the *frontage* types identified in [Sec. 8119-1.5](#) (Frontage Type Standards).
2. All *principal* and *secondary uses* shall be enclosed in a building that meets *frontage* requirements specified in [Sec. 8119-1.3.4\(c\)\(1\)](#) above.

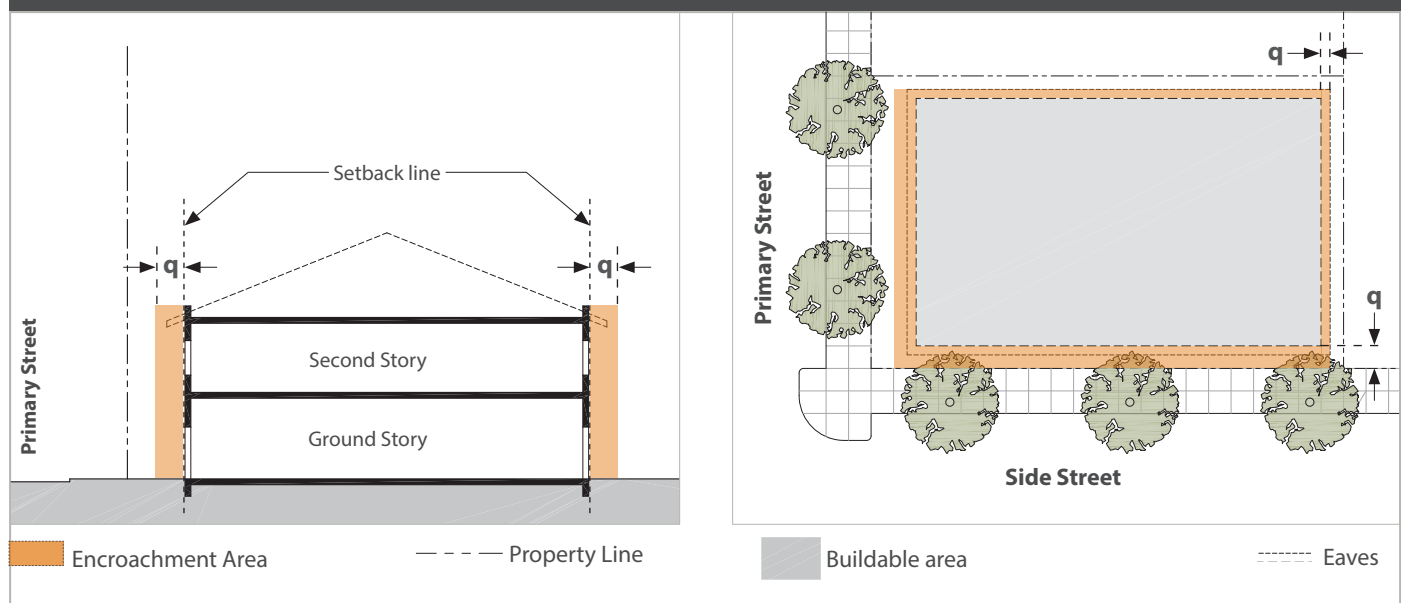
TABLE 1.3.4(c) BUILDING FRONTAGE STANDARDS**d. Parking and Utilities**

1. Parking and above-ground utilities (service areas) shall be located as shown in [Table 1.3.4\(d\)](#) below. To the extent possible, utilities shall be underground.
2. Parking/service areas shall be accessed from a *Side Street*. When not present, parking/service areas shall be accessed from the *Primary Street*. Driveways shall be located as close to side property line as possible.

TABLE 1.3.4(d) PARKING PLACEMENT STANDARDS

Sec. 8119-1.3.4 - Industrial (IND) Zone (contd.)**e. Building Encroachments**

1. Permitted *frontage* types per [Sec. 8119-1.5](#) (Frontage Type Standards) may encroach into setbacks as identified in [Table 1.3.4\(e\)](#) below.
2. Architectural elements, including eaves, and signage may encroach into setbacks as identified in [Table 1.3.4\(e\)](#) below.
3. No encroachments shall be permitted within the public right-of-way.
4. Maximum dimensions of architectural elements, including bay windows, balconies (covered or uncovered), cantilevered rooms, chimneys, and eaves are indicated in [Table 1.3.4\(e\)](#) below. See [Sec. 8119-1.5](#) (Frontage Type Standards) for dimensions of allowed *frontage* types and [Sec. 8119-1.6](#) (Signage Standards) for dimensions of allowed signage types.

TABLE 1.3.4(e) BUILDING ENCROACHMENT STANDARDS**BUILDING ENCROACHMENT STANDARDS**

ENCROACHMENT TYPE	MAXIMUM ENCROACHMENT (P)				MAX. LENGTH		MIN. DISTANCE BETWEEN ENCROACHMENTS
	FRONT	SIDE STREET	SIDE YARD	REAR YARD	PER INDIVIDUAL ENCROACHMENT	ALL ENCROACHMENTS COMBINED	
Eaves	2 ft.	2 ft.	2 ft.	2 ft.	n/a	100% of façade length	n/a
Signage	5 ft.		0 ft.		See Sec. 8119-1.6		

Sec. 8119-1.4 - Building Type Standards

Sec. 8119-1.4.1 - Allowable Building Types by Zone

A parcel may only be developed with a building type allowed by this Section. Allowable building types for each zone in Old Town Saticoy are shown in [Table 1.4.1](#) below. Section references in the table indicate the location for Building Type standards.

TABLE 1.4.1. ALLOWED BUILDING TYPES BY ZONE				
BUILDING TYPES	ZONE			
	TC	R/MU	RES	IND
Commercial/Mixed-Use Building	Sec. 8119-1.4.3	Sec. 8119-1.4.3		Sec. 8119-1.4.3
Courtyard Building	Sec. 8119-1.4.4	Sec. 8119-1.4.4		
Townhouse		Sec. 8119-1.4.5		
Small Apartment Building		Sec. 8119-1.4.6		
Triplex and Quadplex		Sec. 8119-1.4.7	Sec. 8119-1.4.7	
Single-Family House and Duplex		Sec. 8119-1.4.8 ²	Sec. 8119-1.4.8	
Industrial Building				Sec. 8119-1.4.9
Accessory Dwellings (habitable) ¹	Sec. 8119-1.4.10	Sec. 8119-1.4.10	Sec. 8119-1.4.10	Sec. 8119-1.4.10
Accessory Structures (non-habitable)			Sec. 8119-1.4.11	

[1] There are **two** types of accessory, habitable buildings:

- Accessory dwelling units, which are allowed on single-family and multi-family zoned lots, pursuant to Sec. 8107-1.7 (AM. ORD. 4519 - 2/27/18), and
- Caretaker dwelling units and those for Superintendent/Owner, which are allowed in the TC, R/MU, and IND zones.

[2] Duplexes are allowed in the R/MU zone when only a 3/4" water meter is available.

Sec. 8119-1.4.2 - Requirements for all Building Types

See [Sec. 8119-1.4.3 through Sec. 8119-1.4.11](#) for detailed Building Type standards.

a. Building Size, Massing and Materials

All *Principal* and *Secondary* uses shall be conducted within a completely enclosed building, unless the use is specifically identified as an outdoor use or is one which must be located outdoors in order to function.

1. **Corner Lots:** When a building is located on a corner lot, the *Primary* and *Side Street* *façades* shall utilize the same materials and finishes.
2. **Street-Facing Façades:** In order to ensure that building size and massing is consistent with the small-town character of Old Town Saticoy:
 - i. The length of *façade* shall be limited to the standards in [Tables 1.4.3. through 1.4.11.](#)
 - ii. If the *façade* length exceeds 100 feet, the *façade* shall be visually broken up into multiple vertical segments (Also see [Sec. 8119-1.4.2\(a\)\(3\). Building Façades](#)).



Example of a commercial building that breaks a long façade into multiple vertical segments.

3. **Building Façades:** *Façades* shall be divided into vertical components that are 25 feet or less in width. Each component can be created by projecting or recessing wall surfaces, by changing the roofline or adding a porch, or by adding piers or *pilasters* to provide vertical breaks in the building elevation.
4. **Multi-family Buildings:** *Multi-family* buildings (i.e. the residential portions of Mixed-use Buildings, Courtyard Buildings, or Small Apartment Buildings) may be composed of *stacked flats*, townhouse units, *lofts* or a combination of these dwelling unit types.



Example of a building that breaks up the Primary and Side Street façades into different vertical components by projecting or recessing external wall surfaces and by adding porches, balconies, etc..

b. Frontage Standards

1. **Frontage Type:** Street-facing building *façades* shall be composed of allowed *frontage* types per [Sec. 8119-1.5](#) (Frontage Type Standards).
2. **Uses facing the Street:** Along *Primary Streets*, where retail or office uses are allowed or required, retail or office space rather than service rooms shall be oriented toward the *Primary Street*.
3. **Uses facing a Park:** Buildings that are *adjacent* to and face a park (such as Plaza or Green) shall include building entry, windows, doors, and *frontage* types that provide a high level of visibility and access between the building and the park. For guidelines related to parks, see [Section C.7. in Chapter 6.](#) of the Area Plan.
4. **Window Locations:**
 - i. All buildings shall provide street-facing and, where present, *alley*-facing windows.
 - ii. *Alley*-facing windows shall only be provided for habitable *accessory* structures (not garages).
 - iii. The *Primary Street frontage* shall have minimum 50 percent window/glazing areas, and the *Side Street Frontage* shall have a minimum of 25 percent.



Example of a building that incorporates the same materials and finishes on both its Primary Street and Side Street façades. Its front porch also faces both streets.



Example of a mixed-use building that employs pilasters to divide its façade into vertical bays.

c. Building Lighting

Lighting shall comply with the following requirements:

1. **Flood lamps** shall be shielded so that *light sources* are not visible from a public right-of-way.
2. **Spotlights:** Lighting (uplighting, downlighting) shall be aimed solely at the object to be illuminated, such as architectural features or components of a building, and outdoor artwork or signs.
3. **Lighting fixtures** shall not obscure important architectural features of the building.
4. Lighting fixtures shall minimize off-site light and glare that would be visible from the Santa Clara River.

d. Services and Utilities Placement

The standards in this section apply to the following: (i) Service areas (for trash enclosures), (ii) Mechanical and electrical equipment (HVAC) and (iii) Public utility equipment (back flow preventers, transformer boxes, gas and electric meters, etc.) located on private lots. These standards apply to both roof- or ground-mounted services and utilities.

1. **Public Views:** To the extent feasible, service/utility areas and equipment shall be screened from public view or located so as not to be visible from *Primary or Side Streets*. Utilities unavoidably located in a front yard shall be located away from pedestrian and vehicular routes and screened from public view (with landscaping, by using building offsets or enclosures).
2. **Lots with Alleys:** Locate service areas *adjacent* to the *alley*, and place utilities and equipment *adjacent* to the *alley*, subject to the requirements and approval of the associated utility company.
3. **Lots without Alleys:** When an *alley* is not present, utility access and equipment shall be located in a side or rear-yard and screened from public view.
4. **Noise or Odor-Generating Equipment/Containers:** To the extent feasible, garbage bins, generators, and other such equipment shall be located away from *adjacent* properties. Such facilities shall be fully enclosed by materials that minimize noise or odor impacts. Air intake and exhaust systems, or other mechanical equipment that generates noise, smoke or odors, should not be located on or within 10 feet of the *Primary Street* property line or within any on-site common open spaces. Where required, trash enclosures shall be provided in accordance with Integrated Waste Management Division (IWMD) guidance.



Example of a residential building that uses an overhanging room to break up its front façade.



Accessory buildings have alley-facing windows.

e. Open Space and Landscape

1. **Primary and Side Street Setbacks:** In the Town Center (TC) zone, *Primary* and *Side Street* setbacks require landscaping, which may include *hardscape* or special/permeable paving material consistent with applicable stormwater regulations (See [Section C.6. in Chapter 6.](#) of the Area Plan for examples of special/permeable paving). These setbacks may also utilize a combination of *hardscape* and landscape (such as *planters*). In the RES, R/MU and IND zones, *Primary* and *Side Street* setbacks shall be landscaped.
2. **Front Yards:** The size of front yards shall be determined by the setbacks and *frontage* type requirements of the applicable zone (See [Sec. 8119-1.3. Zoning Standards](#)).
3. **Landscaping:** For *Primary* and *Side Streets*, the “*parkway*” portion of the public right-of-way (see [Chapter 5.](#) of the Saticoy Area Plan), as well as setback areas along those streets, shall be landscaped and maintained by the landowner. Landscaping shall be provided from the edge of sidewalk or back of curb to the building *façade* or garden wall. Paved areas shall be limited to walks and driveways, where present.
4. **Commercial Open Space:** For developments in the TC zone, the total area devoted to landscaping shall be no less than 10 percent of the overall permit area. Except for *Primary* and *Side Street* setbacks, landscape requirements may be modified or waived by the Planning Director for lots of less than 5,000 square feet in area. All landscaping plans including, where required, street tree plantings in *parkway* areas or in specified sidewalk tree wells, shall be submitted with the project application.
5. **Landscaping for Large-Scale Development or Redevelopment:** See [Sec. 8119-1.8.5\(f\)](#).



A back flow preventer that abuts the building and is screened from the view of the sidewalk and street by shrubs.



An occupiable private patio can also provide ample space for solar access and water infiltration.

Sec. 8119-1.4.3 - Commercial/Mixed-Use Building

A one-, two-, or three-story building designed for occupancy by retail, service, or office uses on the ground floor. Upper floors, where present, may be used for service, office, or residential uses as allowed by each zone's permitted uses. Upper floor units may be directly accessed from the street level by an exterior stair or through an interior street-level lobby. The building may also be configured for "live/work" or residential occupancy, in which case the ground floor is occupied by non-residential uses and the upper story is occupied by residential uses. In the Town Center zone, commercial uses are located at the ground level, and residential or commercial uses are located on the upper floor. This building type may utilize either "block-form" or "house-form" structures.

All Commercial/Mixed-Use Buildings shall meet the standards listed in [Table 1.4.3](#).



Building Type Diagram (example shows a 2-story building)



A tall, one-story "block-form" Mixed-Use Building that accommodates retail uses is appropriate for Saticoy's Town Center.



A two-story "house-form" Mixed-Use Building (with retail ground floor and residential upper floor) is residential in character and appropriate for Saticoy's Residential Mixed-Use areas.

TABLE 1.4.3. COMMERCIAL/MIXED-USE BUILDING				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	25 ft. min. – 100 ft. max.		Not allowed	25 ft. min. – 260 ft. max.
B. Depth	75 ft. min. - 150 ft. max.			75 ft. min. - 260 ft. max.
2. BUILDING SIZE AND MASSING				
A. Height (max.)	2 stories / 40 ft.	3 stories / 50 ft.	Not allowed	2 stories / 45 ft.
B. Length along front	80 ft. max.			130 ft. max.
C. Length along side yard	75 ft. max.	60 ft. max.		80 ft. max.
D. Residential Unit Size	Per market	Per market		n/a
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Direct access from sidewalk		Not allowed	Direct access from sidewalk
B. Upper Floors	From street-level lobby or stair accessed from sidewalk or street-level patio			From street-level lobby or stair accessed from sidewalk
4. PARKING ACCESS ¹				
A. Lot with alley	From alley	n/a	Not allowed	n/a
B. Corner lot without alley	Max. 20 ft wide driveway connected to a Side Street			Max. 20 ft wide driveway connected to a Side Street
C. Internal lot without alley	Max. 20 ft. wide driveway connected to a Primary Street			Max. 20 ft. wide driveway connected to a Primary Street
5. PARKING TYPE				
A. Type	Surface lot, Joint Parking lot, garage, or carport	Surface lot, garage, or carport	Not allowed	Surface lot, garage, or carport
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Primary and Side Street setbacks to be landscaped or paved per Sec. 8119-1.4.2(e)	Landscaping required in Primary and Side Street setbacks	Not allowed	Landscaping required in Primary and Side Street setbacks
B. Private Open Space (Residential Uses only)	n/a	<ul style="list-style-type: none">Patio, deck or rear/side yard for ground floor units;Balcony required for 2nd or 3rd story units;Min size: 40 SF min. with dimensions of 5 ft. x 8 ft.		n/a
C. Common Open Space (Residential Uses only)		<ul style="list-style-type: none">Required for residential development with 8 or more units unless project is located less than 1/4-mile walking distance from 0.25 acre park.Min. size: 1,000 SF min. with dimensions 20 ft. x 25 ft.		
7. FRONTAGE				
	See Sec. 8119-1.5		Not allowed	See Sec. 8119-1.5

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

Sec. 8119-1.4.4 - Courtyard Building

The Courtyard Building is a “*block-form*” or a “*house-form*” building that can be used for residential, commercial, or mixed-use (residential/commercial) areas. In all configurations, the courtyard should be visible and accessed from a *Primary* or *Side Street*. This building type is particularly useful for large-scale developments. Courtyard buildings are well suited to senior housing.

When used for residential purposes, the Courtyard Building includes a group of attached dwelling units arranged to share one or more common courtyards, where pedestrian access to those units is taken from a courtyard. The courtyard should function as a common outdoor space for residents. When used solely for commercial use in the Town Center (TC) zone, the courtyard space shall be used as a *semi-public outdoor area*.

A mixed-use configuration could occur in a number of ways:

- a. **Within the TC zone**, commercial use would occupy the ground floor level and residential use would occupy the second level in either a *live/work* configuration or *secondary use* configuration;
- b. **Within the R/MU zone**, commercial use would occupy a portion of the ground floor level, with residential use on both ground and upper floors. Alternatively, a Courtyard Building could be configured with a one or two-story commercial structure that faces a *Primary Street*, combined with residential buildings located behind the commercial building facing a courtyard that is primarily or exclusively used by residents.



Courtyard Building Type Diagram

All Courtyard Buildings shall meet the standards listed in [Table 1.4.4](#).



Illustrative Photo of Courtyard Building with residential units.



Illustrative Photo of interior courtyard used for common open space.

TABLE 1.4.4. COURTYARD BUILDING				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	100 ft. min.		Not allowed	
B. Depth	120 ft. min.			
2. BUILDING SIZE AND MASSING				
A. Height (max.)	2 stories / 40 ft.	3 stories / 50 ft.	Not allowed	
B. Length along front	130 ft. max.	130 ft. max.		
C. Length along side yard	n/a			
D. Unit size	Per market	Per market		
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Direct access from sidewalk or courtyard		Not allowed	
B. Courtyard	<ul style="list-style-type: none">15 ft. min. wide passage that is open to the sky and provides access from Primary or Side Street sidewalk to courtyard.View through passage from Primary or SideStreet sidewalk into courtyard must be unobstructed.A wrought iron, metal picket, or wood gate may be used. Gates must allow visibility into courtyard (max. 25%).			
4. PARKING ACCESS ¹				
A. Lot with alley	From alley	n/a	Not allowed	
B. Corner lot without alley	Max. 20 ft wide driveway connected to a Side Street			
C. Internal lot without alley	Max. 12 ft. wide driveway connected to a Primary Street; or Joint Parking lot.	Max. 12 ft. wide driveway connected to a Primary Street.		
5. PARKING TYPE				
A. Type	Surface lot, garage, or carport. Parking is prohibited in courtyard.		Not allowed	
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Primary and Side Street setbacks to be landscaped or paved per Sec. 8119-1.4.2(e)	Landscaping required in Primary and Side Street setbacks.		
B. Private open space (Residential uses only)	May be provided in side and rear yards: min. dimensions 8 ft. x 10 ft.			
C. Common open space (Courtyard)	<ul style="list-style-type: none">One or more separated or interconnected courtyardsMin. 15% of lot area with min. width of 30 ft. and max. width or length of 100 ft.Courtyard must be landscaped.		Not allowed	
7. FRONTAGE				
	See Sec. 8119-1.5		Not allowed	

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

Sec. 8119-1.4.5 - Townhouse

A “house-form” building type comprised of four or more attached units arranged side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The building is located at the front of the property, with a parking lot or garage at the rear of the property, separated from the *primary building* by a rear yard. Townhouses shall primarily accommodate housing.

For parcels *abutting* L.A. Avenue and Nardo Street in the R/MU zone, townhouses may include a corner, two-story commercial unit that directly faces the *Primary Street*.

All Townhouse Buildings shall meet the standards listed in [Table 1.4.5](#).



Townhouse Building Type Diagram



Illustrative Photo



Illustrative Photo

TABLE 1.4.5. TOWNHOUSE				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed	100 ft. min.	Not allowed	
B. Depth		100 ft. min.		
2. BUILDING SIZE AND MASSING				
A. Height (max.)	Not allowed	3 stories / 50 ft.	Not allowed	
B. Length along front		150 ft. max.		
C. Length along side yard		60 ft. max.		
D. Unit size		Per market		
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Not allowed	Direct access from sidewalk	Not allowed	
4. PARKING ACCESS ¹				
A. Lot with alley	Not allowed	n/a	Not allowed	
B. Corner lot without alley		Max. 20 ft. wide driveway connected to a Primary Street		
C. Internal lot without alley		Max. 20 ft. wide driveway connected to a Side Street		
5. PARKING TYPE				
A. Type	Not allowed	In surface lot, garage, or carport	Not allowed	
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Not allowed	Landscaping required in Primary and Side Street setbacks	Not allowed	
B. Private Open Space (Residential uses only)		<ul style="list-style-type: none">Ground floor units: Patio, deck or rear/side yard; min. size: 100 SF with min. dimensions 10 ft. x 10 ft.2nd or 3rd story units: Balcony required; min. size: 40 SF with min. dimensions 5 ft. x 8 ft.		
C. Common Open Space (Residential uses only)		Required for residential development with 8 or more units unless project is located less than 1/4-mile walking distance from a 0.25 acre park. Min. size: 1,000 SF with min. dimensions 20 ft. x 25 ft.		
7. FRONTAGE				
	Not allowed	See Sec. 8119-1.5	Not allowed	

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

Sec. 8119-1.4.6 - Small Apartment Building

A building with the appearance and scale of a large house from the *Primary* or *Side Street*, containing up to eight dwelling units surrounded by setbacks on all four sides (front yard, side yards, rear yard). The building has one or more internal shared lobbies or hallways that provide access to individual units. On-site open space is provided by a rear yard that serves all the dwellings. Small Apartment Buildings may accommodate housing as well as ground floor commercial uses that directly face the *Primary Street*.

All Small Apartment Buildings shall meet the standards listed in [Table 1.4.6](#).



Small Apartment Building Type Diagram



Illustrative Photo of a small apartment building.



Illustrative Photo of a small apartment building type appropriate for the R/MU zone. Porches provide private open space.

TABLE 1.4.6. SMALL APARTMENT BUILDING				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed	100 ft. min.	Not allowed	
B. Depth		120 ft. min.		
2. BUILDING SIZE AND MASSING				
A. Height (max.)	Not allowed	2 stories / 50 ft.	Not allowed	
B. Length along front		80 ft. max.		
C. Length along side yard		100 ft. max.		
D. Unit size		Per market		
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Not allowed	Accessed from a street-facing lobby; dwelling units shall be accessed directly from interior lobby or corridor.	Not allowed	
B. Upper Floors		Accessed through a corridor or stair (connected to a ground floor lobby).		
4. PARKING ACCESS ¹				
A. Lot with alley	Not allowed	n/a	Not allowed	
B. Corner lot without alley		Max. 20 ft. wide driveway connected to a Side Street.		
C. Internal lot without alley		Max. 20 ft. wide driveway connected to a Primary Street.		
5. PARKING TYPE				
A. Type	Not allowed	Surface lot, garage, or carport.		
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Not allowed	Landscaping required in Primary and Side Street setbacks.	Not allowed	
B. Private Open Space (Residential uses only)		<ul style="list-style-type: none">Ground floor units: Patio, deck, porch or rear/side yard; min. size: 80 SF with min. dimensions 8 ft. x 10 ft.2nd or 3rd story units: Balcony required; min. size: 40 SF with min. dimensions 5 ft. x 8 ft.		
C. Common Open Space (Residential uses only)		<ul style="list-style-type: none">For lots with 5 to 20 units, min. size = 1,000 SF with min. dimensions 20 ft. x 25 ft. ²;For lots with 20 units or more, min. size = 2,000 SF, with min. width of 20 ft.		
7. FRONTAGE				
	Not allowed	See Sec. 8119-1.5	Not allowed	

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

[2] Common Open Space for buildings with fewer than 20 units may be provided in lieu of private (ground floor) open space.

Sec. 8119-1.4.7 - Triplex and Quadplex

Triplexes and Quadplexes are “house-form” buildings with three or four units per lot, respectively, surrounded on all four sides by setbacks (front yard, side yard, rear yard), with separate entrances for each unit. No more than two (2) units may be accessed from each entrance. Within the R/MU zone, this building type may contain ground-floor commercial use. On-site open space is provided by a rear yard that serves all the dwellings or through private yards for each dwelling.

All *Triplex* and *Quadplex* Buildings shall meet the standards listed in [Table 1.4.7](#).



Triplex / Quadplex Building Type Diagram



Illustrative Photo showing a 2 story Triplex, appropriate for the Residential or Residential/Mixed Use zones.



Illustrative Photo showing a Quadplex, allowed as a 3 story in the Residential/Mixed Use zone only.

TABLE 1.4.7. TRIPLEX AND QUADPLEX				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed	75 ft. min. - 100 ft. max.	75 ft. min.	Not allowed
B. Depth		75 ft. min.	100 ft. min.	
C. Min. Lot Size (SF)		Triplex: 7,000 SF min. Quadplex: 7,500 SF min	Triplex: 7,500 SF min. Quadplex: 8,000 SF min	
2. BUILDING SIZE AND MASSING				
A. Height (max)	Not allowed	<ul style="list-style-type: none">• 3 stories / 50 ft.• Third story must be within attic with light provided by dormer windows.• Third story floor area to be no larger than 75% of ground floor footprint.	2 stories / 35 ft.	Not allowed
B. Length along front		35 ft. min. / 85 ft. max.		
C. Length along side yard		80 ft. max.		
D. Unit size		Per market		
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Not allowed	Direct access from sidewalk	Not allowed	
B. Upper Floors		Access from sidewalk connected by a stair		
4. PARKING ACCESS ¹				
A. Lot with alley	Not allowed	n/a	From alley	Not allowed
B. Corner lot without alley		Max. 12 ft. wide driveway connected to a Side Street		
C. Internal lot without alley		Max. 12 ft. wide driveway connected to a Primary Street		
5. PARKING TYPE				
A. Type	Not allowed	Surface lot, garage, or carport		Not allowed
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Not allowed	Landscaping required in Primary and Side Street setbacks		Not allowed
B. Private Open Space (Residential uses only)		<ul style="list-style-type: none">• Ground floor units: Patio, deck or rear/side yard; min. size: 80 SF with min. dimensions 8 ft. x 10 ft.• 2nd or 3rd story units: Balcony required; min. size: 40 SF with min. dimensions 5 ft. x 8 ft.		
C. Common Open Space (Residential uses only)		Min. 15% of lot area must be located in rear yard (min. dimensions of 20 ft x 20 ft.), and be shared by all units		
7. FRONTAGE				
	Not allowed	See Sec. 8119-1.5		Not allowed

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

Sec. 8119-1.4.8 - Single-Family House and Duplex

Single-Family Houses and Duplexes are “house-form” buildings that are surrounded on all four sides by setbacks (front yard, side yards, rear yard). Single-Family Houses contain only one unit. Duplexes contain two dwelling units, which can be organized side-by-side or vertically (top/bottom units). On-site open space is provided by a rear yard. All Single-Family and Duplex Buildings shall meet the standards listed in [Table 1.4.8](#).

Habitable and non-habitable Accessory Structures such as accessory dwelling units, garages, and storage rooms may be located on a single-family lot per the requirements of [Tables 1.3.3\(a\) to 1.3.3\(e\)](#). For Building Type Standards for habitable and non-habitable Accessory structures, see [Sec. 8119-1.4.10 and Sec. 8119-1.4.11](#)).

(AM. ORD. 4519 - 2/27/18)



Single-Family House (left) and Duplex (right) Building Types with detached garages shown in back yard along alleyway.



Illustrative Photo of Single-Family House



Illustrative Photo of Single-Family or Duplex dwelling

TABLE 1.4.8. SINGLE-FAMILY HOUSE AND DUPLEX				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed		50 ft. min. - 100 max.	Not allowed
B. Depth			75 ft. min.	
C. Min. Lot Size (SF)			Single-Family: 4,000 SF min. ¹ ; Duplex: 7,000 SF. min	
2. BUILDING SIZE AND MASSING				
A. Height (max.)	Not allowed		2 stories / 30 ft.	Not allowed
B. Length along front			25 ft. min. - 60 ft. max.	
C. Length along side yard			80 ft. max.	
D. Unit size			Per market	
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground floor	Not allowed		Direct access from Primary or Side Street sidewalk.	Not allowed
B. Upper Floors (Duplex)				
4. PARKING ACCESS ²				
A. Lot with alley	Not allowed		From alley.	Not allowed
B. Corner lot without alley			Max. 12 ft. wide driveway connected to a Side Street	
C. Internal lot without alley			Max. 12 ft wide driveway connected to a Primary Street	
5. PARKING TYPE				
A. Type	Not allowed		Surface lot, garage, or carport.	Not allowed
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Not allowed		Landscaping required in Primary and Side Street setbacks	Not allowed
B. Private or Common Open Space			<ul style="list-style-type: none">Min. 20% of rear lot area; min. dimensions 25 ft. x 25 ft. (625 SF);For Duplex, rear yard must be shared by both units, unless separate private open space is provided; Balcony or deck (for a 2nd story Duplex): min. size: 40 SF with min. dimensions 5 ft. x 8 ft.	
7. FRONTAGE				
	Not allowed		See Sec. 8119-1.5	Not allowed

[1] Lot size identified for new lots (for the purposes of subdivision).

[2] Driveway standards may be adjusted as per requirements of the Ventura County Fire Prevention District.

Sec. 8119-1.4.9 - Industrial Building

A “block-form” building designed for occupancy primarily by manufacturing, workshop, and warehouse uses. Industrial Buildings may also include office or limited retail uses. The Industrial Building type is intended to accommodate limited indoor/outdoor loading and staging areas for manufacturing and warehouse uses. The outdoor loading areas and parking must be located to the side or the rear of the building.

All Industrial Buildings shall meet the standards listed in [Table 1.4.9](#). Also see [Sec. 8119-1.8.5\(d\)](#) for additional requirements for industrial buildings located *adjacent* to residentially zoned parcels.



Industrial Building Type Diagram



Illustrative Photo



Illustrative Photo of Industrial Buildings with pitched roofs

TABLE 1.4.9. INDUSTRIAL BUILDING				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed		260 ft. max.	
B. Depth			260 ft. max.	
2. BUILDING SIZE AND MASSING				
A. Height (max.)	Not allowed		2 stories / 45 ft.	
B. Length along front			200 ft. max.	
C. Length along side yard			220 ft. max.	
D. Unit size (sf)			n/a	
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Ground Floor	Not allowed		Direct from sidewalk	
B. Second Floor			Interior or exterior stair	
4. PARKING ACCESS ¹				
A. Lot with alley	Not allowed		n/a	
B. Corner lot without alley			Max. 30 ft. wide driveway connected to a Side Street	
C. Interior lot without alley			Max. 30 ft. wide driveway connected to a Primary Street	
5. PARKING TYPE				
A. Type			Surface lot, garage, or carport	
6. OPEN SPACE				
A. Primary and Side Street Setbacks	Not allowed		Landscaping required in Primary and Side Street setbacks	
7. FRONTAGE				
	Not allowed		See Sec. 8119-1.5	

[1] Driveway standards may be adjusted as per requirements of the Ventura County Fire Protection District.

Sec. 8119-1.4.10 - Accessory Dwellings (and other habitable structures)

(AM. ORD. 4507/4509 - 3/14/17 (expired 3/14/18);
AM. ORD. 4519 - 2/27/18)

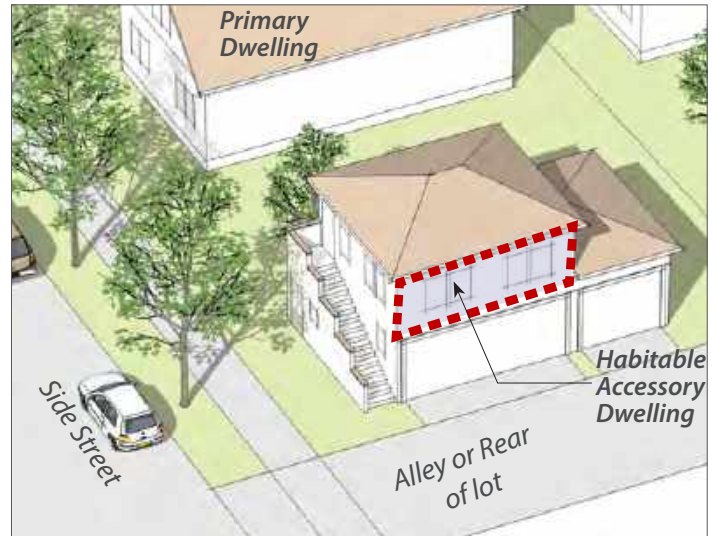
Accessory dwellings share the lot with a single-family dwelling (or other *principal use*), and shall be smaller than the *principal* dwelling and located at the rear of the lot (See [Table 1.3.3\(a\)](#)) in one of the following configurations:

a. Accessory Dwellings:

These types of dwellings include, but are not limited to, Accessory Dwelling Units (ADUs) in the R/MU and RES zones, and *live/work units*, Caretakers Dwelling units, or units for Superintendent or Owner (as permitted by [Sec. 8119-1.2](#)) in the TC, R/MU and IND zones. These units include bathing facilities (i.e. shower or bathtub) or a kitchen, or both, and can be attached to the *principal* dwelling or a garage, but cannot have internal access to the *principal* dwelling or garage. Apply Sec. 8107-1.7 for all other requirements (with the exception of minimum lot requirement).

b. Other habitable accessory structures:

An attached or detached habitable dwelling located above or beside a non-habitable *accessory* building (such as garage, or storage shed). Uses for these structures include, but are not limited to, artists studios, workshops and workout rooms. This type of structure shall not include bathing facilities or kitchens, and has no internal access to the *principal use*. Habitable *accessory* structures are not intended as dwelling units.



A habitable Accessory Dwelling Type configured as an accessory dwelling unit on top of a garage, detached from the primary building.

Multiple habitable *accessory* structures are allowed on one lot (but can include only one accessory dwelling unit). All structures shall comply with all pertaining zone standards (setbacks, lot coverage, etc). All Accessory Buildings shall meet the standards listed in [Table 1.4.10](#).



Illustrative Photo of a habitable Accessory Dwelling unit located over a garage (a two-story configuration).



Illustrative Photo of a habitable Accessory Dwelling located behind the principal dwelling (a one-story configuration).

TABLE 1.4.10. ACCESSORY DWELLINGS (AND OTHER HABITABLE STRUCTURES)

STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	50 ft. min.			
B. Depth	100 ft. min.			
C. Min. Lot Size (SF)	As determined by the PD or CUP for the use on site	8,000 SF min. (for Accessory Dwelling Unit only)		As determined by the PD or CUP for the use on site
2. BUILDING SIZE AND MASSING				
A. Height (max.)	1 story / 15 ft.	1 story / 15 ft.	2 stories / 25 ft. ; 1 story / 15 ft.	1 story / 15 ft.
B. Length along alley	30 ft. max.	n/a	30 ft. max.	n/a
C. Length along side yard	20 ft. max.			
D. Building and Unit size for Accessory Dwelling Units (SF) ^{1,2}	Caretakers, and Superintendent/Owners: 700 SF max. building footprint; Dwelling size: 400 SF min. to 700 SF max	Accessory Dwelling Unit (ADU) ³ : 700 SF max. building footprint (for detached ADUs only); Dwelling size: 1,200 SF max		Same as TC and R/MU
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Internal lots	Side yard connected to a Primary Street; or rear yard connected to an alley	Side yard connected to a Primary Street	Side yard connected to a Primary Street; or rear yard connected to an alley	Side yard connected to a Primary Street
B. Corner lots	From Side street, required			
4. PARKING ACCESS ⁴				
A. Lot with alley	From alley	n/a	From alley	n/a
B. Corner lot without alley	Min. 12 ft. wide driveway connected to a Side Street			
C. Internal lot without alley	Min. 12 ft. wide driveway connected to a Primary Street, located as close to side yard property line as possible.			
5. PARKING TYPE				
A. Type	Surface lot, garage, carport, or open			
6. OPEN SPACE AND LANDSCAPE				
A. Side Street Setbacks	Landscaping required in Side Street setback			
B. Private Open Space	n/a	<ul style="list-style-type: none">Ground floor units: Rear/side yard; min. size: 80 SF.Balcony (for 2nd story unit only): min. size: 40 SF with min. dimensions 5 ft. x 8 ft.		n/a
C. Common Open Space	10 ft. min. width along rear or side yard facing accessory structure			
7. FRONTAGE				
A. Ground Floor	No frontage type required (may include Stoop in RES zone - See Sec. 8119-1.5.4); Street- and alley-facing windows required.			
B. Upper Floors	Street- and alley-facing windows required			

[1] Refers to Gross Floor Area.

[2] Multiple accessory structures are allowed on one lot, but shall not exceed a cumulative gross floor area of 2,000 SF. This may include a combination of structures identified in [Sec. 8119-1.4.10\(b\)](#) and [Sec. 8119-1.4.11](#). Only one Accessory Dwelling Unit can be accommodated per lot (see max. size of Accessory Dwellings in 2.D. in [Table 1.4.10](#) above).

[3] Other than the specific provisions for ADUs listed in [Sec. 8119-1.3.2](#), [Sec. 8119-1.3.3](#) and [Sec. 8119-1.4.10](#), all other standards regulating ADUs listed in [Sec. 8107-1.7](#) shall apply. An Accessory Dwelling unit is allowed on a Residential parcel with a Single-Family home only if the lot size is 8,000 SF or more.

[4] Driveway standards may be adjusted as per requirements of the Ventura County Fire Prevention District.

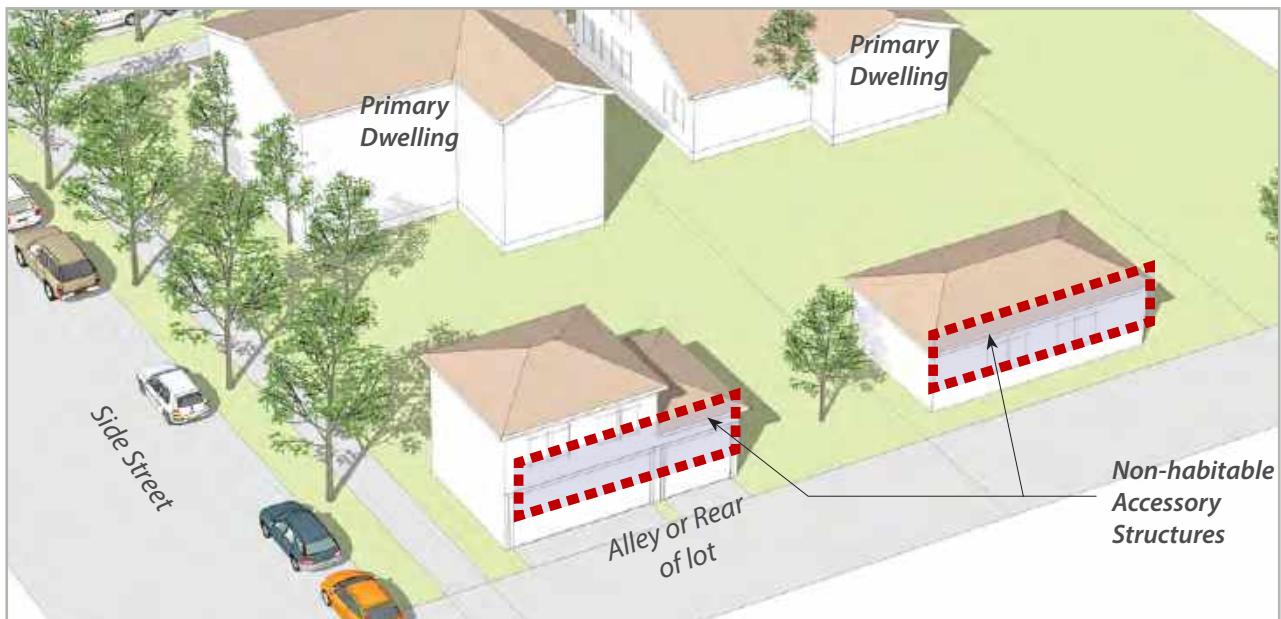
Sec. 8119-1.4.11 - Accessory Structure (Non-habitable)

(AM. ORD. 4519 - 2/27/18)

Accessory Structures which are non-habitable include separate buildings that share a lot with a street-facing single-family house, duplex, *triplex* or *quadplex*. These Accessory Structures are one-story and include a detached garage, storage shed, or similar uses. Non-habitable accessory structures must be smaller than the *principal* dwelling and are located at the rear of the lot.

All non-habitable Accessory Structures shall meet the standards listed in [Table 1.4.11](#).

Note: An accessory dwelling unit may be located above or beside a garage, as long as there is no internal access. (Refer to Sec. 8107-1.7.2(o))



A non-habitable Accessory Building Type configured as the following:

(on left): as a garage, detached from the primary building, with a habitable accessory dwelling unit located on top; and (on right) as a single-story detached structure such as a garage, workshop, storage shed, etc.



Illustrative Photo of a ground-floor non-habitable garage, configured with a habitable accessory unit above it with no internal access and detached from the principal dwelling.



Illustrative Photo of a one-story non-habitable Accessory Structure (storage shed) located behind the principal dwelling.

TABLE 1.4.11. ACCESSORY STRUCTURE (NON-HABITABLE)				
STANDARD	ZONE			
	TC	R/MU	RES	IND
1. LOT SIZE				
A. Width	Not allowed		50 ft. min.	Not allowed
B. Depth			100 ft. min.	
2. BUILDING SIZE AND MASSING				
A. Height (max.)	Not allowed		1 story / 15 ft.	Not allowed
B. Length along alley			30 ft. max.	
C. Length along side yard			20 ft. max.	
D. Building size (SF)			Total floor area of all structures: 2,000 SF max ¹	
3. PEDESTRIAN ACCESS FROM PRIMARY OR SIDE STREET				
A. Internal lots	Not allowed		Side yard connected to a Primary Street; or rear yard connected to an alley	Not allowed
B. Corner lots			From Side street, required	
4. PARKING ACCESS (FOR GARAGES)				
A. Lot with alley	Not allowed		From alley	Not allowed
B. Corner lot without alley			Min. 12 ft. wide driveway connected to a Side Street	
C. Internal lot without alley			Min. 12 ft. wide driveway connected to a Primary Street, located as close to side yard property line as possible.	
5. PARKING TYPE				
A. Type	Not allowed		n/a	Not allowed
6. OPEN SPACE AND LANDSCAPE				
A. Side Street Setbacks	Not allowed		Landscaping required in Side Street setback	Not allowed
7. FRONTAGE				
	Not allowed		No frontage type required; Street- and alley-facing windows required, if provided.	Not allowed

[1] Multiple accessory structures are allowed on one lot, but shall not exceed a cumulative gross floor area of 2,000 SF. This may include a combination of structures identified in [Sec. 8119-1.4.10\(b\)](#) and [Sec. 8119-1.4.11](#).

Sec. 8119-1.5 - Frontage Type Standards

A “*frontage*” refers to the *façade* of a building or the front side of a parcel *abutting* a street or road. In some cases, the *frontage* may also refer to the treatment of the land between the front of a building and the street. This section defines allowable architectural features (shopfronts, porches, etc.) and design standards for front yards. This section also includes *frontage* standards for industrial development, which are intended to help ensure compatibility with nearby residential or commercial areas.

Sec. 8119-1.5.1 - Allowable Frontage Types by Building Type

Allowable *frontage* types are organized by Building Type, and include *Primary* and *Secondary* frontages. The **Primary Frontage** of the building faces the *Primary Street* or in some cases, a park or other public space. *Secondary frontages* are those *frontages* that face a *Side Street* on a corner lot.

a. Requirements for all Frontage Types.

Primary Street frontages shall incorporate at least one of the *frontage* types allowed for the Building Type in that Zone, as identified in [Table 1.5.1](#). All *frontages* in Old Town Saticoy shall have at least one primary pedestrian entry and windows on each floor, composed as a primary building *façade* facing the *Primary Street*. The Frontage Types in this section affect may modify the configuration of those doors and windows.

TABLE 1.5.1. ALLOWED FRONTAGE TYPES BY BUILDING TYPE									
FRONTAGE TYPE	BUILDING TYPE								
	Commercial /Mixed-Use Building	Courtyard Building	Townhouse	Small Apt Building	Triplex/ Quadplex	Single-Family House/ Duplex	Industrial Building ¹	Accessory Structure (habitable)	Accessory Structure (non-habitable)
Shopfront	Sec. 8119-1.5.2						Sec. 8119-1.5.2 (Optional)		No frontage required
Shopfront with Arcade	See Sec. 8119-1.5.3								
Stoop		Sec. 8119-1.5.4	Sec. 8119-1.5.4	Sec. 8119-1.5.4	Sec. 8119-1.5.4	Sec. 8119-1.5.4		Sec. 8119-1.5.4 (Optional)	
Porch		Sec. 8119-1.5.5	Sec. 8119-1.5.5	Sec. 8119-1.5.5	Sec. 8119-1.5.5	Sec. 8119-1.5.5			
Front Yard		Sec. 8119-1.5.6		Sec. 8119-1.5.6	Sec. 8119-1.5.6	Sec. 8119-1.5.6	Sec. 8119-1.5.6 (Optional)		
Industrial							Sec. 8119-1.5.7 (Required)		

[1] The minimum frontage required for industrial buildings is Frontage Type in [Sec. 8119-1.5.7](#).

Sec. 8119-1.5.2 - Shopfront

a. Location

A Shopfront is an allowed *frontage* type for a Commercial/Mixed-Use Building in the TC and R/ MU zones and for the Industrial Building type in the IND zone.

b. Description

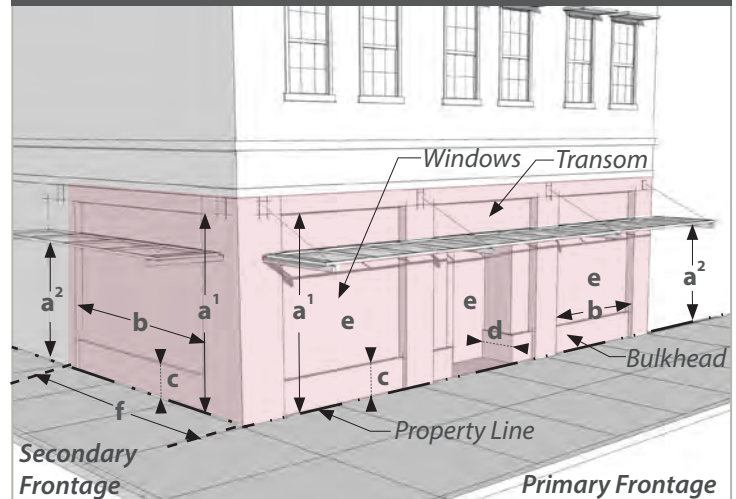
A Shopfront must have large, transparent glass windows and door openings, which are located at or near the sidewalk in a storefront assembly. The primary shop entrance shall be located at the same grade as the sidewalk, and shall provide direct access to the commercial/retail use(s) on the ground floor. The basic required architectural elements for a Shopfront include large windows, doors with glass, *transom* windows, and a solid base (*bulkhead*). In addition, a Shopfront may include awnings or a cantilevered roof/canopy, signage, lighting, and cornices.

As noted in [Table 1.3.1\(e\)](#) - Encroachments for the Town Center zone, projecting signs, awnings or canopies may encroach into the public right-of-way over the sidewalk (in the Town Center zone only), subject to approval of an Encroachment Permit (issued by the Public Works Agency). The permit shall not extend to any uses located under these eaves, awnings or canopies.

c. Design Standards

1. Storefront assemblies (doors, display windows, *bulkheads*, and associated framing) shall not be set back within the Shopfront openings more than 2 feet max.
2. Doors shall match the materials, design, and character of the display window framing.
3. **Display windows:**
 - i. Storefront(s) opening(s) along the *primary frontage* shall comprise at least 70 percent of the ground floor *façade*.

TABLE 1.5.2. SHOPFRONT STANDARDS



Shopfront diagram: Elements and dimensions, that when combined, make the Shopfront frontage.

STANDARDS		SHOPFRONT		AWNING ^[1]	
		MIN.	MAX.	MIN.	MAX.
a ¹	Height to top of transom (clear)	10 ft.	16 ft.	–	–
a ²	Height to bottom of awning/canopy (clear)	8 ft.	10 ft.	8 ft.	18 ft.
b	Width of storefront bay(s)	10 ft.	15 ft.	–	–
c	Height of bulkhead	1 ft.	3 ft.	–	–
d	Depth of recessed entry	no min; 10 ft. max for up to 50% of façade			
e	Percentage of glass area of ground floor façade	70%	90%	n/a	n/a
SECONDARY FRONTAGE					
f	Min. Storefront length	25 ft.	–	–	–

[1] Awnings and canopies may encroach into the public right-of-way in the Town Center zone, in addition to projecting signs (See [Table 1.3.1\(e\)](#): Town Center Encroachments; and [Sec. 8119-1.6](#) - Signage Standards for more details on projecting signage)

SEC. 8119-1.5 - FRONTAGE TYPE STANDARDS

- ii. Walls without openings shall not exceed 10 linear feet on *primary frontages* and 25 linear feet on *secondary frontages*.
 - iii. Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing (e.g. less than 15 percent, low emissivity, solar) may be acceptable.
4. Transom windows (horizontal glass panels) above the storefront are required. Glass in *clerestory* windows may be clear, stained glass, glass block, or frosted glass.
5. **Bulkheads:**
- i. Storefront *bulkheads* shall be of material similar or complementary to the main materials of the building and shall be made of the same or “heavier” materials visually than walls.
 - ii. Permitted materials include ceramic tile, wood panels, polished stone, or glass tile.
6. Awning widths shall correspond to storefront and openings and shall not extend across the entire *façade*.
7. New or renovated storefronts within historic buildings shall emulate or recreate a previous storefront (from historic photos or drawings) in order to harmonize with the overall building architecture, using the *Secretary of Interior's Standards* as a guideline. Refer to [Sec. 8119-1.8.4](#) for standards related to Cultural Heritage Sites.
8. The second story, if present, shall be designed to have windows aligned with windows on the ground floor level.



Shopfront Example - large glazing area of display windows, tile bulkhead under windows, glass door, clerestory and shade awning.



Shopfront Example - large glazing area of display windows, tile bulkhead under windows, glass door, clerestory and shade awning.



Shopfront Example - large glazing area of display windows, and recessed storefront entry with glass door.

Sec. 8119-1.5.3 - Shopfront with Arcade

a. Location

A Shopfront with *Arcade* is an allowed *frontage* type for a Commercial/Mixed-Use Building in the TC zone only.

b. Description

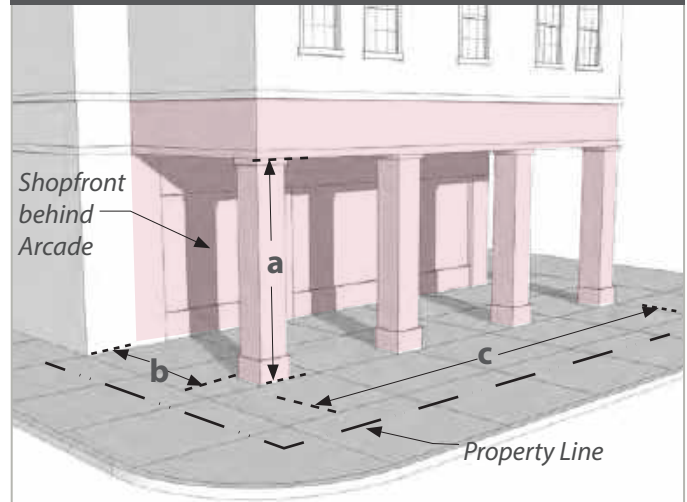
The *Arcade* shall have *façades* with a *colonnade* at the ground floor that supports the upper stories of the building or the roof (for one-story buildings). Behind these *Arcades* shall be a ground-floor shopfront, ideal for retail or restaurant use. The *Arcade* shall provide shelter to the pedestrian, shade the storefront glass and prevent glare that might obscure views of the merchandise.

Vines may be located at the *arcade* columns and shall be planted on grade in vine pockets located between the columns and the property line. *Planter* boxes or pots may be placed in between the columns to provide enclosure for such uses as cafe seating.

c. Design Standards

1. *Arcades* shall be minimum 10 feet wide clear in all directions (height, depth and length).
2. Along *primary frontages*, the *arcade* column spacing shall correspond to storefront openings.
3. The height of the *colonnade* shall be four to five times the column width.
4. Along *Primary Street*, walls without openings shall not exceed 10 linear feet.

TABLE 1.5.3. SHOPFRONT WITH ARCADE STANDARDS



2-Story Arcade diagram - Shopfront, columns, and overhead second-story building comprise of the Arcade.

STANDARDS		ARCADE	
		MIN.	MAX.
a	Height (sidewalk to ceiling)	12 ft.	16 ft.
b	Depth (<i>façade</i> to interior column face)	8 ft.	16 ft.
c	Length along frontage (percent of building <i>façade</i> width)	75%	100%



Illustrative Photo

Sec. 8119-1.5.4 - Stoop

a. Location

A Stoop is an allowed *frontage* type for a Courtyard Building type in the TC and R/MU zones; and for a Townhouse, Small Apartment Building, Triplex/Quadplex, Single-Family and Duplex, and Habitable Accessory Structures in the R/MU and RES zones.

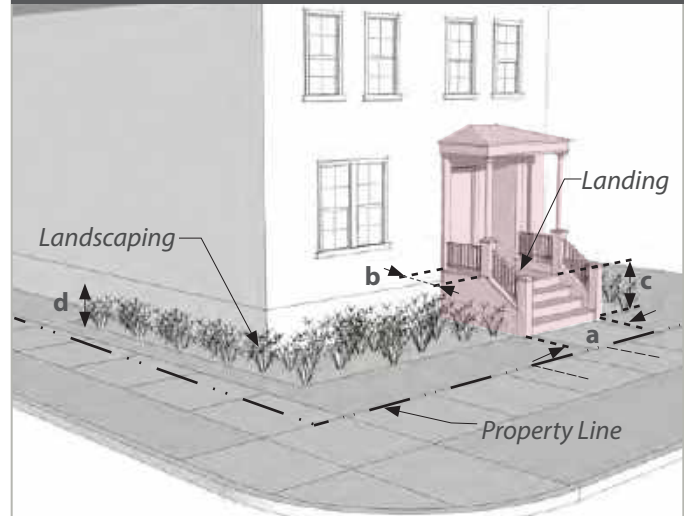
b. Description

A Stoop shall consist of a stair and landing that leads directly from the sidewalk level to a building entrance. The ground floor of the building shall be raised to provide privacy for the rooms facing the public street. This *frontage* type is ideal for ground floor housing that is near the street.

c. Design Standards

1. Stoops must be located directly at the entry(s) of the building to which they provide access.
2. The exterior stairs may be perpendicular or parallel to the adjoining sidewalk.
3. The landing may be covered by a roof or awning, or left uncovered.
4. Landscaping shall be placed on both sides of the stoop, either at grade or in raised *planters*.
5. Garden walls along the property line are allowed subject to the applicable requirements for Fences, Walls and Hedges for height and materials, see [Sec. 8119-1.8.3](#). For additional details, see Sec. 8106-8.1.
6. In addition to the stairs, a ramp that conforms to ADA Standards may be provided.

TABLE 1.5.4. STOOP STANDARDS



Stoop diagram: A raised entry within a small landscaped setback comprises the Stoop frontage.

STANDARDS		MIN.	MAX.
a	Stoop width	4 ft.	10 ft.
b	Landing depth (not including stairs)	4 ft.	10 ft.
c	Landing floor height (measured from adjoining finished grade)	18 in.	3 ft.
d	Planter/fence height ¹	–	3 ft.

[1] For more standards for Fences, Walls and Hedges, refer to [Sec. 8119-1.8.3](#)



Stoop Example - stairs, landing, and landscape area.

Sec. 8119-1.5.5 - Porch

a. Location

A Porch is an allowed *frontage* type for a Courtyard, Townhouse, Small Apartment Building, *Triplex/Quadplex*, and Single-Family and Duplex Building types in the R/MU and RES zones.

b. Description

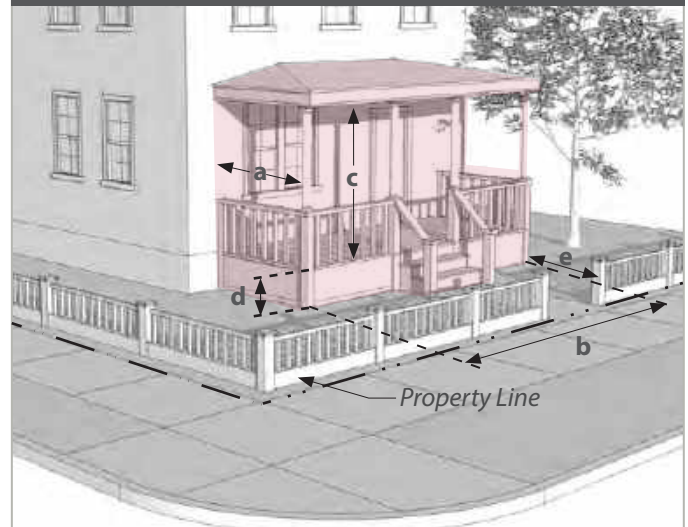
A Porch shall consist of an unenclosed, covered patio attached to the exterior of a building, and shall provide a physical transition from the sidewalk to the building. Porches are provided on buildings that are set back from the *Primary* or *Side Street* property lines and may encroach into the front yard setback (See [Sec. 8119-1.3.2\(e\)](#) and [8119-1.3.3\(e\)](#) for allowed building encroachments in the R/MU and RES zones).

Porches can be used for outdoor seating, or dining areas on residential, commercial or mixed-use buildings.

c. Design Standards

1. The main entry of the building must be accessed through the porch.
2. The exterior stairs may be perpendicular or parallel to the adjoining sidewalk.
3. The porch must be covered by a roof.
4. Garden walls along the property line are allowed subject to the applicable requirements for Fences, Walls and Hedges for height and materials, see [Sec. 8119-1.8.3](#). For additional details, see Sec. 8106-8.1.
5. In addition to the stairs, a ramp that conforms to ADA Standards may be provided.

TABLE 1.5.5. PORCH STANDARDS



Porch diagram: Optional low fence at property line with porch extending from building façade into front setback comprise the frontage.

STANDARDS		MIN.	MAX.
a	Porch depth (between wall and columns)	7 ft.	–
b	Porch width (between corner columns)	12 ft.	–
c	Porch height (measured from porch surface to top of porch columns)	8 ft.	12 ft.
d	Floor height (measured from adjoining finished grade)	18 in.	3 ft.
e	Separation between porch and fence or sidewalk	5 ft.	–



Porch Example - small setback with or without fence and raised porch create separation from street while providing an entry feature and outdoor living area for the dwelling.

Sec. 8119-1.5.6 - Front Yard

a. Location

A Front Yard is an allowed *frontage* type for a Courtyard, Small Apartment Building, *Triplex/Quadplex*, and Single-Family and Duplex Building types in the R/MU and RES zones; and an optional *frontage* type for the Industrial Building in the IND zone.

b. Description

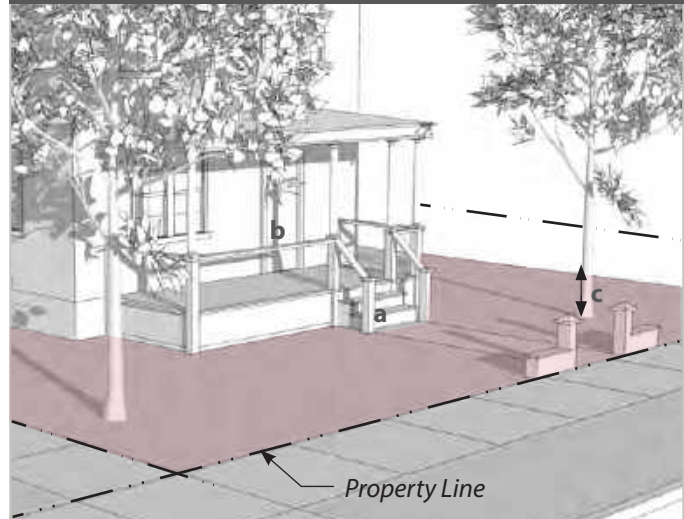
The Front Yard is the area between the building *façade* and the property line. Front yards may be unique to the property or designed in a manner that is similar to *adjacent* front yards. Front yards are frequently defined by solid or see-through fences, walls or hedges.

On sloping sites, front yards may be raised above the level of the adjoining sidewalk and supported by a low retaining wall at the property line with steps providing access from the sidewalk through the front yard to the building entry. Porches, stoops, balconies, and awnings may encroach into front yard setbacks (See [Sec. 8119-1.3.2\(e\)](#), [Sec. 8119-1.3.3\(e\)](#) and [Sec. 8119-1.3.4\(e\)](#) for allowed building encroachments in the R/MU, RES and IND zones).

c. Design Standards

1. Front Yards shall be located on the lot and dimensioned per the zone standards.
2. Front yards shall be landscaped. Paved areas shall be limited to walks and driveways where present.
3. For residential buildings in the Residential (RES) and Residential/Mixed Use (R/MU) zone, Front Yards shall be used in conjunction with a Porch or Stoop *frontage* type (with the exception of a *Side Street Frontage*).
4. At corner lots, both *Primary* and *Side Streets frontages* shall be treated as Front Yards.

TABLE 1.5.6. FRONT YARD STANDARDS



Front Yard diagram: Building setback can be small or large depending on the building types and zone.

STANDARDS		MIN.	MAX.
a	Size of Front Yard	Per building setbacks in applicable zone	
b	Allowed encroachments into building setbacks	Porch, stoop, awnings, balconies	
c	Wall or fence height ¹	–	3 ft. (solid); 5 ft. (see-through)
d	Height of Front Yard above adjoining sidewalk	0 ft.	3 ft.
e	Distance from property line to front yard fence	12 in.	–

[1] For other applicable requirements for Fences, Walls and Hedges, see [Sec. 8119-1.8.3](#)



Front Yard Example - Landscaping with paving limited to walkways.



Front Yard diagram with an optional low fence.

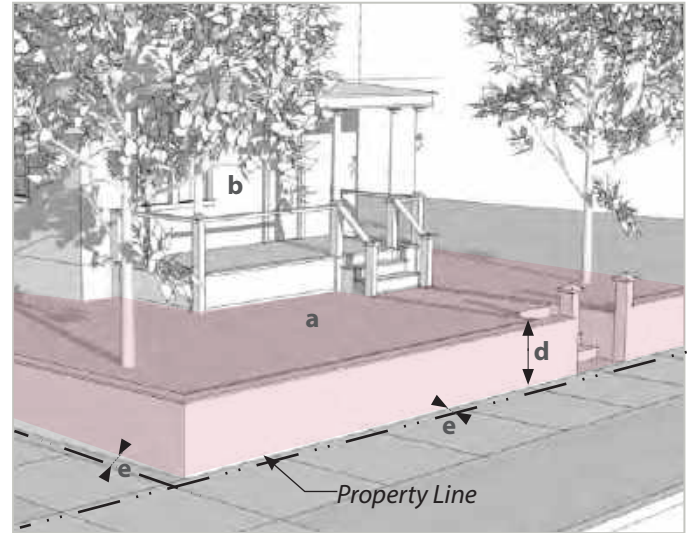


Diagram showing a raised Front Yard above the adjoining sidewalk.



Front Yard Example - A front yard enclosed by a fence.



Front Yard Example - A front yard is raised above adjoining sidewalk.

5. Garden walls along the property line are allowed subject to the applicable requirements for Fences, Walls and Hedges for height and materials, see [Sec. 8119-1.8.3](#). For additional details, see Sec. 8106-8.1.
6. *Discretionary development* with landscaping shall have a minimum of 80 percent of the front yard area as soft or hard landscaping.

Sec. 8119-1.5.7 - Industrial Frontage

a. Location

An Industrial Frontage is the minimum *frontage* type required for an Industrial Building in the IND zone, and it applies to all *Primary* and *Side street-facing façades*.

b. Description

The Industrial frontage type must include, at a minimum, windows and a main entry door within the *façades* that face the *Primary Street* or *Side Street*. The primary intent of the Industrial frontage type is to ensure that windows are provided at the ground level, which contribute to a safe pedestrian environment. A secondary intent is to ensure that industrial buildings are compatible with nearby commercial, residential or mixed-use areas.

c. Design Standards

- 1. Windows or glazed doors (which may include glazed roll-up doors) must be provided on all *façades* that face the *Primary Street* and, in the case of corner lots, the *Side Street*. Mirrored glass is prohibited.
- 2. Minimum and maximum window glazing areas are shown in [Table 1.5.7](#).
- 3. Suitable cladding materials include metal, concrete masonry, concrete, brick, stucco, and wood. Buildings with metal cladding shall use other materials (such as concrete, masonry or wood) in any combination for at least 20 percent of the *Primary Street façade*.

TABLE 1.5.7. INDUSTRIAL FRONTAGE STANDARDS



Industrial Frontage Diagram for Street-facing façade: Can have a small or a large setback.

STANDARDS		MIN.	MAX.
a	Height of sill above adjoining sidewalk (ft.)	-	4 ft.
b	Glazing/window area percentage of ground floor façade width along Primary Street (%)	40%	80%
c	Glazing/window area percentage of ground floor façade width along Side Street (%)	30%	80%



Example of an Industrial Building with a continuous band of street-facing windows.



Example of an Industrial Building with street-facing vertically oriented windows arrayed in a traditional pattern.

Sec. 8119-1.6 - Signage Standards

Sec. 8119-1.6.1 - Allowable Signage Types by Zone

Table 1.6.1 below lists the types of signs allowed in Old Town Saticoy. As noted in the table, see the following regulations for sign standards:

- Article 10 for standards to applicable signs. Also see Sec. 8110-6 for regulations related to bench signs, clocks and thermometers;
- Commercial displays, per Sec. 8110-6.4 for Display Structures for Pedestrian Viewing;
- Current [Sec. 8119-1.6](#) for new signs allowed for Old Town Saticoy; and
- [Chapter 6 - Old Town Saticoy Design Guidelines](#) (in the Saticoy Area Plan) for additional requirements that apply to all signs in Old Town Saticoy.

Sec. 8119-1.6.2 - Signage Programs

Discretionary development in the TC and R/MU zones that include one or more of the sign types listed in [Table 1.6.1](#) shall submit a signage program as part of the *discretionary* project application. The signage program shall describe and illustrate the location, dimensions, color, and sign type of all signs to be installed in conjunction with any and all uses for an entire establishment or site (See [Sec. 8119-1.1.6\(c\)](#) for the submittal requirements). All new, altered, or changed signs shall conform to an approved signage program.

TABLE 1.6.1. ALLOWED SIGNAGE TYPES BY ZONE ¹				
STANDARD	ZONE			
	TC	R/MU	RES	IND
Canopy Sign	Sec. 8110-6.2			
Directional Sign	Article 10			
Identification Sign ²	Article 10			
Political Signs (Temporary)	Sec. 8110-6.8			
Projecting Sign	Sec. 8119-1.6.4			Sec. 8119-1.6.4
Real Estate Sign (Temporary)	Sec. 8110-3			
Service Station Sign				Sec. 8110-6.9
Wall Sign	Article 10			Article 10
Window Sign	Sec. 8110-6.13			Sec. 8110-6.13

[1] Apply Article 10 for sign standards; and see [Chapter 6](#) - Old Town Saticoy Design Guidelines in the Saticoy Area Plan, for additional signage requirements.

[2] Attached or Freestanding.

Sec. 8119-1.6.3 - Requirements for all Signs

a. Signs within Public rights-of-way:

Installation of signs within the public right-of-way requires an encroachment permit issued by the Transportation Department of the Public Works Agency (per Sec. 8110-5.4). A minimum of 6 feet for pedestrian access shall be maintained at all times on sidewalks, within the public right-of-way.

b. Sign Illumination:

1. **Internal *Light Source*:** If permitted, the *light source* shall not be visible from the ground and shall be limited to the sign area.
2. **External *Light Source*:** Lighting (uplighting, downlighting) shall be aimed solely at the sign to be illuminated, and shall not be visible from an off-site location.
3. Neon lighting is limited to window signs, and shall not flash, scintillate, move or rotate.
4. Apply Sec. 8106-8.6 for specifications on Light Fixtures.

c. Signage for large-scale development or redevelopment:

Apply [Sec. 8119-1.8.5\(f\)](#) for signage requirements for large-scale development or redevelopment.



Example of lighting aimed solely at the sign to be illuminated.



Example of a canopy sign with lighting.

Sec. 8119-1.6.4 - Projecting Sign

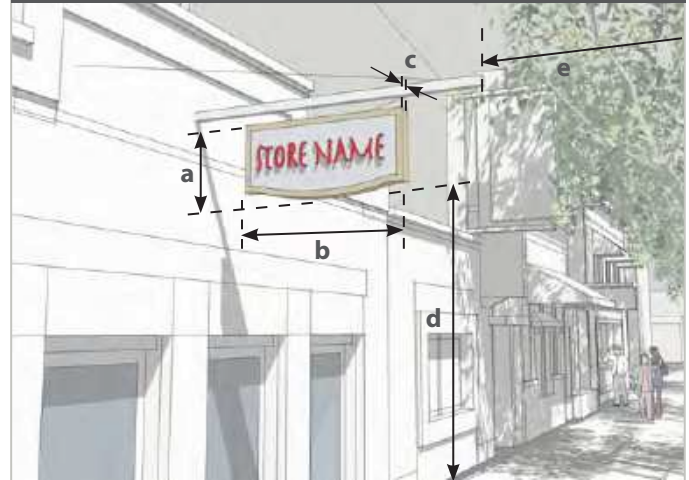
a. Description

A two-sided sign that projects over a public right-of-way such as a sidewalk or public open space. This type of sign is intended for viewing by pedestrians approaching the shop.

b. Design Standards

1. Maximum one sign per business along *Primary Street frontage*;
2. Projecting Signs shall not be placed under an awning or horizontally within five feet of an awning or another projecting sign; and
3. Illuminated projecting signs are permitted.

TABLE 1.6.4. PROJECTING SIGN STANDARDS



Projecting Sign Diagram - See Design Standards below for requirements.

STANDARDS		MIN.	MAX.
a	Height	--	18 in.
b	Width	--	36 in.
c	Thickness	--	3 in.
d	Vertical clearance from sidewalk	8 ft.	12 ft.
e	Horizontal clearance from adjoining curb	3 ft..	--



Example - Rectangular projecting sign with painted relief and decorative bracket.



Examples - Left: Vertical rectangular shape with stylized edge and simple, color coordinated bracket mounted above the storefront. Right: Oval and rectangular shaped signs for different businesses on a tall façade, mounted at pedestrian scale.

Sec. 8119-1.7 - Park Standards

This Section identifies the types of parks allowed within Old Town Saticoy, and it provides basic park standards. A park can either be a fully landscaped area used primarily for active recreation or an area that contains a mixture of “hardscape” and landscape materials intended for passive recreation. All public open spaces should be designed in compliance with the standards of this Section. See [Chapter 6 - Old Town Saticoy Design Guidelines](#) in the Saticoy Area Plan for further park requirements.

Proposed parks shall also comply with the Ventura County Parks Department standards, as applicable.

Sec. 8119-1.7.1 - Allowable Park Types by Zone

The types of parks allowed within each zone are shown in [Table 1.7.1](#) below. See Figure 4-2 of [Chapter 4 - Area Plan Elements](#) in the Saticoy Area Plan for potential park locations.

TABLE 1.7.1. ALLOWED PARK TYPES BY ZONE				
STANDARD	ZONE			
	TC	R/MU	RES	IND
Pocket Park	Allowed			
Plaza	Allowed			
Green			Allowed	

Sec. 8119-1.7.2 - Park Definitions

a. Pocket Park

A small open space that may include playground equipment, informal athletic courts, and water features. Pocket Parks may be located in all areas of Old Town Saticoy.



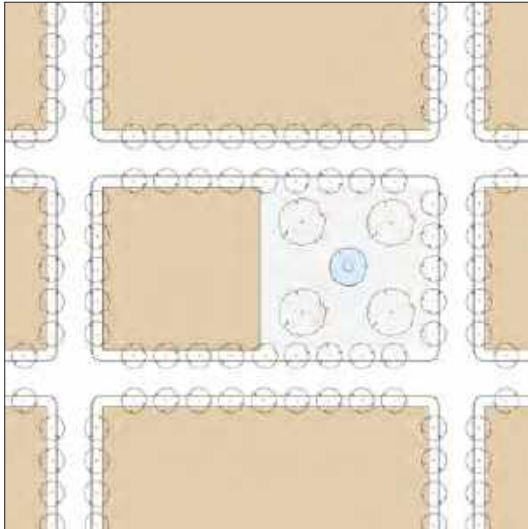
Illustrative Photo of a Pocket Park appropriate for the Town Center.



Illustrative Diagram of a Pocket Park

b. Plaza

A plaza is a small park that is located at the block interior or at the intersection of public streets. In addition to providing public, outdoor space for sitting or eating, a plaza may be used for occasional civic or commercial activities such as a Farmer's Market. A plaza is spatially defined by public street and building *frontages*, and its landscape consists primarily of special paving materials and formally arranged shade trees. Plazas may also include lighting, paths, small lawn areas, flower displays, and benches.



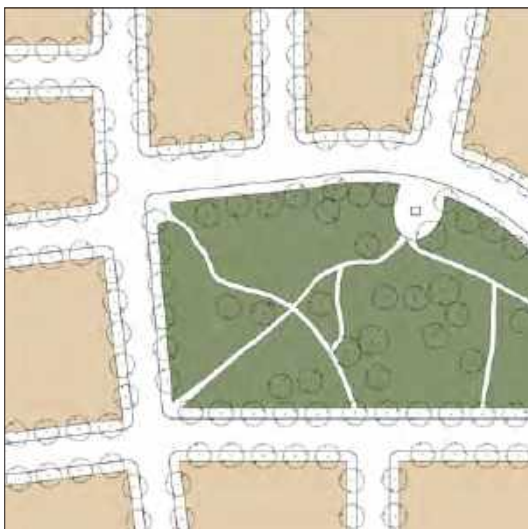
Illustrative Diagram of a Plaza



Illustrative Photo of a Plaza

c. Green

A Green is a park that is available for formal or informal recreation. Greens may be used as recreational fields and may be spatially defined by landscaping rather than building *frontages*. Its landscape may consist of lawn and trees, native landscape, or a combination of these.



Illustrative Diagram of a Green



Illustrative Photo of a Green

Sec. 8119-1.7.3 - Park Size Requirements

Table 1.7.3 identifies minimum and maximum sizes for each Park type in Old Town Saticoy.

TABLE 1.7.3. PARK SIZE REQUIREMENTS		
PARK TYPE	SIZE	
	MIN.	MAX.
Pocket Park	0.10 acre	0.50 acre
Plaza	0.25 acre	1.00 acre
Green	1.00 acre	2.00 acre

Sec. 8119-1.7.4 - Requirements for all Parks

The following guidelines apply to the new Pocket Parks, Plazas, and Greens in Old Town Saticoy.

a. Access

A minimum of one access point shall be provided from an adjoining public sidewalk(s).

b. Parking

Except for the "Green" park type, no on-site parking is allowed or required.

c. Landscape

Tree types shall be limited to drought tolerant species (see *Ventura County Landscape Design Criteria*). Whenever feasible, utilize native California tree species. Avoid non-native, invasive species.

Sec. 8119-1.8 - Additional Requirements

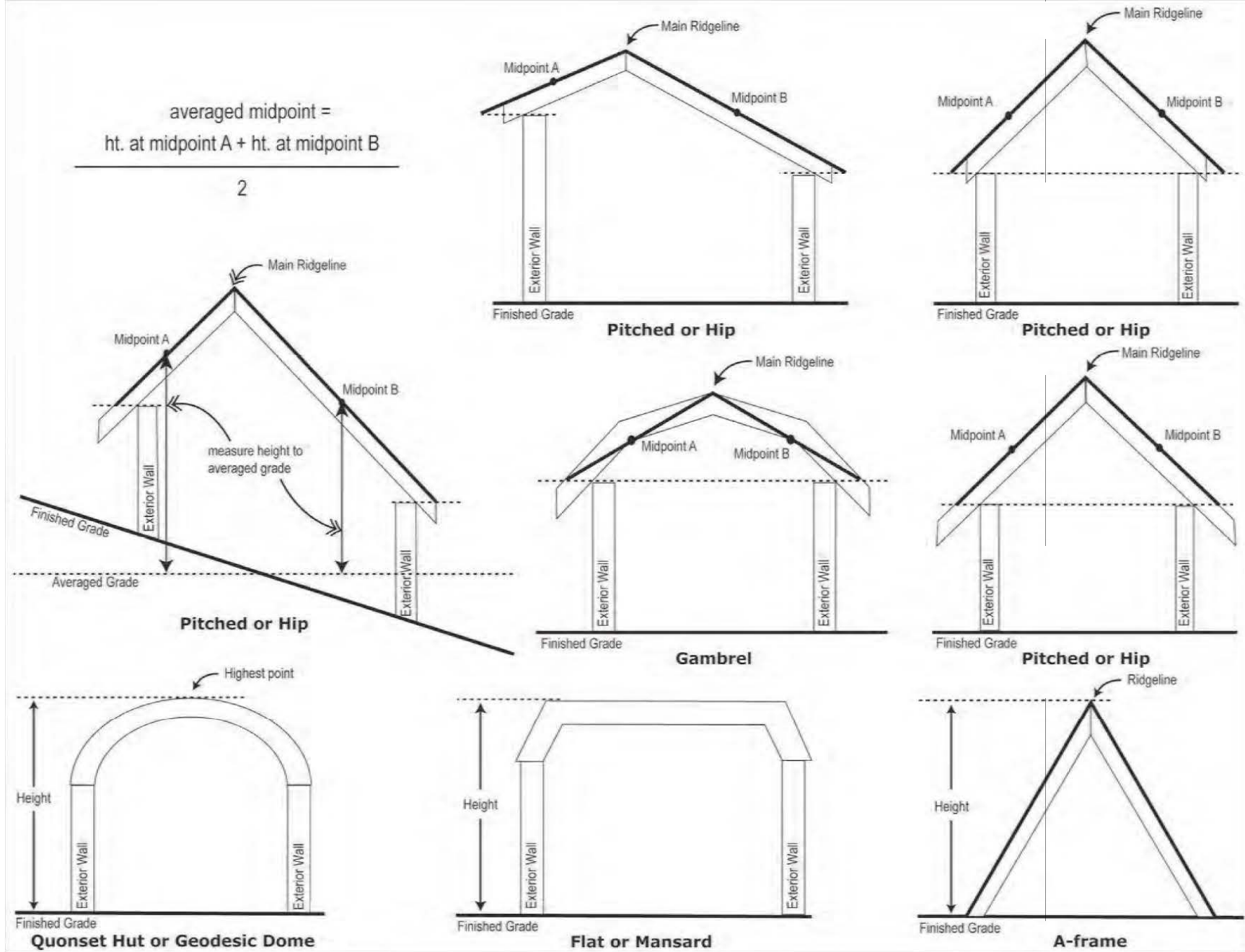
Sec. 8119-1.8.1 - Building Placement Standards

- a. Street-facing *façades* shall be built parallel to the right-of-way.
- b. For corner lots within the Old Town Saticoy Area:
 - 1. The **Primary Street** side of the lot is defined as the short side of the lot, and
 - 2. The **Side Street** side of the lot is defined as the long side of the lot.
- c. All setbacks shall be measured from the primary or *accessory* structure, pursuant to Sec. 8106-4.
- d. Architectural features such as eaves, balconies, bay windows and other similar features constitute exceptions that, if allowed, may encroach into setbacks. For allowable encroachments into setbacks, see [Tables 1.3.1\(e\), 1.3.2\(e\), 1.3.3\(e\) and 1.3.4\(e\)](#).
- e. See exceptions for building placement standards in [Sec. 8119-1.8.5. Standards for Specific Locations](#).
- f. For standards related to sight triangles and sight distance, apply Sec. 8106-8.4 and 8106-8.5. Sight triangles and sight distances define setbacks for structures and landscaping to ensure that drivers can see approaching traffic.
- g. A distance of 5 feet between adjoining buildings must be maintained for fire access.

Sec. 8119-1.8.2 - Building Height Measurement and Standards

- a. **Measurement of Building Height:** The heights of buildings in all zones shall be measured as follows (See [Figure 1.8.2](#)):
 - 1. **Pitched or Hip Roofs** - For buildings with a pitched or hip roof, building height is the vertical distance from the finished grade to the averaged midpoint of the finished roof.
 - 2. **Other Roof Types** - For buildings with a flat roof, or buildings where the roof and walls form a continuous architectural unit (e.g. A-frame buildings, Quonset huts, geodesic domes), building height is the vertical distance from the finished grade to the highest point of the finished roof. This maximum height shall include the height of parapets and roof decks (per current building regulations).
 - 3. **Calculation of Averaged Midpoint** - The averaged midpoint is calculated by drawing a line between the highest point of the finished roof, at the main ridgeline, and the top of the roof covering where it intersects with a horizontal line drawn from the top of each of the two exterior walls parallel to the main ridgeline. The midpoint is the point one-half of the distance between the upper and lower points. The averaged midpoint is the average of the two midpoints.
 - 4. **Finished Roof** - When measuring height, the term “finished roof” shall be defined as a roof with the roof sheeting in place. However, the term “finished roof” shall not include other roofing materials.
- b. Building masses, including sloped roofs, shall not project beyond the maximum building height as shown in [Tables 1.3.1\(b\), 1.3.2\(b\), 1.3.3\(b\), and 1.3.4\(b\)](#). Apply Sec. 8106-7 for allowable exceptions to maximum height of buildings for architectural features (such as chimneys, church steeples, etc.).

FIGURE 1.8.2. MEASUREMENT OF BUILDING HEIGHT



Sec. 8119-1.8.3 - Fences, Walls and Hedges

- a. Allowable Materials:** Fences shall be constructed of natural materials (wood, brick, stone, river rock, etc.), materials that look like natural materials, or wrought iron.
1. Wrought iron fences shall be vertical, 5/8" minimum dimension at 4" - 6" spacing.
 2. Concrete block walls are prohibited when visible from a public street, trail or walkway, except when located underground or when fully covered in stucco or a decorative masonry facing material.
 3. Chain link fences are allowed in the IND and RES zones when located in a side or rear yard setback, provided that the fence is slatted and screened with landscaping when visible from a public right-of-way (including *alleys*). Such fences are prohibited when located along (or parallel to) the side of the lot that faces a *Primary* or *Side Street*.
- b. Height:** When located within a *Primary Street* or *Side Street* setback, the maximum height for solid fences, walls or hedges shall be 3 feet. When the fence, wall or hedge is see-through, transparent, or a combination (see [Sec. 8119-1.8.3\(c\)](#) below), the maximum height shall be 5 feet. When located within a side or rear yard setback, the maximum height shall be 6 feet.
- Height exceptions may be available for parcels *abutting* SR-118 if needed to address potentially significant noise impacts. However, such walls shall be set back at least 3 feet from the property line and shall be screened with landscaping.
- c. Transparency:** A see-through or transparent wall, fence or hedge shall provide at least 50 percent visibility throughout the fence. For a combination fence or wall (solid plus see-through), the solid portion of the wall shall be located at the bottom of the wall/fence and shall not exceed 3 feet in height.
- d. Primary or Side Street Setbacks:** For lots located in the Residential (RES) zone, a fence, wall or hedge located within the *Primary* or *Side Street* setback shall be located at least 12 inches from the property line. The landowner shall be responsible for establishing and maintaining a landscaped area between the edge of sidewalk and the fence or wall.

Also see the following for additional information and requirements for fences, walls and hedges:

1. [Section C.2 in Chapter 6 - Old Town Saticoy Design Guidelines](#) (Saticoy Area Plan); and
2. Sec. 8106-8.1.

Sec. 8119-1.8.4 - Cultural Heritage Sites

This section addresses standards for Cultural Heritage Sites in Saticoy, as identified by the *Saticoy Historic Resources Survey and Context*. (prepared by San Buenaventura Research Associates, adopted by County of Ventura CHB, January 2015.) See [Appendix C](#). for guidance in processing permits for Cultural Heritage Sites.

- a.** The Cultural Heritage Board (CHB) or support staff shall issue the necessary permits for the alteration, restoration, *preservation, rehabilitation*, remodel, addition, change of use, demolition, subdivision, or relocation of Cultural Heritage Sites in accordance with the Ventura County Cultural Heritage Ordinance (Ord. No. 4225), as amended. Sec. 8107-37 regulates standards (and appropriate deviations) for Cultural Heritage Sites.
- b.** When *discretionary development* is **located on a lot that adjoins a Cultural Heritage Site**, the CHB or support staff shall review the proposed development and recommend changes necessary to ensure compatibility with the Cultural Heritage Site (in accordance with the Initial Study Assessment Guidelines).

Sec. 8119-1.8.5 - Standards for Specific Locations

Standards within this section address unique circumstances at the specified location. When applicable, these standards shall replace setback, *frontage*, and other standards in [Sec. 8119-1.3 - Zoning Standards](#).

a. Parcels that adjoin the Railroad right-of-way:

1. Standards: Whenever feasible, apply the “rear” standards (*frontage*, setback, etc.) for the side of a lot that *abuts* the railroad. When the *primary street* for the lot is L.A. Avenue or Alelia Avenue, and the “rear” lot standards is not feasible, use the “*side street*” standards for the side of a lot that *abuts* the railroad.
2. R/MU zone:
 - i. Parking should be placed next to the railroad right-of-way.
 - ii. Residential development that adjoins the railroad or industrial use shall use building or parking placement, building design, wall construction, or visual screening to minimize noise and vibration from adjoining uses. Such development shall also be designed to prevent residents from accessing the railroad tracks.
3. Historic Saticoy Train Depot: Subsections (a) and (b) above do not apply to the Train Depot. For this lot, the “*primary street*” standards may be used for the side of lot facing the railroad, and parking may be located along Azahar Street or within a side setback. For other standards that apply to the Train Depot, see [Appendix C](#).

b. Parcels that *abut* Los Angeles Avenue:

1. Standards: For parcels that *abut* L.A. Avenue, use L.A. Avenue as the “*primary street*” for the purpose of establishing setback, *frontage*, and other standards. However, for parcels that *abut* L.A. Avenue and are located north of Violeta Street, use Violeta Street as the “*primary street*” for the purpose of setting setback, *frontage*, and other standards due to topographic constraints along L. A. Avenue.
2. R/MU Zone: Ground floor commercial is required at all corners of L.A. Avenue and Nardo Street.

c. Parcels zoned Town Center (TC) west of SR-118:

1. Standards: Use SR-118 as the “*primary street*” for setback, *frontage*, parking placement and other standards. Parking placement may be located at side or rear of building.
2. Building Placement: Maximum front setbacks shall not exceed 15 feet at this location.
3. Building Frontage: The minimum *frontage* on the “*primary street*” shall be 60 percent (instead of 80 percent). No “*side street*” *frontage* is required at this location. This requirement does not apply to any Cultural Heritage Site.

d. Parcels zoned Industrial (IND) *adjacent* to the Residential (RES) zone:

1. Retain a maximum 35-foot building height along 50 percent (or more) of the building *frontage* on Azahar Street or, alternatively, step the second floor back 10 feet or more from the edge of the main *façade*.
2. Utilize sloped or pitched roofs on buildings *adjacent* to residentially zoned parcels.

e. SR-118:

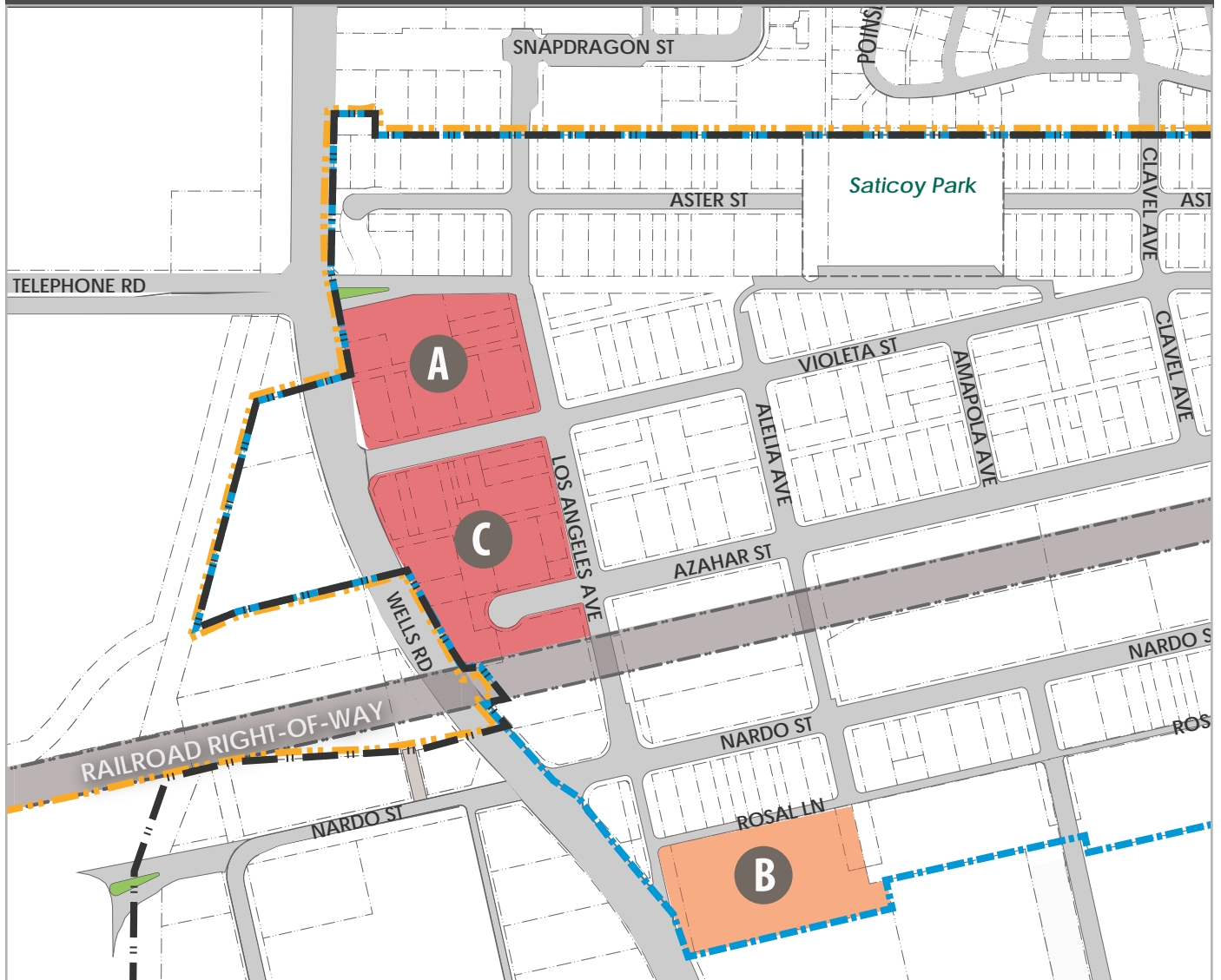
1. With the exception of TC zoned parcels west of SR 118 (See [Sec. 8119-1.8.5\(c\)](#)), no other parcels within Old Town Saticoy may use SR-118 as a “*primary street*”.
2. All development *adjacent* to SR-118 must comply with indoor noise standards in the General Plan and California Building Code.

f. Large-Scale Development or Redevelopment:

This section provides site development standards for large-scale development or redevelopment in Old Town Saticoy, which is defined as a project where the total area included in the development proposal exceeds one (1) acre. Site development standards for such developments, listed below, shall be used in conjunction with applicable standards in [Sec. 8119-1.3 through Sec. 8119-1.5](#) of the Old Town Saticoy Development Code, amended as follows:

1. Building Number/Types: In order to replicate the existing, small-scale development pattern within Old Town Saticoy, the project shall include two (2) or more buildings. When the size of project exceeds 2 acres, the project shall include four (4) or more buildings and two (2) or more Building Types, as allowed by the applicable zone.
2. Vehicular Access: On-site parking shall be accessed from new internal streets, existing *alleys*, or the “*side street*” for that lot. Direct access to on-site parking from SR 118 or the “*primary street*” is prohibited unless alternative access is not feasible.
3. Existing Local Roads: With the exception of the western cul-de-sac on Azahar Street, large-scale development shall not include the removal of local roads on the Mobility Map. (See Figure 4-3 in [Chapter 4](#) of the Saticoy Area Plan)
4. Pedestrian Access: Pedestrian facilities and amenities shall be provided in the form of sidewalks, plazas, or interconnected courtyards. On-site pedestrian facilities shall provide access to public walkways located on *adjacent* “*primary*” and “*side*” streets.
5. Landscaping: In addition to landscaping in all “*primary street*” and “*side street*” setbacks, the following shall be provided:
 - i. Pedestrian amenities that include trees, decorative lighting, benches, and decorative permeable paving.
 - ii. For development sized at 50,000 square feet of building footprint area or more, at least one (1) of the park types listed in [Sec. 8119-1.7](#) shall be included within the proposed site layout. Parks located within the TC zone shall meet the definition of “*semi-public outdoor area*” in [Chapter 7 - Definitions](#) in the Saticoy Area Plan.
 - iii. Also apply Sec. 8108-5 for parking lot design and landscape requirements.
6. Signage:
 - i. If applicable, development applications shall include a sign program (See [Sec. 8119-1.1.6\(c\)](#) for submittal requirements).

7. Northern "Gateway" Parcel (See [Figure 1.8.5\(A\)](#)): The following additional standards shall apply if all (or a major portion of) the block located at SR-118, between Violeta Street and Telephone Road, shall be redeveloped for commercial use:
 - i. Violeta Street shall be used as the "*primary street*" for the purpose of applying the Development Code standards. Violeta Street and L. A. Avenue shall be designed as *primary frontages*; whereas Telephone Lane shall be designed as a *side street* frontage.
 - ii. Parking placement shall be located within the lot interior, with vehicular access from L.A. Avenue. Pedestrian access to the development shall be provided from Telephone Lane, Violeta Street and L.A. Avenue.
 - iii. At least one (1) of the park types listed in [Sec. 8119-1.7](#) shall be included in the development plans. The park shall meet the definition of "*semi-public outdoor area*" in [Chapter 7 - Definitions](#) in the Saticoy Area Plan.
 - iv. Signage and decorative landscaping shall be provided at the intersection of SR-118 and Telephone Lane. The signage should be visible to drivers on SR 118 and Telephone Lane, and communicate entry into Old Town Saticoy. The signage type could be an identification sign within a plaza, letters attached to a low wall, or an architectural feature.
8. Southern "Gateway" Parcel (See [Figure 1.8.5\(B\)](#)): The following standards shall apply for the R/MU parcel south of Rosal Lane and east of L.A. Avenue:
 - i. Commercial development may be located along L. A. Avenue, with residential development located along Rosal Lane and Alelia Street, at the eastern portion of the parcel.
 - ii. Development located at the western portion of lot shall use L.A. Avenue as the "*primary street*", while development at the eastern portion of lot shall use Rosal Lane or Alelia Street as the "*primary street*".
 - iii. Parking placement should occur within the interior of the lot, *adjacent* to the South Industrial Area. Vehicular access to the parking lot should be provided from Rosal Lane and Alelia Avenue.
 - iv. At least one (1) of the park types listed in [Sec. 8119-1.7](#) shall be included in the development plans. The park shall meet the definition of "*semi-public outdoor area*" in [Chapter 7 - Definitions](#) in the Saticoy Area Plan.
 - v. Signage and decorative landscaping shall be provided at the intersection of SR-118 and L.A. Avenue. The signage should be visible to drivers on SR 118, and communicate entry into Old Town Saticoy. The signage type could be an identification sign within a plaza, letters attached to a low wall, or an architectural feature such as a fountain or a sculpture.
9. Commercial Block Redevelopment (See [Figure 1.8.5\(C\)](#)): The following additional standards shall apply if all (or a major portion of) the block located south of Violeta Street, between SR-118 and L.A. Avenue, shall be redeveloped:
 - i. L. A. Avenue and Violeta Street shall be designated as "*primary streets*", with limited frontage along SR-118.
 - ii. Parking placement should occur within the lot interior or, alternatively, *adjacent* to the railroad right-of-way.
 - iii. At least one (1) of the park types listed in [Sec. 8119-1.7](#) shall be included in the development plans. The park shall meet the definition of "*semi-public outdoor area*" in [Chapter 7 - Definitions](#) in the Saticoy Area Plan.

FIGURE 1.8.5. POTENTIAL PARCELS FOR LARGE-SCALE DEVELOPMENT**LEGEND:**

- A** Northern Gateway Parcel (See [Sec. 8119-1.8.5\(f\)\(7\)](#))
- B** Southern Gateway Parcel (See [Sec. 8119-1.8.5\(f\)\(8\)](#))
- C** Commercial Block Redevelopment (See [Sec. 8119-1.8.5\(f\)\(9\)](#))

Sec. 8119-1.8.6 - Parking Standards

Article 8 regulates all off-street parking and loading spaces for motor vehicles and bicycles. Article 8 also includes the parking area design and landscaping requirements as well as regulations related to Ventura County's Transportation Demand and Trip Reduction program. Additionally, the *Ventura County Parking and Loading Design Guidelines* provides information and assistance in the application of parking regulations.

This section includes parking requirements for land uses not identified in Article 8. It also includes requirements for *Electric Vehicle Charging Stations*. Unless specified below, the parking standards from Article 8 shall be applied to development in Old Town Saticoy. In the event that parking standards listed below are not consistent with Article 8, the more stringent of the two requirements shall prevail.

a. Number of Parking Spaces required:

1. Uses not listed in [Table 1.8.6](#) below: The number of parking spaces will be calculated as per Sec. 8108-4. Also, adjustments can be made to the number of motor vehicle parking spaces pursuant to Sec. 8108-4.8.
2. Other uses allowed in Old Town Saticoy (see [Sec. 8119-1.2 - Permitted Uses](#)):

TABLE 1.8.6. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS		
Land Use	Number of Motor Vehicle Spaces Required (+/- 10% OF THE TOTAL)	Minimum Number of Bicycle Spaces Required ¹
<i>Triplex/Quadplex</i>	See Sec. 8108-4.7.1	ST: 1 space; LT: Minimum = 0.5 per unit
<i>Apartments/Condos</i>		ST: 10% of required motor vehicle spaces; LT: Minimum = 0.5 per unit
<i>Town Center Residential</i>		
<i>Live/work units</i> ²	1 space = 1-bedroom units 2 spaces = 2+ bedroom units	ST: 1 space; LT: Minimum = 0.5 per unit
<i>All Retail uses in TC and R/MU</i>	1 space per 250 SF of Gross Floor Area (GFA) (for the first 500 SF) + 1 space per 500 SF thereafter	
<i>Community Garden Plots</i>	1 space per 1/4 acre	ST: 2 spaces per 1/4 acre lot; LT: 1 space per 25 employees; or as determined by decision-making body
<i>Manufacturing: Custom/Artisan Goods</i>	1 space per 500 SF of GFA; and 1 space per 250 SF of GFA for retail use (for the first 500 SF) + 1 space per 500 SF thereafter	ST: 10% of required motor vehicle spaces; LT: 1 space per 10 employees
<i>Indoor Sports/Clubs Facilities</i>	See <i>Gymnasiums, Health Clubs, Spas</i> in, Sec. 8108-4.7	ST: 10% of required motor vehicle spaces; LT: 1 space per 10 employees
<i>Temporary Outdoor Events</i>	CUP required for permit. Parking spaces to be determined by decision-making body. Smaller events may utilize existing on-site or on-street parking and bicycle facilities.	

[1] ST = Short-Term bicycle parking spaces, generally bike racks; LT = Long-Term bicycle parking spaces, generally enclosed lockers.

[2] The number of spaces identified for *live/work units* are in addition to the number of parking spaces required for the Principal Use.

b. Allowances for Commercial Parking:

Commercial uses within the Town Center (TC) zone may utilize the following options for meeting parking requirements:

1. Off-site Parking and Off-site Parking Agreements: Apply Sec. 8108-3.3 which allows commercial businesses to utilize an off-site parking lot.
2. On-Street Parking Offsets: Apply Sec. 8108-4.8 for adjustments allowed to the required number of the vehicle parking spaces and, if applicable, for requirements for a Parking Study or Transportation Demand Management Plan.
3. Shared Parking Lots: Apply Sec. 8108-4.6, which describes where shared use of parking lots is allowed when two or more land uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times.
4. Joint Parking Agreements: Access easements can be utilized for a reciprocal or joint parking agreement between two adjoining property owners, allowing for a shared use of vehicular parking areas at the rear of contiguous commercial parcels. These agreements do not relieve a developer from providing the minimum number of parking spaces for the use, but they can provide more efficient parking lots (i.e. provide more parking) and can minimize the number of entrances into the parking area. For a definition of *Joint Parking Agreements*, see [Chapter 7 - Definitions](#) in the Saticoy Area Plan.

c. Electric Vehicle Charging Stations:

Electric Vehicle Charging Stations shall be provided for *discretionary development* located in the TC, R/MU and IND zones as required by existing Building Code regulations and State law, as amended.

Sec. 8119-1.8.7 - Open Storage Standards

Open storage must be *accessory* to the *principal use* of the property in that zone, and not related to any off-site commercial business or property. All open storage shall be identified on the permit application.

a. Open Storage in RES, R/MU and TC zones:

1. Apply Sec. 8107-1.6 for open storage standards in the RES and R/MU zones
2. Apply Sec. 8109-2.2 for open storage standards in the TC zone.

b. Open Storage in the IND zone:

Open storage in the IND zone shall adhere to the following requirements (Also see [Table 1.8.7](#)).

1. Placement. Open storage should be placed at the rear of the lot and shall be screened from public view as per [Sec. 8119-1.8.7\(b\)\(5\)](#) below. Open storage cannot occupy space set aside for on-site parking.
2. Setbacks. A minimum setback of 15 feet shall be provided from a *Primary* or *Side Street*. A minimum setback of 10 feet shall be provided from the side and rear yard property lines.
3. Height. The height of open storage for building and manufacturing materials shall be limited to six feet. A height increase may be granted by the Planning Director upon making the following findings:
 - i. The height of the required open storage is necessary for the operation of the business; and
 - ii. No stored materials are prominently visible (i.e. visibility is 25% or less) from a public viewpoint.

TABLE 1.8.7 OPEN STORAGE STANDARDS

PRIMARY BUILDING		MIN.	MAX.
See Sec. 8119-1.3.4 - IND Zone Standards			
OPEN STORAGE		MIN.	MAX.
a	Primary Street Setback ¹	15 ft.	–
b	Side Street Setback ¹	15 ft.	–
c	Side Setback	10 ft.	–
d	Rear Setback	10 ft.	–

[1] Primary and Side Street Setbacks shall be landscaped and screened per [Sec. 8119-1.8.7\(b\)\(5\)](#).

4. Recreational Vehicles. Open storage shall only occur on the ground level (i.e. vehicles may not be stacked).
5. Landscaping and Screening.
 - i. When open storage is located along a *Primary* or *Side Street*, screening of materials shall be provided by landscaping or fences/walls that substantially block the storage material from the public view (i.e. visibility is 25% or less).
 - ii. A minimum 3 foot landscaping strip shall be provided between the fence/wall and the public right-of-way, except at access driveways, where screening shall be provided by gates.
 - iii. When an increase in height limitations is granted per [Sec. 8119-1.8.7.\(b\)\(3\)](#), in addition to the requirements above, landscape screening shall substantially block the view of the stored material within 5 years of planting.
 - iv. For more details on allowable materials of fences/walls, see [Sec. 8119-1.8.3](#).

APPENDIX C:

PERMIT PROCESSING GUIDE FOR CULTURAL HERITAGE SITES

Appendix C is provided as a guide for the preparation and review of permit applications for a Cultural Heritage Site. However, the materials within this appendix are neither regulatory nor a substantive part of the Area Plan. For relevant regulations for a Cultural Heritage Site, please refer to the County's Cultural Heritage Ordinance (Ord. No. 4225) and Sec. 8107-37 - Cultural Heritage Sites in the Non-Coastal Zoning Ordinance.

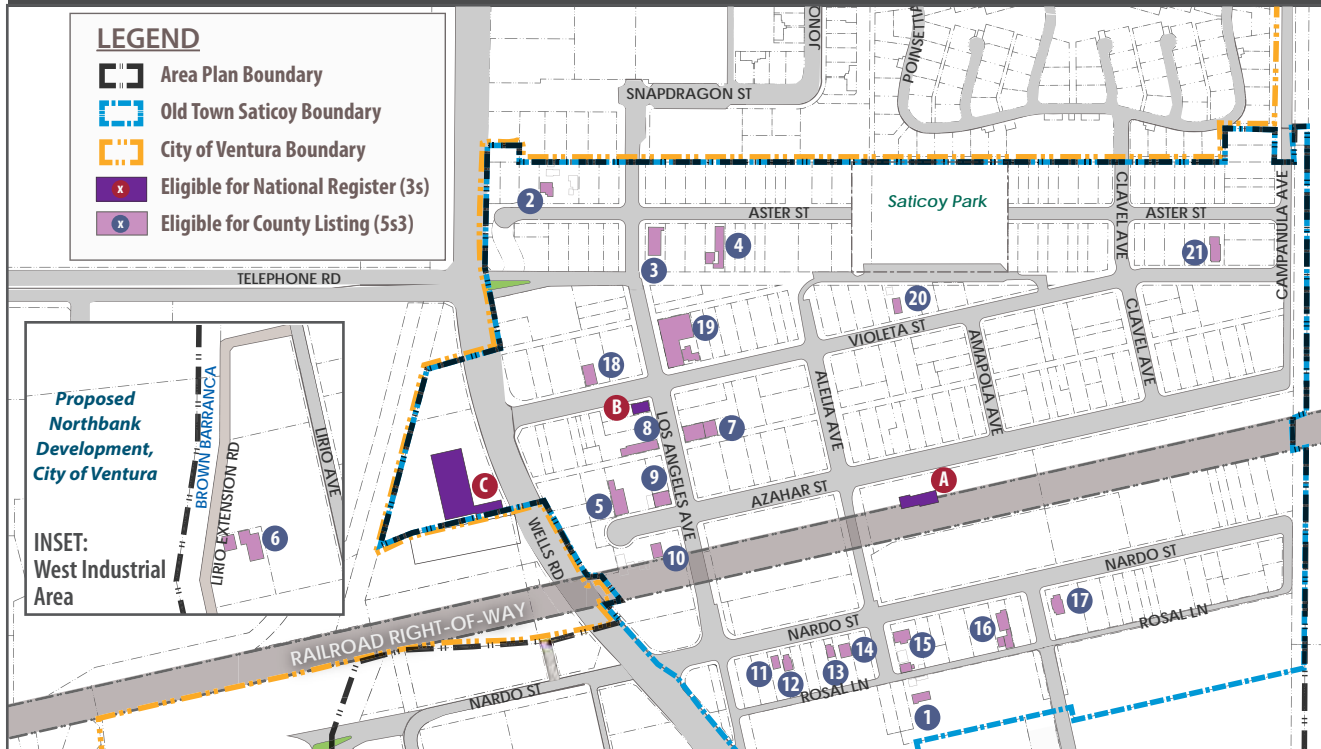
The Cultural Heritage Board (CHB) or support staff shall issue the necessary permits for the alteration, restoration, preservation, rehabilitation, remodel, addition, change of use, demolition, subdivision, or relocation of Cultural Heritage Sites in accordance with Ventura County Cultural Heritage Ordinance (Ord. No. 4225), as amended. In the event of any conflict within this document and the Ordinance, the Cultural Heritage Ordinance shall prevail. The CHB or support staff authorization shall indicate whether the proposed action is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) and the Cultural Heritage Ordinance. Definitions of key terms such as "preservation" and "rehabilitation" are included in the Cultural Heritage Ordinance.

The location of the Cultural Heritage Sites (sites with National Register Status Code of 3s and 5s3) within Saticoy is depicted on [Figure C.1](#). More information regarding these sites can be found in the Environmental Impact Report (2015) prepared for the Saticoy Area Plan, which contains the *Saticoy Historic Resources Survey and Context* (prepared by San Buenaventura Research Associates, adopted by County of Ventura CHB, January 2015).

Per the Cultural Heritage Ordinance, CHB or support staff must review development proposals as listed below:

- a. Demolition of a Cultural Heritage Site:** Pursuant to the Cultural Heritage Ordinance Sec. 1366 (as amended), a Certificate of Appropriateness (COA) must be issued by the CHB for all demolitions.
- b. New Construction, Rehabilitation, Relocation, Addition, Subdivision, Alteration, Modification or Change of Use on a property containing a Historic Landmark (3s):** Pursuant to the Cultural Heritage Ordinance Sec. 1366-3 (as amended), a Certificate of Appropriateness (COA) must be issued by the CHB or support staff. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures is used to determine the appropriateness of the proposed project.
- c. New Construction, Rehabilitation, Relocation, Additions, Alteration, Modification, or Change of Use on a property containing a Site of Merit (5s3):** Pursuant to Cultural Heritage Ordinance Sec. 1364-12 (as amended), CHB or support staff must review or comment on applications received. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures is used to determine the appropriateness of the proposed project.
- d. Sites that Adjoin a Cultural Heritage Site:** See [Sec. 8119-1.8.4](#) in the Old Town Saticoy Development Code, which is located in [Appendix B](#).

Exceptions to the Old Town Saticoy Development Code for Cultural Heritage Sites will be evaluated by the Planning Division, the CHB and support staff in accordance with Sec. 8107-37 of the Non-Coastal Zoning Ordinance.

FIGURE C.1. CULTURAL HERITAGE SITES IN SATICOY

NO.	STREET NO.	STREET NAME	STRUCTURE TYPE	CURRENT DESIGNATION
ELIGIBLE FOR LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES (NHRP) - SC 3s				
A	11220	Azahar St	Saticoy Southern Pacific Railroad Depot	
B	1203	Los Angeles Ave	Farmers and Merchants Bank Building	VC Landmark (119)
C	1255	Wells Road (S.)	Saticoy Walnut Growers Association Warehouse	VC Landmark (117)
ELIGIBLE FOR LISTING UNDER THE VENTURA COUNTY CRITERIA - SC 5s3				
1	1456	Alelia Ave	Residence	
2	11047	Aster St	Residence	
3	11102	Aster St	Free Full Gospel Church of Saticoy	
4	11146	Aster St	Foursquare Gospel Church	
5	11063-85	Azahar St	Brigham and Steele Blacksmith Company	
6	1635	Lirio Ave	Alta Mutual Water Company	
7	1242	Los Angeles Ave	Sanchez and Rivera Grocery	
8	1243	Los Angeles Ave	Saticoy Grocery	
9	1297	Los Angeles Ave	Saticoy Pharmacy	
10	1323	Los Angeles Ave	Carl's Drive-in	
11	11128	Nardo St	Residence	
12	11138	Nardo St	Residence	
13	11170	Nardo St	Residence	
14	11180	Nardo St	Residence	
15	11208	Nardo St	Residence	
16	11280	Nardo St	Residence	
17	11304	Nardo St	Residence	
18	11065	Violeta St (E.)	Yeto's Market	
19	11107	Violeta St	Brigham Manufacturing Company, Inc.	
20	11253	Violeta St	Residence	
21	11445	Violeta St	Mission Libre Pentecostal Church (Iglesia de Dios de la Profecia)	