

OLD TOWN SATICOY DRAFT VISION PLAN



SARGENT
TOWN PLANNING
LOS ANGELES | BERKELEY | ALBUQUERQUE



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PREFACE

In April 2010, in conjunction with a screening for a General Plan Amendment (GPA) for several parcels in Saticoy, the Board of Supervisors directed the Planning Division to seek available grant funds to update the Saticoy Area Plan. Pursuant to this direction, the Planning Division submitted a grant proposal to the Southern California Association of Governments (SCAG) in October 2010 through its Compass Blueprint grant program. SCAG funded the County's proposal and work on this grant began in Spring 2012 under the direction of Sargent Town Planning.

The SCAG grant is focused solely on Old Town Saticoy and does not include all land within the Saticoy Area Plan. Work under this grant includes the following:

- Community outreach program;
- Multi-modal circulation analysis and improvement plan, including phasing and funding options;
- Land use proposals, including a mixed-use zone with appropriate development standards and regulations;
- Public Health and Sustainability analyses; and
- Draft Development Standards for Old Town Saticoy.

California Sustainable Communities Planning Grant funds

To complete the Saticoy Area Plan revisions, the Planning Division was awarded a grant from the Sustainable Growth Council - California Sustainable Communities Planning Grant and Incentive Program. Work under this grant began in October 2012 and will be completed no later than October 2015.

Tasks will include final incorporation of Area Plan changes, zone changes, map updates, and design guidelines for Old Town Saticoy. In addition to these activities, the Planning Division will prepare a comprehensive update for the entire Saticoy Area Plan, including areas located outside Old Town Saticoy, which will include the following:

- Preparation of baseline condition data and maps;
- Analysis of land use, circulation, zoning, and design standards for the areas outside of Old Town Saticoy;

- Continued community outreach throughout project implementation;
- Cultural resources survey;
- Traffic study and coordination with the Ventura County Transportation Commission regarding a long-term transit plan;
- Coordination with the City of Ventura on infrastructure changes and/or changes to policies necessary to implement the Area Plan and conform with the City's new Wells /Saticoy Community Plan;
- Coordination with the County Public Health Division to ensure public health and wellness issues are integrated into the analysis; and
- Revisions to permitting forms/procedures to implement the Saticoy Area Plan and/or related zoning code changes.

The final product will be a comprehensive update to the Saticoy Area Plan.

INTRODUCTION

The County of Ventura, the community of Saticoy, and the City of Ventura have identified the need to update the Saticoy Area Plan, the heart of which is Old Town Saticoy, with a focus on physical and economic revitalization while respecting the heritage and physical qualities that built Saticoy's original success as an agricultural hub in Ventura County. After years of decline and disinvestment, Old Town is poised for rebirth as a civic and commercial center of community life for the residents and businesses of Old Town, the unincorporated Saticoy area, and the larger Saticoy and Wells communities of east Ventura.

Saticoy is currently characterized by declining buildings, dead-end roads, intermittent sidewalks, limited transit service, and a scarcity of local jobs. The rail line that once brought commerce and hope to Old Town is dormant, and the highway that replaced it as the major means of access now divides the community, serving as a physical barrier between housing and jobs.

At the same time, Saticoy presents a valuable opportunity for economic revitalization. Key opportunities include rebuilding and repositioning Old Town as a thriving commercial and civic center of community life for the area, and renovating and improving the housing stock of the Old Town neighborhood. Vacant and under-utilized parcels – particularly in the southeasterly portion of Old Town – also present significant opportunities for the development of new jobs-producing businesses and development. This Plan seeks to carefully set the stage for reinvestment by better connecting surrounding neighborhoods to Old Town, improving resident access, mobility, and safety within Old Town, increasing opportunities for employment and affordable housing, and reigniting a sense of community pride and optimism for the future.

This Draft Vision Plan presents the work that was generated during the Internal Design Charrette in preparation for the August 23, 2012 Community Workshop. It summarizes existing conditions, including input received from stakeholders and community members; recommends goals and policies; and provides a number of alternative circulation, public space, and land use scenarios for Old Town Saticoy. These scenarios are based on the Background Evaluation and Technical Report prepared by the Sargent Town Planning team, discussions with County of Ventura staff, input received during the stakeholder interview process, and public comments collected during the August 1, 2012 and August 23 Community Workshops. This document will provide the basis for the subsequent Area Plan Recommendations document, as refined in response to County input and direction prior to the Area Plan update.

A. WHAT WE SAW AND HEARD

The County and consultant team conducted a significant outreach effort that included:

- Meeting with a wide range of stakeholders to hear their concerns and hopes for Old Town, including Saticoy residents and business and property owners, the Ventura County Transportation Commission (VCTC), the Ventura County Sheriff's Office, the City of Ventura, representatives of the Boys & Girls Club, and members of the Saticoy Neighborhood Council.
- Meeting with members of the community in a series of workshops, including a morning "Food Pantry" outreach meeting attended by over 100 Saticoy residents, a meeting with over 50 Saticoy teenagers, and an evening workshop attended by more than 30 community members. In these meetings the team presented diagrams of Old Town and initial observations and input to spark discussion and inform additional input.

Comments received during these outreach meetings tended to fall within four categories and are summarized as follows:

I. LAND USE AND COMMUNITY CHARACTER

- Saticoy's Town Center should be more visible and attractive from Wells Road.
- In a number of areas there are incompatible land uses located adjacent to one another, including noxious industrial uses very near residences. These have the potential to negatively affect public health and to undermine the value of both properties.
- New development, especially housing, should be compatible with Saticoy's small-town character.
- The appropriate jobs-housing balance for the community needs to be determined, and then implemented through the Area Plan.
- Saticoy needs more local serving commercial businesses and more local jobs.
- Saticoy is perceived by outsiders as a dangerous place.



Los Angeles Avenue dead-ends at the County-owned storm drainage right-of-way.



Sidewalks are discontinuous and missing from key locations such as bus stops.

II. PUBLIC SPACES AND COMMUNITY AMENITIES

- Saticoy Park is hidden, access is limited and inconvenient, and people don't feel safe there. Park bathrooms are also hidden, dark, and often locked.
- Saticoy needs more comfortable and safe public gathering places.
- The Town Center lacks good lighting, as well as street furniture, including benches and trash cans.
- The existing County Library is in a very inconvenient location on the edge of town and needs a larger, more central location.

III. CIRCULATION AND TRANSIT

- Old Town needs better pedestrian, bicycle, and automobile connections to surrounding areas and other parts of town.
- Old Town's numerous dead end and missing streets make it difficult to get in and out of Saticoy, as well as to get around town.

- Most Saticoy streets lack sidewalks and crosswalks, making it uncomfortable and dangerous to walk around town.
- Automobiles drive too fast on Saticoy's wide streets and need to be slowed down.
- Saticoy needs safer and more comfortable bus stops, both for Gold Coast Transit and for school busses.

IV. CITY AND COUNTY COORDINATION

- The City of Ventura's Extraterritorial Water Policy needs to be revised to allow for a water supply that is adequate to serve the proposed uses.
- Differences in the land uses and intensities in City and County plans should be reconciled.



Underutilized parcel at the corner of Wells Road and Violeta Street.



Existing view of Saticoy Park. Houses along the south edge of the park face away from the Park.

B. PLAN VISION

The intent of this Plan is to contribute to a better quality of life for Saticoy’s residents, better access to economic opportunity, and stronger property values within Saticoy by:

- Making Old Town Saticoy more cohesive and better connected to surrounding neighborhoods and the rest of the City and County of Ventura.
- Providing a more complete range of residential choices and, commercial and civic amenities.
- Expanding the range and number of local jobs.
- Creating a safe, comfortable and healthy environment that promotes more walking and cycling, and encourages greater use of transit services.
- Adjusting land use patterns to provide residents with greater protection from poor air quality

Building on the input received from the community, this Plan will inform the Saticoy Area Plan as it relates to Old Town Saticoy in terms of four vision categories:

I. LAND USE AND COMMUNITY CHARACTER

Restoring, improving, and expanding the offerings of Saticoy’s commercial Town Center as a destination for residents and visitors; addressing Saticoy’s hodgepodge of uses while introducing compatible new residential, commercial, and industrial development; improving and expanding housing choices without adding “high density housing”; and consolidating and growing Saticoy’s industrial/employment base.

Cultivating a sense of community and a sense of place by promoting development that is consistent with the community’s character, while encouraging more representation from Saticoy on agency committees, councils, and other elected and volunteer bodies.

Encouraging sustainable strategies and measures, including stormwater management, energy efficiency, water efficiency, green building, and access to renewable energy.



Special buildings on key corner lots can announce the Town Center to passing motorists.



Convenient town-scale shopping environment.

II. PUBLIC SPACES AND COMMUNITY AMENITIES

Improving Saticoy's public space network with new and improved parks, plazas, and other public gathering places and enhancing, expanding, and/or relocating important community facilities, such as the Saticoy branch of the Ventura County Library.

III. NETWORK OF COMPLETE STREETS

Stitching Saticoy's circulation network back together and better connecting Old Town to its surroundings, rebalancing the street network in favor of pedestrian and bicycle safety, and improving support for transit service and facilities - especially for transit-dependent populations.

IV. CITY AND COUNTY COORDINATION

Coordinating with the City of Ventura to address issues of water services, infrastructure investment, consistent land use plans, and potential future annexation.

The above vision topics are described in further detail in the chapters that follow, with each chapter devoted to one of these categories. Together with the input received from the stakeholders and the community, the goals of these four categories have been translated into a Vision Plan (see **Figure 1**, following page) that responds directly to the existing conditions and opportunities of the project area, and the expressed preferences of the community.



The old Saticoy Train Depot building offers an opportunity for adaptive reuse – perhaps even as the County Library.



A tree-lined residential street encourages walking and supports strong property values.

A Draft Vision Plan illustration, **Figure 1**, opposite, illustrates a series of physical changes that might occur over time if the initiatives outlined above are implemented. It is meant to convey only one example of what Old Town could look like in the future. There are innumerable variations that could emerge over time.

The potential changes associated with the Draft Vision Plan depicted below are organized into four land use categories that have been proposed for Old Town. These four categories include the Town Center, the Neighborhood, the Mixed-Use District, and the Industrial/Employment District. The Vision Plan describes each of these land uses in detail. A number of potential reconfigurations of parks, streets and other public spaces are also illustrated. Please see Section II (Public Space and Community Amenities) and Section III (Circulation, Walkable Streets, and Transit) for descriptions and discussions of those potential changes, and some of the ways in which they might benefit the community.

I. TOWN CENTER

- A** Los Angeles Avenue is extended north to Snapdragon Street, Telephone Road is extended to Los Angeles Avenue, and the “S Curve” connection between Telephone Road and Aster Street is removed. The parcels north of Telephone, created by the S-curve removal, become developable parcels for single family houses, while the parcels to the south can be infilled with commercial and/or mixed-use buildings.
- B** Vacant parcels in the Town Center are infilled with pedestrian-oriented, mixed-use buildings that face and are directly accessed from the sidewalk, on Violeta or Los Angeles Streets. Parking is accommodated with on-street parking and shared parking lots in the centers of the blocks.
- C** The Farmers & Merchants Bank Building is adaptively reused and the vacant land adjacent is improved as a town center park or plaza. Parking is accommodated on the street or in nearby shared surface lots.
- D** A linear park or community garden is introduced along the County-owned stormwater pipe right-of-way between Los Angeles Avenue and Alelia Avenue, and on sliver parcel to the south as well if the County can acquire that property.

- E** A commercial building fronting Los Angeles Avenue it is built on the east side of Wells Road just south of Rosal Lane.
- F** Commercial buildings are developed on the northerly corners of Nardo Street and Los Angeles Avenue, together forming a gateway into Old Town Saticoy.
- G** A traffic island is introduced at the intersection of Nardo Street and Wells Road to provide a location for a gateway element to announce Old Town Saticoy to passing motorists.

II. NEIGHBORHOOD

- H** Vacant parcels - particularly along Aster Street - are infilled with single family houses or duplexes.
- I** Options for better connections to Saticoy Park are explored.
- J** Open space is introduced adjacent to the Saticoy Community Center.
- K** Alelia Avenue is extended to Aster Street, as either a vehicular street or a pedestrian passage.

III. MIXED-USE DISTRICT

- L** Multi-family housing might replace the industrial uses on the north side of Nardo Street between Los Angeles Avenue and Alelia Avenue.
- M** Multi-family housing can be provided at the southern terminus of Alelia Avenue.
- N** The old train depot is refurbished and adaptively reused, possibly as the County Library, with a civic park around it as a central gathering space.

IV. INDUSTRIAL/EMPLOYMENT DISTRICT

- O** Campanula Avenue is extended across the railroad tracks to Nardo Street.
- P** South of Rosal Lane to the east of Alelia new industrial/employment uses may be developed on the currently vacant land.
- Q** Over time, the existing houses along the south side of Nardo Street might be replaced by employment uses in order to create a contiguous industrial zone south of the railroad tracks.



Figure 1. Old Town Saticoy Vision Plan

I. LAND USE AND COMMUNITY DESIGN

ENVISIONED COMMUNITY CHARACTER

A. EXISTING CONDITIONS & OPPORTUNITIES

Old Town Saticoy's lands use patterns and community design character have become jumbled over time, presenting a challenge to Saticoy's becoming a vibrant and successful place. Chief among these are:

- **Land Use.** In many locations rather incompatible land uses are located adjacent to one another - often industrial uses next to housing - and such adjacencies tend to undermine the value of both properties. In addition, there is currently little opportunity for new commercial, multi-family, and industrial development – largely due to the City of Ventura's water policies, which severely limit new construction options (see Chapter IV for more information).
- **Urban Character.** Old Town is a mix of vacant lots, houses, small commercial buildings and industrial businesses, with little design cohesion and no coherent image from Wells Road. Much of the existing housing

in the Old Town Neighborhood is in need of reinvestment and repair.

- **Safety.** Saticoy is generally perceived by outsiders as a dangerous place to visit and live, and many residents are not comfortable being out in public after dark. Fast traffic and no sidewalks on several streets add to the feeling of an unsafe environment.
 - **Jobs and Housing.** Old Town has many more residents than it offers jobs. Both County Policy and good community design suggest policies that will encourage economic development to produce new local jobs.
1. **Land Use.** The Plan Area contains four basic land use types: commercial/retail, industrial, civic, and residential, the latter consisting primarily of lots zoned for occupation by one or two families.

There are three areas of Old Town, in particular, where incompatible uses are located adjacent to one another.



View looking west down Violeta Street from Los Angeles Avenue. The Farmers and Merchants Bank building is on the left.

- a. **Saticoy’s Town Center.** There are a number of locations in the Town Center (see **Figure 1.1** on the following page) where single-family houses are interspersed with retail buildings, limiting the potential for an inviting, walkable shopping environment. There are also locations where housing is next door to industrial uses that generate noise, odor and fumes that negatively affect the residential environment.
- b. **Nardo Street.** There is a strong contrast between older, primarily one-story, single-family houses on the south side of the street and a jumble of business uses and larger buildings on the north side, including industrial sheds and multi-family housing.
- c. **Azahar Street.** Like Nardo Street, Azahar Street is lined by a great variety of building types, sizes, and uses. The

south side of the street is lined mostly by industrial buildings with industrial uses. East of Alelia Avenue, the north side of Azahar Street is lined primarily by single-family residences, while west of Alelia Avenue its north side is lined primarily by commercial and retail buildings that are built close to and accessed directly from the adjacent sidewalk.

- d. **Publicly Owned Properties:** There are a number of parcels within the Plan Area that are owned by public agencies. The County of Ventura owns the parcels occupied by Saticoy Park and the Community Center. The Ventura County Transportation Commission (VCTC) owns the property within the railroad right-of-way and on both sides of the tracks, leasing to the various tenants that occupy the parcels.



Looking west down Nardo Street, with single-family houses on one side of the street and a light industrial building on the other.



Looking east from Telephone Road towards Aster street demonstrates the unresolved character of Wells Road.

I. LAND USE AND COMMUNITY CHARACTER

2. Urban Character. The physical design character of Saticoy – that is, the character-defining combinations and compositions of streetscapes, lot frontages, building placement, scale and type, signage and other elements – can be generally defined according to four basic Character Areas (see **Figure 1.1**):

a. Town Center. This area is generally perceived to be – and has historically been – the commercial and social center of Saticoy, and a center of activity of the eastern communities of the City of Ventura. Buildings are primarily

“main street commercial” types, with shopfront frontages giving the area a decidedly small town commercial character. The few houses that occur within this area could easily be adapted to non-residential uses, as is common in many small California town centers. On-street parking occurs along both sides of these streets in angled spaces, reinforcing the “small town main street” character.

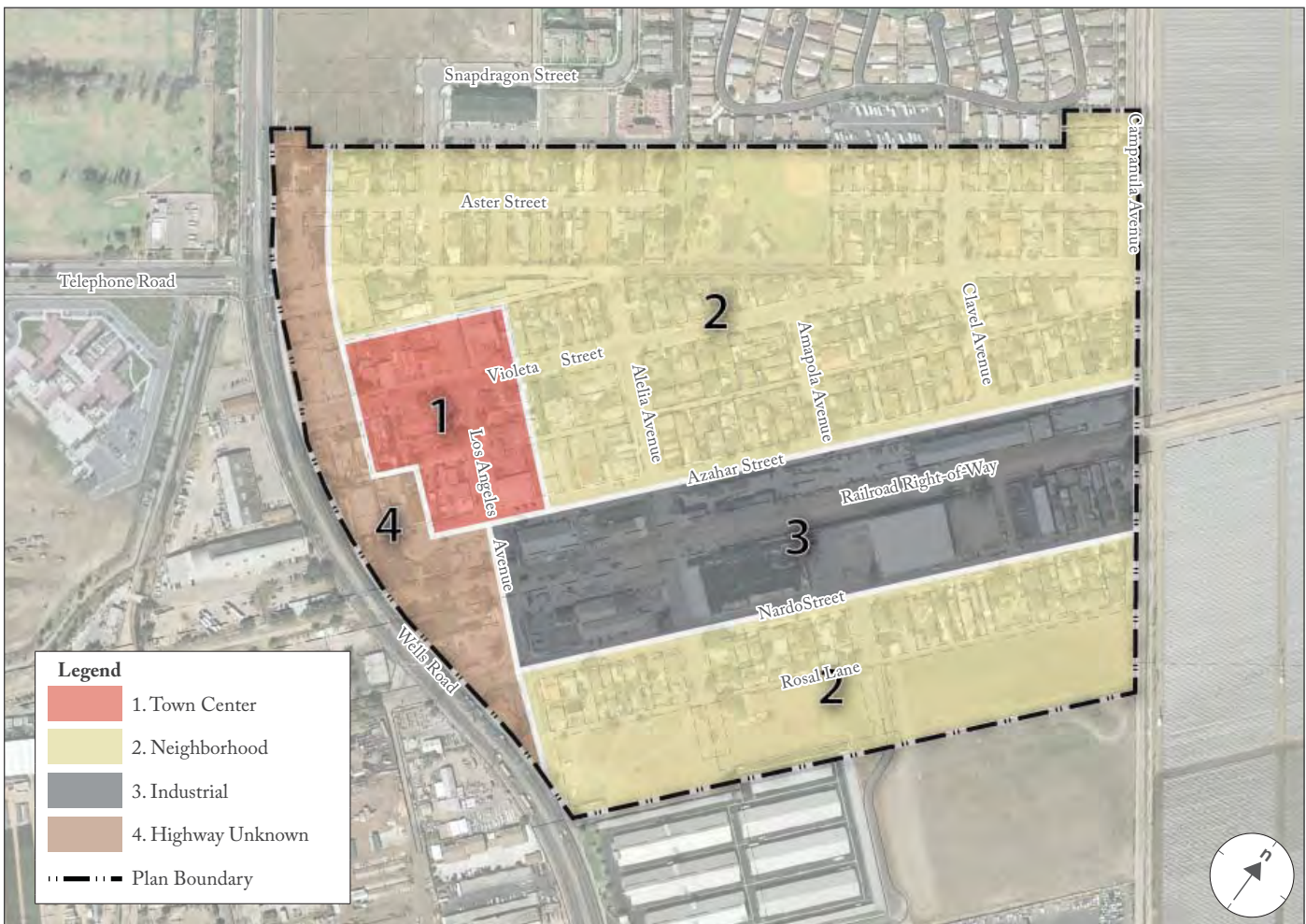


Figure 1.1. Existing Land Use Character Areas.

b. Neighborhood. Development along Aster Street, Violeta Street east of Los Angeles Avenue, the north side of Azahar Street, and the south side of Nardo Street, and the remaining small north-south streets generally share a similar residential character. Buildings are mainly one- and two-story, houses and duplexes, set back from the street behind front yards often enclosed by low front yard fences and walls. On-street, parallel parking occurs along both sides of these streets. Sidewalks, street trees and streetlights normally associated with neighborhood streets are only sporadically present.

c. Industrial. Development along the railroad tracks consists of larger industrial buildings, many with blank walls, opaque security fencing, and large portions of the site dedicated to parking or outdoor storage/assembly areas. Buildings accommodate a range of storage, automobile repair, other light manufacturing uses of various sizes. On-street parking is typically present along both sides of the street.

d. Unresolved. The area generally within 100 to 200 feet of SR 118 (Wells Road) has no particular urban character. Some buildings have a main street commercial character, but the pattern of small buildings located between or behind parking lots and landscaped berms projects an image that is neither good quality “highway commercial” nor in character with the rest of Town Center. On-street parking is prohibited along SR 118 (Wells Road).

A concern heard repeatedly from the community was the fear that new development – especially multi-family housing – would detract from Saticoy’s small town character or increase the potential for crime and other anti-social behavior. Keys to avoiding the further disintegration of the essential small town character of Saticoy - and to promoting its restoration and revival - may include the enabling of a) new multi-family housing in town-scale, house-form buildings, and b) new neighborhood serving commercial uses and multi-family housing in town-scale mixed-use buildings within and around the edges of the Town Center.



Violeta Street in the Town Center.



Violeta Street in the Neighborhood.

B. GOALS AND POLICIES

Old Town Saticoy becomes an attractive and healthy, place to live. Its public spaces of streets and parks is regenerated and made safe and accessible to residents. Missing and incomplete streets are filled in and improved over time, and neighborhood traffic is slowed through various network improvement and traffic-calming measures. A range of well-designed building types that provide a range of housing choices, commercial amenities and jobs in a walkable neighborhood setting are enabled and promoted.

GENERAL / COMMUNITYWIDE

Goal 1. A community that contains a well-balanced distribution of land uses, providing jobs, commerce, recreation, and residential opportunities for its residents.

Policies:

- 1.1. Ensure that land development occurs in conformance with the Land Use Map (**Figure 1.3**) which was developed in accordance with land use goals in the Saticoy Area Plan.
- 1.2. Apply zones in conformance with the Land Use Map (**Figure 1.3**) and the goals and policies of the Saticoy Area Plan.
- 1.3. Separate and/or buffer incompatible land uses.
- 1.4. Resolve existing land use conflicts between residential and industrial districts through gradual changes to land use patterns.
- 1.5. Preserve and enhance the community by matching development policies with circulation and/or land use maps and design standards.
- 1.6. Discretionary development shall be reviewed and conditioned to assure compatibility with adjacent land uses. Attention shall be focused on provisions for small-scale community spaces, landscaping, pedestrian amenities on public streets, circulation, site and building design, drainage, parking, and utilization of water conservation methods.



Continuous sidewalks, street trees, street lights, and street furniture.



Commercial buildings face and are accessed from the adjacent sidewalk and provide pedestrian-friendly frontages.

- 1.7 Provide an appropriate jobs/housing balance that considers adjacent residential areas within the City’s Saticoy/Wells Community Plan.
- 1.8 Ensure that growth occurs in a manner consistent with the ability of service agencies to provide quality services.
- 1.9 Whenever feasible, establish policies and standards for Saticoy that are consistent with City of Ventura’s development standards.
- 1.10 Establish a cooperative policy with the City of Ventura that would provide basic services that support development policies and standards in the Area Plan.

Goal 2. A flexible and efficient land use plan that provides economic opportunities for Saticoy businesses and residents.

Policies:

- 2.1. Provide visual “gateways” at the north and south entrances to Saticoy to make the commercial Town Center more visible and welcoming to residents and non-residents of Saticoy.
- 2.2. In appropriate locations, create areas that allow a flexible mixture of residential and commercial use.
- 2.3. Within mixed use districts, employ design guidelines or standards to establish a consistent character for that district, and to ensure compatibility between adjoining uses.
- 2.4. Develop a cohesive Town Center commercial district within the area historically used for commerce along Los Angeles Avenue, which may also incorporate housing in forms compatible with the Town Center character..



Adaptive reuse of a gasoline station – a transformation that could occur to the existing gas station on the southeast corner of Violeta Street and Los Angeles Avenue.



One-story commercial buildings.

I. LAND USE AND COMMUNITY CHARACTER

- 2.5. To help support the economic vitality of the Town Center, locate new, higher-intensity residential development directly adjacent to the planned commercial district.
- 2.6. Establish a land use pattern that provides an adequate economic base to help fund needed services, improvements and long-term maintenance in Saticoy.
- 2.7. Encourage the development of a local farmers market within the Town Center through zoning and public space design.

Goal 3. A community that retains and enhances its cultural resources and historic identity.

Policies:

- 3.1. Encourage the preservation and reuse of significant historic buildings - including the Farmers and Merchants Bank and the train depot - to accommodate commercial and/or civic uses frequented by Saticoy residents.
- 3.2. Retain and enhance the historic, small-block grid pattern of Saticoy within its residential and commercial areas.



Example of semi-rural town gateway

Goal 4. A safe, healthy and sustainable community.

Policies:

- 4.1. Help reduce the incidence and fear of crime through environmental design (CPTED) strategies – such as natural surveillance, territorial reinforcement, natural access control, and lighting - that are incorporated into the Land Use Map, Circulation Map, and Design Guidelines/Standards.
- 4.2. Provide development standards that foster resource conservation through efficient site design, compatible mixed-use development, utilization of water conservation methods, and the use of low-impact development techniques and sustainable materials.
- 4.3. Retain and enhance a land use pattern that provides a compact mixture of residential, commercial, and industrial uses that foster a reduction in transportation costs and GHG emissions.
- 4.4. Improve residents' health by creating an environment that promotes more walking and cycling and that reduces use of vehicles for daily activities.
- 4.5. Improve safety and air quality in residential areas by providing truck routes that directly serve industrial properties and that limit truck traffic within residential areas.
- 4.6. Continue to allow small-animal husbandry in Old Town Saticoy.
- 4.7. Design critical infrastructure to be operable during a 100-year flood event.
- 4.8. Encourage the establishment of community gardens and farmers markets by specifying zones where they are allowed.



Context-sensitive, town-scale, house-form infill development.



Community meeting in Old Town.

RESIDENTIAL

Goal 5. A diversity of housing types with options for tenure, size/design, and affordability.

Policies:

- 5.1. Create Saticoy Community Development Standards for residential development that allow for a diversity of housing types while preserving and enhancing the historic small-town character of Saticoy.
- 5.2. Encourage the development of special needs housing, (such as senior housing), within or adjacent to the Town Center.
- 5.3. Residential development, including mixed use development, should incorporate pedestrian and/or vehicular circulation systems that are consistent with the Circulation Map (**Figure 3.2**).

Goal 6 Preserved and enhanced residential neighborhoods located within the northern portion of Old Town Saticoy.

Policies:

- 6.1. Review and condition discretionary residential development to ensure that appropriate provisions are made for shared recreation, landscaping, street amenities, and on-site pedestrian circulation.
- 6.2. Preserve and enhance the character of existing residential areas planned for residential use within Old Town Saticoy.
- 6.3. Craft neighborhood development standards and design guidelines that ensure that Saticoy’s historic small-town scale and character is maintained and enhanced.
- 6.4. Encourage the maintenance and restoration of existing housing stock.



An example of one of Saticoy’s incomplete sidewalks.



Saticoy Park is cut off from and not visible from surrounding neighborhood streets, leading to an unsafe atmosphere.

Goal 7. New mixed-use areas that expand housing opportunities within Old Town Saticoy.

Policies:

- 7.1. Mixed use development shall be limited to a mix of residential and compatible commercial uses and designed to accommodate a residential density of 15 to 20 dwelling units/acre.
- 7.2. Ensure compatibility of residential and commercial uses in mixed use areas through the use of zoning and design standards.

COMMERCIAL

Goal 8A. A well designed, economically vital commercial district in Old Town Saticoy that meets the daily shopping and service needs of Saticoy residents and visitors.

Goal 8B. Small scale commercial facilities located within mixed-use and industrial areas of the community.

Policies:

- 8.1. Ensure that commercial uses are compatible with nearby residential uses through site planning and building design, and as required by new mixed-use development standards and guidelines.
- 8.2. Encourage development of “micro-businesses” within commercial or mixed-use areas.
- 8.3. Commercial and mixed-use development shall be subject to a Planned Development or Conditional Use Permit to assure compatibility with adjacent uses and conformance with the Old Town Saticoy development standards and design guidelines. Such review shall give careful attention mitigation of nuisance factors.
- 8.4. Co-locate small parks/plazas with active commercial or civic uses within the Town Center to encourage social interaction and foster a sense of community.



Community gardens promote health and community benefits, including increased physical activity, access to affordable healthy food, positive social interaction, and local economic activity.



Bicycle lanes on key streets promote sustainable alternative modes of transportation for residents while decreasing air pollution.

I. LAND USE AND COMMUNITY CHARACTER

- 8.5. Locate and design commercial facilities to promote ease of access and circulation to community serving retail for motorists, pedestrian and bicyclists.
- 8.6. Existing highway-oriented strip commercial development should not be expanded unless it is redesigned for compatibility with goals, policies and standards established for development in Old Town Saticoy.
- 8.7. Increase and enhance commercial development within the Town Center by using shared or on-street parking to meet parking requirements to the maximum extent feasible.

INDUSTRIAL

Goal 9A. Well located and designed industrial uses that do not negatively impact nearby residential and commercial uses, especially those that provide job opportunities for Saticoy residents.

Goal 9B. Industrial development that is consistent with a sustainable jobs/housing balance within Saticoy and its immediate surrounding neighborhoods.

Policies:

- 9.1. Retain and expand light to medium industrial development opportunities within the southeast portion of Old Town.
- 9.2. Relocate incompatible industrial uses whenever feasible, from the Town Center to nearby planned industrial districts.
- 9.3. Assure that industrial development is compatible with adjacent uses by requiring that they obtain a Planned Development or Conditional Use Permit and comply with the design guidelines/standards established for Old Town Saticoy. Such review shall give careful attention to landscaping, signage, access, site and building design, low-impact design principles, drainage, parking and circulation, community connectivity, fencing and mitigation of nuisance factors.
- 9.4. Prohibit industrial development that poses a significant risk to people or the environment, and that cannot be adequately buffered from adjacent residential areas.
- 9.5. Where separation distances are insufficient to protect the residential uses from visual, audio or other nuisances and air-borne intrusion, require buffers between new or expanding industrial uses and planned residential areas.
- 9.6. Do not route truck traffic associated with industrial use through residential neighborhoods unless no other option is available.
- 9.7. Prohibit “M-3” zoning in Old Town Saticoy.
- 9.8. Minimize impacts to neighboring land uses and the environment caused by industrial development.

C. PRELIMINARY CONCEPTS

Each increment of new development in Old Town should improve the quality, character, and value of Saticoy to better serve the needs of Saticoy's residents and business owners. This is accomplished by:

1. Introducing new development that improves the balance between jobs and housing and that attracts a diverse population to Saticoy, including senior citizens.
 2. Enhancing Old Town's visibility and image along Wells Road so that passing motorists perceive it as an attractive place to stop, shop, and dine at local businesses.
 4. Introducing multi-family housing that better accommodates Saticoy's families in buildings - such as duplexes, triplexes, quadplexes, and courtyard housing - that are in scale and character with existing single-family and two-family scale buildings: .
 5. Employing Crime Prevention Through Environmental Design (CPTED) strategies to help reduce the incidence and fear of crime and thereby improve the quality of life of its residents.
- Introducing clear sight lines into parks from surrounding streets and buildings.
 - Avoiding entrapment and reducing isolation, especially of Saticoy Park, Nardo Street, and Aster Street. Minimizing concealed and isolated routes by completing the disconnected street network. Options may include extending Los Angeles Avenue to Snapdragon Street, connecting Campanula Avenue to Nardo Street, Connecting Alelia Avenue to Aster Street, connecting Aster Street through Saticoy Park.
 - Promoting a more varied and flexible land use mix by introducing mixed-use and live/work buildings in the Town Center and Residential Mixed-Use District.
 - Generating more neighborhood social activity by introducing easily accessible and visible parks, locating community amenities such as the County Library in the center of town, creating walkable, tree-lined, well-lit streets,



A one-story commercial building with street-facing windows.



Neighborhood-scale multi-family housing.

I. LAND USE AND COMMUNITY CHARACTER

and encouraging buildings that provide “eyes on the street” with large windows and pedestrian-oriented frontages such as porches, stoops, and shopfronts.

- Providing adequate lighting on streets and within alleys.
- Creating a sense of community ownership of public spaces through good quality maintenance and management.
- Avoiding the “fortress” mentality by requiring buildings that face and are accessed from the street and are monitored by neighbors and passing pedestrians.

6. Adjusting Old Town Saticoy’s existing land use patterns (see **Figure 1.2**) according to a combination of the existing, underlying urban character and the intended outcome of transforming Old Town Saticoy into a walkable and bikeable place that provides inviting residential streets to live and successful commercial and industrial businesses to patronize and work:

- Expand the size of the Town Center.
- Preserve existing residential uses and character in the neighborhood in the northern portion of Old Town Saticoy.

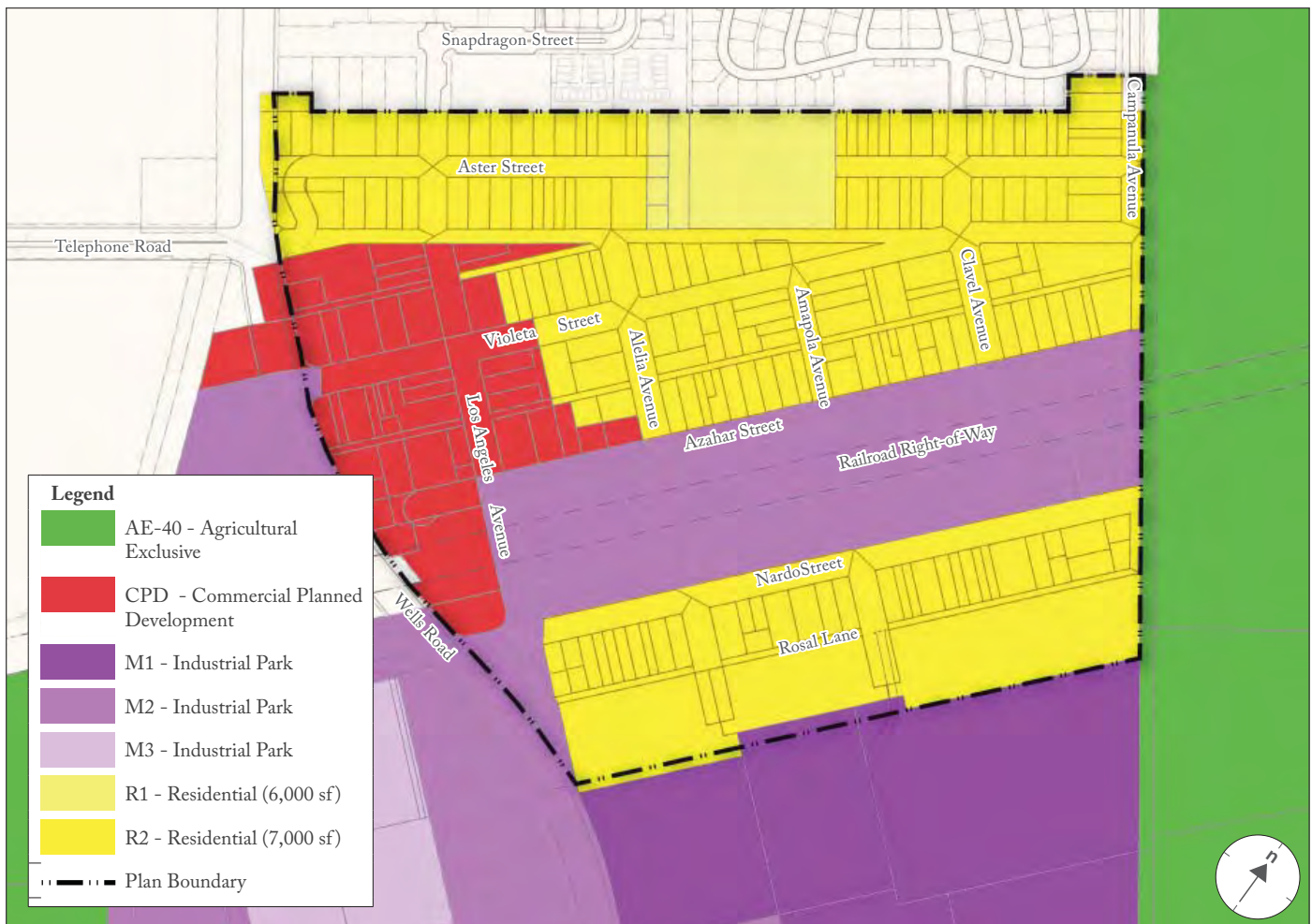


Figure 1.2. Existing County of Ventura Zoning Map (Source: Ventura County Non-Coastal Zoning Ordinance).

- Designate Old Town’s southeast portion, up to the railroad tracks, for industrial uses.
- Assign the areas between the Town Center, the neighborhood to the north, and the southeast industrial area to multi-family housing and limited commercial uses.

There are a number of ways that these adjustments could be implemented. Four possible scenarios for how the above land use areas could be distributed are illustrated in **Figure 1.3**, **Figure 1.4**, **Figure 1.5**, and **Figure 1.6**. The character of each of the four land use areas is described in further detail on pages 26-29.

7. Developing building development standards and design guidelines that shape the massing, scale, and design of new buildings in forms compatible with Saticoy’s intended character, and that encourage sustainable development strategies, such as on-site stormwater management, energy efficiency, water efficiency, green building, and access to renewable energy.



A new quadplex building with the massing and scale of a very large house.



A new mixed use building provides retail on the ground floor and office uses on the second floor.

LAND USE ALTERNATIVE 1

- A** Extend the Town Center to the Plan Area’s southern boundary and, south of Azahar Street, onto the parcels along the east side of Los Angeles Avenue. Require new buildings along Violeta Street and Los Angeles Avenue to provide ground floor shopfront frontages that are designed to accommodate retail uses, but could also be occupied by office uses if there is no market for retail; upper floors may be occupied by residential or office uses.
- B** Designate Old Town’s southeast portion for new industrial uses and/or a place for existing light industrial uses currently located north of the

railroad tracks to relocate. In the long term, the existing houses and duplexes in this area would be replaced by industrial uses. However, if these uses remain, new adjacent industrial uses would need to be ones that do not produce loud noises or strong odors.

- C** In order to provide more housing within Old Town Saticoy, introduce a Residential Mixed-Use District that accommodates moderate to high density residential uses along both sides of Azahar Street east of Alelia Avenue and south of the railroad tracks along Alelia Avenue.

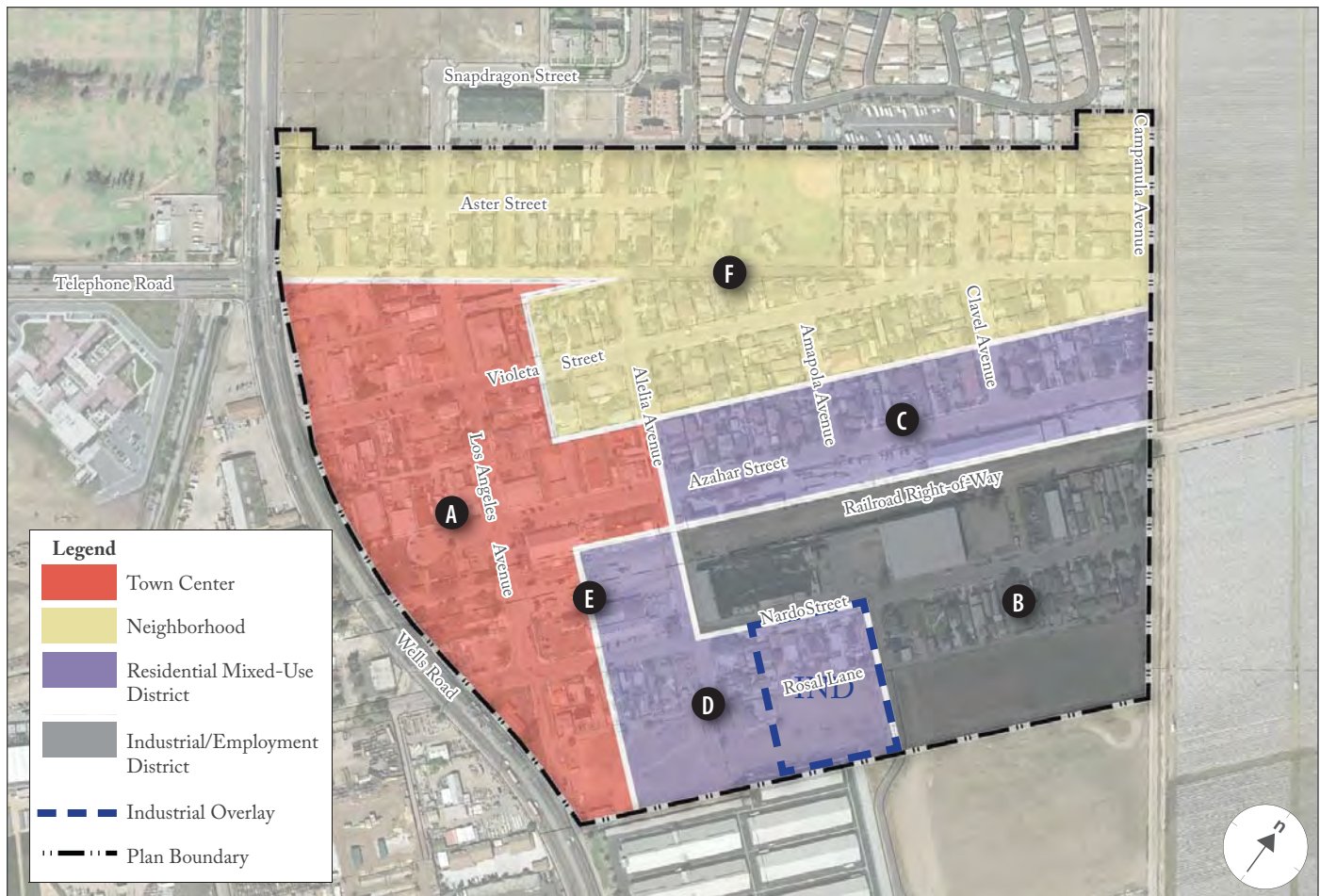


Figure 1.3. Proposed Land Use Alternative 1

- D** Introduce an Industrial Overlay over the portion of the Residential Mixed-Use District south of Nardo Street. The overlay would allow this portion to be developed almost entirely, if not exclusively, with residential uses; alternatively industrial uses could be introduced on the majority of the site, provided residential buildings line the east side of Alelia Avenue.
- E** In order to ensure that buildings of similar character line both sides of Los Angeles Avenue, split the zoning of the site bounded by Los Angeles Avenue, Nardo Street, Alelia Avenue, and the railroad tracks between two zones:

Town Center on the west side of the site, and Residential Mixed-Use on the east.

- F** Within the Neighborhood Zone that contains the northern portion of Old Town Saticoy, introduce new single family houses and duplexes that face and are accessed from the street and provide ample street-facing windows.



A new duplex building with a generously-sized street facing front porch.



A new light industrial building with varied massing.

LAND USE ALTERNATIVE 2

- A** Create a larger Town Center than in Alternative 1 by extending it to the Plan Area’s southern boundary and east to Alelia Avenue, incorporating the site bounded by Los Angeles Avenue, Nardo Street, Alelia Avenue, and the railroad tracks. Require new buildings along Violeta Street and Los Angeles Avenue to provide ground floor shopfront frontages that accommodate retail uses and, if there is no market for retail, office uses.
- B** Designate an area in the southeast portion to accommodate Old Town’s new industrial uses and/or a place for existing light industrial uses to relocate. In the long term, replace the existing houses and duplexes in this area with industrial

- uses. However, if the residential uses remain, ensure that new adjacent industrial uses are compatible with the existing residential uses from the standpoint of noise and odor.
- C** Accommodate moderate to high density housing along the east side of Alelia Avenue, south of the railroad tracks in a new Residential Mixed-Use District. In the long term, replace the existing boat storage building and possibly even some or all of the houses along the south side of Nardo Street with higher density housing.
- D** Expand the size of the Neighborhood zone by extending it south to the railroad tracks.

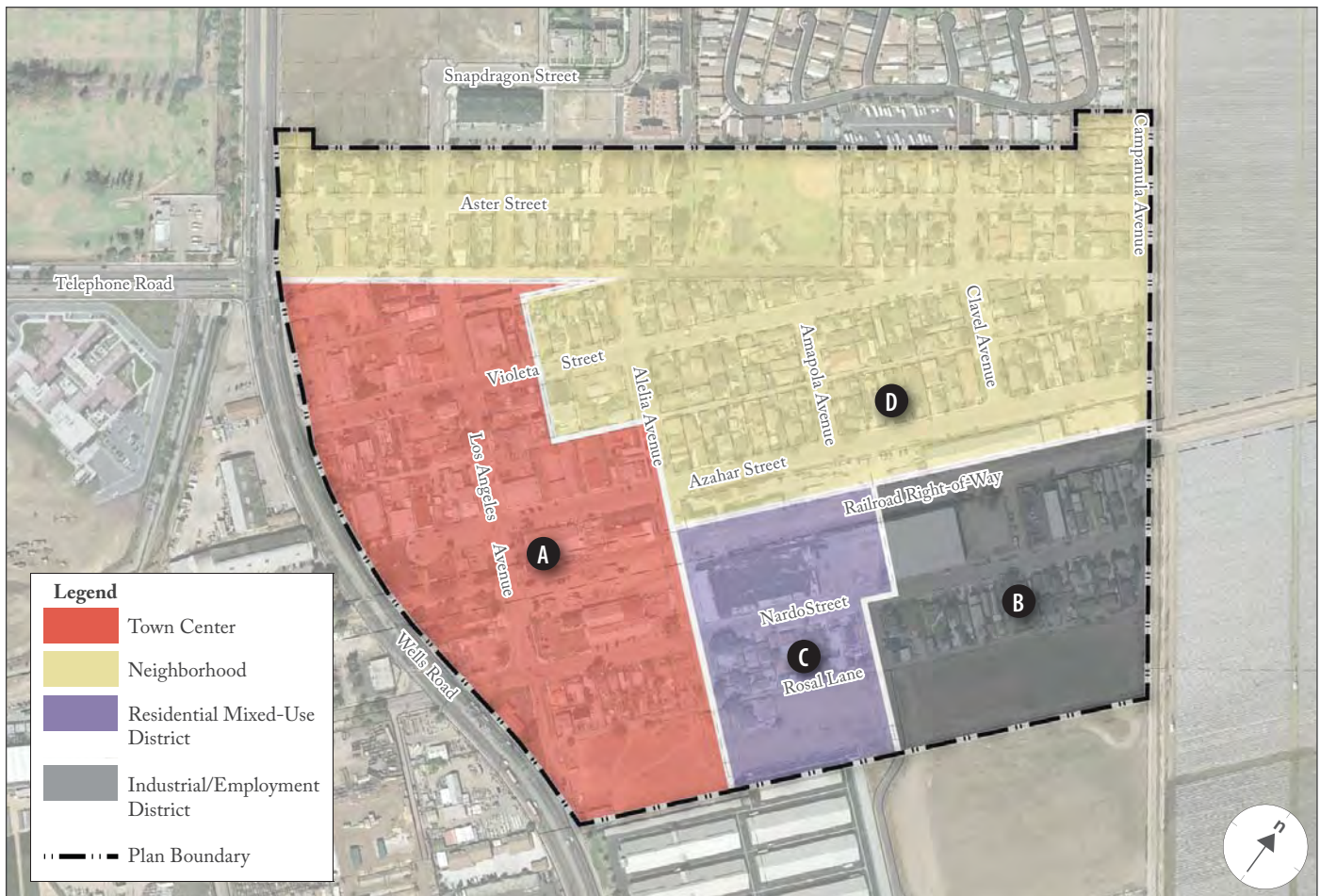


Figure 1.4. Proposed Land Use Alternative 2

LAND USE ALTERNATIVE 3

- A** Create a Town Center zone that is slightly larger than the existing CPD zone – but smaller than that of Alternatives 1 and 2 – that extends to the parcels along the east side of Los Angeles Avenue south of Azahar Street. As with the previous two alternatives, require new buildings along Violeta Street and Los Angeles Avenue to provide ground floor shopfront frontages that accommodate retail and, if there is no market for retail, office uses.
- B** Designate an industrial area larger than the one in Alternatives 1 and 2 that extends to Alelia Avenue to the east that accommodates Old Town’s new industrial uses and/or provides a place for existing light industrial uses to relocate. In the long term, replace the existing houses and duplexes in this area with industrial uses. However, as long as the residential uses within the area remain, ensure that adjacent industrial uses are compatible with the existing residential uses.
- C** Introduce moderate density residential uses along both sides of Azahar Street east of Alelia Avenue and within the southwest portion of the Plan Area between Alelia Avenue and Wells Road.
- D** Introduce new single family houses and duplexes within the Neighborhood zone.

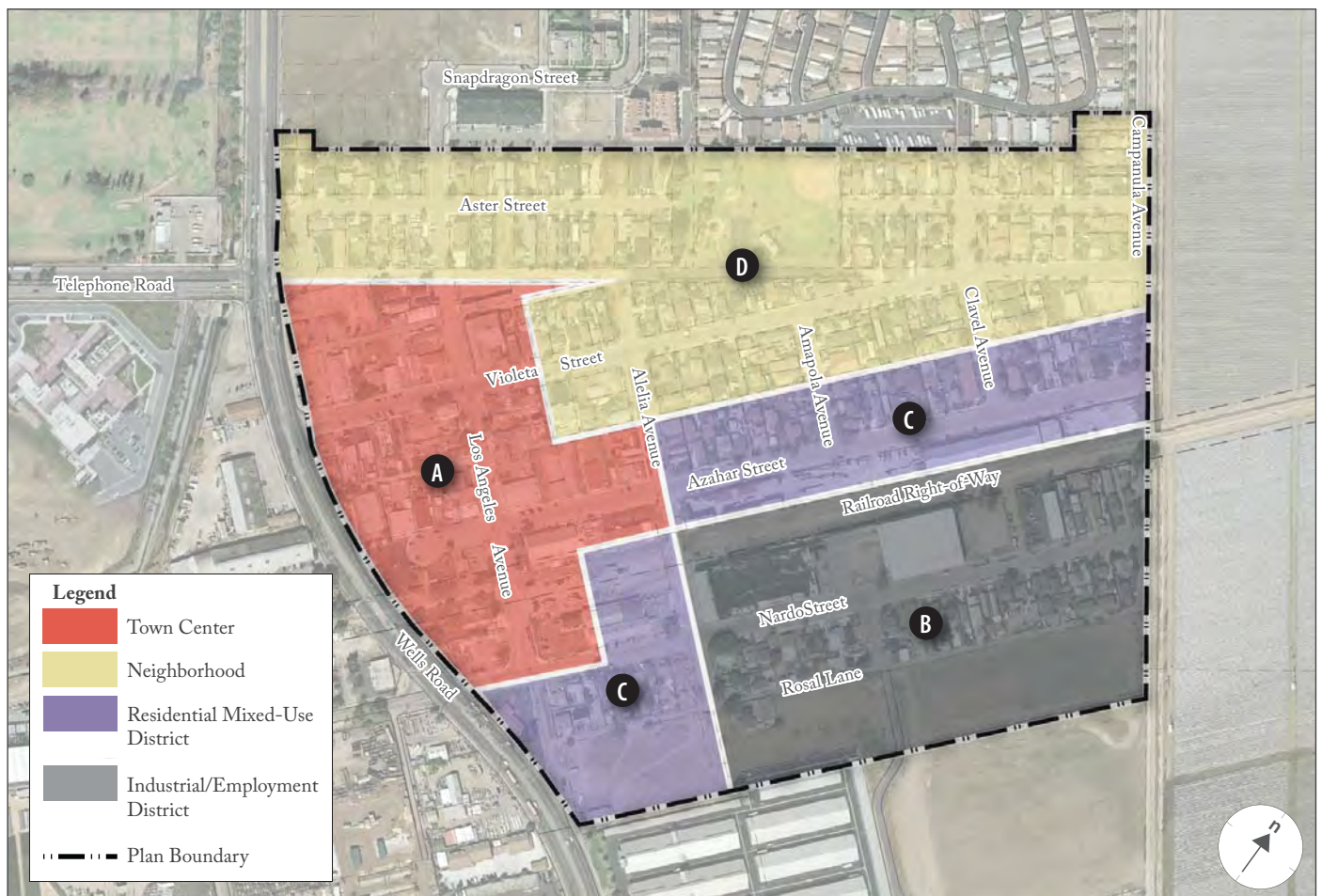


Figure 1.5. Proposed Land Use Alternative 3

LAND USE ALTERNATIVE 4

- A** Keep the Town Center the same size as Alternative 1 by extending it to the Plan Area’s southern boundary and east to Alelia Avenue. As with Alternative 1, require new buildings along Violeta Street and Los Angeles Avenue to provide ground floor shopfront frontages that accommodate retail and office uses.
- B** Designate the area south of Rosal Lane for new industrial uses and/or a place for existing light industrial uses to relocate.
- C** Introduce moderate to high density housing between Azahar Street and Rosal Lane in a new Residential Mixed-Use District that also

accommodates some commercial and live/work uses. In the shorter term, relocate the light industrial uses along the south side of Azahar Street and replace them with commercial, mixed-use, live/work, and or entirely residential uses; in the long term, replace/relocate the existing light industrial uses along the north side of Nardo Street with moderate to high density housing.

- D** Expand the size of the Neighborhood zone by extending it south to Azahar Street.

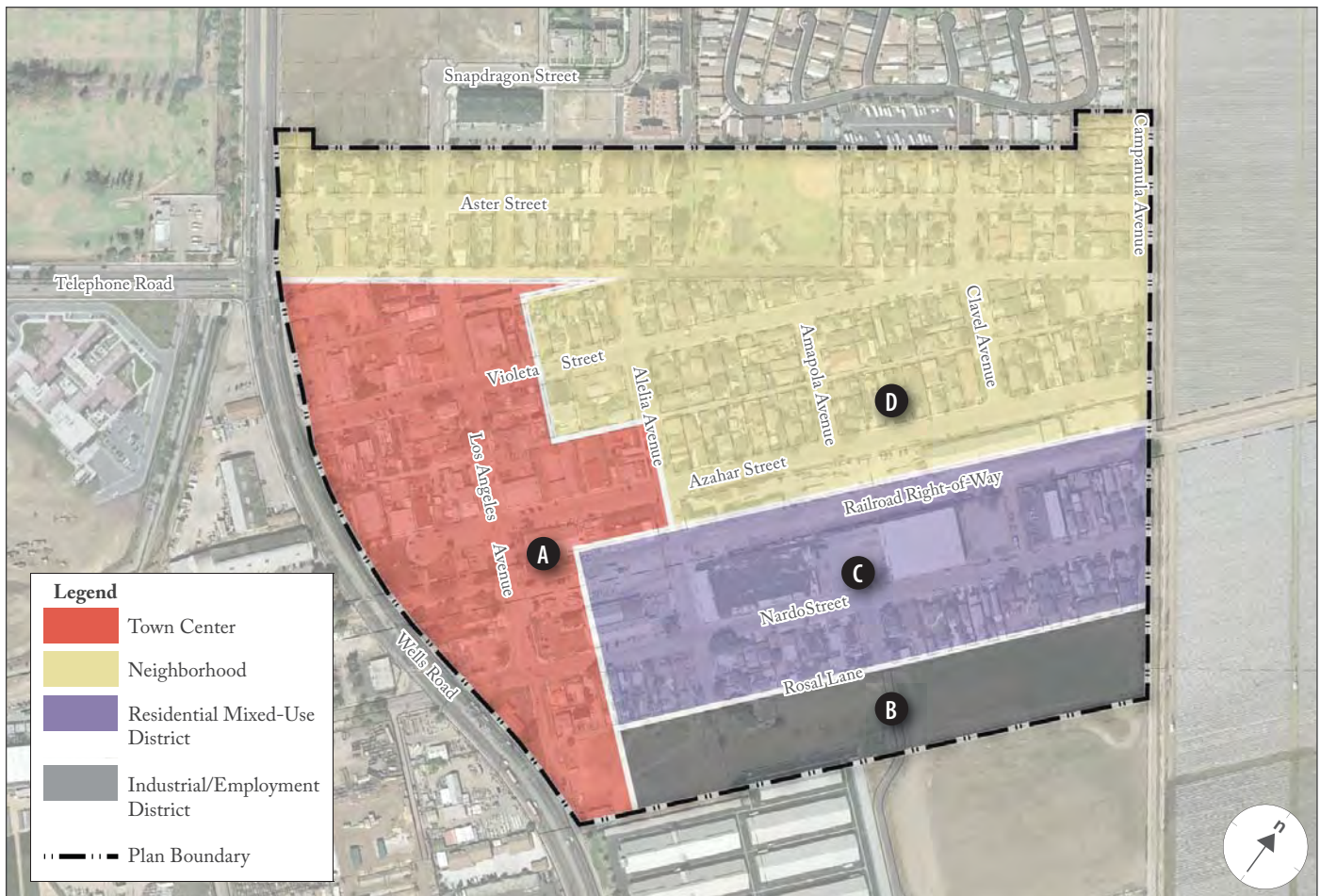


Figure 1.6. Proposed Land Use Alternative 4



This live/work building with large, street-facing windows is an example of a building that could be built in the Residential Mixed-Use District.



This new light industrial building clad with a variety of materials is an example of a building that could be built in the Industrial/Employment District.



Town Center

The Town Center is the historic commercial and social center of Old Town Saticoy. “Main street commercial” buildings with shopfront frontages give the area a decidedly small town commercial character. The few houses that exist within this area could easily be adapted to non-residential uses.

Intended Physical Character. New buildings are generally “block-form”, some up to 3 stories tall, most with shopfronts built up to and accessed from the sidewalk to activate the sidewalk with pedestrian oriented commercial activity. Most upper stories are expressed in simple volumes to define the street space and enhance the small scale of Saticoy’s Town Center.

Intended Streetscape and Public Spaces. Buildings face wide sidewalks with commercial frontages such as galleries, arcades, and shopfronts, and sometimes with stoops or dooryards at residential ground floors. Street trees, planted in tree wells, reinforce

the human scale of the Town Center. Street furniture, including benches and trash cans, are provided at key locations.

Intended Circulation and Parking. Streets remain two lanes in each direction with on-street parking on both sides of the street. Intersection bulb-outs and crosswalks are provided at corners to help slow vehicular speeds and to shorten the pedestrian crossing distances.

Parking consists of shared spaces located behind buildings supplementing the on-street supply as necessary. Parking requirements are low due to the number of nearby residences and good transit service.

Intended Land Use Range. Buildings are generally occupied with ground floor retail and live-work uses that support an active, pedestrian environment. Second and third stories are occupied by residential, retail, office, institutional, and public services uses.



One of Ventura County’s other fine, small-town “main streets”, in Santa Paula. Very similar scale to Saticoy.



Town Center streets are public spaces for socializing, shopping, parking, and driving slowly.

Neighborhood

The Neighborhood is comprised of single family houses and duplexes that are set back from the street behind front yards that are often enclosed by low front yard fences, walls, or hedges.

Intended Physical Character. New buildings are house-form dwellings up to 2 stories in height with front yards between the sidewalk and the building. They are scaled and designed to be compatible in scale and character with the existing and historic houses. Front entries and windows - from the “public rooms” of the house on the ground floor - face the street to enhance the sense of neighborliness and security.

Intended Streetscape and Public Spaces. Houses and duplexes with porches and stoops face traditional, tree-lined streets. Street trees, planted in continuous planters between the sidewalk and street reinforce the human scale of the neighborhood, while providing shade for pedestrians and bicyclists. On streets

where the existing sidewalk is built next to the curb, parking lane tree planters in the parking lanes may be introduced – not only providing shade and a human scale, but also reducing the real and perceived width of the street, helping to slow vehicular traffic to safer speeds.

Intended Circulation and Parking. Streets remain two lanes in each direction with parallel parking on both sides. Parking consists of on-street spaces for visitors, with off-street parking for residents in the rear half of the lots, shielded from the view of the public right-of-way and accessed from alleys wherever they are present.

Intended Land Use Range. Lots are occupied with single-family, two-family, and home occupation uses.



Pedestrians welcomed by residential entries and buffered from traffic by parkways, trees and parked cars.



“House-form” and “town-scale” multi-family housing fits right into neighborhood.



Mixed-Use District

The Mixed-Use District designation is applied to areas currently occupied by a jumble of building types and uses, including large-footprint industrial buildings, smaller scale commercial and industrial buildings, and single family dwellings. Over time, the Mixed-Use District becomes a vibrant, multi-use environment that accommodates higher density housing (up to 15 to 20 du/acre) and limited commercial uses, all within comfortable, safe walking distance of the Town Center.

Intended Physical Character. New buildings are up to 3 stories in height with residential uses separated from the sidewalk by a small front yard, and mixed-use buildings built up to and accessed from the adjacent sidewalk.

Intended Streetscape and Public Spaces. Residential buildings with porches and stoops and mixed-use buildings with arcades and shopfronts face traditional, tree-lined streets. Street trees are provided in sidewalk planters and/or parking lane tree planters, providing

shade and a human scale to the street, while reducing the real and perceived width of the street, helping to slow vehicular traffic down.

Intended Circulation and Parking. Streets remain two lanes in each direction with on-street parking on both sides of the street. Parking is located on the street and in on-site lots located behind buildings.

Intended Land Use Range. Buildings are occupied primarily with residential and live-work uses, although retail and commercial uses are allowed, particularly along Los Angeles Avenue.



A vibrant mixed-use neighborhood provides walkable streets and a convenient open space.



Town Center streets are public spaces for socializing, shopping, parking, and driving slowly.

Industrial/Employment District

The Industrial designation applies to areas that appear best suited for a variety of moderate to intense industrial and manufacturing activity, by their location adjacent to such existing uses, their access to Highway 118, and their separation from future residential uses. These areas are envisioned as being primarily composed of large and varied buildings, with substantial activity from large cargo vehicles and in some cases outdoor storage and other operations.

Intended Physical Character. New buildings are up to 2 stories or 50 feet in height and may be located anywhere on the lot, as determined by the function of the industrial activity. Outdoor storage and loading areas are screened from street views whenever feasible.

Intended Streetscape and Public Spaces. Ground floor industrial frontages, including loading docks and front yards, shape the utilitarian streetscape. Sidewalks are provided for pedestrian access and street

trees are present to provide shade, while also accommodating the needs of large service and delivery vehicles.

Intended Circulation and Parking. Streets remain two lanes in each direction with on-street parking on both sides of the street. Parking consists of on-street spaces and/or on-site spaces, preferably located behind or along the side of buildings.

Intended Land Use Range. Buildings are occupied with ground floor industrial, manufacturing, office, and small-scale service and retail uses. Upper floors may be occupied with industrial, manufacturing, and office uses. Noxious industrial uses that generate noise and odors are not permitted within 250 feet of residential uses. Buildings located next to residential uses must provide an appropriate landscape buffer between the two uses.



Pedestrians welcomed by residential entries and buffered from traffic by parkways, trees and parked cars.



“House-form” and “town-scale” multi-family housing fits right into neighborhood.

II. PUBLIC SPACE AND COMMUNITY AMENITIES

ENVISIONED PUBLIC SPACE TRANSFORMATION

A. EXISTING CONDITIONS

Old Town Saticoy’s public space network includes Saticoy Park, the street network throughout Old Town, and a number of community gathering places, including the Saticoy Community Center, the County Library, the Boys & Girls Club, and three churches (see **Figure 2.1**).

Primary concerns regarding these spaces, as articulated repeatedly by community members during the outreach process, include:

- Saticoy Park is hidden, inconvenient (bathrooms are often locked), access is extremely limited, and people don’t feel safe there.
- Most streets lack sidewalks, street trees, street lights, and the Town Center lacks benches and trash cans.
- Saticoy needs comfortable and safe public gathering places and the existing County Library needs a larger and more central location.



Figure 2.1. Existing Public Spaces Diagram

1. **Parks and Open Space.** Saticoy Park, Old Town Saticoy’s only existing park, is hidden and largely cut off from the surrounding neighborhood. The only direct access is from the dead ends of Aster Street on the east and west sides of the park, and it is surrounded on all sides by either the backs or sides of properties. As a result, “eyes on the park” – the most basic form of security and safety for a neighborhood park – are almost entirely absent.

While Saticoy Park is the only park within Old Town Saticoy, the City of Ventura’s Fritz Huntsinger Youth Sports Complex – which provides two youth softball/baseball fields, a regulation baseball field, and two soccer fields – is within a half-mile of Old Town Saticoy, although pedestrian access from Saticoy to the Sports Complex is not ideal. The presence of these nearby recreational fields suggests an opportunity to rethink how open space in Old Town Saticoy, including Saticoy Park, might be located, used, and accessed in the future.

For example, it may be appropriate to plan for smaller parks and open space amenities within the Saticoy community, (e.g., linear parks, pocket parks, etc.), while working to enhance safer access to nearby larger community facilities.

2. **Street Trees and Street Lights.** Saticoy’s existing streets lack regular patterns of shade trees and street lighting that are normally present in residential neighborhoods and commercial districts. Street trees are sparse within the Plan Area; a notable exception being along Nardo Street and Alelia Avenue, where street trees have recently been planted by the developer in front of the Indoor Boat and RV Storage building. Existing Ventura County policies stipulate that adjacent property owners are responsible for maintenance of street trees, which is clearly one factor in the sparse and random pattern of these amenities.



View of the entrance to Saticoy park from Violeta Street.



Saticoy’s streets are wide and lack sidewalks, street trees, and streetlights.

II. OPEN SPACE AND COMMUNITY AMENITIES

Street lights, maintained by Southern California Edison, are located throughout the Plan area, but consist of automobile-oriented cobra head type fixtures that are spaced far apart typically with one or two fixtures per block. In urbanized, unincorporated areas such as Old Town Saticoy, better street lighting is only available within County Service Areas, where special assessments are collected to pay for the street lights.

With the exception of a few of trash cans in the Town Center, street furnishings are absent.

- 3. Community Gathering Places.** There are a number of civic venues and community gathering places within the Plan Area, including the Saticoy Community Center, several churches, and the County Library. The Saticoy Community Center is located near the Town Center and is heavily used, but is adjacent to commercial uses that create air quality and noise impacts. The existing library building is infested with termites, is too small, and is isolated at the edge of town. There is significant community interest in

a new location for the library in or near the Town Center, and Library staff is actively seeking grants to acquire a new building.



Kids playing in the street.



Kids playing in the park.

B. GOALS AND POLICIES

Shaded, inviting public streets and parks generate a safe, attractive, walkable environment, slow down automobile traffic to safer speeds, establish a unique identity for each street and neighborhood area, promote healthy lifestyles, and increase property values.

Goal 10. Public spaces and community amenities sized and located to provide convenient and responsive services, recreation, and social opportunities to Saticoy residents.

Policies:

- 10.1 Encourage the development and maintenance of public spaces and community amenities– including parks, pocket parks, plazas, library, community center, community garden(s), walking paths, planting of street trees, placement of street lights, etc. – that meet the needs of Saticoy residents.
- 10.2 Locate and design public spaces and community amenities to provide for safe and easy access for pedestrians, transit users, and vehicles.
- 10.3 Encourage the development of public spaces and community amenities within the Town Center.
- 10.4 Encourage public-private partnerships that support the creation and maintenance of public spaces and community facilities, including street trees and street lights.
- 10.5 Encourage the development of multi-use community amenities, particularly within mixed-use or commercial districts.

C. PRELIMINARY CONCEPTS

Saticoy’s public streets are improved to better accommodate pedestrians and increase access to open space and community gathering places.

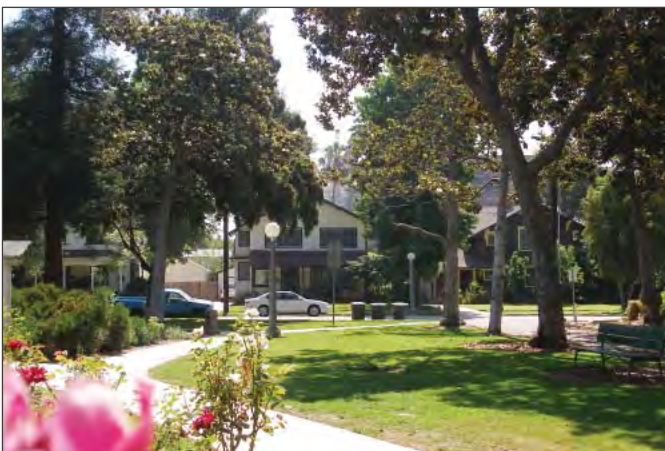
Several of the alternatives described in the sections below involve modifications to Saticoy Park. The deed for the Park, originally granted in 1966, may restrict some of these alternatives. Additional research and discussions will be required to determine what is ultimately feasible.

1. Parks and Open Space. Access to Saticoy Park is improved and, over time, new open spaces are introduced throughout Old Town Saticoy. Potential alternative strategies include:

- **Alternative A:** Leave Saticoy Park in its current configuration and location, but enhance connectivity through the park by connecting Aster Street, along the western edge of the park, to the existing parking lot south of the park; convert the County-owned storm drain right-of-way between Alelia Avenue and Los Angeles Avenue to a pedestrian linear park; and introduce a pedestrian passage between Violeta Street

and Saticoy Park along the abandoned Amapola Avenue right-of-way (see **Figure 2.2**).

- **Alternative B:** Leave Saticoy Park in its current configuration and location, but enhance connectivity to the park by connecting the existing parking lot to Alelia Avenue along the County-owned storm drain right-of-way; extend Alelia Avenue to Aster Street; and introduce a linear park along the County-owned storm drain right-of-way between Alelia Avenue and Los Angeles Avenue (see **Figure 2.3**).
- **Alternative C:** Increase the number and types of parks within Old Town Saticoy with the goals of maintaining at least the same amount of park area that currently exists in Saticoy Park; bring park space to the center of Old Town Saticoy, closer to residences and businesses; and create parks that are visible from adjacent sidewalks and buildings (see **Figure 2.4**).



Single family houses with porch frontages face a neighborhood park, providing “eyes on the park.”



A plaza provides a place for entertainment.

Once an equivalent amount of park space is generated outside of Saticoy Park, the size of Saticoy Park could be reduced. Alternatively, a portion of Saticoy Park could be sold to fund the purchase of the additional park space. Potential new open spaces include neighborhood parks, plazas, tot lots, and community gardens that are generally located adjacent to community amenities such as the Saticoy Community Center, a relocated County Library, and/or the Boys & Girls Club. An example of the phasing of such a transformation is shown in **Figure 2.5**.



A tree-filled park provides benches to sit and relax as well as a bocce ball court for more active play.



Easy access to neighborhood parks encourage residents to lead physically active lifestyles.

II. OPEN SPACE AND COMMUNITY AMENITIES

- A** Introduce a new parking lot along the west edge of Saticoy Park, which also provides a route for autos to reach Alelia Avenue. Provide rows of street trees along both sides of the parking lot.
- B** Convert the parking lot along the south edge of Saticoy Park to a one-way drive with parallel parking on its north side and street trees along both sides. Combined with above-mentioned parking lot, the parking space count remains approximately the same as the existing condition.
- C** Insert a pedestrian passage between the northern terminus of Amapola Avenue and Saticoy Park.
- D** Convert the existing storm drain pipe right-of-way between Los Angeles Avenue and Alelia Avenue and property just to the south of it to

- park space. Potential park uses include a skateboard park or community garden.
- E** To provide safer pedestrian access add crosswalks at the intersection of Los Angeles Avenue and the proposed Telephone Road extension; at Los Angeles Avenue and Violeta; Violeta and Alelelia; and Violeta Street and Amapola Avenue.
- F** Add signage that better advertises the presence of Saticoy Park at all entries to the park: Aster Street west; Aster Street east, Aleleia Avenue and pedestrian passage at end of Amapola Avenue.
- G** Introduce street trees and other streetscape improvements along surrounding streets.
- H** Boys & Girls Club Building

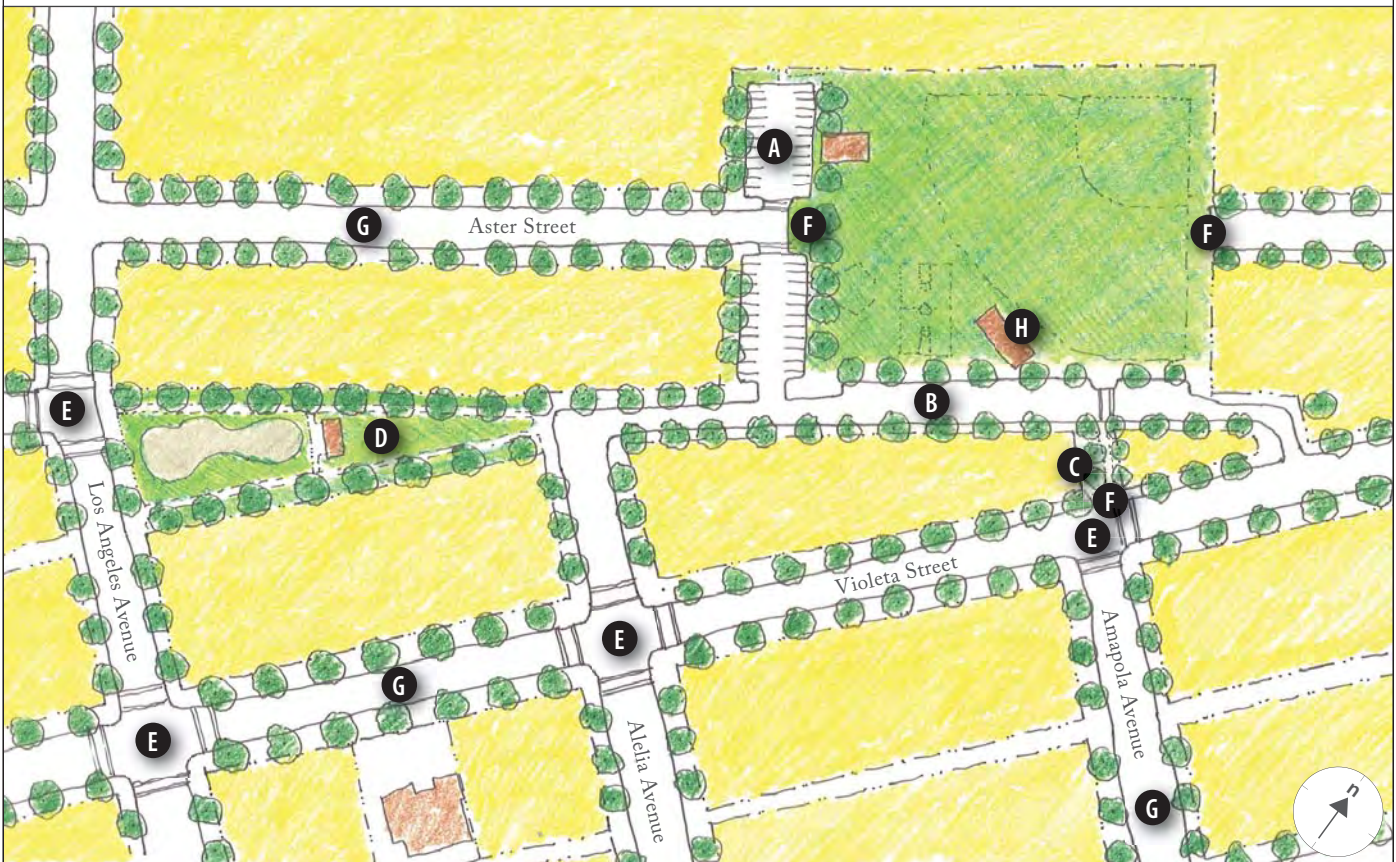


Figure 2.2. Saticoy Park Alternative A

- A** Keep the parking lot along the south side of Saticoy Park in its current configuration and introduce street trees along both sides of the parking lot.
- B** Convert the storm drain pipe right-of-way between Los Angeles Avenue and Aleleia Avenue to a linear park.
- C** Introduce crosswalks at the intersections of: Los Angeles Avenue and the proposed Telephone Road extension; Los Angeles Avenue and Violeta Street; Violeta Street and Aleleia Avenue; Violeta Street and Amapola Avenue; and Aleleia Avenue at the storm pipe right-of-way.
- D** Add signage that better advertises the presence of Saticoy Park at the entry to the park from Aster Street east and at the entrance to the park from Aleleia Avenue.
- E** Introduce street trees and other streetscape improvements along surrounding streets.
- F** Extend Aleleia Avenue north to Aster Street, either as a vehicular street or as a pedestrian passage. Implementing this would require acquiring private property.
- G** Boys & Girls Club building.

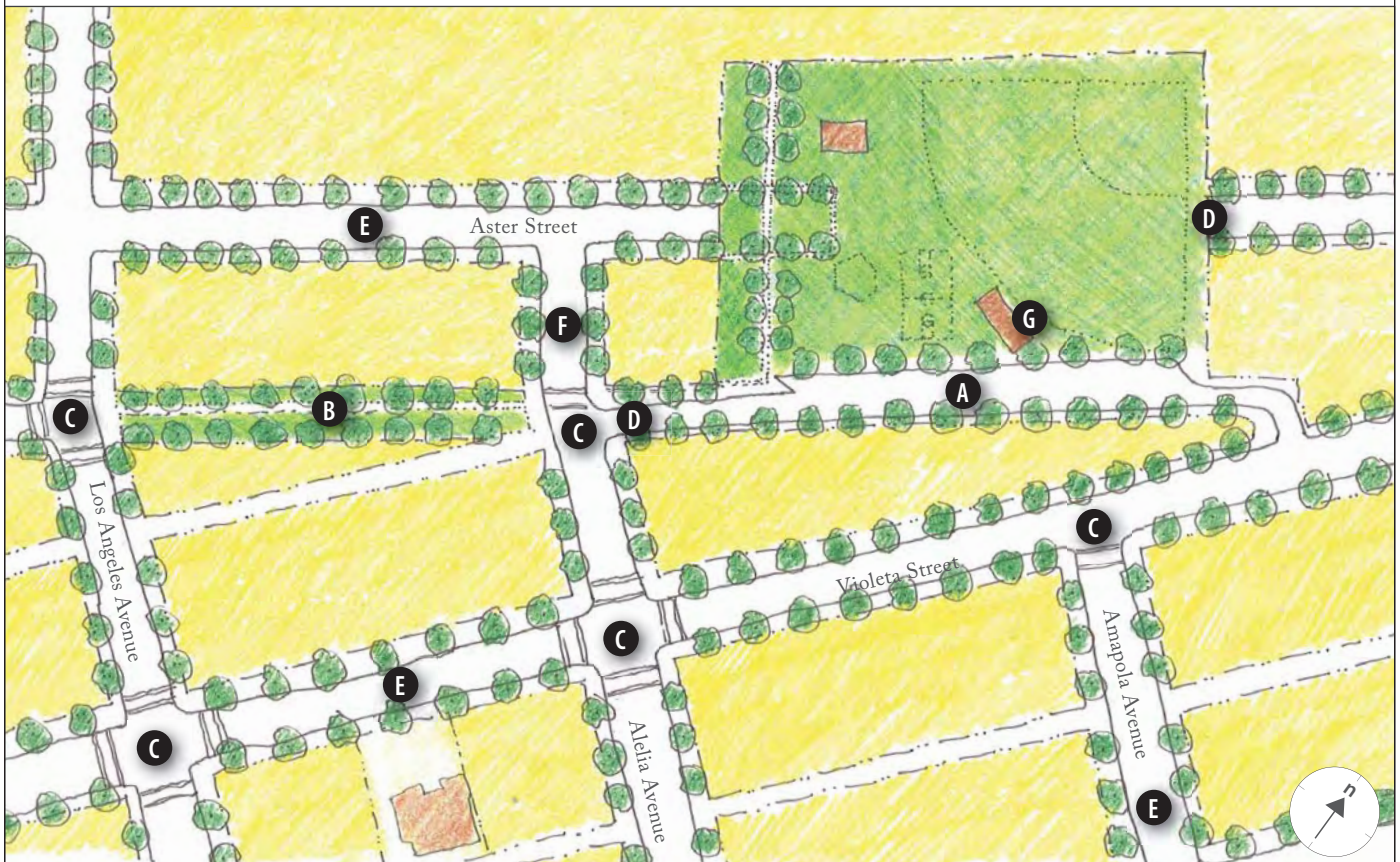


Figure 2.3. Saticoy Park Alternative B

II. OPEN SPACE AND COMMUNITY AMENITIES

- A** A neighborhood park is introduced next to the Saticoy Community Center. The Saticoy Branch of the Ventura County Library could be located within or adjacent to the park, potentially reusing existing structures.
- B** A park is developed around the old train depot. The building is refurbished and adaptively reused, possibly to provide an new location for the County Library branch.
- C** A park is developed around the Farmers & Merchants Bank Building.
- D** Aster Street is extended through Saticoy Park.
- E** The northern and western portions of Saticoy Park are subdivided, if allowed, into developable lots suitable for infill development of single family houses and/or duplexes.
- F** Saticoy park's southeast portion remains as a smaller park that continues to accommodate the Boys and Girls Club building, with a parking lot just to the west of it.
- G** A community garden is introduced along the County-owned storm drain pipe between Los Angeles Avenue and Alelia Avenue.



Figure 2.4. Alternative C: Illustrative Plan showing Old Town Saticoy's parks and streetscape improvements.

The process for bringing parks that are visible from adjacent streets and buildings and are closer to the center of town occurs in phases and is contingent on maintaining an equivalent amount of park space. The below example, which demonstrates how this process could unfold, actually increases the amount of park space from

3.1 acres to 3.8 acres. The loss of Saticoy Park's softball field is offset by the proximity of the Fritz Huntsinger Youth Sports Complex (which provides ample recreational fields), as well as the provision of safe, visible, easily accessible parks in the center of town.



Existing Condition with an area of approximately 3.1 acres.



Phase 1. Parks are introduced on the County-owned stormdrain pipe right-of-way and adjacent to the old Saticoy Depot. The area of the two new parks is 0.8 acres.



Phase 2. The linear park on the County-owned storm drain pipe right-of-way is expanded onto the properties to the south of it and a park is developed around the Farmers and Merchants Bank building. The area of the two new parks is 0.5 acres, bringing the total new park space up to 1.3 acres, and to total of all park space to 4.4 acres.



Phase 3. A new park is introduced at the southwest corner of Alelia Avenue and Violeta Street, adding an additional 0.5 acres of recreational space. With the expanded open space complete, Aster Street can be extended through Saticoy Park and the size of Saticoy Park can be reduced to a 1.0 acre area. The resulting net park area would be 3.6 acres.

Figure 2.5. Illustration of potential open space phasing.

II. OPEN SPACE AND COMMUNITY AMENITIES

- 2. **Street Trees and Street Lights.** Street trees are introduced throughout Old Town Saticoy, with different tree species planted on key streets to give each street its own unique character and sense of place(see **Figure 2.6**).



Figure 2.6. Proposed Street Tree Plan. Different tree species are shown with different symbols.

3. Community Gathering Places. Existing community gathering places, such as the Saticoy Community Center, are maintained or improved where necessary. The County Library is relocated from the east end of Violeta Street to the Town Center. Possible locations include the Old Saticoy Hardware Store building, the old the train depot, “and vacant or underutilized parcels adjacent to the railroad tracks (see **Figure 2.7**).

spaces adjacent to active civic or commercial amenities - such as the library, community center, coffee shop, etc - is a strong strategy for leveraging the value of the public investment in open space amenities, and in ensuring the safety of such space by attracting residents to use them at all hours of the day and evening.

New community gathering places - identified with red symbols on the diagram below - are strategically located to enhance and expand existing spaces. Locating such open



Figure 2.7. Proposed Community Gathering Locations. Red symbols indicate new community gathering places.

III. CIRCULATION, WALKABLE STREETS, AND TRANSIT ENVISIONED MOBILITY TRANSFORMATION

A. EXISTING CONDITIONS

Old Town Saticoy’s original street and block pattern consists of simple rectilinear, pedestrian-scaled block. However the connectivity and walkability is compromised by truncations causing dead end streets, the general absence of sidewalks, sparse streetscape elements such as street trees and street lights, and a range of circulation barriers that inhibit efficient pedestrian and vehicular circulation.

Key deficiencies, as articulated by the community during the outreach process, include:

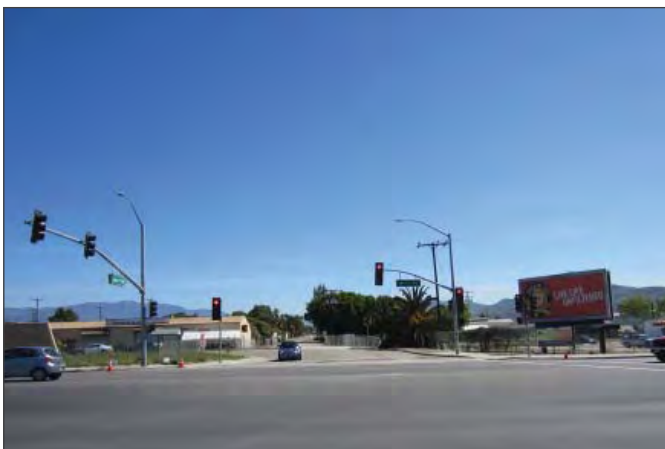
- Lack of convenient vehicular or pedestrian connections and numerous dead-end streets make circulation within Old Town and access to surrounding areas difficult.
- The lack of sidewalks and crosswalks in Old Town making it uncomfortable, inconvenient and unsafe to walk around town.
- Automobiles drive too fast on Saticoy’s wide streets and make pedestrians feel unsafe.

- Saticoy needs better bus stops, both for Gold Coast Transit and for school busses.
- Saticoy’s alleys are in poor condition.

1. Street Network.

There are a range of circulation barriers – to vehicles, pedestrians, and cyclists – within and around the Plan Area (see **Figure 3.1**), including:

- The partially buried County drainage pipe that runs along the Telephone Road alignment between Aster Street and Saticoy Park severs a number of streets, most notable Los Angeles Avenue.
- Saticoy Park, which is substantially cut off from the surrounding neighborhood.
- The railroad tracks east of Alelia Avenue.



Telephone Road does not currently extend into Old Town Saticoy’s commercial town center.



View of existing bus stop on Los Angeles Avenue.

- Wells Road (State Route 118), a wide thoroughfare with only two traffic signals – at Telephone Road and Nardo Street.
- Rosal Lane, at which Old Town’s north-south streets terminate.
- Azahar Street at Wells Road, which currently terminates into a parking lot at its west end

preventing both vehicular and pedestrian traffic from accessing Wells Road.

All of these are “full stop” barriers to cars, and several are also barriers to bikes and pedestrians (i.e., there is no way to pass through), as distinct from the subtler but just as discouraging pedestrian and bicycle “barriers” represented by

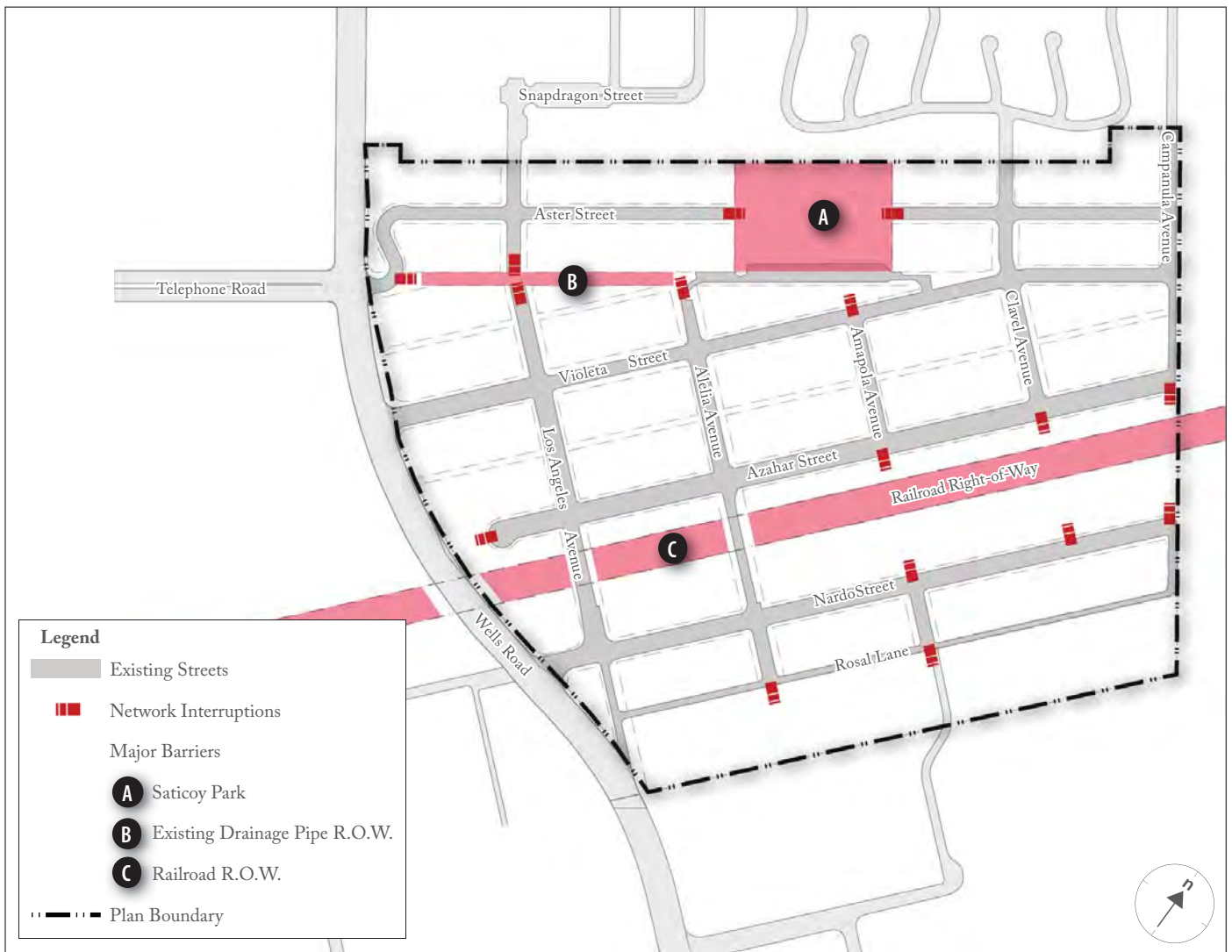


Figure 3.1 Circulation Barriers.

III. CIRCULATION, WALKABLE STREETS, AND TRANSIT

the current “rural industrial” design character of Saticoy’s streets, which are not very conducive to modes other than driving.

2. Bicycle Network. There are a number of existing bike lanes that run adjacent to the Old Town Saticoy area, including:

- Class II bike lanes along Telephone Road west of Wells Road and along Wells Road north of Telephone Road.
- A Class I bike lane west of the Plan Area along the west side of Brown Barranca between Telephone Road and the Santa Paula Branch Line railroad tracks.

However there are no striped bicycle lanes provided in the internal street network of the Plan Area.

In addition, the City of Ventura Bicycle Master Plan, which encourages improvements to bicycle facilities within the City and its sphere of influence, recommends a number of future bike lanes, paths, and routes near the Plan Area, including:

- Bike paths on Wells Road and along the Santa Paula Branch Line railroad right-of-way.

- Bike lanes along Darling Road east of Wells Road.
- A bike route along Darling Road east of Wells Road.

3. Sidewalks. Sidewalks generally present only in the Town Center along Los Angeles Avenue, Violeta Street, Wells Road, and Alelia Avenue. They are also present along the south side of Violeta Street and along Nardo Street east of Alelia Street. Additional discontinuous pedestrian sidewalk sections have been built in front of individual houses in the residential neighborhoods.

4. Parking. On-street angled and parallel parking is provided throughout the Old Town Saticoy area. The angled parking spaces are located primarily in the commercial core of the Old Town area on Violeta Street, Los Angeles Avenue, and Azahar Street, while parallel parking is provided along the residential and industrial streets.

5. Alleys. Though not part of the local road network and therefore not maintained by the County of Ventura, Old Town Saticoy’s alleys are generally in need of repaving and lighting.



The street and sidewalk along Alelia Avenue come to an abrupt stop.



Existing angled parking along Azahar Street. The very wide street facilitates this parking resource.

B. GOALS AND POLICIES

Design Guidelines are introduced in the Saticoy Area Plan to guide the transformation over time of Saticoy’s streets, which make up the great majority of Saticoy’s public open space by area, into comfortable safe places for walking, biking, playing, and visiting with neighbors. Once funding sources – including grants and/or assessment districts – are identified and obtained, targeted and phased street improvements, including the introduction of comfortable sidewalks, shade trees, attractive front yards, and frequent crosswalks, are implemented to enhance the walkability and ease of access to Saticoy businesses and civic venues, to provide better access to transit, to slow vehicular traffic down, and to support and enhance the value of all of Saticoy’s properties.

Goal 11. An adequate, safe, and interconnected circulation system to serve Saticoy, including connections between Saticoy and surrounding communities.

Policies:

- 11.1 Require that all public and private development contribute to circulation network improvements in conformance with the Circulation Map (**Figure 3.2**).
- 11.2 Complete Saticoy’s street network by adding missing internal links and key connections to surrounding areas.
- 11.3 Minimize the use of Highway 118 for internal trips within Saticoy by adding and improving north/south road connections.
- 11.4 Require all development to provide adequate tactical access in accordance with the Ventura County Fire Protection District and City standards.



Bulb-outs, crosswalks, and street trees are envisioned along Azahar Street west of Alelia Avenue to help slow traffic, shorten pedestrian crossing distances, and transform the character from industrial to neighborhood center.

Goal 12. A circulation network that is sized and designed to support planned land uses and economic development and activity within Saticoy.

Policies:

- 12.1 Prioritize the completion of Los Angeles Avenue, as well as the extension of Telephone Road east to L.A. Avenue, in order to provide safe, convenient and attractive access to Saticoy, and facilitate the redevelopment of its Town Center commercial district.
- 12.2. Prepare and adopt Development Standards that guide the development of a pedestrian circulation network within the Town Center that includes wide sidewalks, pedestrian-scaled street lights, street furniture, street trees, and trash receptacles.
- 12.3. Prepare and adopt Development Standards that guide the development of a circulation network within residential areas that includes sidewalks and other pedestrian walkways with street lights and street trees, and vehicular roadways as narrow as practical to help reduce vehicular speeds and improve pedestrian safety.
- 12.4. Establish circulation patterns that minimize through and truck traffic within planned residential areas.
- 12.5 Within industrial areas, provide roadways wide enough to accommodate heavy truck traffic.
- 12.6 On-street parking should be provided within all commercial and residential areas, and where feasible in industrial areas.
- 12.7 Provide provisions in the Old Town’s Development Standards that encourage the minimization of curb cuts that cross heavily used pedestrian routes by providing access to off-street parking lots via internal alleys/lanes, utilizing grouped entry/access drives, or providing access from roadways with less pedestrian traffic.



Example of simple street furnishings and informal, low water use, low maintenance landscaping.

Bulb-outs and crosswalks slow traffic and provide shorter, safer pedestrian street crossings. Example in Camarillo.

Goal 13. A circulation network that balances the needs of all users, including pedestrians, bicycles, and vehicles.

Policies:

- 13.1. Prepare and adopt Development Standards that guide the development of a street network that enhances pedestrian safety in residential areas by incorporating sidewalks and crosswalks as well as traffic calming measures.
- 13.2. The pedestrian network shall meet ADA requirements.
- 13.3. The bikeway network should link neighborhoods, civic/community facilities, commercial districts, transit locations, and recreational opportunities within Saticoy and between Saticoy and the City of Ventura.

Goal 14. Sufficient transit services and facilities to support proposed land use patterns and projected demand.

Policies:

- 14.1. Ensure that land use and design standards (e.g., Area Plan designations, zoning, and parking requirements) adjacent to the rail station are compatible with potential future commuter/freight rail services.
- 14.2. Support improvements to transit service and facilities, especially for transit-dependent populations.
- 14.3. Continue to work with Gold Coast Transit to ensure that a bus transit network serves the Town Center and provides service to local and regional employment and educational centers.



Bus service is currently provided to Saticoy and would benefit from more comfortable waiting and boarding locations.



A simple bus stop with a bench, shelter, lighting, and signage

III. CIRCULATION, WALKABLE STREETS, AND TRANSIT

- 14.4 Support transit development in the Town Center by preparing and adopting Development Standards that guide the introduction of the necessary infrastructure for transit use, such as pedestrian and bicycle connections, crosswalks at street corners, bicycle storage racks, and transit stop amenities.
- 14.5 Encourage large industrial or commercial developments to implement transportation demand management strategies, such as subsidized transit passes and vehicle sharing programs.

Goal 15. A circulation network that helps to maintain and improve the health of Saticoy residents.

Policies:

- 15.1. Create a community environment that promotes more walking and cycling.
- 15.2 Improve air quality through the reduced use of automobiles.
- 15.3 Improve air quality within residential areas by establishing adequate separations between residential and industrial uses that generate truck traffic.
- 15.4 Help ensure safety on public streets through appropriate lighting placement and design.



A neighborhood street lined by street trees, sidewalks, and dwellings with that face and are accessed from the street.



An urban sidewalk with street trees planted in tree wells.

C. PRELIMINARY CONCEPTS

In most traditional American towns the majority of public open space is the neighborhood streets themselves which - with comfortable sidewalks, shade trees, attractive front yards, frequent crosswalks and relatively slow traffic - are good places for walking, biking, playing and visiting with one's neighbors. With the introduction of targeted and phased street improvements to enhance Saticoy's existing streetscape environments, the walkability and ease of access to Saticoy businesses and civic venues - and hence the values of all of Saticoy's properties - could be significantly improved over time. Recommended improvements include:

- Connecting Saticoy to surrounding areas to the north, west, and south, as well as opening up dead-end streets within Old Town Saticoy.
- Infilling missing sidewalks, prioritizing segments within and near the Town Center and along stretches surrounding bus stops (Gold Coast and school bus).
- Adding more street lights to help create a safer nighttime environment.

- Planting street trees to create a sense of place, encourage slower driving speeds, and make the pedestrian environment more comfortable and attractive.
- Providing street furniture, including benches and trash cans, particularly within the Town Center.
- Providing on-street parking wherever feasible.
- Implementing traffic-calming measures - such as bulb-outs, bike lanes, and perpendicular on-street parking - to slow driving speeds and create buffers between pedestrians and moving traffic, especially along Azahar Street and Nardo Street.
- Creating mechanisms and incentives for local businesses to contribute to streetscape improvements within Saticoy's Town Center.

The designs of these improvements would be guided by Development Standards developed for Old Town Saticoy. Individual components of this transformation include:



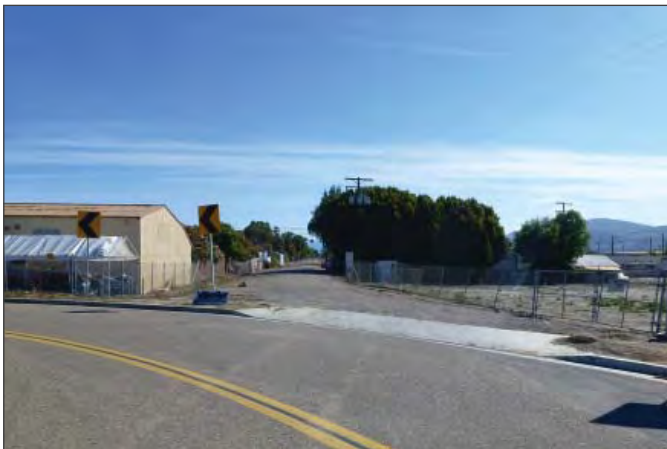
A bulbout planter narrows the roadway.



A continuous sidewalk, street trees, and pedestrian-scaled street lights provide an inviting pedestrian environment.

- 1. Street Network.** Saticoy’s circulation network is stitched back together, both internally (see **Figure 3.2** and accompanying notes, opposite) and to its surroundings.

Working with Caltrans, a median is introduced in Wells Road from Nardo Street to Telephone Road, and the intersection of Wells Road and Violeta Street is improved with the introduction of a traffic signal. The traffic signal stops northbound Wells Road traffic to allow southbound traffic to turn left onto Violeta Street and to enable traffic from Violeta Street to safely turn north onto Wells Road.



View of County-owned storm water drainage right-of-way. Telephone Road could extend directly to Los Angeles Avenue.



View of gate at southern end of Amapola Avenue. When the vacant land is developed, Amapola Avenue should be extended.

- A** Extend Los Angeles Avenue across the existing County-owned stormwater pipe right-of-way.
- B** Extend Telephone Road to Los Angeles Avenue and remove the “S Curve” connection between Telephone Road and Aster Street.
- C** Extend Alelia Avenue and Amapola Avenue southward.
- D** Work with Caltrans to introduce a planted median in Wells Road.
- E** Work with Caltrans to update the intersection of Wells Road and Violeta Street and introduce a traffic signal.
- F** Create a pedestrian connection between Azahar Street and Wells Road by removing a portion of the existing fence that lines the west side of the existing parking lot.
- G** Work with the City of Ventura to extend Snapdragon Street west to Wells Road.
- H** As feasible, extend Campanula Avenue across the railroad tracks to Nardo Street.
- I** Extend Alelia Avenue north to Aster Street, as a vehicular street or a pedestrian passage.
- J** Once additional park space is introduced within Old Town Saticoy, consider connecting Aster Street through Saticoy Park, if allowed.

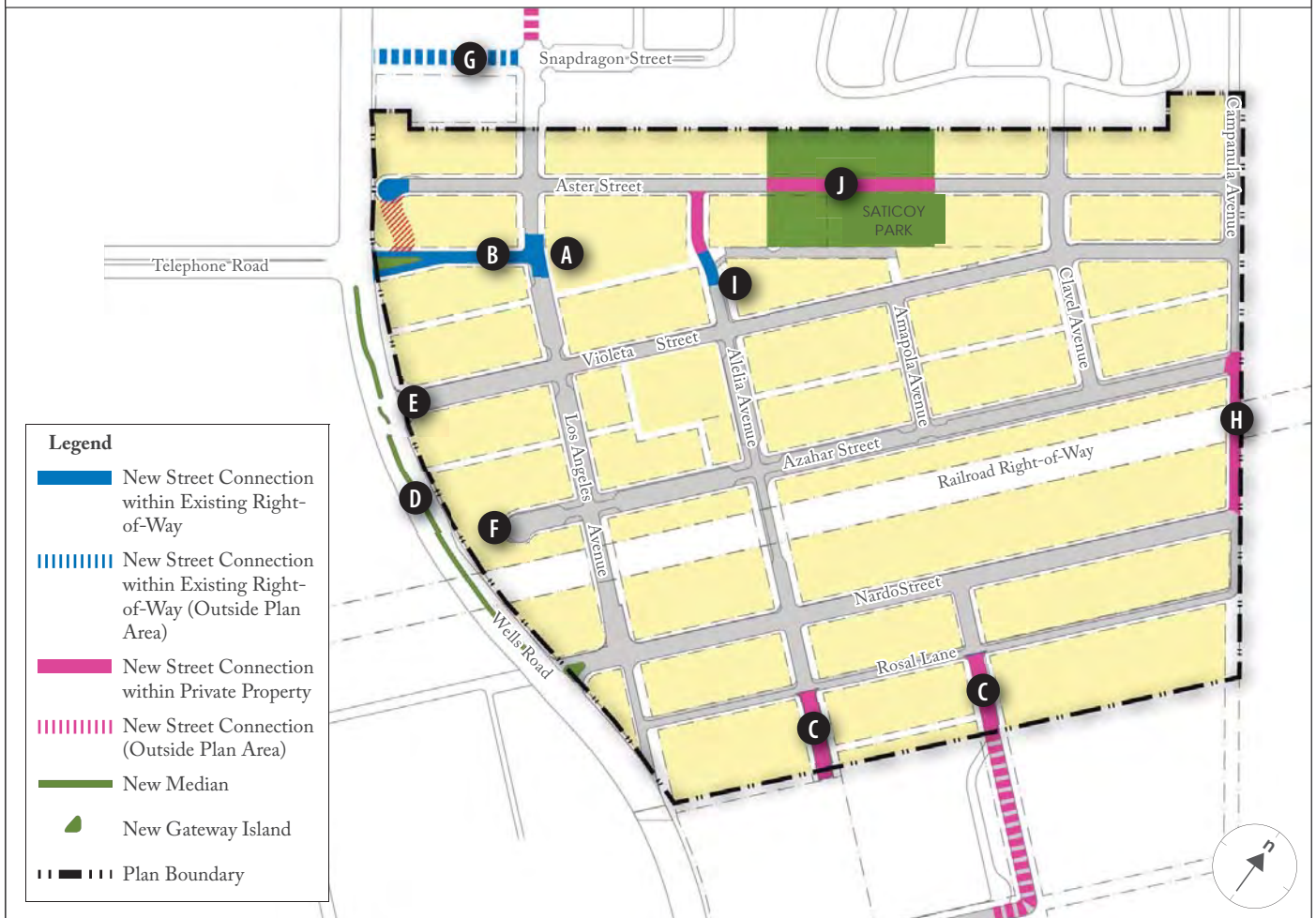


Figure 3.2. Proposed Circulation Map

2. Bicycle Network. In conformance with the City of Ventura Bicycle Master Plan, which provides a plan for improving and expanding bicycle facilities within the City and its sphere of influence, two bike paths are introduced (see **Figure 3.3**):

- The Class I Santa Paula Branch Line Bike Path along the Railroad Right-of-way;
- A Class II Bike Lane along Wells Road.

can be reduced to approximately 25 mph, a speed at which separate bike lanes become unnecessary.

As Old Town’s streets are traffic-calmed (once funding sources are acquired) through the introduction of corner bulb-outs, crosswalks, and street trees, vehicular speeds



Figure 3.3. Proposed Bicycle Improvements

3. Sidewalks. Once funding sources are obtained, missing sidewalks are introduced throughout Old Town Saticoy. In most locations, existing sidewalk widths and alignments are continued. In several locations – where existing sidewalks are missing along most of the length of a street or where new street connections are introduced – new curbs are built (see **Figure 3.4**).

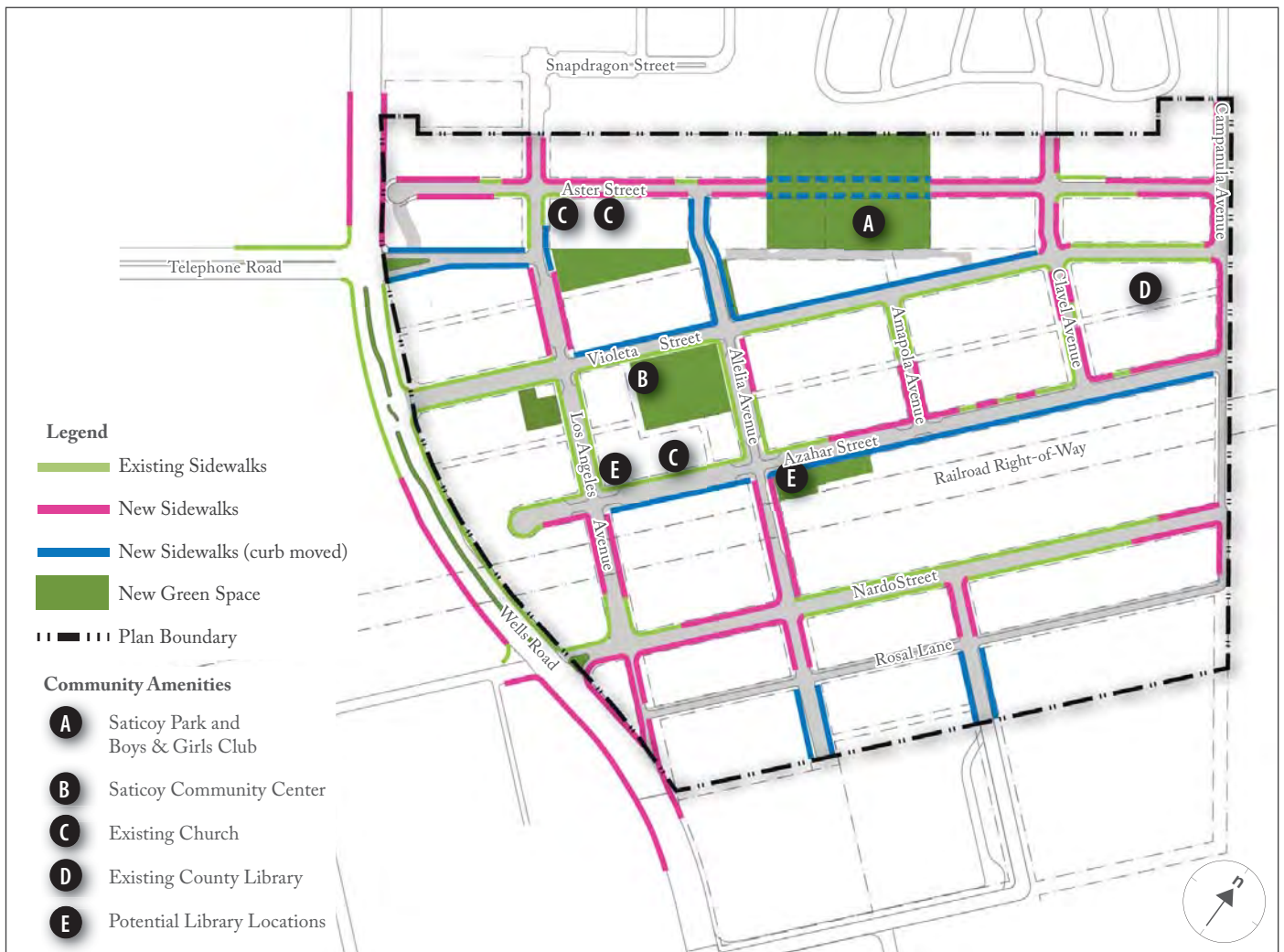


Figure 3.4. Proposed Sidewalk Network

III. CIRCULATION, WALKABLE STREETS, AND TRANSIT

Two types of sidewalks are recommended (see **Figure 3.5** on following page):

- Neighborhood sidewalks where relatively narrow sidewalks are separated from the street either with continuous street tree planters or by parking lane tree planters.
- Town Center sidewalks that generally extend from the building frontage to the curb with street trees planted in tree wells, or in parking lane planters when widening sidewalks and adding tree planters is cost prohibitive.

In addition, existing crosswalks in the Town Center are enhanced and missing ones are introduced along routes that lead to community venues such as Saticoy Park, the Saticoy Community Center, and the Library.

Finally, pedestrian-scaled streetlights are introduced on all streets; alleys are lit by lights from adjacent properties.

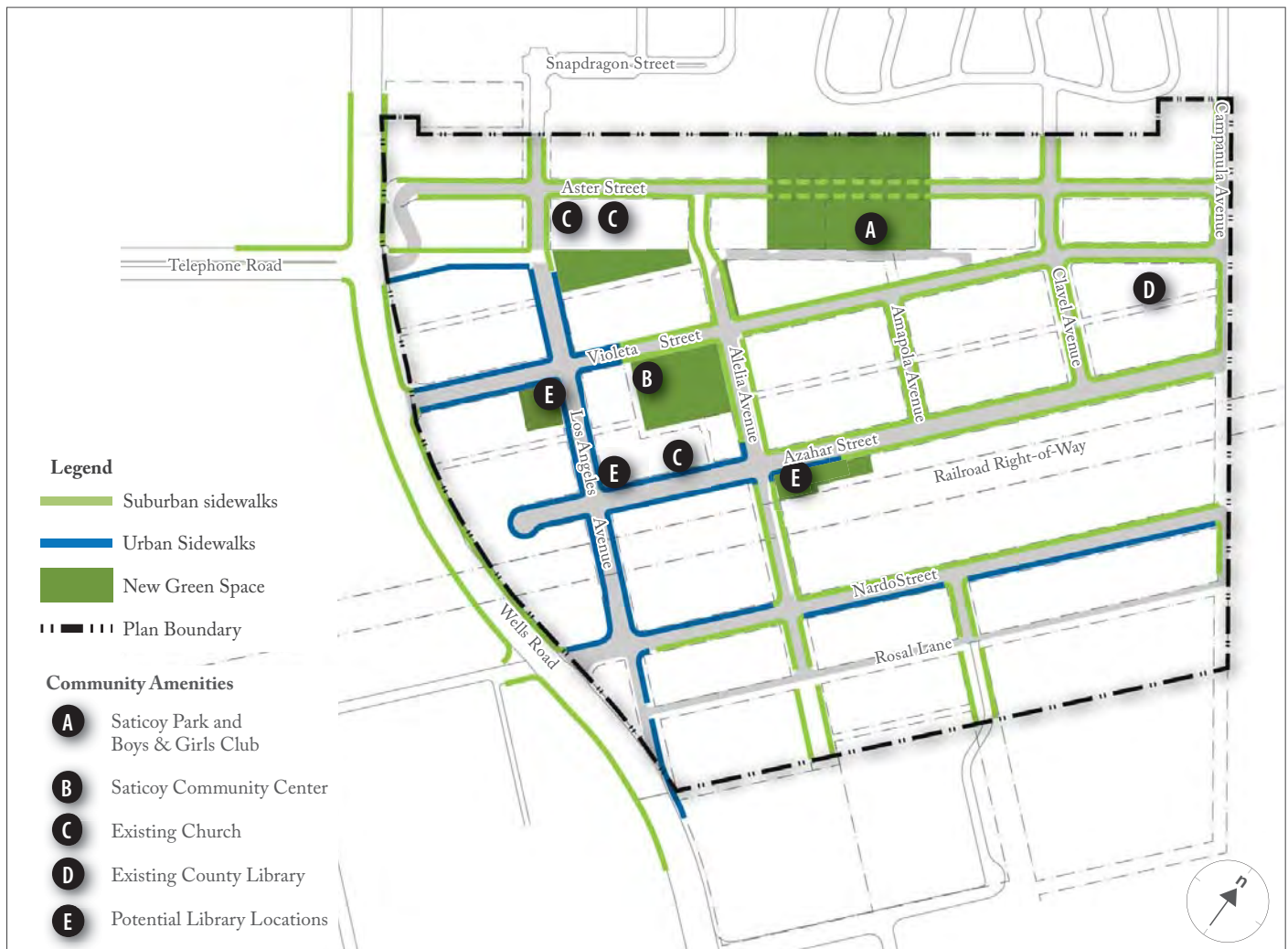


Figure 3.5. Proposed Sidewalk Types

III. CIRCULATION, WALKABLE STREETS, AND TRANSIT



A wide, urban (Town Center) sidewalk lined by a lush streetscape and active storefronts.



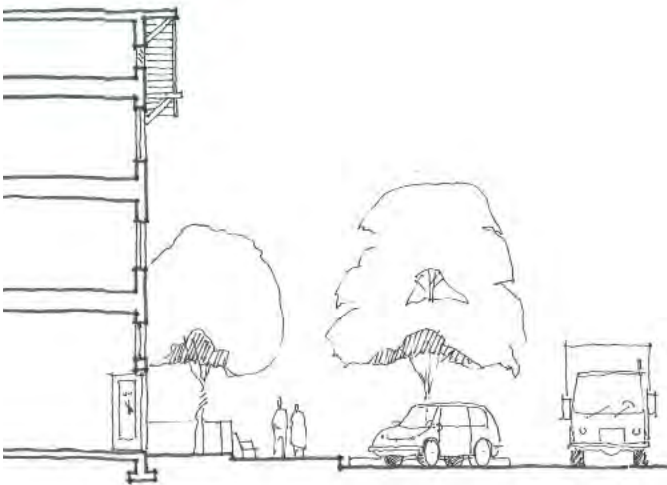
A Neighborhood sidewalk with street trees planted in continuous planters.



Example of Town Center sidewalk with parking lane planter and crosswalk



Example of Neighborhood sidewalk with street trees and pedestrian scale streetlights.



Example of Town Center sidewalk located immediately adjacent to the street, with street trees in parking lane planters.



Example of Neighborhood sidewalk with sidewalk separated from street by continuous planter.

4. Parking. Parking is located on the street or within parking lots, the design guided by the Old Town Saticoy Development Standards.

- a. On-street parking is either parallel, angled, or a combination of the two (see **Figure 3.6**) and is recommended as follows:
 - Angled parking in the Town Center is preserved on both sides of the street along Violeta Street, Los Angeles Avenue, and Azahar Street.
 - Angled parking is introduced along the south side of Nardo Street, east of Alelia Avenue, with the north side remaining parallel. This conversion of existing parallel parking to angled parking provides additional on-street parking, while helping to slow car traffic on these streets by narrowing the width of the traffic lanes.
 - If a park is introduced on the southwest corner of Violeta Street and Alelia Avenue (see Chapter II), angled parking could be introduced along the west side of Alelia Avenue between

Violeta Street and Azahar Street to provide additional parking for the park. If even more parking is needed, angled parking could also be provided on both sides of the street, however this would require widening the street width from 50 feet to 60 feet – a project that could be implemented concurrently with the construction of the park.

- The rest of Old Town Saticoy’s on-street parking is parallel. Along streets where there the sidewalk is built right next to the curb and there is therefore not enough room to plant street trees, parking lane tree planters (see below image) may be introduced in between parking spaces. This strategy also narrows the width of the street, helping to slow cars down.
- b. Additional parking within the Town Center is introduced at the center of the block in shared surface lots or along the sides of buildings. Parking lots may be informal, even paved with gravel. Parking lots that are visible from the street are screened from view by low walls and/or landscape.



Parking lane tree planters allow the insertion of street trees without narrowing sidewalks or moving existing curbs and gutters.



Where parking lots abut sidewalks a wall – shown here with built-in seating and vine trellises – screens the parking from street view.



A simple parking lot paved with gravel enhances the semi-rural, small-town character.



Figure 3.6. Proposed on-street parking.

5. Pedestrian and Bicycle Priorities. Once funding sources are acquired, pedestrian and bicycle improvements, including new sidewalks, street trees, street lights, crosswalks at certain intersections, street furniture at certain locations, and bicycle lanes on certain streets, are prioritized as follows (see **Figure 3.7**):

- a. First priority improvements** are proposed along Violeta Street and Saticoy’s Town Center in order to provide better access to Old Town Saticoy’s bus stops and community venues as well as to the Town Center.
- b. Second priority improvements** are proposed primarily along neighborhood streets that are lined with residences that front them (as apposed to streets that are lined by the sides of houses) in order to provide better access to the streets where the first priority improvements have already been implemented.
- c. Third priority improvements** are proposed along the remainder of the streets.

See the Appendix (Street Sections) for more detailed street design recommendations.

6. Alleys. Though not part of the local street network, Old Town’s alleys may be improved by property owners or developers. The Development Standards that are developed for Old Town Saticoy will provide standards for how these alleys are improved. Potential improvements include regrading and introducing gravel, repaving with asphalt, or introducing a 10 foot wide asphalt lane flanked on either side by gravel.



A bulb-out reduces pedestrian crossing distances, slows turning cars down, and provides a place for landscape and street furniture.



A bulb-out at the intersection of two neighborhood streets

- Legend**
- Streetscape Improvements**
 - First Priority
 - Second Priority
 - Third Priority
 - Plan Boundary
 - Crosswalk Improvements**
 - First Priority
 - Second Priority
 - Bus Stop Improvements**
 - First Priority
 - Bicycle Improvements**
 - First Priority
 - Second Priority
 - Community Amenities**
 - A Saticoy Park and Boys & Girls Club
 - B Saticoy Community Center
 - C Existing Church
 - D Existing County Library
 - E Potential Library Location: Old Saticoy Hardware Building
 - F Potential Library Location: Old Train Depot



Figure 3.7. Pedestrian and Bicycle Priorities Diagram.

IV. CITY AND COUNTY COORDINATION

ENABLING CHANGE

A. EXISTING CONDITIONS

Saticoy is an unincorporated area under the jurisdiction of the County of Ventura, but lies within the Sphere of Influence of the City of Ventura, hence the expectation of both jurisdictions is that Saticoy will eventually be annexed to the City of Ventura. There is no schedule for such annexation, and there is no plan for it in the near future. Through a consultative planning process, the goal would be that upon annexation the area would conform as closely as practical to the City's development standards.

Posing a significant challenge to the development of any new mixed-use or residential development in Saticoy is the City of Ventura's current extraterritorial water policy. The City is the designated purveyor of water service for Saticoy, and its policies currently limit water service to a 3/4-inch water meter per parcel. This is adequate to serve a house or a very small industrial facility, but is totally inadequate for any multi-family or significant commercial or industrial development.

Coordination with the City will also be needed to ensure that standards for circulation, landscaping, and design are consistent with the City's own planning for the Saticoy/Wells Community.

B. GOALS AND POLICIES

Goal 16. A coordinated and consistent approach to land use, design, circulation, and public facilities and services, within the Saticoy community.

Policies:

- 16.1.** Provide adequate opportunities for communication, review, and comment by the City of Ventura on land use and development issues and projects within the Saticoy community.
- 16.2.** Work with the City of Ventura to ensure adequate levels of public services are provided to the Saticoy community for both existing and future growth and development.

C. PRELIMINARY CONCEPTS

The County of Ventura and City of Ventura work together to transform Old Town Saticoy into a more cohesive, better connected, safer, more walkable, more complete in its residential, commercial, and civic offerings, while contributing to a higher quality of life for its residents and increasing values of all properties within Saticoy.

V. INDICATORS AND OUTCOMES

MEASURING CHANGE

Table 5.1 indicates a draft list of metrics provided by the County of Ventura, ranging from air and water quality to access to affordable housing to improving the local economy, that will inform the goals and recommendations of the Draft Vision Plan document.

Table 5.1. Indicators and Outcomes

Program Objectives	Indicators	Desired Outcomes
Improve Air Quality and Water Quality	<ul style="list-style-type: none"> • Amount and connectivity of sidewalks • Amount and connectivity of bike lanes • Landscaping requirements • Non-motorized trips • Vehicle miles traveled • NOx and VOC emissions 	<ul style="list-style-type: none"> • Increase by 20% in Old Town Saticoy • Increase by 5 to 10% • Establish in Old Town Saticoy • Increase by 5 to 10% • Decrease by 5 to 10% • Decrease by 5 to 10%
Promote public health	<ul style="list-style-type: none"> • Recreation opportunities • Amount of sidewalks and bike lanes • Landscaping requirements • Non-motorized trips • Vehicle miles traveled • NOx and VOC emissions 	<ul style="list-style-type: none"> • Increase by 5 % • Increase by 10% • Establish in Old Town Saticoy • Increase by 5 to 10% • Decrease by 5 to 10% • Decrease by 5 to 10%
Promote Equity	<ul style="list-style-type: none"> • Public participation levels • Mixed use zoning to allow micro-businesses • Employment-based land use • Affordable housing units • Transportation access (proximity of residences and business to transit and transportation links) 	<ul style="list-style-type: none"> • 3 to 5 bi-lingual public workshops • Increase by 20% • Increase by 5 to 10% • Increase capacity by 10 to 20% • Increase by 25% in Old Town Saticoy
Increase Affordable Housing	<ul style="list-style-type: none"> • Affordable housing units 	<ul style="list-style-type: none"> • Increase capacity by 10 to 20%
Promote Infill and Compact Development	<ul style="list-style-type: none"> • Density or intensity of use • Reuse of historic buildings • Mixed-use zoning 	<ul style="list-style-type: none"> • Increase by 20% in Old Town Saticoy • Establish incentives • Establish plans/regulations for Old Town
Revitalize Urban and Community Centers	<ul style="list-style-type: none"> • Saticoy train depot revitalization • Main Street development and revitalization 	<ul style="list-style-type: none"> • Establish plans and regulations • Increase commercial use by 10 to 20% • Increase housing capacity near commercial center by 10 to 20% • Establish complete street network • Establish design standards

Table 5.1. Indicators and Outcomes

Program Objectives	Indicators	Desired Outcomes
Protect Natural Resources and Agricultural Lands	<ul style="list-style-type: none"> • Retain adjacent protected and/or conserved open space and agricultural lands 	<ul style="list-style-type: none"> • Retain 100% of protected lands
Reduce Automobile Usage and Fuel Consumption	<ul style="list-style-type: none"> • Amount and connectivity of sidewalks • Amount and connectivity of bike lanes • Landscaping requirements • Non-motorized trips • Vehicle miles traveled • NOx and VOC emissions • Electric vehicle fueling stations • Transportation access (proximity of residences and business to transit and transportation links) 	<ul style="list-style-type: none"> • Increase by 20% in Old Town Saticoy • Increase by 5 to 10% • Establish in Old Town Saticoy • Increase by 5 to 10% • Decrease by 5 to 10% • Decrease by 5 to 10% • Establish zoning regulations • Increase proximity by 5 to 20%
Improve Infrastructure Systems	<ul style="list-style-type: none"> • Amount and connectivity of sidewalks • Amount and connectivity of bike lanes • Electric vehicle fueling stations • Water & sewer infrastructure 	<ul style="list-style-type: none"> • Increase by 20% in Old Town Saticoy • Increase by 5 to 10% • Establish zoning regulations • Modify City regulations that limit access to urban water and sewer systems
Promote Water Conservation	<ul style="list-style-type: none"> • Water conservation policies • Landscaping requirements 	<ul style="list-style-type: none"> • Establish policies in Area Plan • Establish regulations for low-water consumption landscaping
Promote Energy Efficiency and Conservation	<ul style="list-style-type: none"> • Water conservation policies • Electric vehicle fueling stations • Solar panels • Transportation access (proximity of residences and business to transit and transportation links) 	<ul style="list-style-type: none"> • Establish conservation policies • Establish zoning regulations • Establish incentives for industrial zones • Increase proximity by 5 to 20%
Strengthen the Economy	<ul style="list-style-type: none"> • New construction • Employment based land use • Main Street development and revitalization 	<ul style="list-style-type: none"> • Increase housing construction by 10% • Increase industrial capacity by 5 to 10% • Increase commercial capacity by 5 to 20%

VI. POTENTIAL FUNDING SOURCES IMPLEMENTING CHANGE

Table 6.1 lists potential funding sources that could be used to implement some of the transformations described in this Plan.

Table 6.1. Potential Transportation Funding Sources

Funder	Program	Description
CalTrans	Transportation Planning Grant Program: <ul style="list-style-type: none"> • Environmental Justice Category • Rural or Small Urban Transit Planning Studies Category • Potentially other categories 	All grants focus on multi-modal and bicycle/pedestrian transportation planning and design for major corridors such as Wells Road; they do not fund capital improvements. The Environmental Justice Program is focused on low-income communities such as Saticoy. The Rural or Small Urban Transit Planning Studies Program is focused on smaller towns like Saticoy.
CalTrans, Division of Local Assistance	Safe Routes to School (SR2S) Program	The 2012 funding cycle awarded \$48.5 million for 139 capital and educational projects statewide. Most grants were awarded for areas geographically surrounding or leading to a school. For Saticoy, where most children are bused to off-site schools, it could be possible to apply for SR2S grant money to access school bus stops, although in the 2012 funding list it is not clear if other grant projects have done this. Alternatively, Saticoy could still apply for SR2S funding for crossings of Wells to access nearby Saticoy Elementary School, since bussing arrangements could change in the future and some students may attend this school.
Federal Highway Administration, administered by CalTrans	Safe Routes to School (SRTS) Program	The Federal Safe Routes to School (SRTS) Program, which programs projects into the Federal Transportation Improvement Program (FTIP), was most recently funded with a funding cycle in 2011, but could release an additional funding cycle in the future.
California Department of Forestry and Fire Protection	California ReLeaf	Grants are offered to meet the critical need of creating and sustaining healthy communities in California by providing funding for an array of urban forestry efforts that range from education and outreach to tree-planting projects.

APPENDIX

STREET SECTIONS

Collisions between vehicles and other vehicles, pedestrians, and bicyclists kill around 40,000 people annually in the United States. In general, lower street speeds reduce risks of injury from collisions. Many studies have shown that the likelihood of injury or death to a pedestrian, bicyclist, or vehicle occupant in the event of a collision increases exponentially with speed. The survivability of such collisions at vehicular speeds of 25 m.p.h. or less is very high, while that of collisions at speeds of 35 m.p.h. or greater is very low.

A pedestrian environment that feels unsafe also discourages pedestrian activity. Accordingly, this Plan incorporates a number of strategies to improve both the perception and the reality of transportation safety. Key examples of such recommendations include better cross-walks and reduced crossing distances for pedestrians across busy streets, traffic calming features such as corner bulbouts and medians; and better designed bicycle and pedestrian facilities throughout.

Through the systematic application of such techniques – some as part of capital improvement projects, some associated with routine maintenance, and some as conditions of development permits – Old Town Saticoy’s existing streets, which currently favor the automobile, can be transformed into “complete streets” that provide safe access to all users – pedestrians, bicyclists, motorists, and transit riders – of all ages and abilities.

A network of such streets would make it easy and pleasant to walk to shops, bicycle to work, and access transit, thus helping to implement key objectives of County policy – local economic development, local jobs/housing balance, reduction of GHG emissions, encouragement of alternative transportation modes – which the current street network prevents.

These improvements would be administered by Development Standards that provide alternative street network and infrastructure standards for Old Town Saticoy. As funding sources become available, these guidelines, would provide the framework for implementing these improvements.

These application of these strategies to the Saticoy’s existing streets is illustrated in **Figure A.1** and the pages that follow.

Legend

- 1** Violeta Street in the Town Center
- 2** Violeta Street in the Neighborhood
- 3** Los Angeles Avenue in the Town Center
- 4** Los Angeles Avenue North of Violeta Street
- 5** Azahar Street at Train Depot
- 6** Azahar Street East of Train Depot
- 7** Nardo Street
- 8** Alelia Avenue Between Violeta Street and Azahar Street
- 9** Alelia Avenue South of Azahar Street
- 10** Amapola Avenue
- 11** Clavel Avenue
- 12** Campanula Avenue

— ■ ■ ■ Plan Boundary

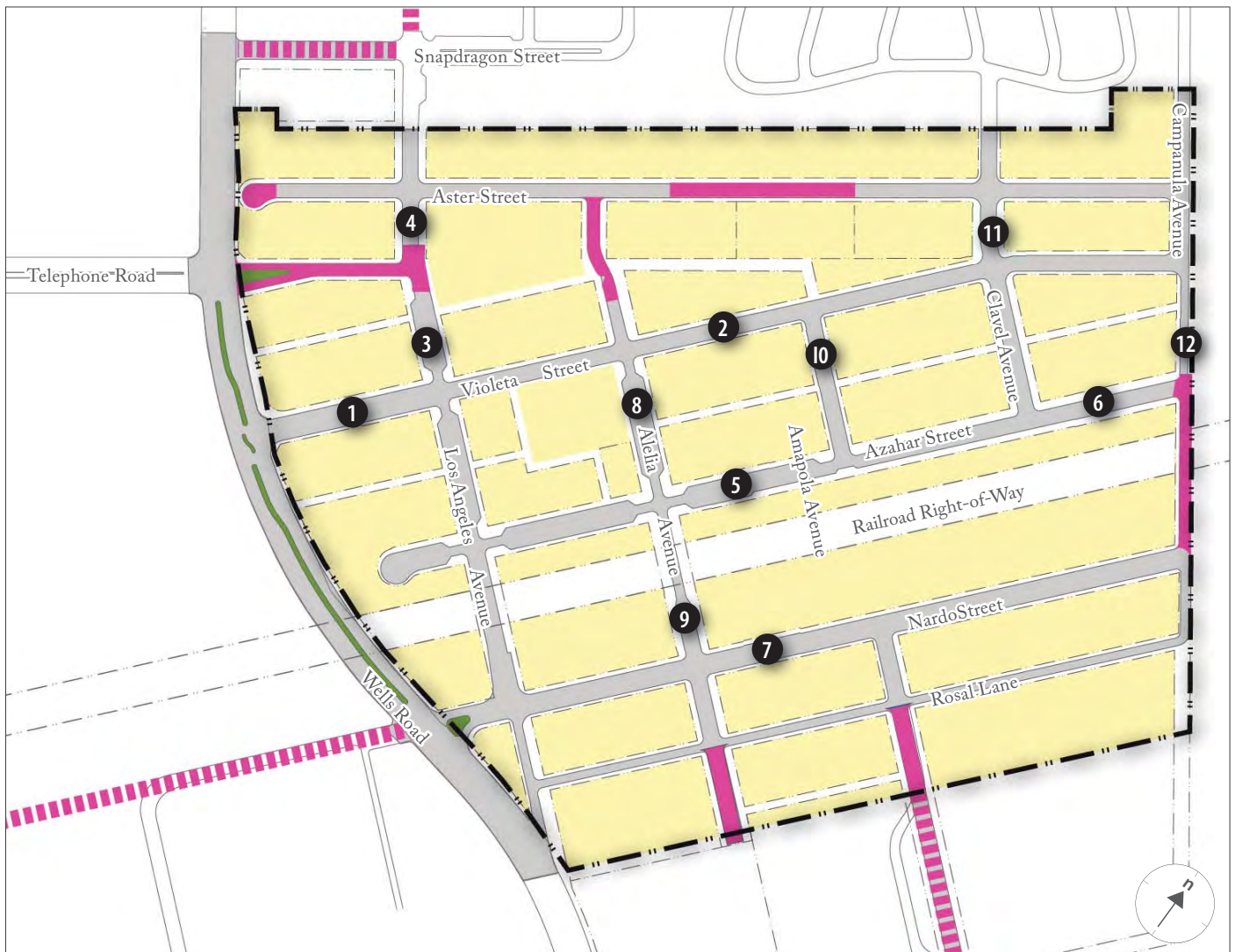


Figure A.1. Proposed Street Network.

1 VIOLETA STREET IN THE TOWN CENTER

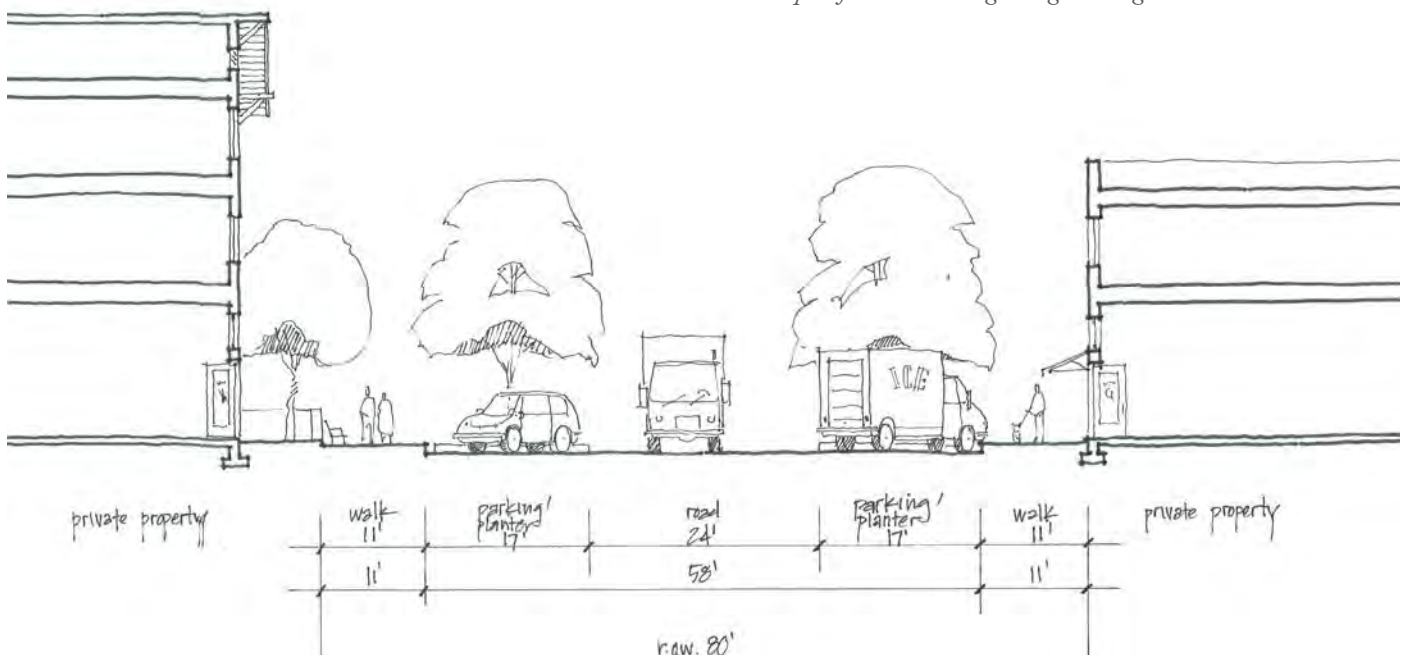
Violeta Street remains two lanes in each direction with angled parking on both sides of the street. Parking lane tree planters are introduced at regular intervals to help reduce the perceived width of the street. Intersection bulbouts and crosswalks are introduced at corners to help slow vehicular speeds and to shorten the pedestrian crossing distance.



Existing view of Violeta Street looking east towards Los Angeles Avenue.



Example of outdoor eating and gathering area in a Town Center.



Proposed street section for Violeta Street between Wells Road and Los Angeles Avenue

2 VIOLETA STREET IN THE NEIGHBORHOOD

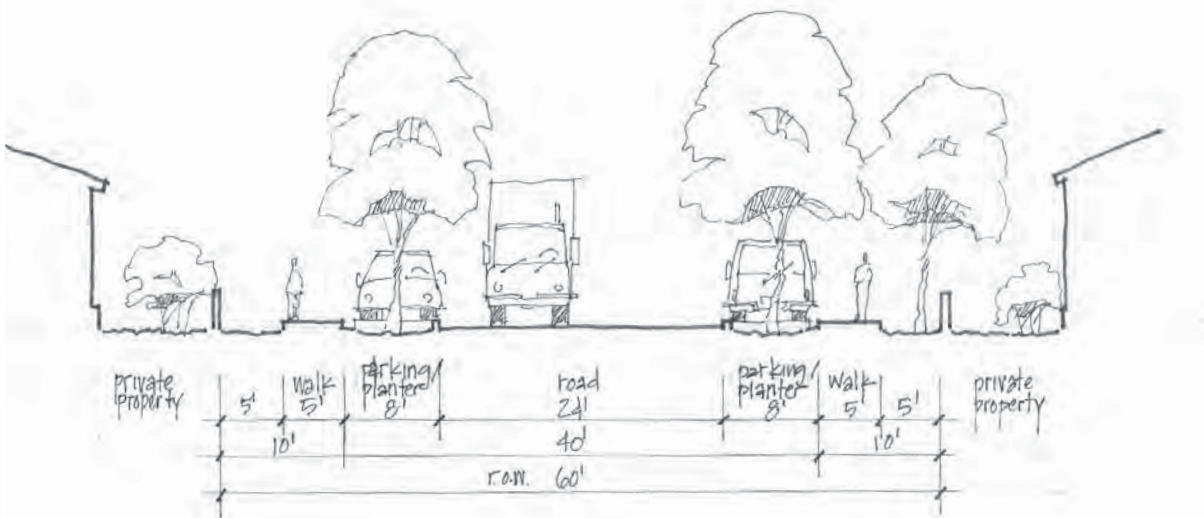
Violeta Street east of Los Angeles Avenue remains two lanes in each direction with parallel parking on both sides. Parking lane tree planters are introduced between parallel parking spaces to reduce the real and perceived width of the street in order to help slow vehicular traffic down and introduce an urban forest along the street.



Existing view of Violeta Street at Amapola Avenue looking west.



Example of street with a similar character that is envisioned for Violeta Street.



Proposed street section for Violeta Street between Los Angeles Avenue and Clavel Road

3 LOS ANGELES AVENUE IN TOWN CENTER

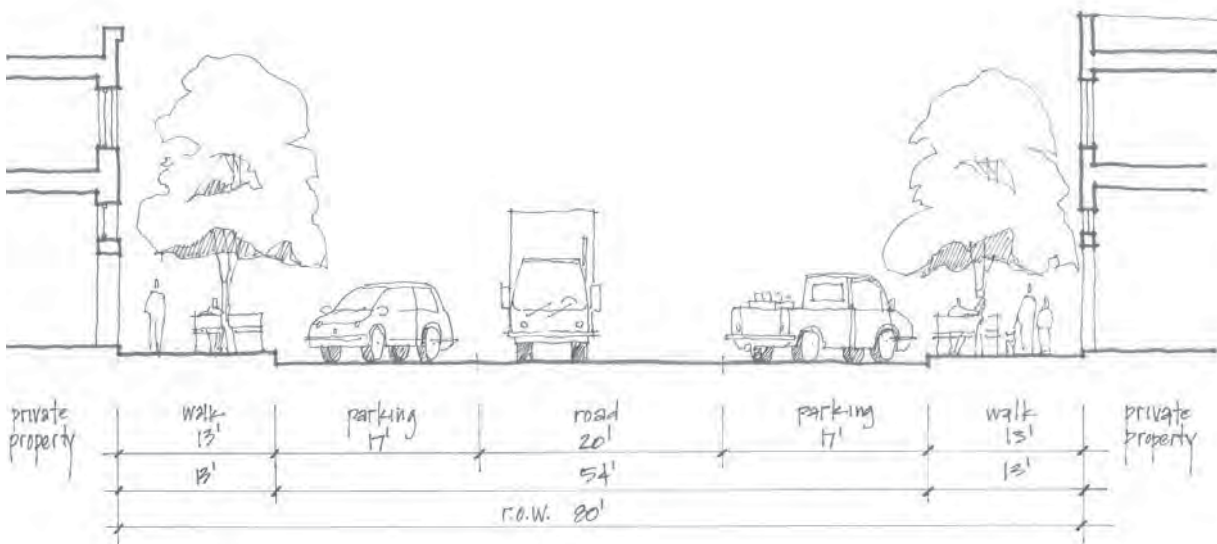
Los Angeles Avenue north of Nardo Street remains two lanes in each direction with angled parking on both sides of the street. Tree planters are introduced at regular intervals. Intersection bulb-outs and crosswalks are introduced at corners to help slow vehicular speeds and to shorten the pedestrian crossing distance. Street furniture, including benches and trash cans are introduced throughout.



Existing view of Los Angeles Avenue looking north towards Violeta Street.



Example of a main street lined with street trees, bulb-outs, and street furniture.



Proposed street section for Los Angeles Avenue between Nardo Street and the new Telephone Road extension

4 LOS ANGELES AVENUE NORTH OF VIOLETA STREET

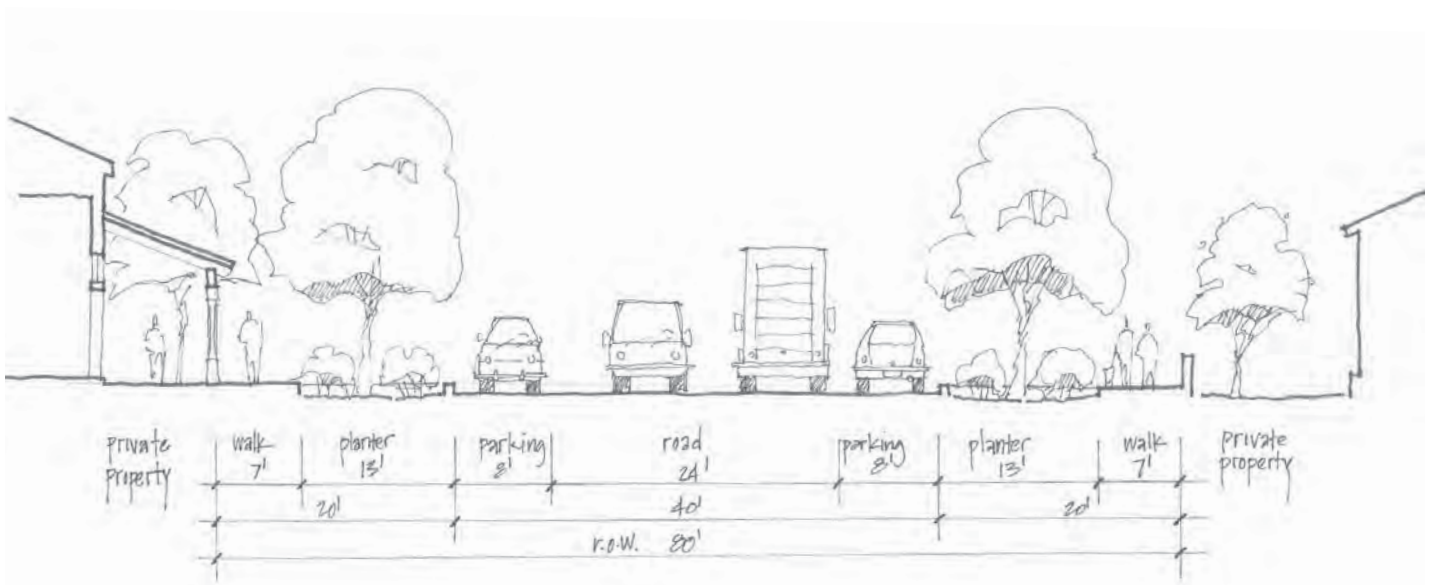
Los Angeles Avenue is extended across the existing County-owned storm drain pipe to Darling Road. It consists of two lanes in each direction with parallel parking on both sides of the street. Wide, continuous planters are introduced between the sidewalk and the curb.



Existing view of Los Angeles Avenue looking south from Aster Street.



Example of two lane street flanked by continuous planters and streets between the sidewalk and the curb.



Proposed street section for Los Angeles Avenue between Nardo Road and Wells Road

5 AZAHAR STREET AT TRAIN DEPOT

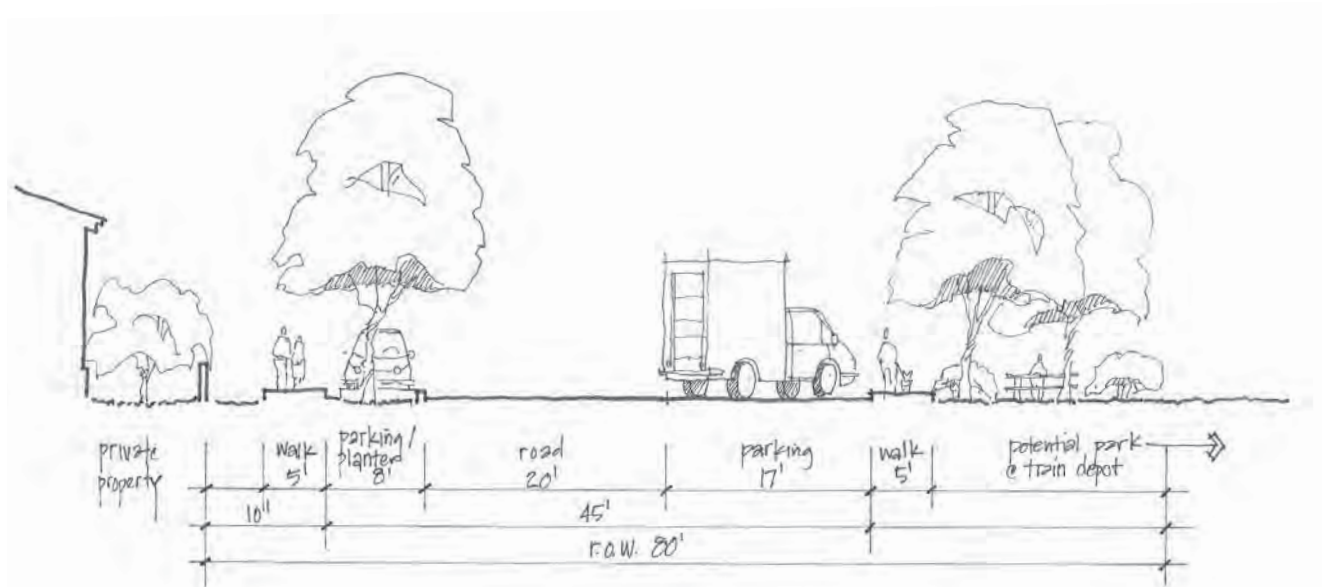
Azahar Street remains two lanes in each direction. Angled parking is introduced on the south side of the street in front of the old train depot with a sidewalk immediately adjacent to the curb. Parallel parking is introduced on the north side with parking lane tree planters located between parallel parking spaces.



Existing view of Azahar Street at Alelia Avenue looking east with the train depot to the right



Example of street in Fillmore with similar character that is envisioned for Azahar Street in front of the train depot.



Proposed street section of Azahar Street in front of the train depot

6 AZAHAR STREET EAST OF TRAIN DEPOT

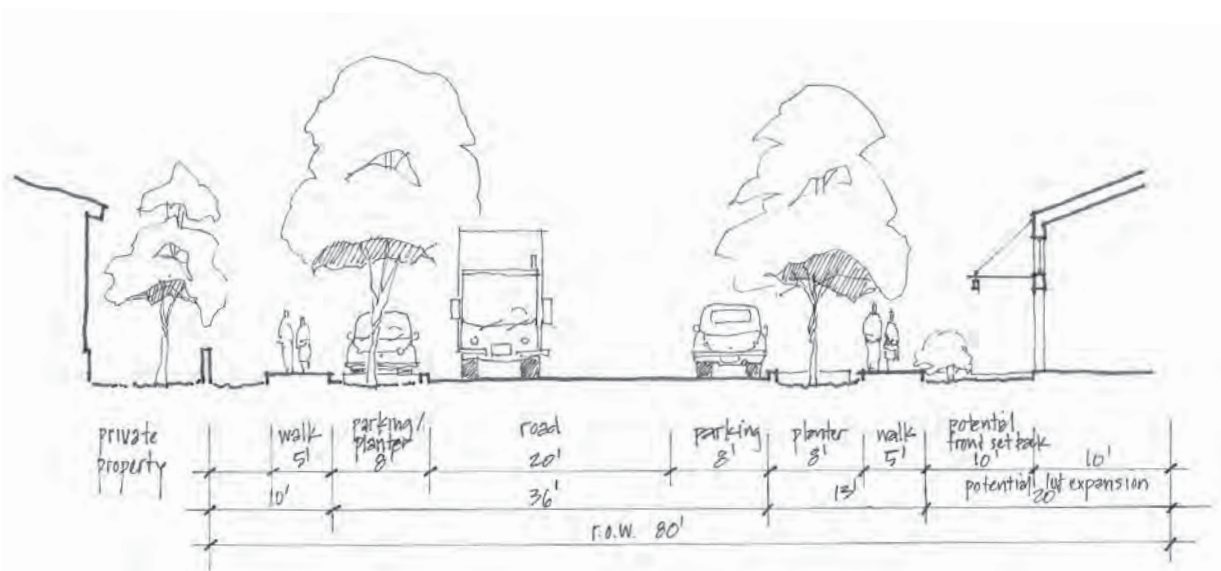
Azahar Street east of the train depot parcel remains two lanes in each direction with its south curb moved northward to narrow the width of the street and increase the depth of the properties between Azahar Street and the railroad right-of-way – making these shallow properties more suitable for development. Parking lane tree planters located between parallel parking spaces are introduced along the north side of the street.



Existing view of the east end of Azahar Street



Example of a street lined with live-work units, street trees, and pedestrian-scaled street lights.



Proposed street section for Azahar Street east of the train depot

7 NARDO STREET

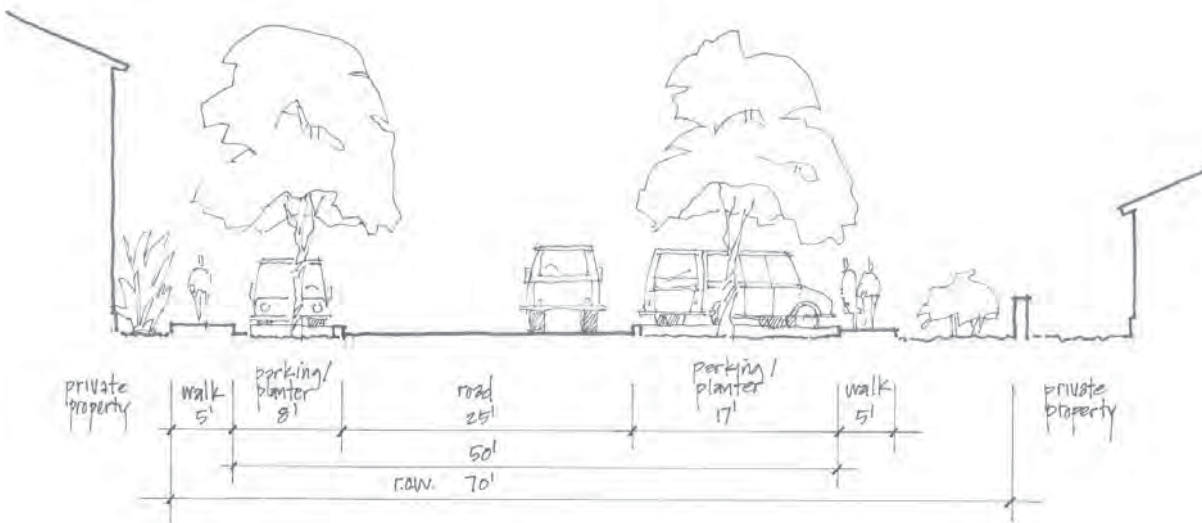
Nardo Street remains two lanes in each direction. In order to calm traffic, perpendicular parking is introduced along one side of the street with intermittent parking spaces designated as street tree planters. Parking lane tree planters located between parallel parking spaces are introduced along the other side of the street.



Existing view of Nardo Street looking West towards Alelia Avenue.



Example of street with similar character that is envisioned for Nardo Street.



Proposed street section of Nardo Street

8 ALELIA AVENUE BETWEEN VIOLETA STREET AND AZAHAR STREET

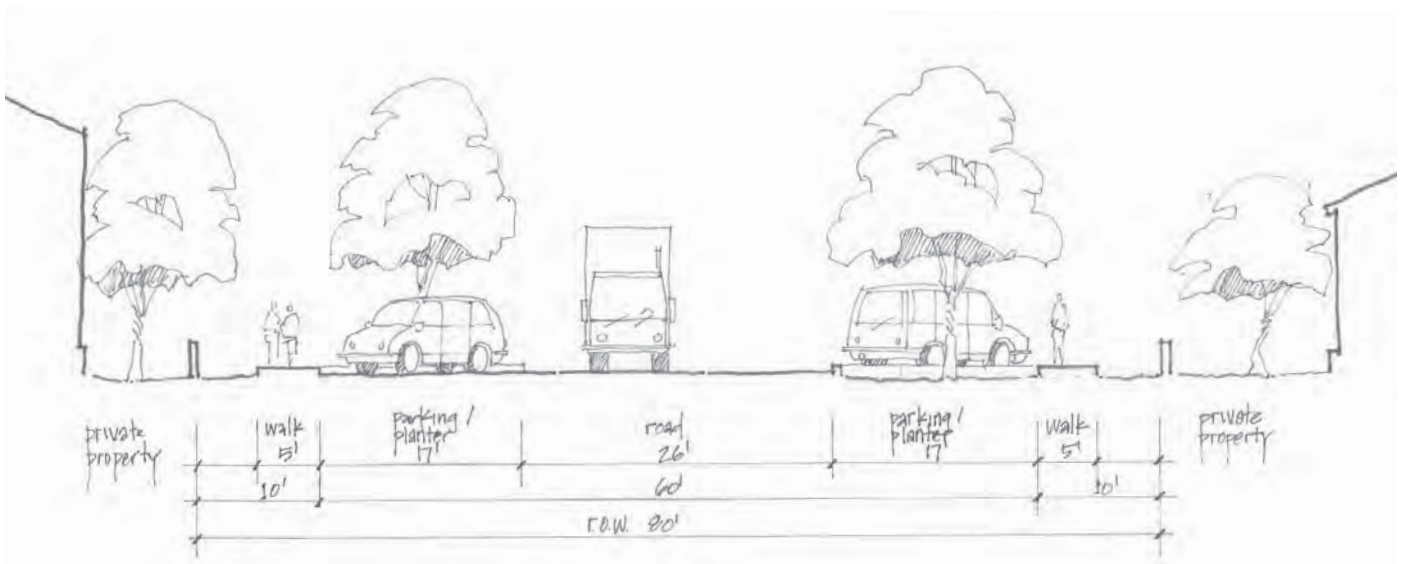
Alelia Avenue between Violeta Street and Azahar Street remains two lanes in each direction, with parking introduced on both sides of the street – angled if a park is introduced at the corner of Violeta Street and Alelia Avenue, parallel if no park is introduced.



Existing view of Alelia Avenue looking south from Violeta Street



Example of street with houses facing the park across the street.



Proposed street section for Alelia Avenue between Violeta Street and Azahar Street

9 ALELIA AVENUE SOUTH OF AZAHAR STREET

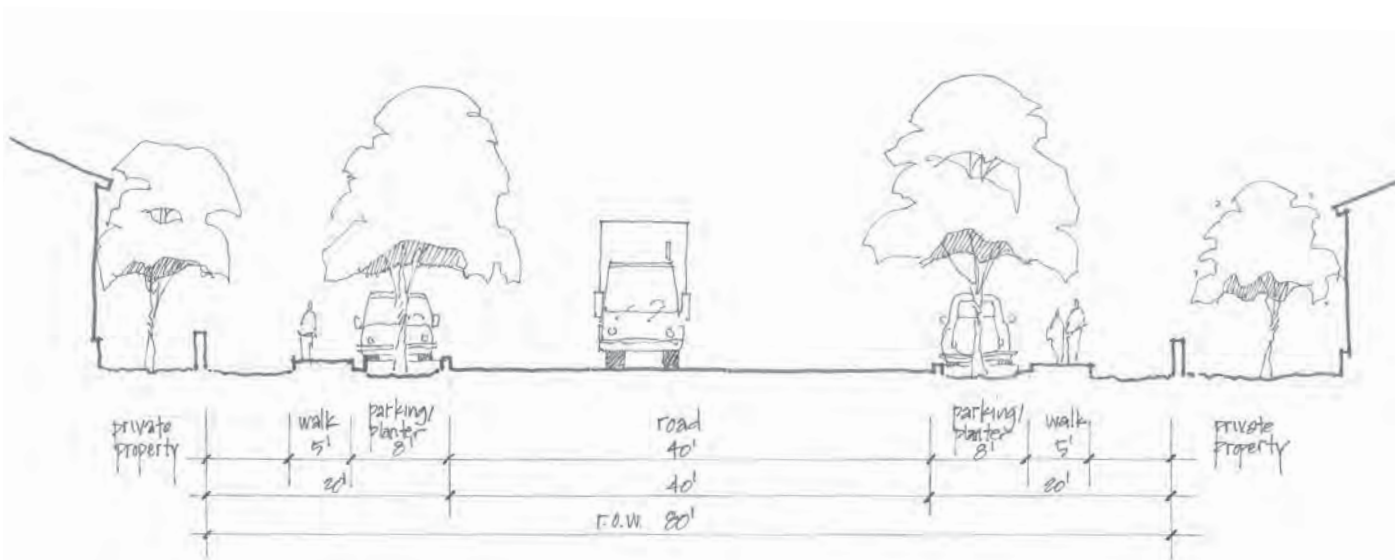
Alelia Avenue south of Azahar Street and north of Violeta Street remains two lanes in each direction with parallel parking on both sides. Parking lane tree planters are introduced between parallel parking spaces on both sides of the street.



Existing photo of Alelia Avenue looking south from Nardo Street.



Example of street in Fillmore with street trees and parallel parking on both sides of the street.



Proposed street section for Alelia Avenue south of Azahar Street.

10 AMAPOLA AVENUE

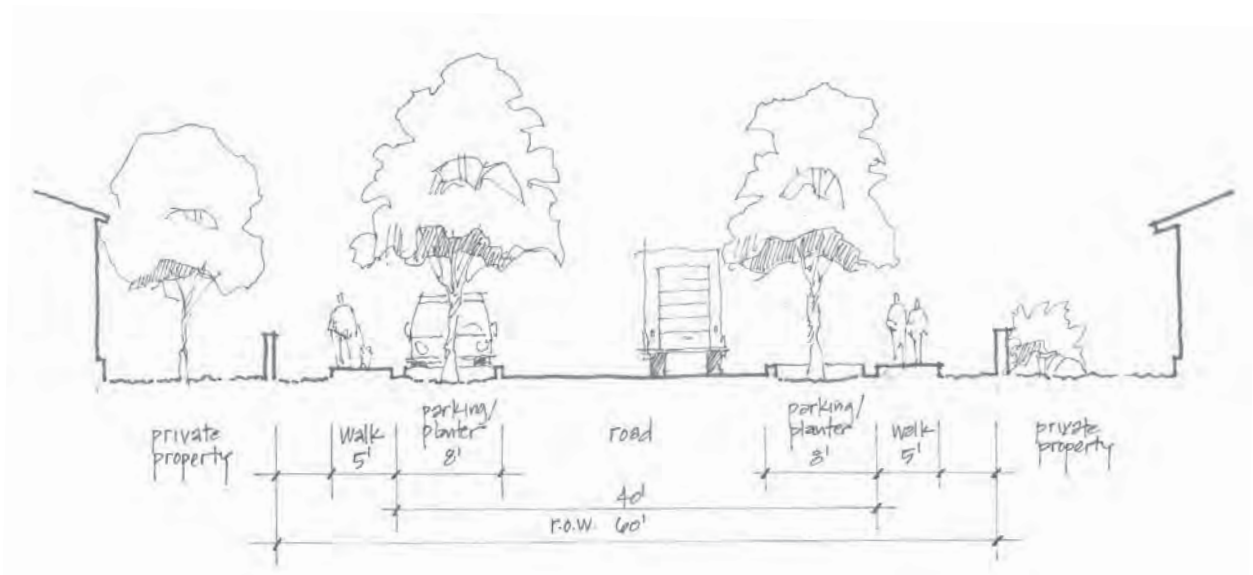
Amapola Avenue remains two lanes in each direction with parallel parking on both sides of the street. Parking lane tree planters are introduced between parallel parking spaces on both sides of the street.



Existing photo of Amapola Avenue looking south towards Azahar Street.



Example of street with street trees and parallel parking on both sides of the street.



Proposed street section for Amapola Avenue.

11 CLAVEL AVENUE

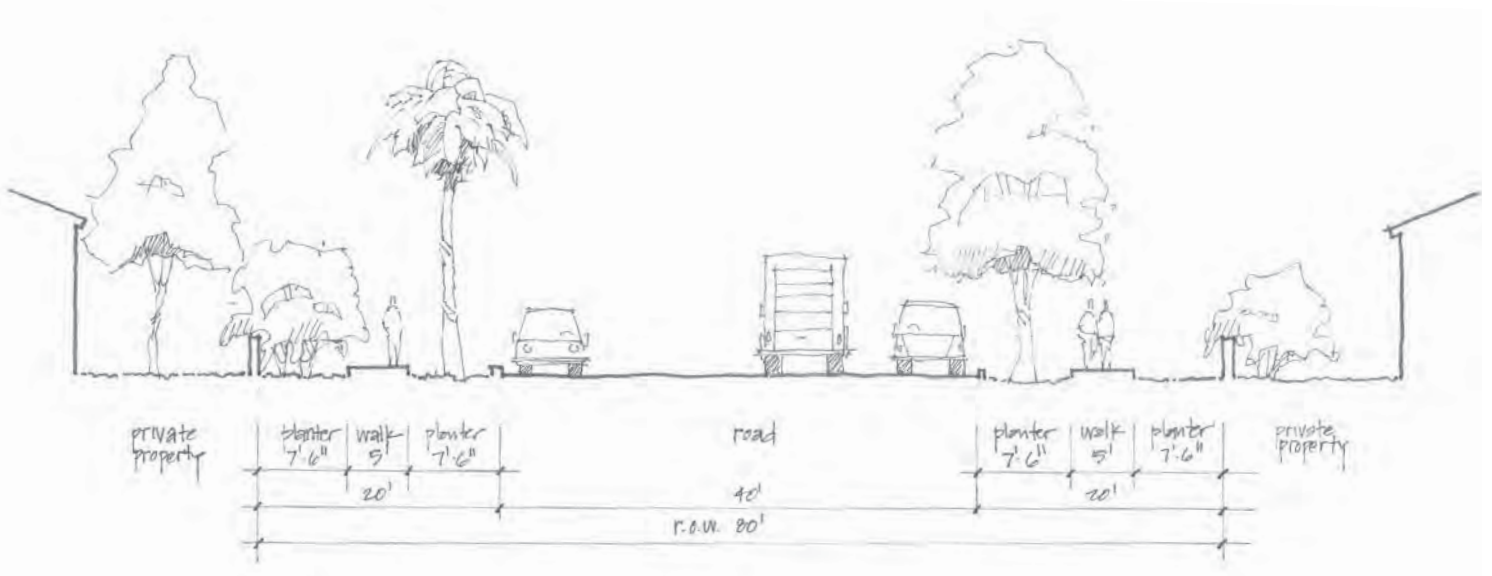
Clavel Avenue remains two lanes in each direction with parallel parking on both sides. Sidewalks with continuous street tree planters between the sidewalk and the curb are introduced along the entire length of the street.



Existing view of Clavel Avenue looking south from Violeta Street.



Example of residential street in Fillmore with continuous planter and mature street trees.



Proposed street section for Clavel Avenue.

12 CAMPANULA AVENUE

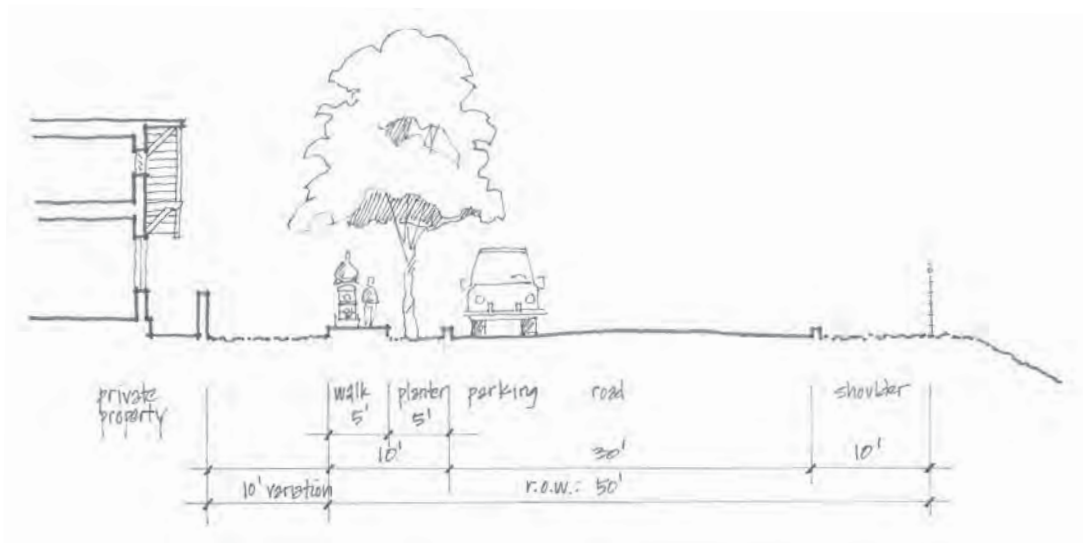
Campanula Avenue remains two lanes in each direction. Sidewalks with continuous street tree planters between the sidewalk and the curb are introduced along the west side of the street, while the shoulder on the east side of the street is retained.



Existing photo of Campanula Avenue looking south from the northern edge of the Plan Area boundary.



Example of a residential street as the edge of town. Sidewalks and street trees are introduced on one side of the street.



Proposed street section for Campanula Avenue.