

SATICOY AREA PLAN

BACKGROUND EVALUATION AND TECHNICAL REPORT

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INTRODUCTION

Saticoy is an unincorporated community of approximately 1,000 residents. It covers 238 acres and is located adjacent to the City of Ventura. The community has been identified by the State as an economically disadvantaged community, as the median income in 2012 was just over \$34,000. Moreover, 20 percent of the community lives below the poverty level, compared to just over nine percent in the adjacent city of Ventura.

Once a key rail hub, years of disinvestment and outdated land use policies have taken their toll on the community. Empty buildings dot the neighborhood, while disconnected auto-oriented streets lack amenities for pedestrians. Job opportunities and access to affordable housing are limited, and a strict segregation between land uses, limited access to water, combined with the lack of a cohesive community vision, hinders economic growth. Despite these difficulties, Saticoy has many existing assets, including historic buildings and key public facilities, a compact layout, and a close-knit community with a strong sense of neighborhood identity. A comprehensive update to the Saticoy Area Plan will build on these assets to revitalize the community.

Ventura County received two grants to update the Saticoy Area Plan. The first grant was from the Southern California Association of Governments (SCAG) Compass Blueprint program. The focus of this grant was an evaluation of land use, circulation, public health and sustainability within the Old Town section of Saticoy. This work, referred to as Phase I of the project, was conducted by Sargent Town Planning. Phase II of the project, funded by the State's Sustainable Communities Planning Grant's (SGC) California Sustainable Communities Planning Grant and Incentive Program allows the County to expand on the work completed in Phase I. Phase II tasks include community outreach, development standard revisions for the entire community, design guidelines that implement the new vision for Saticoy, and completion of the Area Plan Update.

To begin the Area Plan update process, the Sargent Town Planning team conducted a background evaluation of Old Town Saticoy to gain a clear understanding of the project's constraints and opportunities. The County built upon this work and conducted a similar evaluation for the remaining portions of the Saticoy community. Our collective background research of existing conditions has been summarized in this Background Evaluation and Technical Report (Background Report). Significant planning work has been completed in the Saticoy area over the years, and this Background Report builds upon these past efforts, as well. The information in the Background Report is arranged according to the two primary geographic areas in Saticoy: Old Town and the two industrial areas in Saticoy. Information related to Old Town Saticoy is discussed first in each section, followed by information related to the remaining industrial areas. **Figure 1.1.2** in Chapter 1 shows the boundaries of these sections.

This Background Report contains the following three chapters:

Chapter 1 summarizes existing conditions in terms of urban design, land use, and community character. This analysis is based upon a physical survey of the community. Information was obtained from walking surveys, photography, analytical diagramming of the area, and comments received from key stakeholders, including property owners, residents, business owners, community leaders, and various local agencies.

Chapter 2 summarizes existing City and County policy and regulatory documents, including the Ventura County General Plan, the existing Ventura County Saticoy Area Plan, the City of Ventura 2005 General Plan, the City of Ventura Saticoy Wells Community Plan, and the Ventura County Non-Coastal Zoning Ordinance.

Chapter 3 provides a socioeconomic, health, and wellness evaluation of the community, describing the income levels, race, ethnicity, poverty and educational attainment of area residents. In addition, it describes the overall health conditions including causes of death, levels of obesity and diabetes, asthma hospitalizations and heart attack rates; transportation safety, including locations with high rates of vehicle, pedestrian and bicycle injuries and fatalities; and food environment, including the location of and access to healthy and unhealthy foods.

This wellness portion of the background evaluation was conducted during Phase I by the Sargent Town Planning team. Thus, its focus is on Old Town and its residents. Although Old Town is the only section of Saticoy that contains dwellings, much of the data used to support the analysis was assembled from large state and federal databases, which contain data from the entire community. Where appropriate, relevant information has been added to the discussion of conditions in the industrial sections of Saticoy.



URBAN DESIGN ANALYSIS

This Chapter summarizes existing conditions in the Saticoy community in terms of its location, urban design, land use, and community character. Specifically, the following parameters are evaluated: Urban Structure and Street Network:

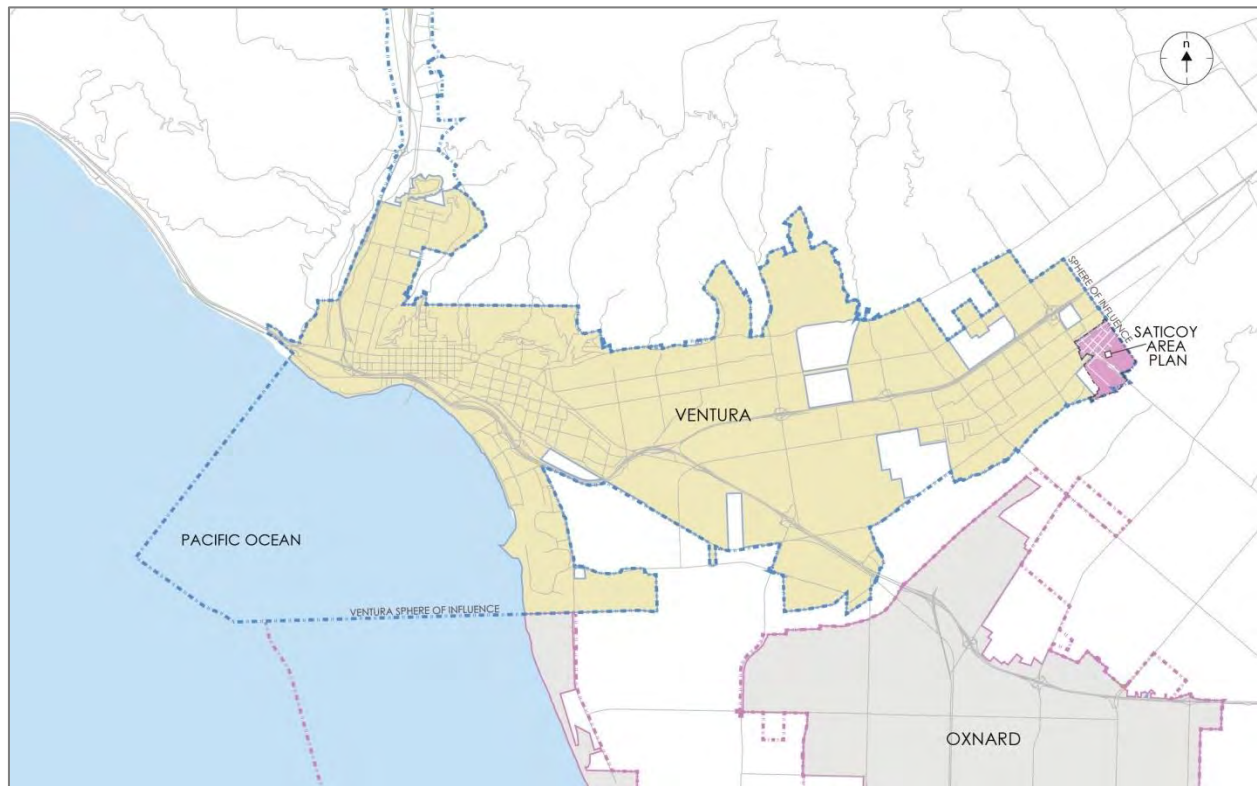
- A. Pedestrian Facilities and Streetscape
- B. Circulation Barriers
- C. Bicycle Network
- D. Bus Transit Network
- E. Parking Facilities
- F. Land Use Patterns
- G. Civic Venues and Community Gathering Places
- H. Urban Character
- I. Building Types
- J. Historic Buildings
- K. Railroad Right-of-Way (Santa Paula Branch Line)
- L. Underutilized Properties
- M. Opportunities for New Development

1.1 PROJECT LOCATION

Saticoy is a community within unincorporated Ventura County, located south of State Highway 126 within the Sphere of Influence of the City of Ventura (see **Figure 1.1.1**). Founded in the late 1800s in an area previously inhabited by the Chumash people, the town was anchored for many decades by a rail depot at the corner of Alelia Avenue and Azahar Street, which provided a key connection between Ventura's produce markets and the rest of the region.

Figure 1.1.2 shows the boundaries of the entire Saticoy Area Plan which includes Old Town Saticoy and the two industrial sections of the Saticoy community. The Saticoy Area Plan encompasses a total of approximately 238 acres of land and is generally bounded to the west by the Brown Barranca, to the south by Santa Clara River, to the east by Franklin Barranca, and to the north by the rear property line of the parcels facing Aster Street and Telephone Road. Old Town comprises approximately 87 acres of land and is generally bounded to the west by State Route (SR) 118 (Wells Road), to the north by the rear property line of the parcels facing Aster Street, to the east by Franklin Barranca, and to the south by the southern property line of the three parcels south of Rosal Lane. The south and west industrial sections comprise the remaining 151 acres of land.

Figure 1.1.1. Project Location in relation to the City of Ventura and its Sphere of Influence



Source: County of Ventura, 2012; Map prepared by Sargent Town Planning, 2012

Figure 1.1.2. Aerial view of the Saticoy Area Plan boundary



Source: County of Ventura 2013; base map provided by Google maps 2013

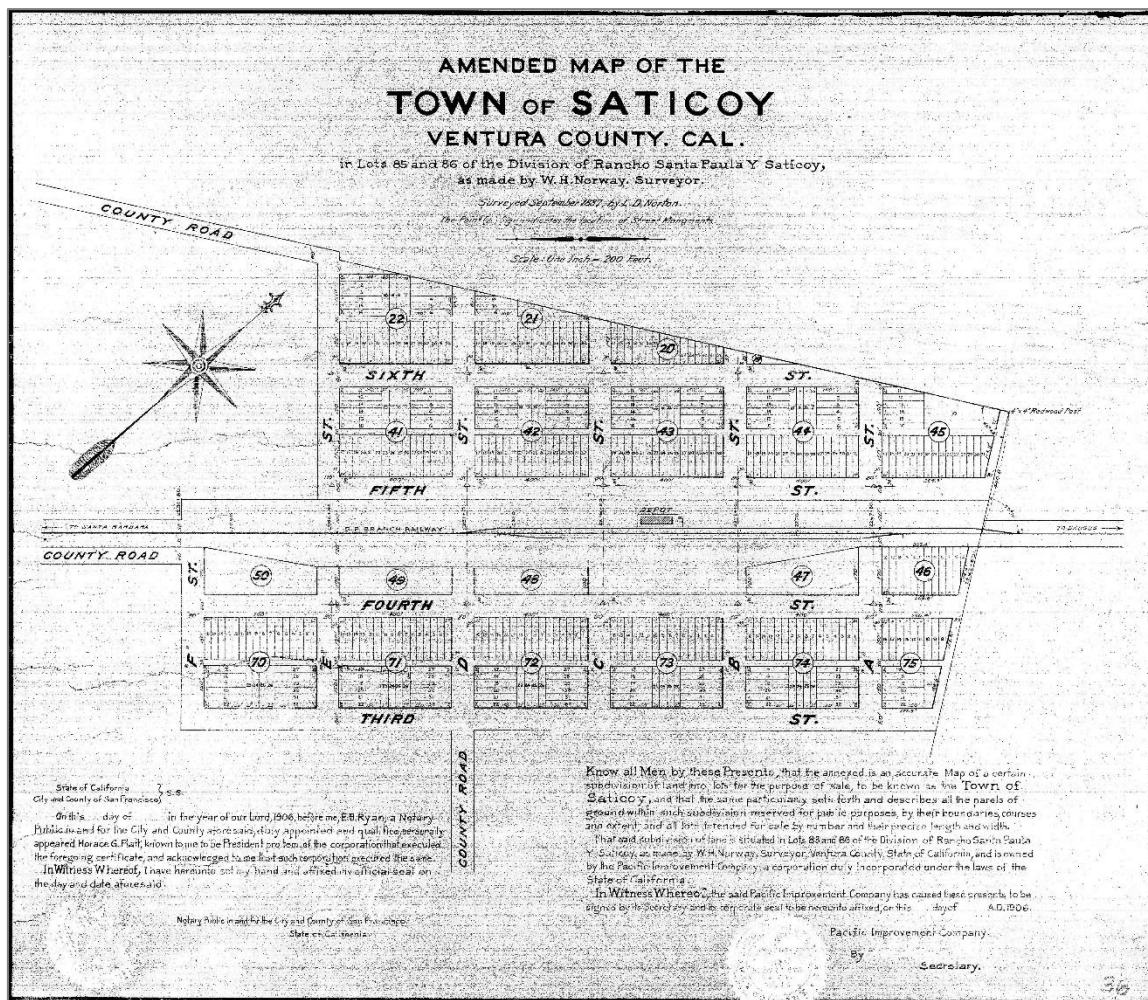
1.2 EXISTING PHYSICAL CONDITIONS

A. EXISTING URBAN STRUCTURE AND STREET NETWORK

A-1. OLD TOWN

Old Town Saticoy's street network and subdivision pattern dates back to the original platting of the town in the late 1800s (See **Figure 1.2.1**).

Figure 1.2.1. Original plat drawing of the Town of Saticoy, 1906



Source: Ventura County Assessor, Record 5MR36

Like hundreds of California towns, the original network and block pattern is laid out square to the railroad right-of-way. North of Telephone Road, the network shifts to the national north-south grid, on which later subdivisions were based (see **Figure 1.2.2**).

Figure 1.2.2. Old Town Saticoy Street and Block Network



Source: Sargent Town Planning, 2012

The street grid within Old Town forms simple rectilinear, pedestrian-scaled blocks, although their walkability is compromised by the intermittent street closures, pervasive absence of sidewalks, missing streetscape elements such as street trees and street lights, and a range of circulation barriers (see **Section B and C**) that inhibit efficient pedestrian and vehicular circulation. The original map also included alleys, many of which still exist today in the commercial and residential sections of Old Town.

SR 118 (Wells Road), under Caltrans jurisdiction, marks the western edge of Old Town. The current roadway alignment was constructed in the late 1990s and was designed to allow vehicular traffic to bypass Saticoy. Prior to that time, vehicular traffic drove through town along Violeta Street and Los Angeles Avenue, a mixed blessing for local businesses that provided a steady flow of potential customers but generating long backups at peak traffic hours morning and evening. Now however, Saticoy is almost invisible; Wells Road and many of its businesses have struggled for years. Los Angeles Avenue and Violeta Street still comprise Saticoy’s main commercial streets, with a range of hardy businesses remaining. The rest of Old Town’s streets are primarily residential, and generally connect to Los

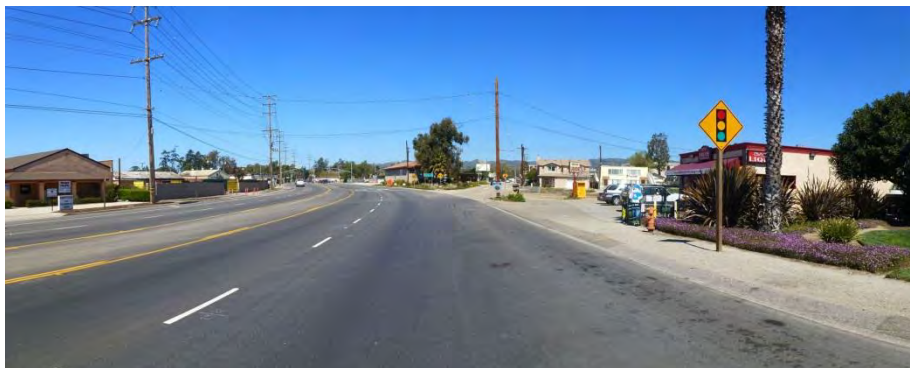
Angeles Avenue and Violeta Street. However, the north side of Nardo Street and the south side of Azahar Street are lined with industrial uses, remnants of Saticoy’s heritage as a packing house town. Depending on the future use of the existing rail line, the use of these properties may be reconsidered, as discussed in subsequent sections of this chapter.

Also as a result of the town’s industrial history, Old Town’s streets are wide and lacking in pedestrian amenities, encouraging motorists to speed, particularly on long straight segments such as Violeta, Azahar and Nardo Streets. Based on conversations with local residents, some of the faster through-traffic is generated by motorists who, in order to avoid the traffic signal at Darling Road and Wells Road, cut through Saticoy on those east-west streets to get to and from agricultural jobs located east of town. **Figure 1.2.3** shows the existing average daily traffic volumes for the Old Town Saticoy street network.

Nardo Street to the south and Aster Street to the north are the only streets that have a signalized intersection with Wells Road. Extending Los Angeles Avenue to Aster Street would provide better access to that signalized intersection from Old Town Saticoy. Following is a brief description of the major components of the Old Town Saticoy street network:

1. North-South Street System.

State Route (SR) 118 (Wells Road), is a 4-lane State Highway that extends from the State Route 126 interchange in the Saticoy area of Ventura County to the City of Moorpark. Within Old Town, traffic signals control the SR 118/Telephone Road–Aster Street and SR 118/Nardo Street intersections. The traffic signals currently operate in the “Level of Service” (LOS) C-F range during the A.M. and P.M. peak hour commute periods. Throughout Old Town, SR 118 is 84-foot wide. No parking is provided along SR 118 within the Old Town area. Based on a traffic study prepared for this Area Plan update by Fehr and Peers, Inc. (February 2015), SR 118 carries approximately 46,500 average daily trips (ADT) on the road segments adjacent to Old Town.



View of SR 118 (Wells Road) looking north towards where Los Angeles Avenue splits off towards Saticoy.

Los Angeles Avenue, is a 2-lane road that extends south from a point north of Violeta Street to SR 118. There is a discontinuous section of Los Angeles Avenue that extends from the existing flood control channel located north of Violeta Street, to Snapdragon Street, which lies within the City of Ventura boundary. The segment of Los Angeles Avenue between SR 118 and Nardo Street is a one-way road (northbound) that provides access to Old Town for northbound vehicles on SR 118. Los Angeles Avenue is stop controlled at the Violeta Street and Nardo Street intersections. Based on count data collected in May, 2012 by Associated Transportation Engineers (ATE), Los Angeles Avenue carries 2,000 ADT between Violeta Street and Azahar Street. The daily traffic volumes decrease along the roadway segments north of Violeta Street.



View of Los Angeles Avenue looking south from Violeta Street.

Alelia Avenue, is a 2-lane road that extends south from a point north of Violeta Street to Rosal Lane. Alelia Street is stop controlled at the Violeta Street and Azahar Street intersections.

Amapola Avenue, is a 2-lane road that extends between Violeta Street and Azahar Street. The roadway is 38feet wide, unstriped, and provides on-street parallel parking along its length.



View of Alelia Avenue looking south from Violeta Street.



Amapola Avenue looking south from Violeta Street (photos courtesy of Google Maps).

Clavel Avenue, is a 2-lane road that extends south from Poinsettia Gardens Drive (within the Ventura City limits) to Azahar Street. Clavel Avenue is stop-sign controlled at the Violeta Road intersection. The roadway is 38feet wide, unstriped, and provides on-street parallel parking along its length.

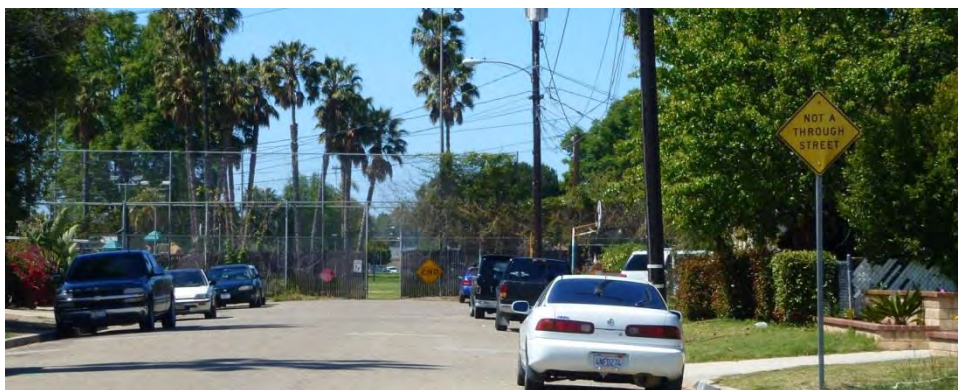
Campanula Avenue, which forms the eastern border of Old Town, is a 2-lane road that extends south from Darling Road to Azahar Street. The roadway is 36 feet wide, unstriped, and provides on-street parallel parking along its length.



View of Campanula Avenue looking south.

2. East-West Street System.

Aster Street, is a 2-lane road that extends easterly from the Telephone Road/Wells Road intersection to Saticoy Park. The road continues east of Saticoy Park to its terminus at Campanula Avenue. The SR118/Telephone Road–Aster Street intersection is controlled by a traffic signal. Based on count data collected by ATE, Aster Street carries 750 ADT east of Wells Road.



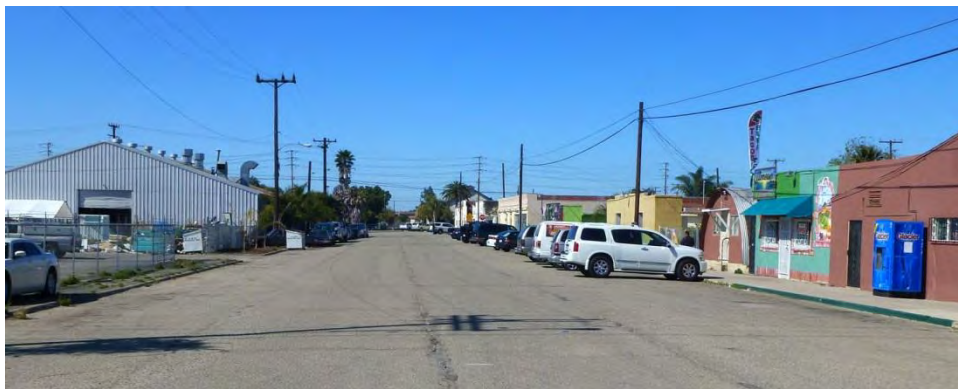
View of Aster Street looking west towards Saticoy Park.

Violeta Street, is a 2-lane road that extends from Wells Road to its terminus at Campanula Avenue. Violeta Street is stop controlled at the Wells Road and Campanula Avenue intersections. The segment of Violeta Street between Wells Road and Los Angeles Avenue is striped and provides 12-foot travel lanes in both directions. This segment also provides pedestrian sidewalks and on-street angled parking. Based on count data collected by ATE, this segment of Violeta Street carries 1,450 ADT. Violeta Street is 40 feet wide along the remainder of its length, is unstriped, and provides on-street parallel parking. The segment of Violeta Street east of Los Angeles Avenue carries 1,150 ADT.



View of Violeta Street in the town center looking east.

Azahar Street, is a 2-lane roadway that extends from Los Angeles Avenue to Campanula Avenue. Azahar Street is stop controlled at the Los Angeles Avenue intersection. The segment of Azahar Street west of Los Angeles Avenue is striped and provides angled on-street parking along the north side. On-street angled parking is also provided along the northern side of Azahar Street between Los Angeles Avenue and Alelia Street. Based on count data collected by ATE, Azahar Street carries 1,200 ADT east of Los Angeles Avenue.



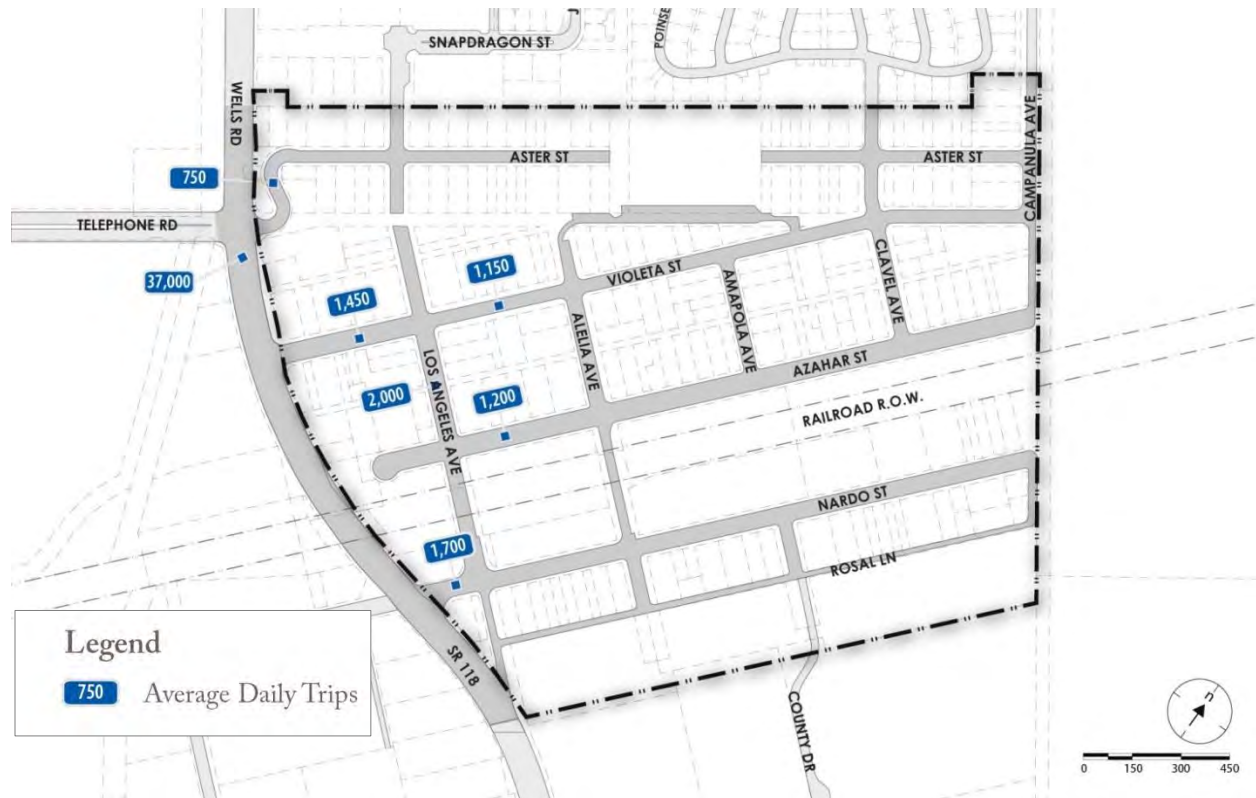
View of Azahar Street, west of Alelia Avenue.

Nardo Street, is a 2-lane road that extends easterly from a point west of Wells Road to its terminus at Campanula Avenue. The Wells Road/Nardo Street intersection is controlled by a traffic signal. Nardo Street is striped between Wells Road and Alelia Street. On-street parallel parking is provided along Nardo Street. The segment of Nardo Street within Old Town Saticoy carries 1,700 ADT.



View of Nardo Street, east of Los Angeles Avenue.

Figure 1.2.3. Existing Average Daily Traffic Volume, Old Town Saticoy



Source: Internal road traffic counts by Associated Transportation Engineers, May 2012; Traffic count for Wells Rd/SR118 from the 2012 Traffic Volumes on California State Highways, Caltrans.

A-2. INDUSTRIAL SECTIONS

The existing street network in the two industrial sections of Saticoy contains relatively few streets (See **Figure 1.2.4**). Within the industrial section south of Old Town, there are only two primary roads: County Drive and Riverbank Drive. Within the industrial section west of Los Angeles Avenue, Lirio Avenue is the only street running north-south. There are several small east-west streets and private alleys that come off of Lirio, but none extend unobstructed from one side of this industrial section to the other.

1. North-South Street System

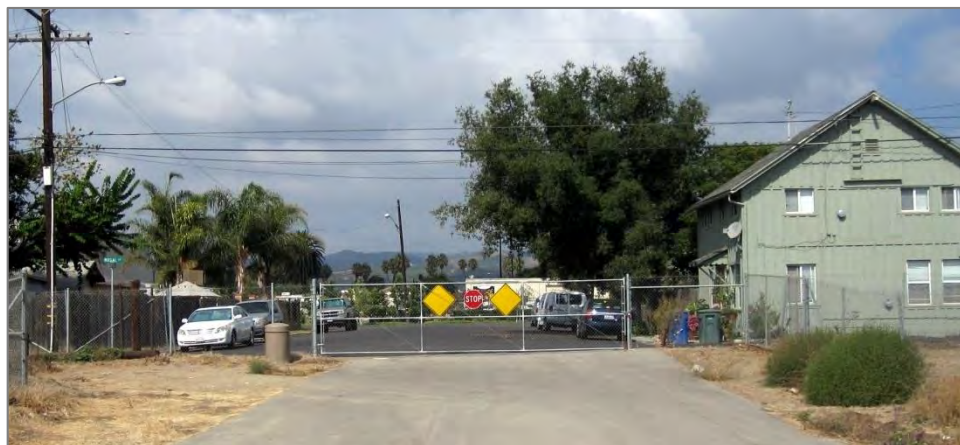
a. South-side Industrial

Riverbank Drive is the only street in this section with a north-south orientation. It is a 2-lane undivided road and starts at the intersection of County Drive and runs approximately 0.2 miles south towards the Santa Clara River. It dead-ends at a Ventura County Watershed Protection District easement just north of the Santa Clara River.



View of Riverbank Drive, looking south towards the Santa Clara River

County Drive also includes a small section (about 0.15 miles) that runs north-south as it turns left and heads north towards Amapola Avenue, beyond which it is inaccessible due to a locked gate.



View of County Drive, looking north towards Amapola Avenue, inaccessible due to the locked gate.

b. West-side Industrial

Lirio Avenue is the only street in this section with a north-south orientation. It is a 2-lane road that starts at the western terminus of Nardo Street and runs for approximately 0.35 miles until it dead-ends at the entrance to a parking lot of what is currently Standard Industries, a commercial recycler. There are no stop signs or signal lights along Lirio Avenue, and is the only means of ingress and egress into the West Industrial area. Additionally, there is no secondary connection to Wells Road from this road.



View of Lirio Avenue, looking north.

Lirio Extension is a partially paved private easement which is accessed from a dirt access road off Lirio Avenue. Lirio Extension runs north-south alongside the Brown Barranca, and primarily serves as a secondary means of access to parcels owned by Standard Industries towards the south of the west-side industrial area. A pedestrian bridge is located at the junction where the easement turns to go south, and serves as a possible future connection across Brown Barranca to the County's unincorporated areas lying west of the Barranca and the City of Ventura via Northbank Drive.



View of the access to Lirio Extension from the private easement.



Lirio Extension looking north



*View of the Brown Barranca
looking north*



*View of the existing pedestrian bridge over the Brown Barranca
connecting to the unincorporated areas west of the Saticoy Plan Area*

Frontage Road is a private 2-lane road running north-south along Los Angeles Avenue that allows access into the industrial development adjacent to SR 118/Wells Road, as well as to Jacinto Way, which is also a private east-west road that is blocked by a gate at its western terminus at Lirio Avenue.



*View of the privately accessed Frontage road, looking south towards the industrial development
adjacent to SR 118/ Wells Road.*

2. East-West Street System

a. South-side Industrial

County Drive is the only street in this section with an east-west orientation. It is a 2-lane undivided road accessed from Los Angeles Avenue and this intersection is controlled by a stoplight. County Drive extends from Los Angeles Avenue west towards Campanula for approximately 0.15 miles, but then turns northward at the entrance to an industrial development and heads towards Amapola Avenue.



View of County Drive looking west towards Wells Road.

b. West-side Industrial

Nardo Street is the only road in the Saticoy community that crosses Los Angeles Avenue. It is also the only road that allows unobstructed access into the west-side industrial section. Access is gained by a signal-controlled intersection at Los Angeles Avenue. Nardo runs for approximately 0.12 miles before it heads south and becomes Lirio Avenue.



View of the signalized intersection of Nardo Street and Los Angeles Avenue



View of Nardo Street looking east towards Los Angeles Avenue

There are three small private roads with an east-west orientation. From north to south they are **Jacinto Way** (830 ft.), **Lirio Court** (320 ft.), and **Lirio Extension** (450 ft). None of these roads provide unobstructed access from Los Angeles Avenue to Lirio Avenue, and as such, they are only used by people needing access to the adjacent industrial properties. Jacinto way is accessed from Frontage Road off of Los Angeles Avenue and is blocked at Lirio Avenue by a gate and both Lirio Court and Lirio Extension are accessed from Lirio Avenue, but dead-end into industrial properties.



View of Jacinto Way when accessed from Frontage Road, looking west towards Lirio Avenue



The locked gate at Lirio Avenue, making Jacinto Way inaccessible.

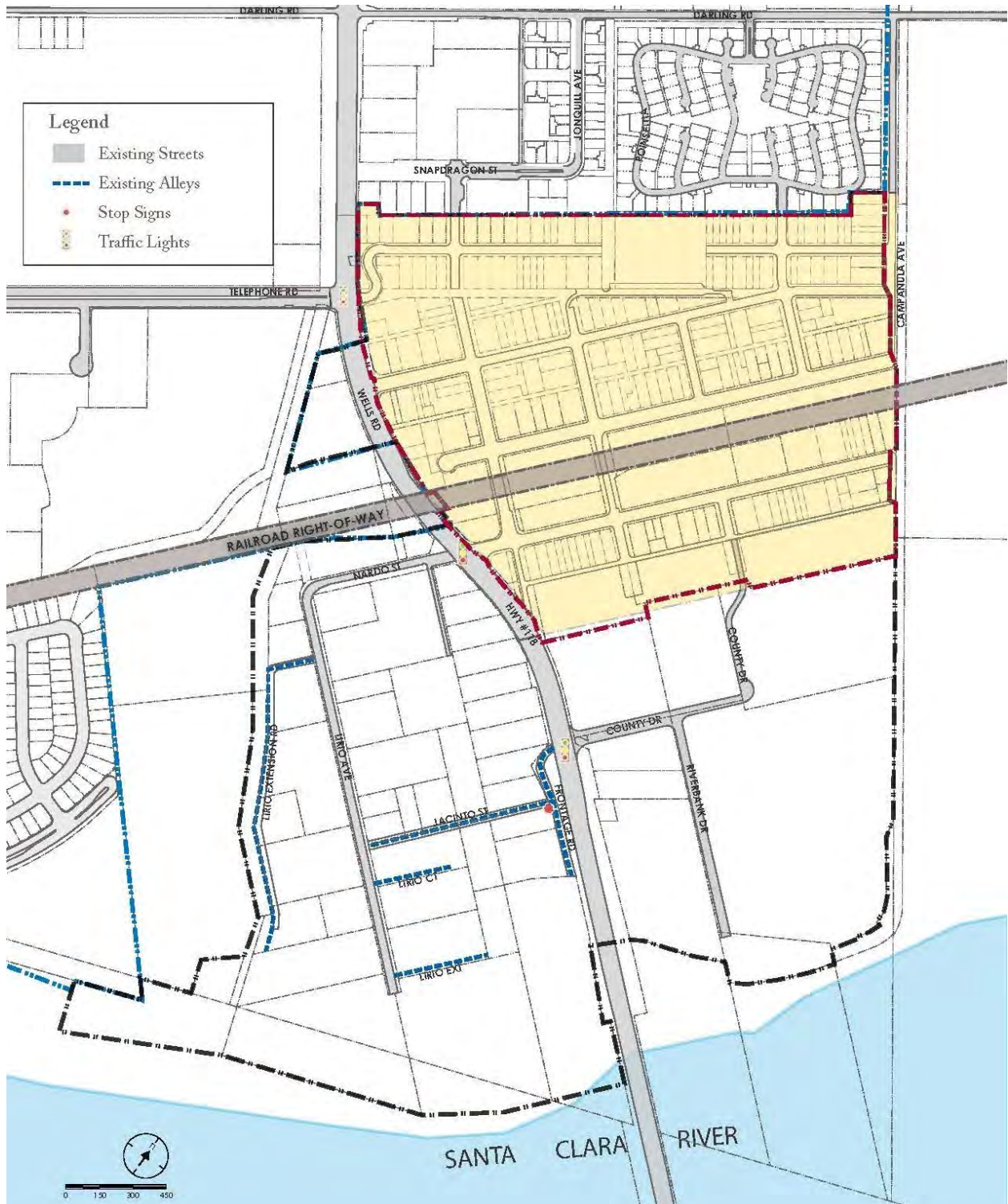


View of Lirio Court



View of Lirio Extension, located close to the end of Lirio Avenue

Figure 1.2.4. Industrial Sections - Street and Block Network



Source: County of Ventura, 2013

B. EXISTING PEDESTRIAN FACILITIES AND STREETSCAPE

B-1. OLD TOWN

1. **Pedestrian Facilities (Sidewalks and Crosswalks).** Sidewalks are primarily provided in the commercial center of Old Town on Los Angeles Avenue, Violeta Street, Wells Road, and Alelia Avenue (See **Figure 1.2.5**). They are also provided along the south side of Violeta Street throughout Old Town 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. Per Ventura County Ordinance 4355; and the California Streets and Highway Code (chapter 22, section 5600-5630), property owners within unincorporated Ventura County are responsible for the maintenance of sidewalks and street trees on or adjacent to their property.

Pedestrian crosswalks are located at the following locations within Old Town Saticoy:

- Wells Road/Telephone Road-Aster Street Intersection (south, east, and west legs)
- Wells Road/Violeta Road Intersection (east leg only)
- Violeta Road/Los Angeles Avenue Intersection (south leg only)
- Nardo Street/Los Angeles Avenue Intersection (north leg only)

Observations made by ATE staff indicate that pedestrian volumes are relatively low in Old Town. During morning and evening peak hour travel times, four pedestrians were observed crossing Wells Road at Aster Street. No students were observed during the peak periods. Small groups of pedestrians were observed walking throughout the residential and commercial areas in Old Town Saticoy.

Such low pedestrian volumes in a small working class town environment such as Saticoy is unusual, and based on direct observation and interviews with local residents is more a symptom of the very low quality of the pedestrian environment rather than any lack of “demand” for neighborhood trips on foot. The “unfriendly” pedestrian character of the neighborhood streets and more so of Wells Road, together with the circulation network discontinuities identified in **Section C** (Circulation Barriers) below are all significant barriers to pedestrians.

Figure 1.2.5. Existing Sidewalks and Crosswalks – Old Town Saticoy



Source: Associated Transportation Engineers, 2013

Legend

- Sidewalk Present
- - - Sidewalk Absent
- ▨ Crosswalk



Sidewalks are discontinuous and missing along many streets. A notable exception is the new sidewalk and street trees introduced along Nardo Street east of Alelia Avenue.

Existing handicapped-accessible curb ramp locations are provided in Old Town at the following locations:

- Wells Road /Violeta Road Intersection (east leg only)
- Violeta Road/Los Angeles Avenue Intersection (all legs)
- Violeta Road/Alelia Avenue (south and west legs only)
- Violeta Road/Amapola Avenue (south leg only)
- Violeta Road/Clavel Avenue (south leg only)
- Violeta Road/Campanula Avenue (south leg only)
- Azahar Street/Los Angeles Avenue (north leg only)
- Azahar Street/Alelia Avenue (north leg only)
- Azahar Street/Clavel Avenue (north leg only)
- Nardo Street/Los Angeles Avenue (north leg only)
- Nardo Street/Alelia Avenue (north and east legs only)

2. Streetscape (Street Trees and Street Lights). The existing streetscapes of Old Town Saticoy lack the regular patterns of shade trees and street lighting normally present in residential neighborhoods and commercial districts (see **Figure 1.2.6**). Street trees are sparse throughout the community. A notable exception is along Nardo Street and Alelia Avenue, where street trees have recently been planted in front of the Indoor Boat and RV Storage building. Within unincorporated portions of Ventura County, adjacent property owners are responsible for maintenance of street trees. 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 one or two fixtures per block. In urbanized, unincorporated areas such as Old Town Saticoy, new street lighting is only available within County Service Areas, where special assessments are collected to pay for the street lights.

Figure 1.2.6. Existing Street Trees and Street Lights – Old Town Saticoy



Source: Sargent Town Planning



Lack of street trees along Azahar Street (left) and Violeta Street



Street lights, typically attached to power poles can be seen in both photos

B-2. INDUSTRIAL SECTIONS

Some limited pedestrian facilities and streetscapes, including sidewalks, crosswalks, street trees, and street lights are present in the South-side industrial section; however, they are mostly absent from the West-side industrial section.

1. Pedestrian Facilities (Sidewalks and Crosswalks). Figure 1.2.7 shows existing sidewalks provided in Industrial sections of Saticoy.

A. South-side Industrial

There is a sidewalk on the east side of Riverbank Drive that extends from County Drive to the end of the Ventura County Public Works yard. There is also a short stretch of sidewalk on the west side of Riverbank Drive, extending for approximately 200 ft. from the intersection of County Drive. There is also another sidewalk extending about 700 ft. from the corner of Los Angeles Avenue, running east down County Drive, which is adjacent to what is currently Saticoy Self-Storage. The only crosswalk in the south-side section is located at the intersection of County Drive and Los Angeles Avenue and it is regulated by a signal.



A short length of sidewalk is present at the intersection of County Drive and Los Angeles Avenue.



The sidewalk on the west side of Riverbank Drive accessed from County Drive stops abruptly after 200 ft

B. West-side Industrial

There are no sidewalks present in this section. The only crosswalk present on the west side is the one at the north-end of the Los Angeles Avenue and County Drive intersection.



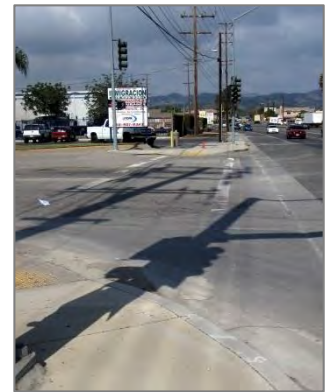
A pedestrian walks along Lirio Avenue, which has no sidewalks, and usually has large trucks driving on it.



There are no sidewalks present along the entire length of Lirio Avenue. Only access points to parcels are paved, else the rest of the street has open storm drains.



There are no sidewalks present along the entire length of Nardo Street in the west industrial area.



The only crosswalk in the west industrial area is at the intersection of County Drive and Los Angeles Avenue

- 2. Streetscape (Street Trees and Street Lights).** Figure 1.2.8 shows existing streetscape including street trees and street lights provided in Industrial sections of Saticoy.

A. South-side Industrial

There are street trees lining the existing sidewalks on both Riverbank Drive and County Road. There is also a row of street lights on the west side of Riverbank Road. Other than these locations, there are no other trees or lights in this section.

B. West-side Industrial

Although there are some trees present on the west side, it does not appear that they were planted as a pedestrian amenity or to intentionally enhance the streetscape. There is a short row of trees on the north side of Nardo Street and some trees planted adjacent to parking spaces used by employees at E.J. Harrison and Sons, (along Lirio Avenue) presumably to shade parked cars. There are several streetlights dotted throughout the west side, but they have been installed by private property owners and are on private property. No publicly maintained streetlights exist along the public streets on the west side.

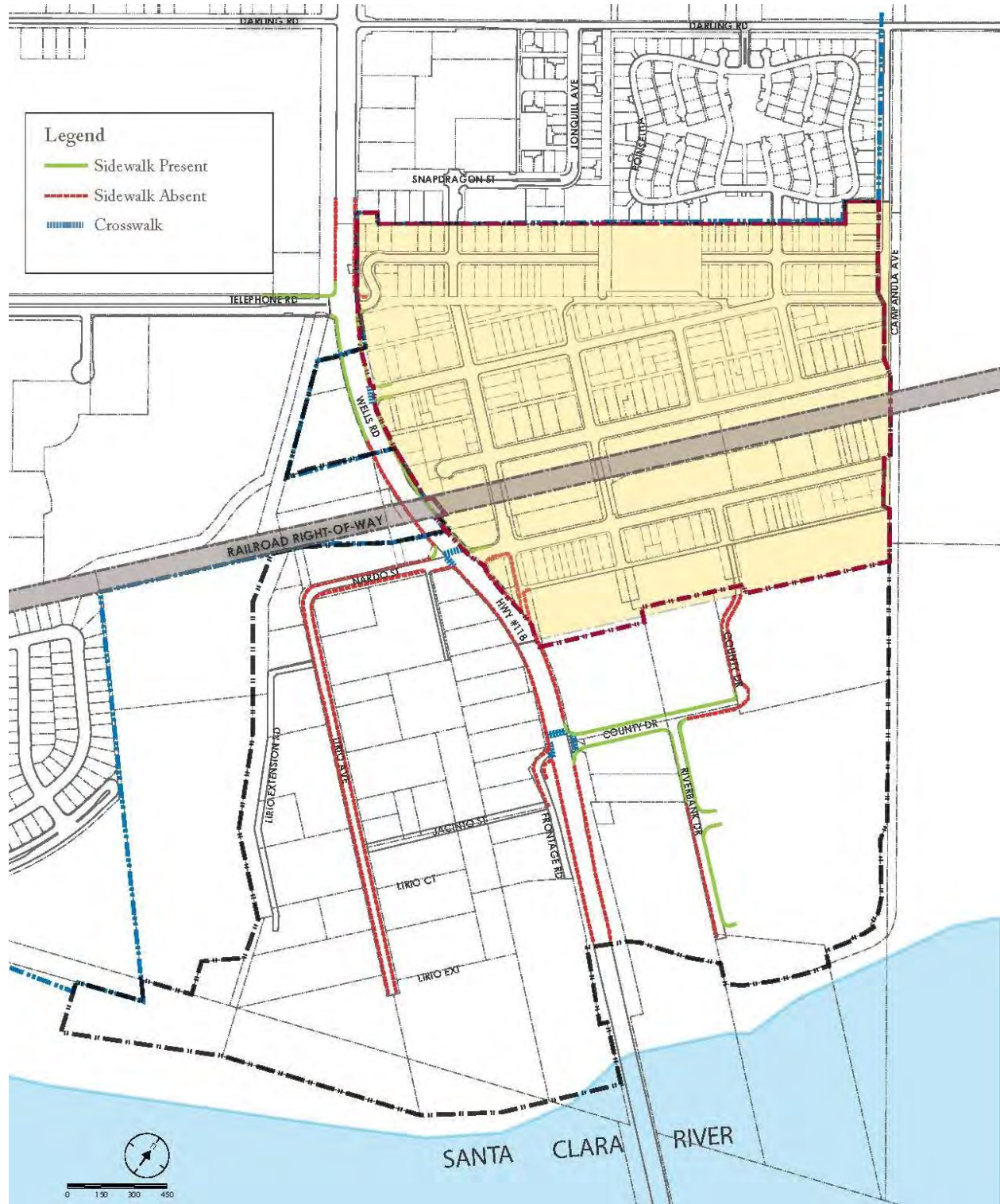


Street trees, street lights and sidewalks are present along Riverbank Drive



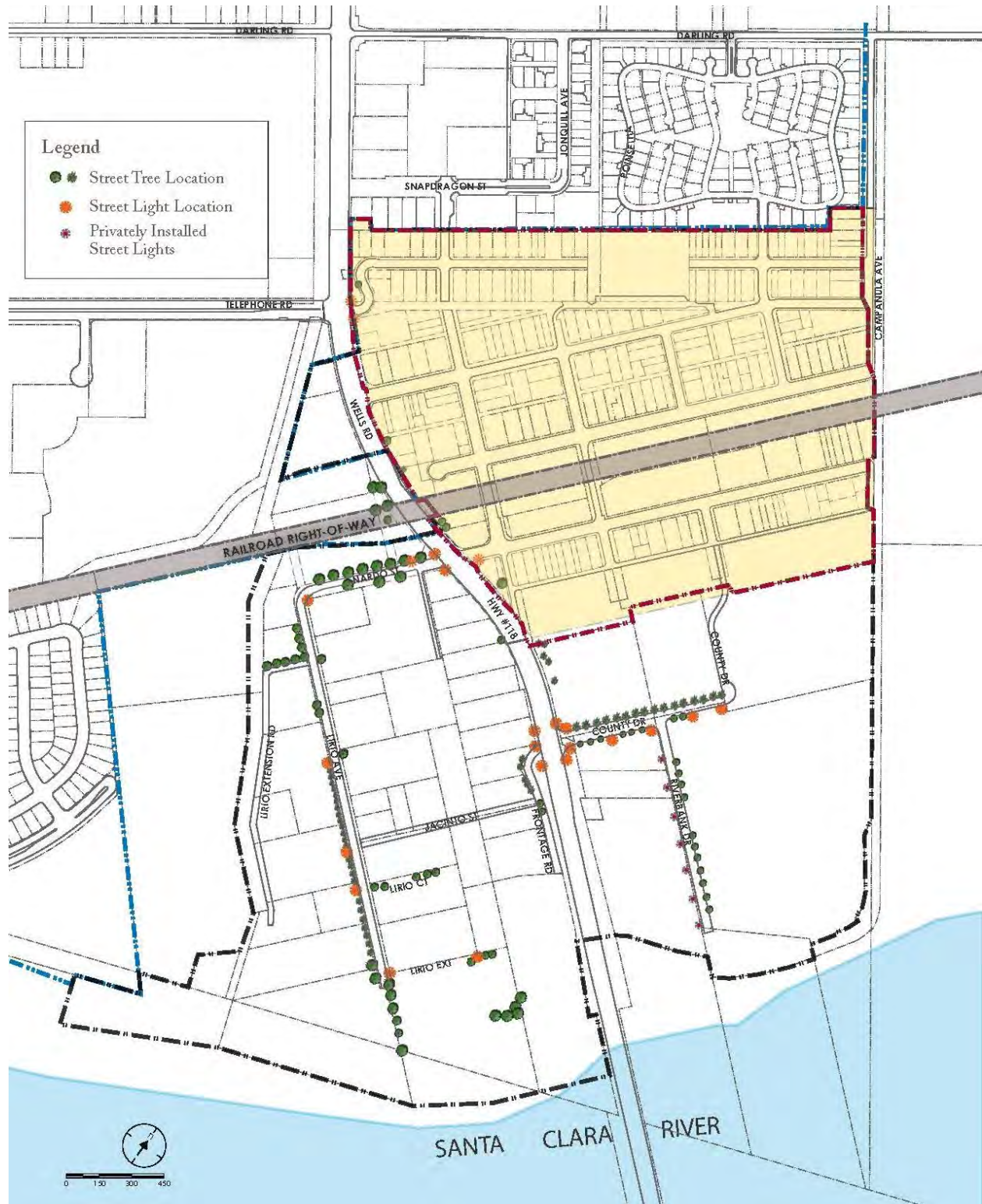
Lack of street trees along Lirio Avenue

Figure 1.2.7. Existing Sidewalks and Crosswalks – Industrial Sections



Source: County of Ventura, 2013

Figure 1.2.8. Existing Street Trees and Street Lights – Industrial Sections



Source: County of Ventura, 2013

C. EXISTING CIRCULATION BARRIERS

C-1. OLD TOWN

There is a range of circulation barriers – facing vehicles, pedestrians, and cyclists – within and around Old Town (see **Figure 1.2.9**). They include the “full stop” barriers (i.e., no through access), as distinct from the more subtle, but just as discouraging, pedestrian and bicycle barriers represented by the current “rural industrial” design character of Saticoy’s streets.

Figure 1.2.9. Existing Circulation Barriers – Old Town Saticoy



Source: Sargent Town Planning

Legend

- Existing Streets
- Network Interruption
- Traffic Lights
- Major Barriers
- a** Saticoy Park
- b** Existing Drainage Pipe
- c** Railroad R.O.W

1. **The partially buried County drainage pipe that runs along the Telephone Road alignment between Aster Street and Saticoy Park.** This drainage easement creates a break in Los Angeles Avenue, which could otherwise serve as an important circulation link between the retail/commercial center of Old Town, the residential area, and Saticoy Park. According to the Ventura County Sherriff, crossing this drainage right-of-way on foot is a misdemeanor offense.



View of buried stormwater drainage pipe that runs along the Telephone Road alignment.

2. **SR 118 (Wells Road).** Pedestrian access across Wells Road is only possible at those intersections controlled by traffic signals: Telephone Road and Nardo Street. In addition, the crossing distance is significant - from 100 to 130 feet, and lacks a median or other area for pedestrian refuge. A sidewalk provides pedestrian access along Wells Road, but the thoroughfare's wide and fast highway character makes it a "route of last resort" for pedestrians.



View of SR 118 (Wells Road) at Violeta Street.

- 3. Saticoy Park.** Circulation around Saticoy Park is problematic for pedestrians, cars, and bicycles. The only vehicle access to the Park is through a partially hidden alley that turns off of Violeta Street and goes into the Saticoy Park parking lot, and exits onto Alelia Avenue. This access is one way (from east to west) and contributes to the limited automobile access around the Park. Direct pedestrian and bicycle access, (other than from the Park’s parking lot) is from Aster Street on the east and west sides of the park. Potential access from Amapola Avenue is not possible since the right-of-way has been divided and ceded to the properties on either side of the right-of-way. Indirect access from the south is provided just east of Amapola Avenue, between two existing single family residences, and from Alelia Avenue. Indirect access from the north is through a small gate and down some stairs (difficult for bicycles to negotiate) that connects to the alley behind the Chapel Lane Townhomes, located on the northwest side of the park in the City of Ventura.

Saticoy Park is surrounded on all sides by either the backs or sides of properties. This results in a notable lack of “eyes on the park”, which ideally could serve as the most basic form of security and safety for a park of this type.



There is no obvious access to Saticoy Park from the south (left) and minimal access to the park from the north (right).

- 4. Railroad Tracks East of Alelia Avenue.** Access across the railroad tracks in the western part of Old Town is well-spaced, occurring at Los Angeles Avenue and Alelia Avenue. However, there are no railroad crossings east of Alelia Avenue – a length of three blocks extending to the east edge of town – posing a significant barrier to pedestrian movements.

5. **South of Rosal Lane.** Rosal Lane currently marks the southern limit of the Old Town street network. Four of the five north-south streets in Old Town, (i.e. Alelia Avenue, Amapola Avenue, Clavel Avenue, and Campanula Avenue) all terminate at Rosal Lane. County Drive has been extended from the south to connect to Amapola Avenue; however access is blocked by a locked gate. It is anticipated that when this area is developed a more complete network will be provided.

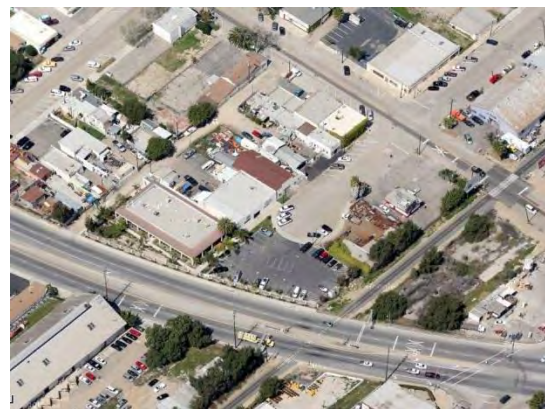


View of fire gate between Amapola Avenue and County Drive.

6. **Azahar Street at SR 118 (Wells Road).** Azahar Street terminates into a parking lot at its west end. In addition, the connection to Wells Road is blocked by a fence preventing both vehicular and pedestrian traffic from accessing Wells Road.



View of cul-de-sac at west end of Azahar Street.



Bird-eye view of cul-de-sac and parking lot at west end of Azahar Street (photo courtesy of Bing Maps).

7. **Campanula Avenue.** Campanula Avenue currently runs north-south along the eastern boundary of the Area Plan, but is cut off at the railroad tracks, between Azahar Street and Nardo Street, then continues beyond Nardo Street to again terminate at Rosal Lane. Campanula Avenue could serve as important north-south access on east end of Old Town, but the abrupt termination significantly limits its usefulness. Providing a continuous and extended access through Campanula Avenue to the eastern edge of the Area Plan could serve as an important secondary access point to the south industrial areas and SR 118/Wells Road.



Campanula Avenue ends abruptly at Azahar Street due to the railroad tracks beyond.

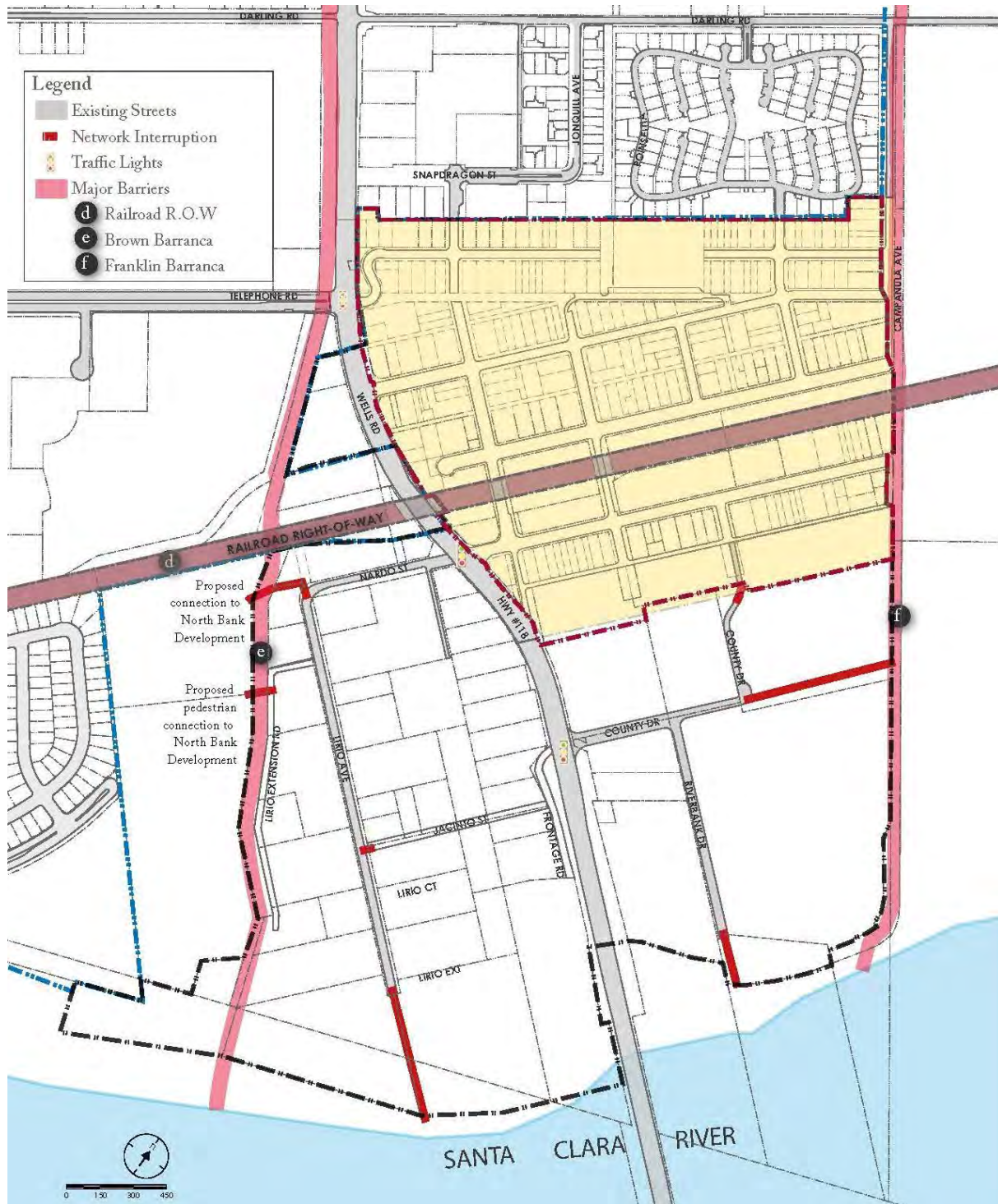


A small section of Campanula Avenue continues from Nardo Street to Rosal Lane

C-2. INDUSTRIAL SECTIONS

There is a range of circulation barriers within and around the south and west-side industrial sections of Saticoy (see **Figure 1.2.10**).

Figure 1.2.10. Existing Circulation Barriers – Industrial Sections



Source: County of Ventura, 2013

1. South-side Industrial

There are three primary circulation barriers in the South-side Industrial area. County Drive extends northward to connect to Amapola Avenue at Rosal Lane. However, not only is access to Rosal Lane blocked by a locked gate, Amapola Avenue only extends to Nardo Street at this location. In addition to these County Drive disconnects, County Drive does not extend eastward to connect with Campanula Avenue. There is also a barrier at the end of Riverbank Drive, as it dead-ends at the Ventura County Watershed easement. Ideally, this location could be used for pedestrian access to the Santa Clara River.



The locked gate at Amapola Avenue, making County Drive inaccessible.



The locked gate at the end of Riverbank Drive.

2. West-side Industrial

Lirio Avenue is the only street providing north-south access through this section of Saticoy. Other than the connection it makes with Nardo Street at the north entrance, Lirio Avenue does not connect to any other street to provide access to the east or west. It could potentially connect to Jacinto Way, which would then connect to Frontage Road along Los Angeles Avenue, but Jacinto Way is a private road and it is blocked by a fence at its intersection with Lirio Avenue. Lirio Avenue dead-ends at its southern terminus, into the parking area for what is now Standard Industries. While future access for vehicles is unlikely at this location, it may be feasible to plan for future pedestrian access to the Santa Clara River.

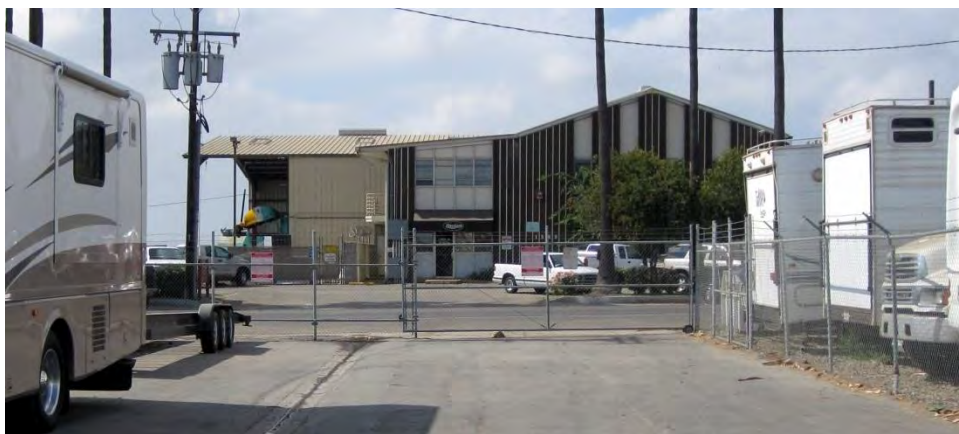
Finally, there is no access to the City of Ventura's Northbank Development area, which is immediately adjacent to the private Lirio Extension Road, across the Brown Barranca. As planned residential development occurs in this area, access between the City and the County will be important. The City's 2005 General Plan, 2009 Saticoy & Wells Community Plan and the County's 1990 Saticoy Area Plan indicate an easterly extension of Nardo Street as a Reserved Right-of-Way which could potentially connect the County and City.



Lirio Avenue dead ends into the parking areas for Standard Industries.



There is no vehicular access to the Northbank Development. Currently there is only a pedestrian bridge.



Jacinto Way is blocked by a fence and gate at its intersection to Lirio Avenue.

D. EXISTING BICYCLE NETWORK

There are three types of bike lanes as defined by the 2011 City of San Buenaventura Bicycle Master Plan:

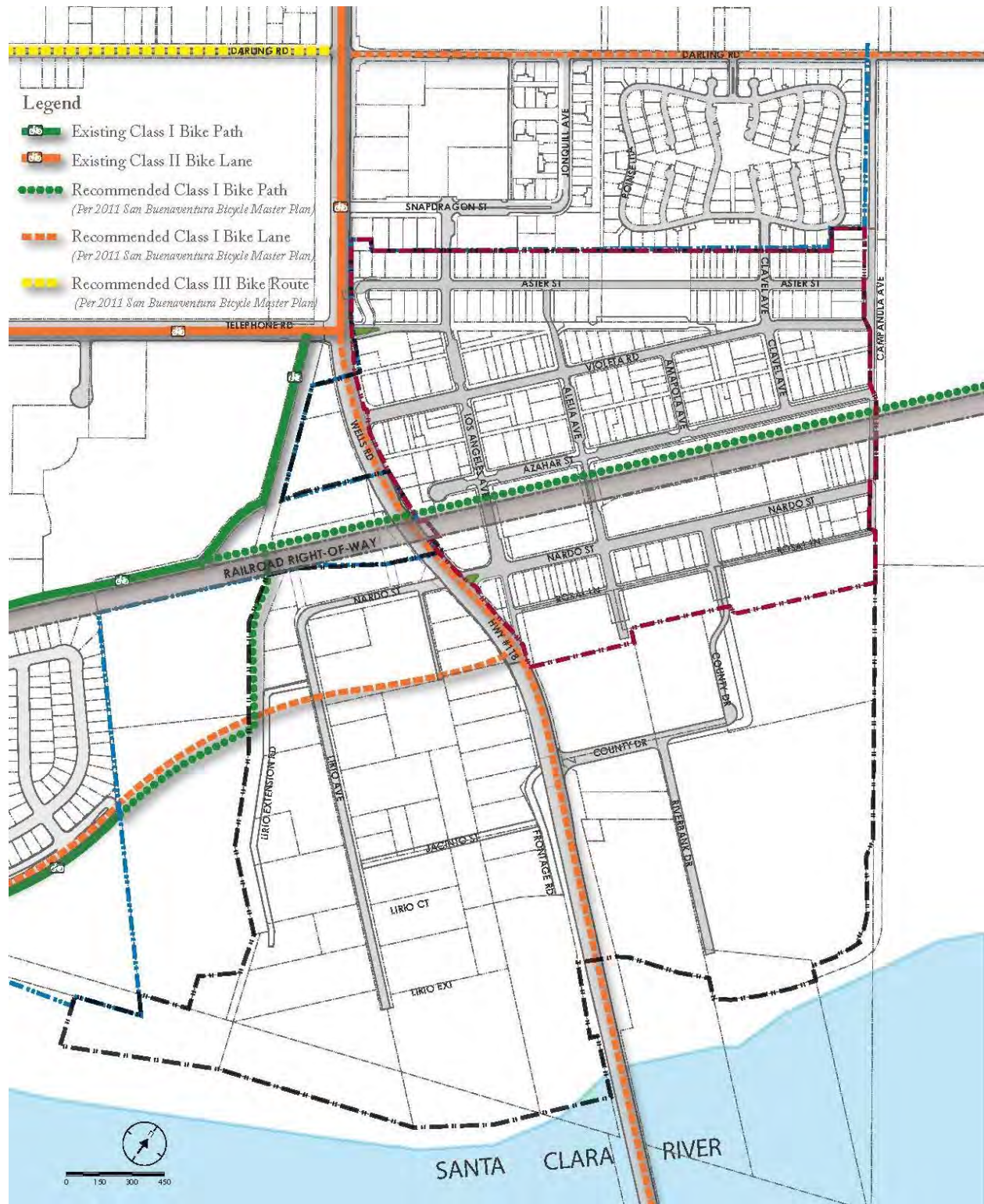
- **Class I Bike Path.** A completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bike Lanes.** A striped lane for one-way bike travel on a street or highway, typically designated by bike lane signs and markings.
- **Class III Bike Routes.** A shared use area with pedestrian traffic or motor vehicle traffic, typically designated with a bike route sign.

Class II bike lanes are currently provided adjacent to Old Town along Telephone Road west of Wells Road and along Wells Road north of Telephone Road. West of Old Town there is also a segment of Class I bikeway that runs 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 Saticoy community. Observations made by ATE staff indicate very little bicycle traffic during peak travel periods (see **Figure 1.2.11**).

The City of Ventura Bicycle Master Plan recommends a number of future bike lanes, paths and routes in and around the Plan Area. Proposed bike paths include those along the Santa Paula Branch Line railroad right-of-way, and an extension along Northbank Drive which turns north to connect to the railroad right-of-way. Proposed bike lanes include an extension along Wells Road south from Telephone Road, along Darling Road east of Wells Road, and a connection across Northbank Drive to Wells Road. A bike route along Darling Road east of SR 118 (Wells Road) is also proposed. The Bicycle Master Plan identifies the bike routes along Darling Road west of Wells Road and the one along Wells Road as high priority projects¹. The County of Ventura does not have any additional bicycle routes established or identified.

¹ The City's proposed bikeway projects are prioritized into short term (1-5 years) and long-term (6-20 years); City of San Buenaventura Bicycle Master Plan, 2011.

Figure 1.2.11. Existing Bicycle Routes within Saticoy



Source: 2011 City of San Buenaventura Bicycle Master Plan.

E. EXISTING TRANSIT NETWORK

Gold Coast Transit Route 10 currently serves the Old Town Saticoy area. The bus route travels to and from Old Town and the Ventura Transit Center via Telegraph Road and provides direct service to Ventura College, high schools in proximity to the area, downtown Ventura, and the City of Ojai. The only local transfers to VISTA bus lines with service to Fillmore and Santa Paula can be made at the Wells Center, which is served by Route 10. There are no additional transit routes serving either the south or west Industrial sections of Saticoy.

Figure 1.2.12 shows the Transit route and the existing bus stops in Old Town. Bus stops are currently located at the following intersections:

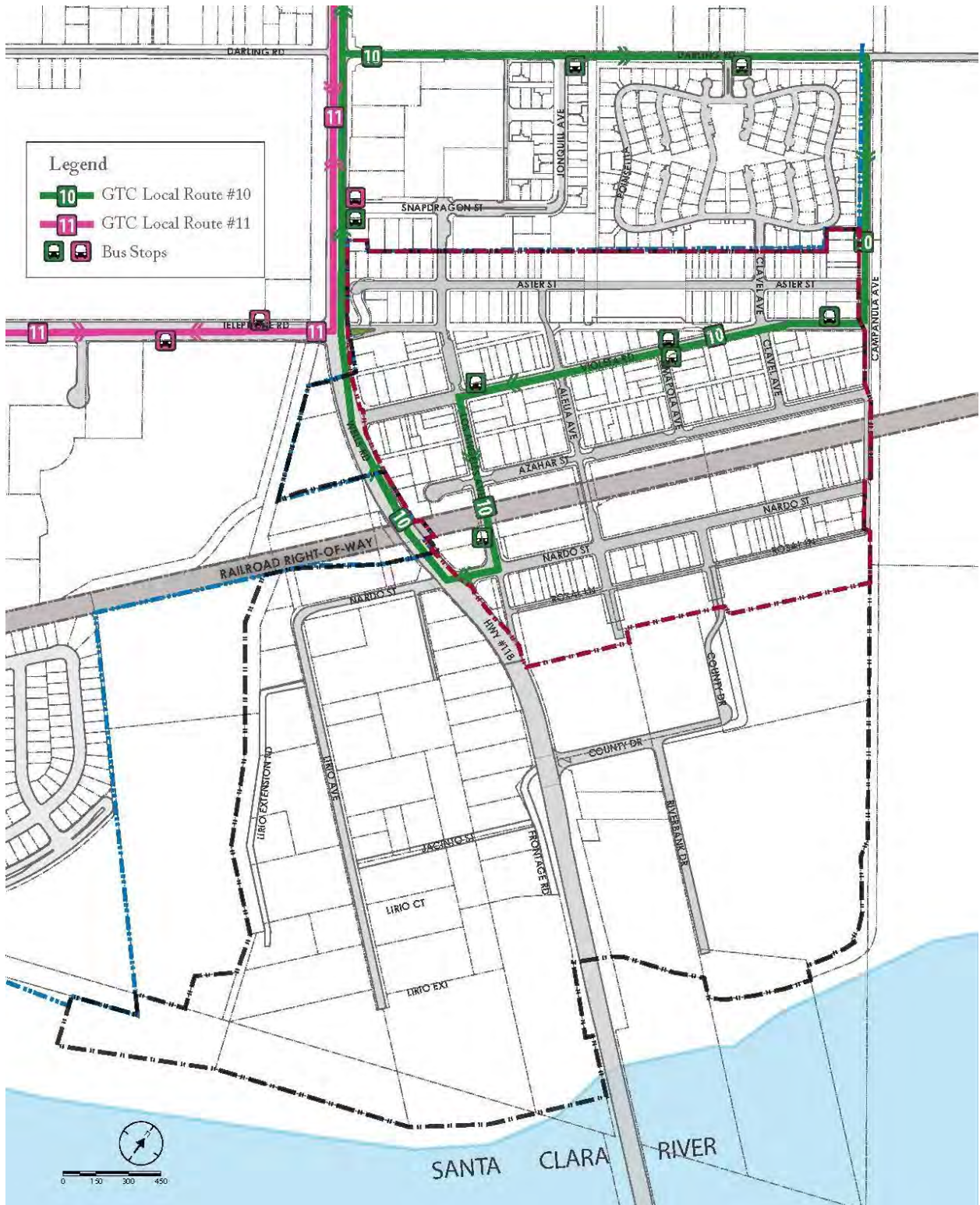
- Los Angeles Avenue just north of Nardo Street
- Violeta Street/Los Angeles Avenue
- Violeta Street/Amapola Street
- Violeta Street/Campanula Avenue

Bus ridership data found on the Gold Coast Transit website indicates that Route 10 carried approximately 146,000 passengers during the first three quarters of the 2011-2012 fiscal year, making this one of the most travelled routes within the County. Regarding bus stop facilities, a number of the bus stop locations lack sidewalks and benches on which riders can wait. However, the County Transportation Division has plans to install a concrete bus pullout, a bench, and – if there is space – a bus shelter at the northwest corner of the intersection of Los Angeles Avenue and Nardo Street.



Views of bus Gold Coast Transit bus stop along Los Angeles Avenue.

Figure 1.2.12. Existing Bus Routes serving Saticoy



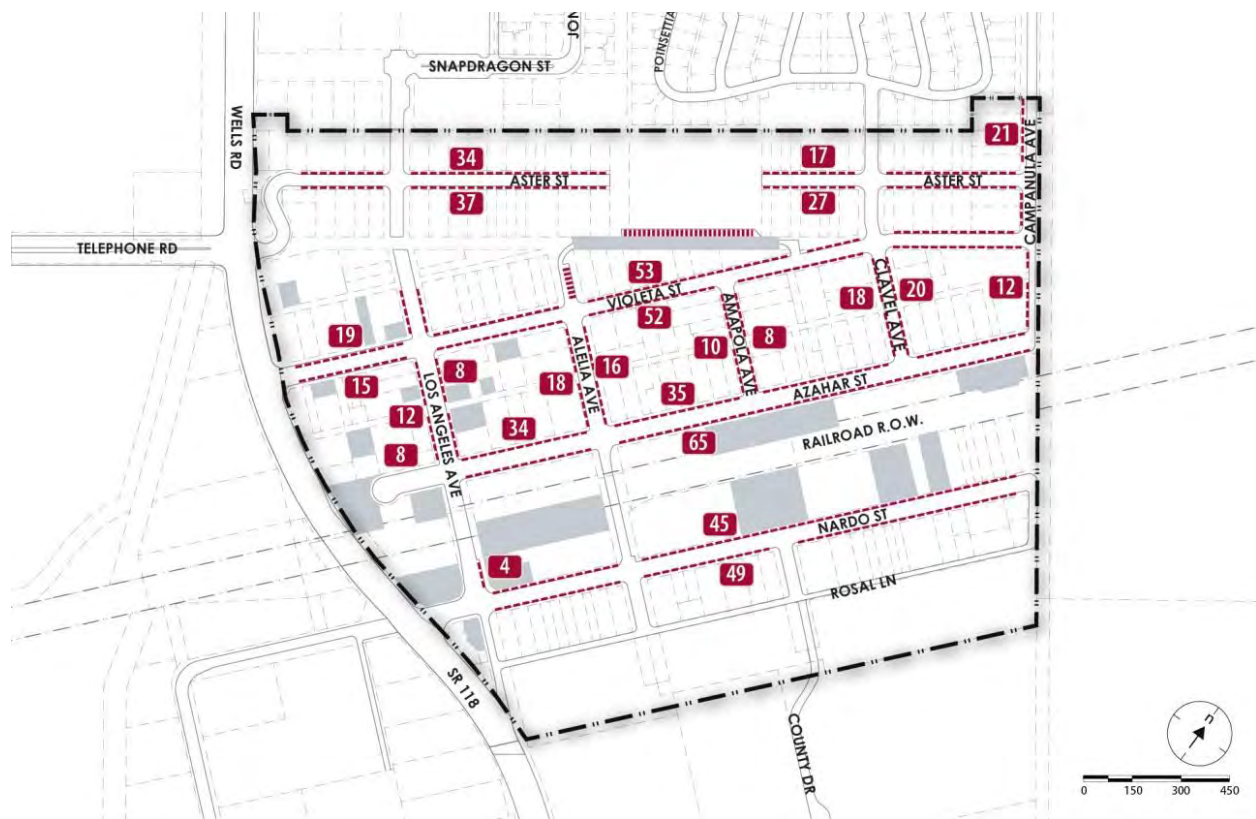
Source: Gold Coast Transit, 2012

F. EXISTING PARKING FACILITIES

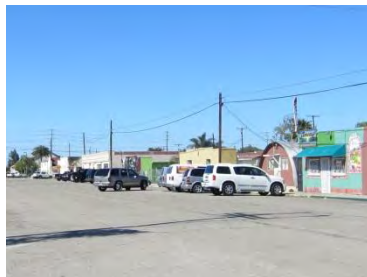
F-1. OLD TOWN SATICOY

On-street angled and parallel parking is provided throughout Old Town. The angled parking spaces are located primarily in the commercial core on Violeta Street, Los Angeles Avenue, and Azahar Street. Parallel parking is provided along the residential streets. **Figure 1.2.13** shows the existing parking facilities present within Old Town Saticoy.

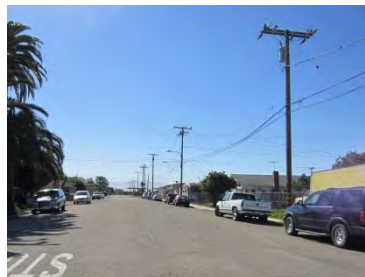
Figure 1.2.13. Existing Parking Supply – Old Town Saticoy



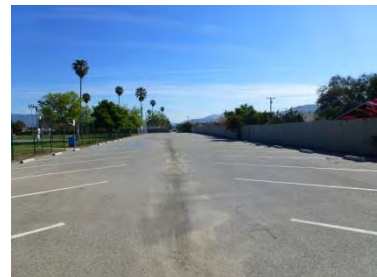
Source: Associated Transportation Engineers, 2012



Angled parking on Azahar Street.



Parallel parking along Alelia Avenue.



The Saticoy Park parking lot.

1. **On-Street Angled Parking.** On-Street angled parking is provided primarily in the commercial core of Old Town on Violeta Street, Los Angeles Avenue, and Azahar Street. **Table 1.2.1** summarizes the existing on-street angled parking supply for the Old Town Saticoy area.

Table 1.2.1. On-Street Angled Parking Supply – Old Town Saticoy

Street Segment	Parking Supply
Violeta Street (north) between SR 118 and Los Angeles Avenue	18 Spaces
Violeta Street (south) between SR 118 and Los Angeles Avenue	19 Spaces
Azahar Street (north) between SR 118 and Los Angeles Avenue	8 Spaces
Azahar Street (north) between Los Angeles Avenue and Alelia Street	34 Spaces*
Los Angeles Avenue (east) between Violeta Road and Azahar Street	8 Spaces
Los Angeles Avenue (west) between Violeta Road and Azahar Street	12 Spaces
Total On-Street Parking Supply	99 Spaces

* Street segment contains 8 striped spaces and a large area of unstriped on-street parking adjacent to commercial buildings that could accommodate an additional 26 vehicles.

Table 1.2.1 shows that there are currently 99 angled on-street parking spaces in the commercial core of the Old Town Saticoy area. Field observations made by the Sargent team indicate that the on-street angled parking supply is generally 50 percent occupied throughout the day.

2. **On-Street Parallel Parking.** On-street parallel parking is allowed throughout Old Town. The on-street parallel parking supply was determined based on the amount of linear feet available and assumes 22-feet per parking space. **Figure 1.2.13** and **Table 1.2.2** present the on-street parallel parking supply.

Table 1.2.2. On-Street Parallel Parking Supply – Old Town Saticoy

Street Segment	Parking Supply
Los Angeles Ave.(east) between Azahar Street and Nardo Street	4 Spaces
Alelia Street (east) between Violeta Road and Azahar Street	16 Spaces
Alelia Street (west) between Violeta Road and Azahar Street	18 Spaces
Amapola Avenue (east) between Violeta Road and Azahar Street	8 Spaces
Amapola Avenue (west) between Violeta Road and Azahar Street	10 Spaces
Clavel Avenue (east) between Poinsettia Gardens and Azahar Street	20 Spaces
Clavel Avenue (west) between Poinsettia Gardens and Azahar Street	18 Spaces
Campanula Avenue (east) between Aster Street and Azahar Street	21 Spaces
Campanula Avenue (west) between Aster Street and Azahar Street	12 Spaces
Aster Street (north) between SR 118 and Saticoy Park	34 Spaces
Aster Street (south) between SR 118 and Saticoy Park	37 Spaces
Aster Street (north) between Saticoy Park and Campanula Avenue	17 Spaces
Aster Street (south) between Saticoy Park and Campanula Avenue	27 Spaces
Violeta Street (north) between Los Angeles Avenue and Campanula Avenue	53 Spaces
Violeta Street (south) between Los Angeles Avenue and Campanula Avenue	52 Spaces
Azahar Avenue (north) between Alelia Street and Campanula Avenue	35 Spaces
Azahar Avenue (south) between Los Angeles Avenue and Campanula Avenue	65 Vehicles
Nardo Street (north) between Los Angeles Avenue and Campanula Avenue	45 Vehicles
Nardo Street (south) between Los Angeles Avenue and Campanula Avenue	49 Spaces
Total On-Street Parking Supply	541 Spaces

The data presented in **Table 1.2.2** indicate that there are currently 541 on-street parallel parking spaces available in the Old Town Saticoy area. Field observations made by the Sargent team indicate that the on-street parallel parking supply was less than 25 percent occupied throughout the day.

F-2. INDUSTRIAL SECTIONS

On-Street angled and parallel parking is provided in some parts of the industrial area of Saticoy. The parallel parking spaces are located primarily along Lirio Avenue and County Drive. Some angled parking is provided along Lirio Avenue by the existing businesses. For the most part, the industrial section of Saticoy is unstriped and does not have any specifically designated locations for on-street parallel parking. Therefore, the parallel parking supply was based on the amount of linear feet available and assumes 22-feet per parking space. **Figure 1.2.14** shows the existing parking facilities present within the South and West Industrial Sections of Saticoy.

- 1. On-Street Angled Parking.** On-Street angled parking is provided along Lirio Avenue by existing businesses and along the private Jacinto Street. **Table 1.2.3** summarizes the existing on-street angled parking supply for the industrial sections of Saticoy.

Table 1.2.3. On-Street Angled Parking Supply – Industrial Sections

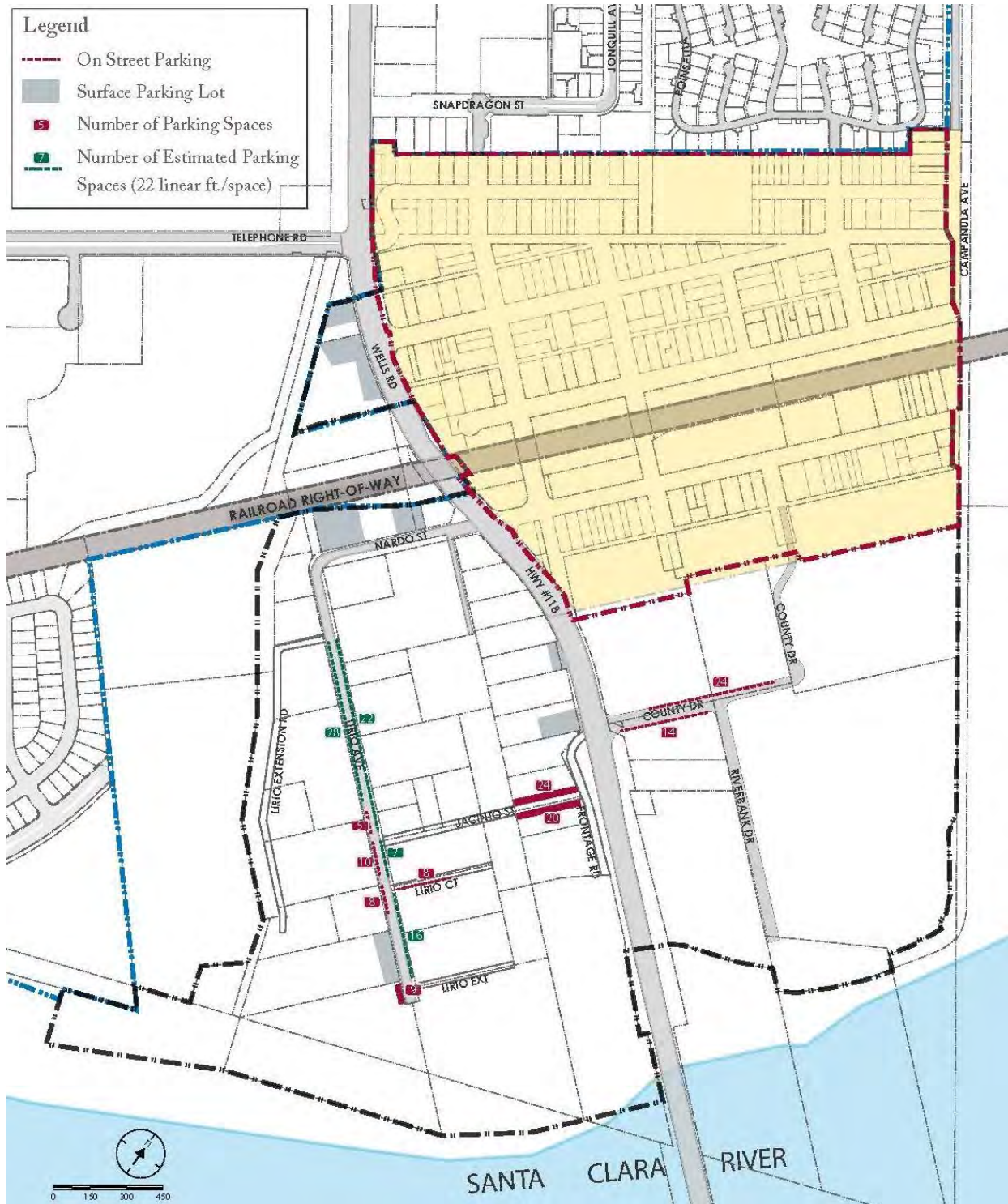
Street Segment	Parking Supply
Lirio Avenue (west) between Nardo Street and Jacinto Street	5 Spaces
Lirio Avenue (west) between Jacinto Street and Lirio Court	10 Spaces
Lirio Avenue (west) between Lirio Court and Lirio Extension	8 Spaces
Lirio Avenue (west), across Lirio Extension	9 Spaces
Jacinto Street (north) perpendicular to Frontage Street	24 Spaces
Jacinto Street (south) perpendicular to Frontage Street	20 Spaces
Total On-Street Parking Supply	76 Spaces

Table 1.2.3 shows that there are currently 76 angled on-street parking spaces in the industrial sections of Saticoy. Field observations made by the Sargent team indicate that this on-street angled parking supply is generally 80 percent occupied throughout the day.



Angled parking along certain sections of Lirio Avenue provided by existing businesses

Figure 1.2.14. Existing Parking Supply



Source: County of Ventura, 2013

2. **On-Street Parallel Parking.** On-street parallel parking is allowed primarily along Lirio Avenue and County Drive in the west and south industrial sections of the Saticoy area. Most of this parking is unstriped and not specifically designated. Therefore, the on-street parallel parking supply was determined based on the amount of linear feet available and assumes 22-feet per parking space. Figure 1.2.14 and Table 1.2.4 present the on-street parallel parking supply.

Table 1.2.4. On-Street Parallel Parking Supply – Industrial Sections

Street Segment	Parking Supply
County Drive (north) east of Highway 118	24 Spaces
County Drive (south) between Highway 118 and Riverbank Drive	14 Spaces
Lirio Avenue (west) between Nardo Street and Jacinto Street	28 Spaces
Lirio Avenue (east) between Nardo Street and Jacinto Street	22 Spaces
Lirio Avenue (east) between Jacinto Street and Lirio Court	7 Spaces
Lirio Avenue (east) between Lirio Court and Lirio Avenue	16 Spaces
Lirio Court (south) east of Lirio Avenue	8 Spaces
Total On-Street Parking Supply	119 Spaces

The data presented in Table 1.2.4 indicates that there are currently 119 on-street parallel parking spaces available within the industrial sections of the Saticoy Area Plan boundary. Field observations indicate the on-street parallel parking supply was approximately 25 percent occupied throughout the day.



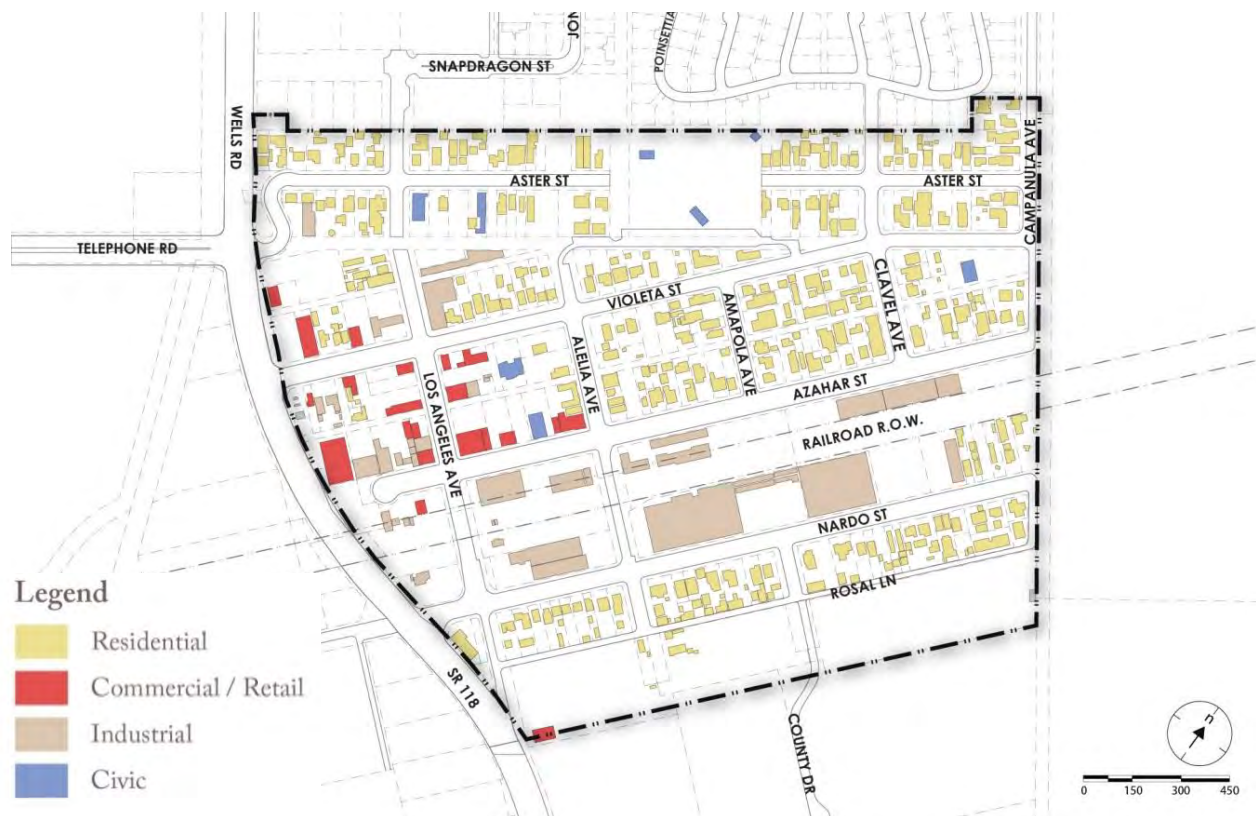
On-street parallel parking along County Drive

G. EXISTING LAND USE PATTERNS

Old Town Saticoy contains four basic land use types: commercial/retail, industrial, civic, and residential, the latter consisting of single-family residential and two-family residential (duplexes), as shown in **Figure 1.2.15**. Old Town is surrounded to the west and south by industrial uses, to the north by residential and future commercial uses, and to the east by agricultural land that is expected to remain in agricultural use for the foreseeable future. A shopping center is planned for the property to the north of Old Town (along Wells Road between Darling Road and Highway 126) in the City of Ventura.

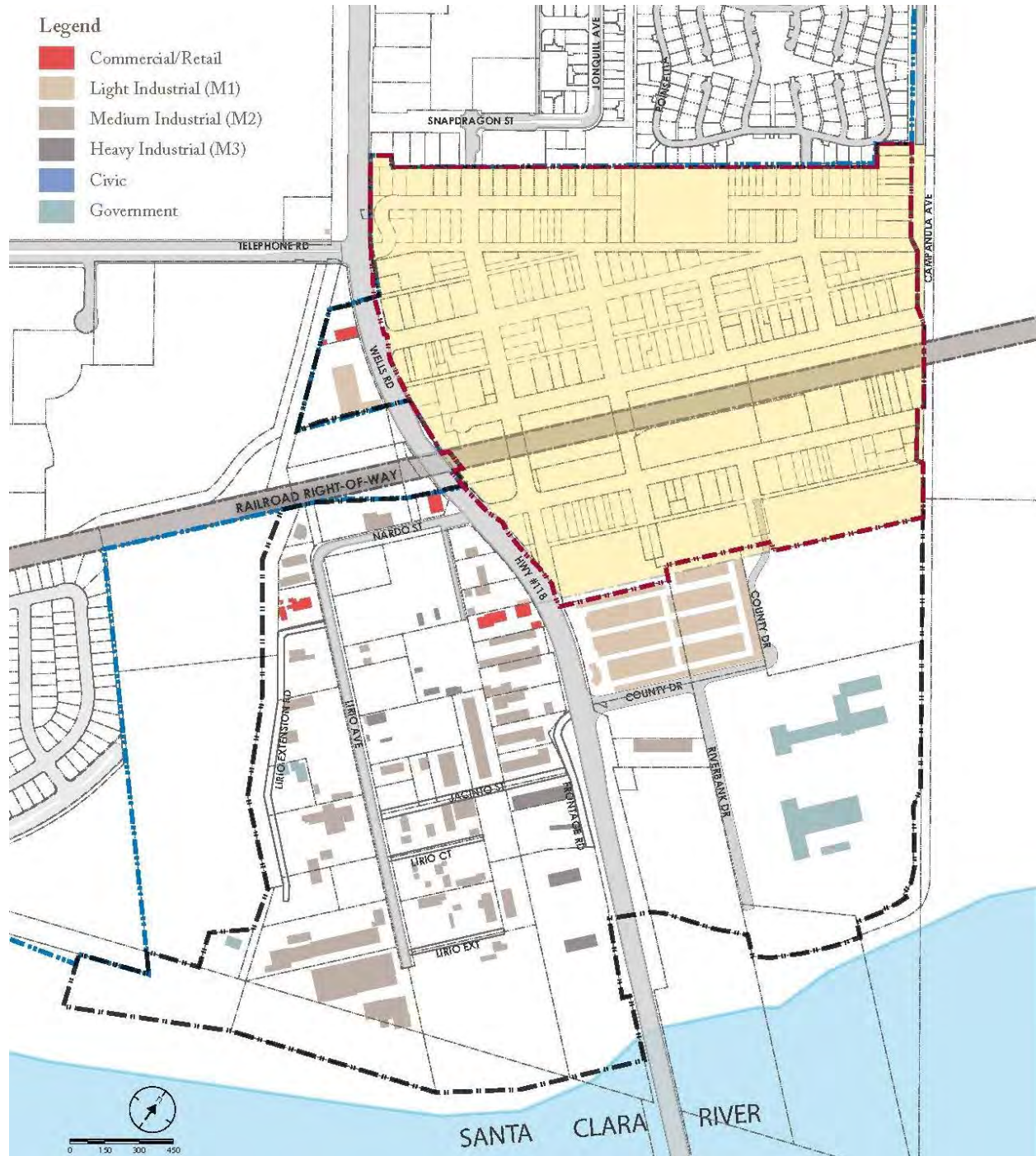
There are a number of properties within the residential area that are currently zoned for one or two families, but, appear to be occupied by multiple families or by several generations living in the same household – a number of these dwellings are located on Nardo Street.

Figure 1.2.15. Existing Land Uses – Old Town Saticoy



The Industrial land use is the only existing use within both the south and west industrial sections (See Figure 1.2.16). The south-side section contains a mix of M-1 and M-2 uses, (generally considered to be light and medium industrial uses), and the west-side section contains a mix of M-2 and M-3 uses (considered to be medium and heavy industrial uses).

Figure 1.2.16. Existing Land Uses – Industrial Section

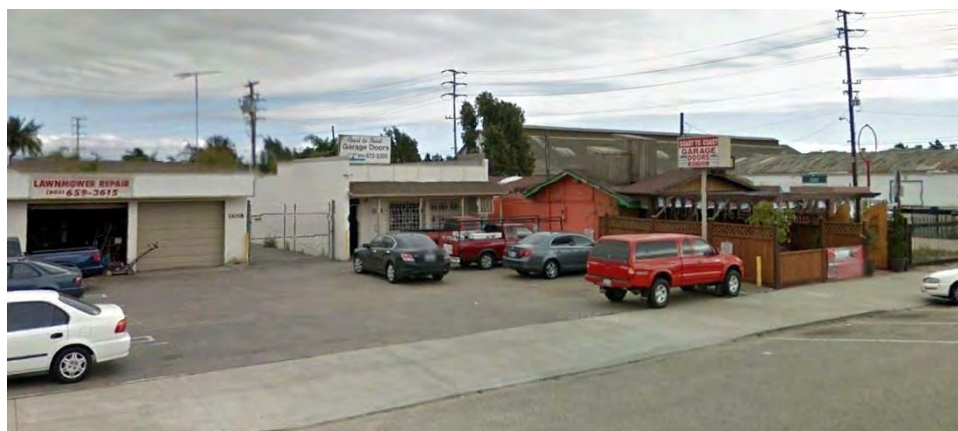


Source: County of Ventura, 2013

Potentially Incompatible Land Uses.

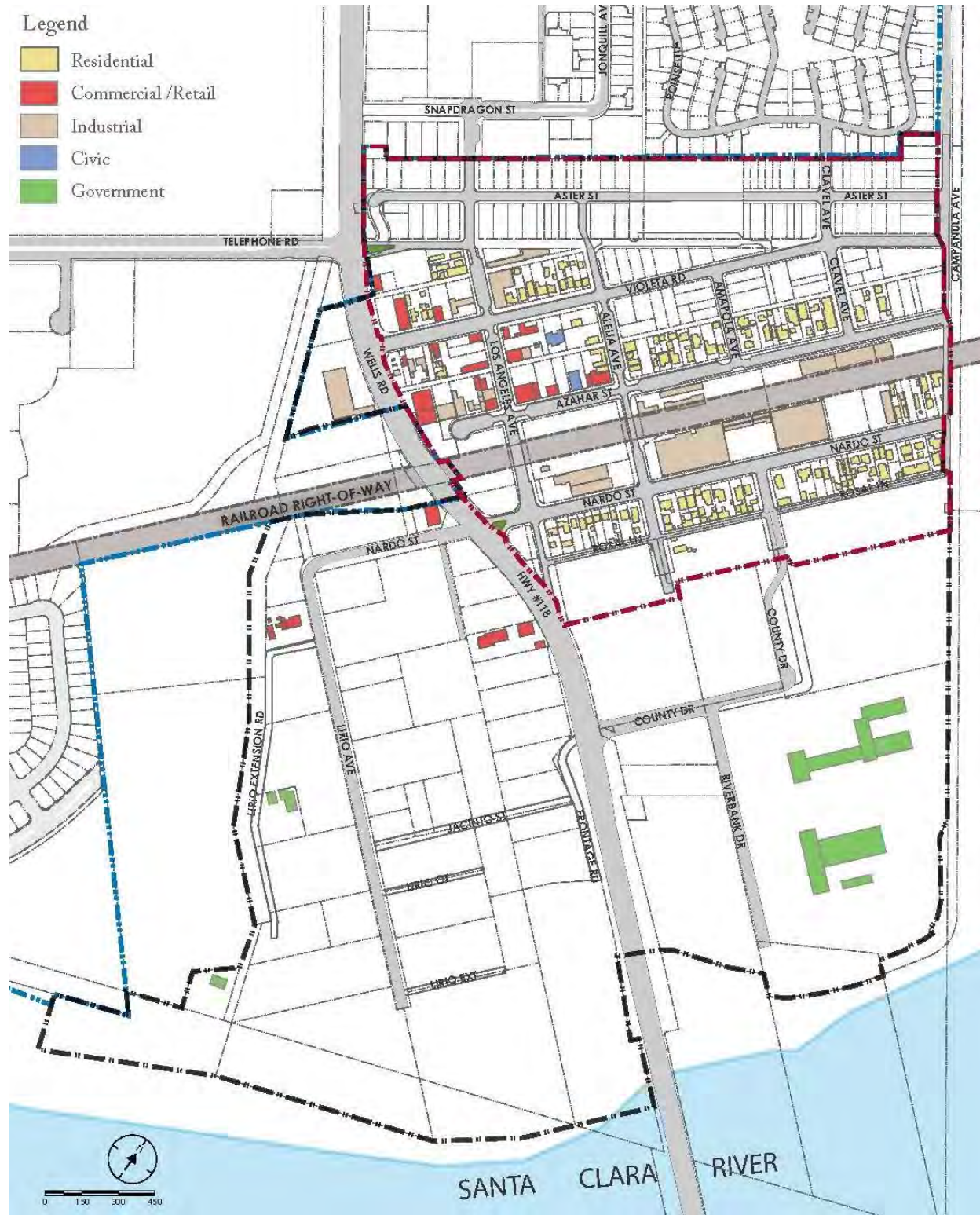
Old Town is characterized by a range of incompatible use adjacencies, many of which have the potential to undermine the value of both properties. Four specific areas where potentially troublesome adjacencies have been noted are shown in **Figure 1.2.17**. This is not to suggest that different adjacent uses are always problematic, but rather to consider compatible uses as the County identifies alternative future building and land use patterns. A description of these areas with the identified potentially incompatible uses is discussed below.

1. **Saticoy's Town Center.** Downtown Saticoy contains a number of uses (commercial/retail, single-family residential, and industrial) that are immediately adjacent to one another. In some cases, this land use pattern presents some challenges to making the Town Center an inviting and walkable environment for local and visiting shoppers. For instance, Los Comales Restaurant is located adjacent to Coast to Coast Garage Doors. The latter business grinds, welds, and conducts other noise-generating activities that negatively affect the experience of eating in Los Comales Restaurant's outdoor patio. That being said, the location near Wells Road offers advantages for service businesses like Coast to Coast Garage Doors. As learned during stakeholder interviews, there are a number of such light industrial businesses currently located in the Town Center that have expressed an interest in relocating elsewhere in Saticoy if suitable space were available outside the Town Center. In addition, there are three single family houses in the heart of the Town Center on the north side of Violeta Street between Wells Road and Los Angeles Avenue.



Incompatible uses such as garage doors and lawnmower repair businesses are placed next to the Los Comales Mexican restaurant in downtown Saticoy

Figure 1.2.17. Potentially Incompatible Uses in Saticoy



Source: Sargent Town Planning, 2012; County of Ventura, 2013.

2. **Nardo Street.** There is a strong contrast between older, primarily one-story, single-family houses on the south side of the street and a variety of building types, building sizes, and building uses on the north side of the street, including large industrial sheds and multi-family buildings.

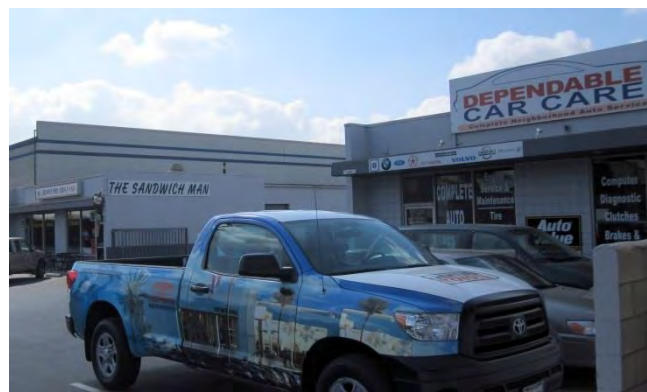
3. **Azahar Street.** Like Nardo Street, Azahar Street is lined by a variety of building types, building sizes, and building uses. The south side of the street is lined mostly by industrial buildings with industrial uses and is adjacent to the railroad tracks, which run directly behind these industrial buildings. 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.

4. **Rosal Lane.** Rosal Lane, originally laid out as an alley, and still functioning primarily in that capacity, is lined on its north side primarily with the garages and back yard fences of the houses that face Nardo Street, although there are a handful of second units that face the lane. South of Rosal Lane are three mostly vacant parcels, with the exception of a single-family house where Alelia Avenue terminates at Rosal Lane.

5. **South and West Industrial Sections.** There is one anomalous land use that exists in the west-side industrial section. It is a residential care facility sandwiched between an auto repair shop and an industrial yard, currently occupied by Standard Industries. Along SR 118/Wells Road, there are incompatible uses such as a sandwich shop located in the same complex as an auto service business.



The residential care facility along Lirio Avenue

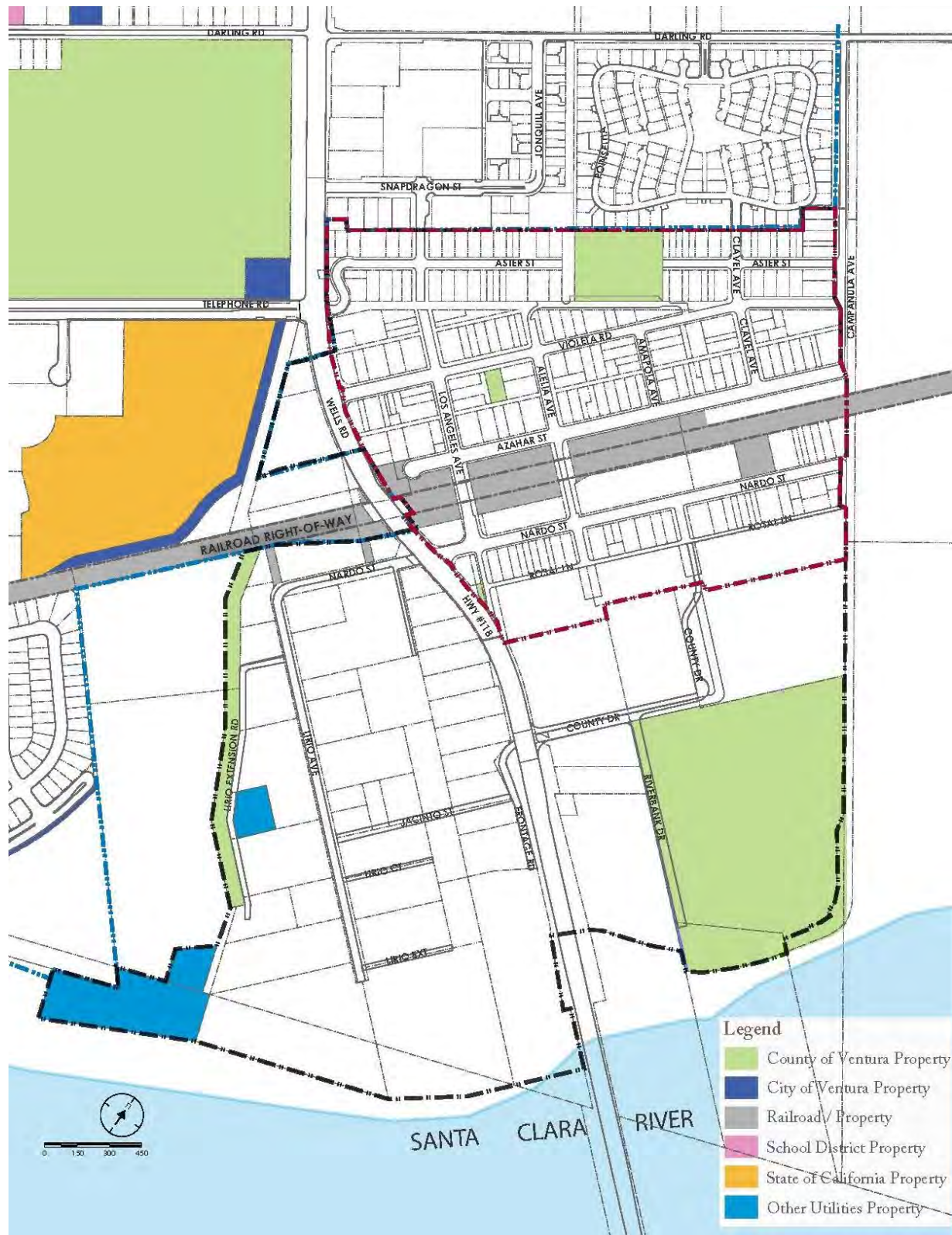


A sandwich shop and auto care center are located in the same complex along SR 118/Wells Road.

Regarding ownership, there are a number of parcels within Old Town that are owned by public agencies (see **Figure 1.2.18**). 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 on both sides of the tracks, leasing to the various tenants that occupy the parcels.

In the south-side industrial section, the County of Ventura owns the parcel occupied by the Ventura County Public Works and on the west-side Industrial section, there is a small parcel owned by the Alta Mutual Water Company.

Figure 1.2.18. Existing Publicly-Owned Parcels



Source: Sargent Town Planning, 2012; County of Ventura, 2013

H. EXISTING CIVIC VENUES AND COMMUNITY GATHERING PLACES

There are a number of civic venues and community gathering places within the Area Plan boundary, most of which are located within Old Town Saticoy. Such places include the Community Center, the County Library, Saticoy Park, the Boys & Girls Club, and three churches, as shown in **Figure 1.2.19**. Other than a church located at the intersection of Los Angeles Avenue and SR-118/Wells Road within the west industrial section, there are no other community gathering places in the industrial sections.

Figure 1.2.19. Existing Civic Venues and Community Gathering Places



Source: Sargent Town Planning, 2012; County of Ventura, 2013

A historic gathering place was the former Saticoy Hardware Store which occupied the building on the northeast corner of Los Angeles Avenue and Azahar Street for many years. The closing of store in 2008 was a blow to the community, removing a valuable place for people to socialize.



The Old Saticoy Hardware Store building.

1. **The Community Center.** Located just east of Los Angeles Avenue on the south side of Violeta Street, the Jose R. Flores Saticoy Community Center is the site for most community meetings and a regular Wednesday morning Food Pantry public food assistance program. It is separated from Los Angeles Avenue by an auto repair business, and somewhat hidden from street views by its front parking lot. The Community Center is a key resource for Saticoy.



Jose R. Flores Saticoy Community Center (photo courtesy of Google Maps).

- 2. The County Library.** The Saticoy branch library is a small branch within the Ventura County Library system. It is located on the east end of Azahar Street, almost at Campanula Avenue and far from the Town Center. Use of this library has increased significantly in recent years due to the closure of the Wright Library, which was located within the City of Ventura near Ventura Community College. Currently it is housed in a portable facility, which is in a state of disrepair.



Existing Publically-Owned Parcels (photo courtesy of Google Maps).

- 3. Saticoy Park.** As mentioned above in Section C, Circulation Barriers, Saticoy Park is isolated from its surroundings. During the stakeholder interview process held in August 2012, residents discussed their fear of being stuck in the Park with no safe way of exiting in the event of gang activity.



View of Saticoy Park.

- The Saticoy Boys and Girls Club** is an important resource for families in the community. It offers organized after-school care and summer programs. As with the Saticoy Library, it was in a dilapidated portable structure located at Saticoy Park until (December 2011), when the Club was temporarily moved to the Saticoy Community Center until August 2012. Thereafter, the kids moved to other clubs as all Boys and Girls Club functions closed down at the Community Center. A new, permanent building for the Club is currently under construction at Saticoy Park and is expected to be completed by Fall 2013. The Saticoy Community Center serves as a temporary meeting place for the Boys and Girls Club activities.



Architect's rendering of the proposed Saticoy Boys and Girls Club building (Image courtesy of Main Street Architects).

- Public Schools.** Saticoy children attend Citrus Glen Elementary School, Balboa Middle School, and Buena High School, all within the City of Ventura. Saticoy Elementary School, which is within walking distance of Saticoy, provides pre-school for Saticoy residents and many Saticoy residents walk their children to school.

There is a school bus available to transport students to the elementary, middle, and high school. The buses stop at a number of locations within Saticoy, including one in front of the Community Center.

6. **Churches.** There are four churches within the Area Plan boundary, which although not public, are nonetheless important community gathering places:

- Fundamentalist Baptist Church, on the southeast corner of Aster Street and Los Angeles Avenue.
- Asamblea Apostolica de la Fe en Cristo Jesus on the north side of Azahar Street between Alelia Avenue and Los Angeles Avenue.
- Lily of the Valley Church of God on the south side of Aster Street just east of Los Angeles Avenue.
- Praise Chapel, Christian Fellowship in Doan's Plaza, along Los Angeles Avenue/Wells Road, between Nardo Street and County Drive

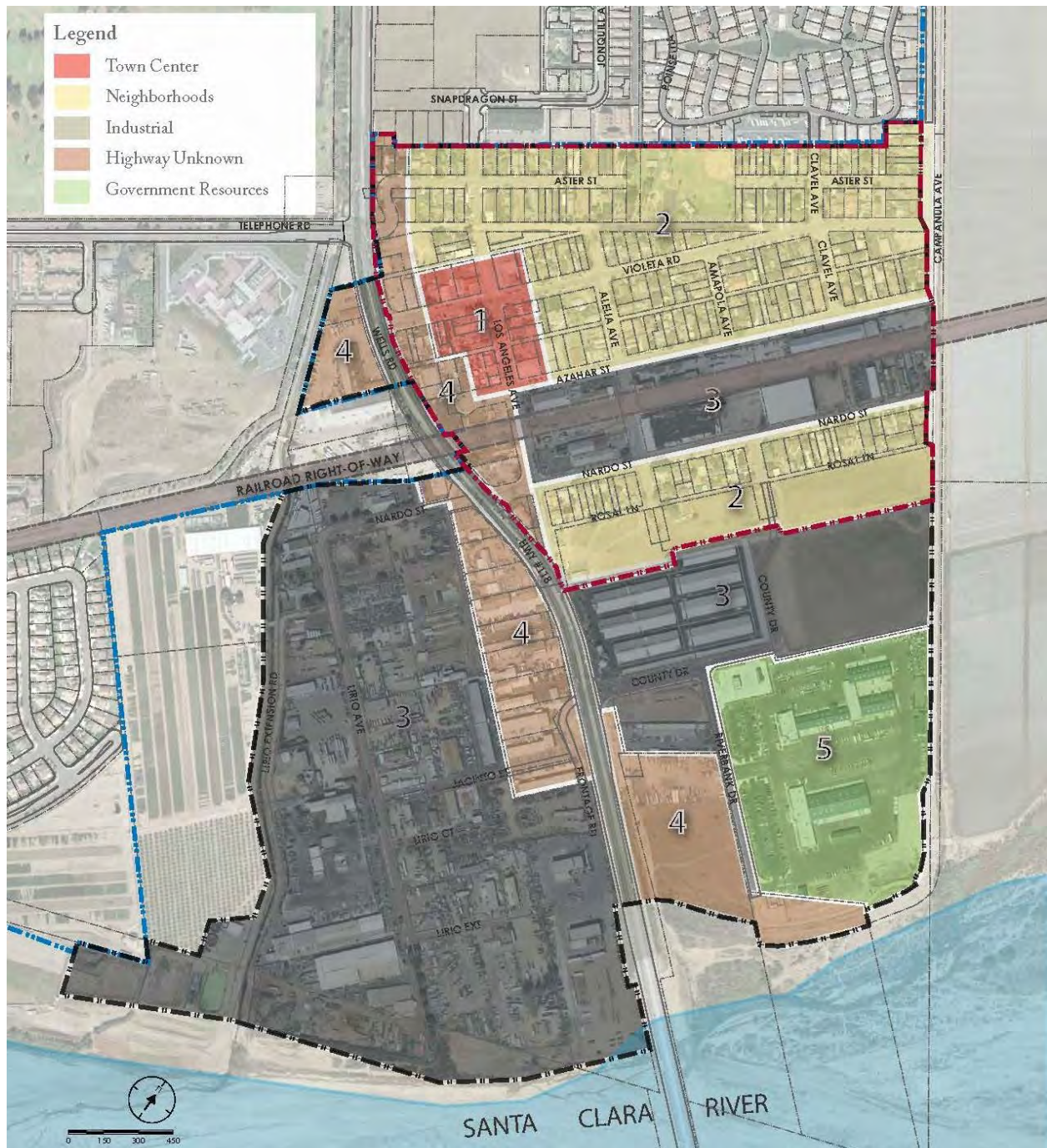


Saticoy's churches and other religious places.

I. EXISTING 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 1.2.20**).

Figure 1.2.20. Existing Urban Character Areas in Saticoy



Source: Sargent Town Planning, 2012; County of Ventura, 2013.

- 1. Town Center.** This is the area that has historically been the commercial and social center of Saticoy. It is centered on the intersection of Los Angeles Avenue and Violeta Street, extending along those two streets toward Wells Road. Buildings are primarily “main street commercial” buildings with shop front frontages giving the area a decidedly small town commercial character. In addition, 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, their scale not contrasting strongly with that of the small commercial buildings. On-street parking occurs along both sides of these streets in parallel and diagonal spaces, reinforcing the small town Main Street character.



View down Violeta Street from Los Angeles Avenue.



View down Violeta Street from Los Angeles Avenue.

- 2. 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 all share a similar residential character. Buildings are primarily one- and two-story, single-family houses and duplexes, set back from the street behind front yards often enclosed by low front yard fences and walls. Notable within the neighborhoods are a number

of Quonset Huts that are used as residential dwellings. On-street, parallel parking occurs along both sides of these streets. As noted in previous sections the sidewalks, street trees and streetlights normally associated with neighborhood streets are only sporadically present.



View looking west down Violeta Street shows an example of the Neighborhood Character Area..

- 3. Industrial.** Development along the railroad tracks consists of large industrial buildings, often with blank walls, opaque fencing, and portions of the site dedicated to parking or outdoor storage/assembly areas. Buildings accommodate storage, automobile repair, and other light manufacturing uses and vary in size from buildings as small as 1,000 square feet to as large as 30,000 square feet. On-street parking occurs along both sides of the street within this area.



View looking west down Nardo Street shows two adjacent urban character zones: Neighborhood and Industrial.

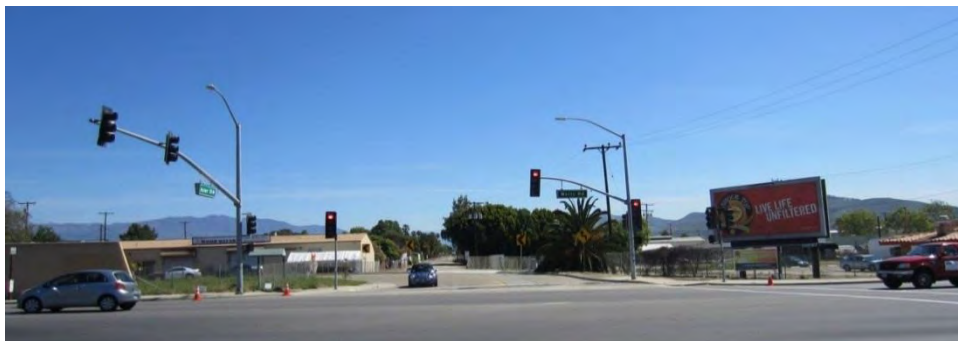
The south-side industrial section contains large industrial structures that are relatively new, including the Rolls Scaffolding, A1 Truck & Equipment and Saticoy Self- Storage. The buildings are large and modern and some locations have sidewalks, street lights, and street trees. There is also a large, undeveloped parcel adjacent to Los Angeles Avenue, at County Drive.

The west-side industrial section is characterized by a mixture of mostly older, single-story buildings, including structures made of metal, wood, and cinderblock. There are some two-story structures that house larger industrial businesses, such as Standard Industries and E.J. Harrison and Sons. Also, along the Los Angeles Avenue frontage, there are some 2-story office buildings. Buildings accommodate uses such as auto and tire repair, stone works, metal art, builders, building materials, upholstery, door manufacturing, and other light manufacturing uses. Many of the industrial lots in this section are used for storage of equipment, automobiles, metal storage boxes, and other miscellaneous items.



Large industrial structures such as Saticoy Self-Storage, and Rolls Scaffolding are located in the south industrial area.

4. **Unknown/Unresolved.** The area generally within 100 to 200 feet of Wells Road has no particular urban character. Buildings are primarily the main street commercial type and are generally less than 5,000 square feet in size. In addition, the relatively small buildings along this edge are either located behind parking lots or landscaped berms – a pattern that is out of character with the rest of the immediately adjacent Town Center. On-street parking is prohibited along SR 118 (Wells Road). As mentioned above, SR 118 (Wells Road) in its current alignment is a relatively recent addition to Saticoy, and limited reinvestment in private development has occurred to date. Under current zoning and in the absence of an alternative vision for Saticoy, it could be expected to develop with auto-oriented highway commercial uses like those along many of California’s minor highways.



View looking east from Telephone Road towards Aster Street demonstrates the unresolved urban character of Wells Road.

This same unknown character extends south on either side of Wells Road for the Industrial sections. There are two parcels south of Telephone Road and west of Wells Road which could potentially be developed as an extension to the Town Center across Wells Road. Similar to the unknown character on the west of Town Center, these parcels include commercial type uses with on-site parking fronting the lots. Further south of the Railroad, along Wells Road, the character becomes more industrial in nature, with recycling locations, auto-oriented and small-scale commercial and business parks related to industrial uses, and some vacant lots.

- 5. Government Resources.** A large parcel in the south-eastern section of the Plan Area, bordered by the Franklin Barranca, County Drive, Riverbank Drive and the open space north of the Santa Clara River consists of the offices and other facilities for the Ventura County Public Works Agency. The buildings are relatively new, and are of a large-scale single or two-story office building type, and include ample parking on site, sidewalks, landscaping, street trees and street lights. In addition, there is also a county gas station located at the corner of County Drive and Riverbank Drive.



The Ventura County Public World Yard in the South Industrial Section.

The detailed components of each Character Area are summarized on the following pages in **Tables 1.2.5** through **1.2.10**.

Table 1.2.5. Existing Streetscapes by Street

Saticoy contains a variety of streetscapes ranging from downtown streetscapes to industrial, residential and rural streetscapes. Each of these is described below:

		EXISTING STREETS													
Existing Types	Aster St.	Alelia Ave.	Amapola Ave.	Azahar St.	Campanula Ave.	Clavel Ave.	Los Angeles Ave.	Nardo St.	Violeta St.	Rosal Lane	Lirio Ave.	County Dr.	Riverbank Dr.	Wells Rd.	
Streetscape Types: Urban	General Ratio Along Street														
1. Downtown				25											
2. Highway							100		25					100	
3. Industrial Street		40									35	50	35		
4. Industrial and Residential				75				100							
5. Alley															
Streetscape Types: Suburban	General Ratio Along Street														
6. Residential Street	100		100						75						
7. Side Residential		60				100				100					
8. Rural Residential					100										
9. Lane															

1. DOWNTOWN



Generally, these streetscapes are shaped by buildings with shop fronts at or near the sidewalk with on-street parking and trees in the sidewalk.

2. HIGHWAY



Generally, these streetscapes are shaped by buildings set back from the sidewalk behind landscaping or parking areas.

3. INDUSTRIAL STREET



Generally, these streetscapes are shaped by buildings at or near the sidewalk with parking/outdoor storage or blank walls.

Table 1.2.5. Existing Streetscapes by Street (contd.)

4. INDUSTRIAL & RESIDENTIAL



Generally, these streetscapes are shaped by houses on one side of the street behind front yards and long industrial buildings at or near the sidewalk with parking/outdoor storage or blank walls.

5. RESIDENTIAL STREET



Generally, these streetscapes are shaped by houses on both sides of the street behind front yards. There are no sidewalks or street trees with trees being the ones in adjacent front yards.

6. SIDE RESIDENTIAL STREET



Generally, these streetscapes are shaped by houses on both sides of the street set back behind front or side yards. Generally, there are no sidewalks or street trees.

7. RURAL RESIDENTIAL STREET



Generally, these streetscapes are shaped by agriculture on one side and houses on the other side. Houses are set back behind front yards and there are no sidewalks or street trees on this rural edge.

8. ALLEY



Generally, these streetscapes are shaped by opaque fences about 6 feet tall with occasional landscaping between the fencing and the alley. Trash and recycling containers are accessed along the alley.

9. LANE



Generally, these streetscapes are very similar to alley streetscapes except that there landscape and edges are less continuous and more rural in appearance.

Table 1.2.6. Existing Frontage Types by Street

Frontages are how the individual lot attaches to the public right-of-way or 'streetscape'. Saticoy contains a variety of frontages which ranges from commercial shop fronts to industrial loading docks and commercial parking lots to residential front yards. Each of these frontages is described below:

Existing Types	EXISTING STREETS													
	Aster St.	Alelia Ave.	Amapola Ave.	Azahar St.	Campanula Ave.	Clavel Ave.	Los Angeles Ave.	Nardo St.	Violeta St.	Rosal Lane	Lirio Ave.	County Dr.	Riverbank Dr.	Wells Rd.
Frontage Types: Urban	General Ratio Along Street													
1. Shop front				25										25
2. Stoop/Small Front Yard							100		25					
3. Loading		40												
4. Blank Wall				75				100			75	100	75	
Frontage Types: Suburban	General Ratio Along Street													
5. Large Front	20			10	30	10		15	40					
6. Porch	10		25		30				25					
7. Walled Yard	20	20	20			20			10	25	25			
8. Garage/Parking	20		25	10	20	15		10	5	25				
9. Parking Lot		15					15	20	10					
10. Vacant Land	10	10	5	5	10	15	20	5	5					100

1. SHOPFRONT



Shop fronts range from historic wooden storefront assemblies to contemporary aluminum storefront assemblies. All have a large amount of glass and some have transoms. Some businesses have covered up the shop front with stucco.

2. STOOP/SMALL FRONT YARD



Stoops and Small Front Yards range from simple openings with shed awnings defined by low fences to more elaborate versions with a few steps to transition from the sidewalk grade.

3. LOADING DOORS



Loading Doors are often near the edge of the streetscape and accompanied by landscaping. Some loading doors are behind opaque fencing aimed at softening their presence.

Table 1.2.6. Existing Frontage Types by Street (contd.)

4. BLANK WALL



Blank Walls range from approximately 100 to 200 feet in length and up to 3 stories tall. These frontages are often behind an opaque fence, landscaping and trees aimed at softening the presence of the long and tall wall.

5. LARGE FRONT YARD



Large Front Yards range from lushly planted gardens to areas dominated by parked vehicles with trees and plants at the edges. Most yards have low, decorative fencing to define the edge of the lot.

6. PORCH



Porches range from simple at-grade extensions of the main roof to outdoor rooms with furniture. Porches are approximately 10 feet from the front of the lot.

7. WALLED YARD



Walled Yards range from low, decorative walls of masonry or stucco to a combination of low walls with pilasters and decorative metal fencing between. Typically, there is little to no planting between the wall and the sidewalk.

8. GARAGE/PARKING



Garages and parking areas are between the house and the sidewalk. These areas are dominated by pavement and often contain a carport structure. Typically, fencing ranges from chain link to decorative low walls.

9. PARKING LOT



Parking lots range in size from the largest being associated with outdoor areas for industrial buildings to smaller parking areas supporting approximately six buildings in Old Town.

10. VACANT LAND



Vacant sites as distinct from under-utilized sites or sites with buildings away from the street.

Table 1.2.7. Existing Building/Parking Placement

Building placement is how individual buildings and their associated parking are located on their lot. Building placement involves whether or not and how far a building is setback from the front, sides and rear lot lines.

The plan area contains a variety of building placement scenarios which range from buildings close to the sidewalk in downtown to buildings near or setback from the street in industrial areas and buildings near or setback from the street in residential areas. This analysis is by common pattern of building and parking placement.

Generally, there are five patterns:

1. Wells Road
2. Downtown
3. South Entry to Downtown
4. Neighborhoods
5. Industrial Areas

1. WELLS ROAD



Location: The blocks along the east edge of Wells Road from the south to the north forms the boundary of Old Town Satcoy.

The blocks along the west edge of Wells Road/SR-118 from south to north forms the edge of the Industrial Sections.

Building Placement: Buildings are generally setback from the highway by at least 10 feet with most buildings at about 20 feet and some up to about 75 feet. Most buildings have side setbacks and a small rear setback. Since much of the highway frontage is not available for parking, the front entrance is accessed by a side street or from a parking lot.

Parking Placement: Parking areas are either in front, alongside or behind buildings but primarily in front of buildings. On-street parking is allowed on most of the frontage of the Old Town blocks.

2. DOWNTOWN



Location: The portions of blocks around the intersection of Violeta and Los Angeles Avenue feel most like 'Downtown.'

Building Placement: Buildings are generally at or near the sidewalk and have small to no side setbacks. Buildings that are near the sidewalk tend to have large rear yards while buildings setback from the sidewalk have a small rear yard.

Parking Placement: Parking areas are generally alongside or in the rear of buildings with some buildings having their own small parking lot directly off of the street. On-street parking is allowed on these block faces and is interrupted occasionally by driveways and alleys.

Table 1.2.7. Existing Building/Parking Placement (contd.)

3. SOUTH ENTRY TO DOWNTOWN



Location: The blocks beginning at the south boundary - intersection of Wells Road and Los Angeles Avenue - and up to the railroad tracks where it feels more like Downtown.

Building Placement: Buildings are generally setback from the sidewalk and have small to large side setbacks.

Parking Placement: Parking areas are generally alongside or in front of buildings in the form of parking lots. On-street parking is allowed on these block faces and is interrupted occasionally by driveways.

4. NEIGHBORHOOD



Location: The blocks along Aster and Violeta as well as the north side of Azahar and the block between Nardo Street and Rosal Lane.

Building Placement: Buildings are generally setback from the sidewalk with small side setbacks and small rear yards. Approximately half of the lots appear to contain a second building or room addition that is larger than a tool shed.

Parking Placement: Parking areas are generally alongside or in front of buildings with some entire front yards being used as parking areas. On-street parking is allowed on these block faces and is interrupted on some side streets by driveways. Along Azahar and Nardo Streets, parking is shared by houses and industrial buildings.

5. INDUSTRIAL



Location: The blocks straddling the railroad tracks which front on Azahar and Nardo Streets contain the industrial buildings and activity within Old Town Saticoy. Almost all blocks south of Old Town Saticoy and west of SR-118/Wells Road contain industrial uses.

Building Placement: Buildings are the largest in Saticoy and are generally at or near the sidewalk with large outdoor areas between buildings.

Parking Placement: Parking areas are generally alongside, in front of or behind buildings. On-street parking is allowed on these block faces and is interrupted on some side streets by driveways. Along Azahar and Nardo Streets, parking is shared by houses and industrial buildings.

Table 1.2.8. Existing Building Types by Street

Building Types are how individual buildings are organized on a site to support a range of land uses. Saticoy contains a variety of building types which ranges from commercial buildings to industrial buildings to small houses, large houses and civic buildings. Each of these building types is described in the following table along with an estimate of which building types occur on each of the 14 streets in the Saticoy Area Plan boundary. Each building type falls into either of two categories:

Block-Form Buildings. These are buildings that are larger than houses and are for a variety of non-residential uses ranging from general retail and restaurant to office, civic and industrial. In some cases, residential buildings can be designed as block-form buildings. However, such buildings do not seem to be in the scale of Saticoy. The key distinction is that block-form buildings, regardless of use, are typically large and have inherent neighbor-to-neighbor issues and characteristics.

		EXISTING STREETS													
Existing Types	Aster St.	Alelia Ave.	Amapola Ave.	Azahar St.	Campanula Ave.	Clavel Ave.	Los Angeles Ave.	Nardo St.	Violeta St.	Rosal Lane	Lirio Ave.	County Dr.	Riverbank Dr.	Wells Rd.	
Building Types: Urban	General Ratio Along Street														
1. Flex Building		10		25			100		35					25	
2. Industrial Shed		30		25	20			50			50	50	25	50	
3. Civic Building		5							5						
4. Quonset Hut															
Building Types: Suburban	General Ratio Along Street														
5. House - Quonset Hut															
6. Duplex								5		5					
7. Two-Story	5	5						5		10					
8. Single-Story	95	50	100	50	80	100		40	60	85					

1. FLEX BUILDING



Flex buildings are single-story block-form buildings, and range in width from approx. 25-75 feet wide. Most have shop fronts with large windows. Often, shop fronts have been covered and some side street windows have been covered with murals.

2. CIVIC BUILDING



There are few Civic buildings and they are block-form buildings, single-story and range in size from approximately 25-75 feet wide.

3. INDUSTRIAL SHED



Industrial Shed buildings are single-story block-form buildings, and range in size from approx. 100-200 feet long but 30-35 feet tall. Typically, the only openings are entry doors, loading doors and occasional windows.

Table 1.2.8. Existing Building Types by Street (contd.)

House-Form Buildings. These are buildings that are the size of houses and primarily residential. In some areas and depending upon the intended physical character, houses can be adapted to office, commercial or retail uses.

4. QUONSET HUT



This type of Quonset Hut building has been arranged into a block-form building, single-story, approximately 60 feet to 80 feet wide.

5. HOUSE-QUONSET HUT



This type of Quonset Hut building has been kept at the house-form size, single-story, and approximately 25 feet wide.

6. DUPLEX



Duplexes are house-form buildings that contain two dwellings while maintaining the appearance of a single-dwelling.

7. TWO-STORY HOUSE



Two-Story House buildings are house-form buildings that contain one dwelling and have front, side and rear yards.

8. SINGLE STORY HOUSE



Single-Story House buildings are house-form buildings that contain one dwelling and have front, side and rear yards.

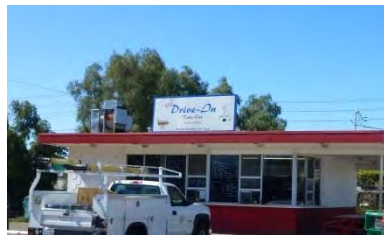
Table 1.2.9. Existing Signage Types by Street

Signage types are how individual buildings and lots contain and display signage. The plan area contains a variety of signage types which range from newly refurbished and abandoned pole signs and wall signs for commercial businesses to signs in the front yard of civic buildings and small signs in the front yards of some lots. Each of these sign types is described in the table below.

A key observation in this analysis is to view signage as a component of each building and the streetscape it helps generate. In response, signage is not so much about size as it is about the physical context in which it is being used. For example, is the street a slow, pedestrian-oriented shopping street or a faster paced corridor or an industrial street with few impulse customers?

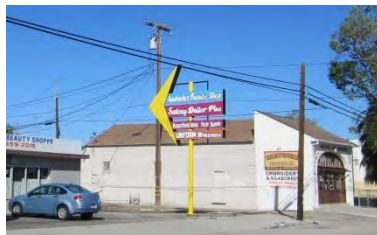
		EXISTING STREETS																	
Existing Types	Aster St.	Alelia Ave.	Amapola Ave.	Azahar St.	Campanula Ave.	Clavel Ave.	Los Angeles Ave.	Nardo St.	Violeta St.	Rosal Lane	Lirio Ave.	County Dr.	Riverbank Dr.	Wells Rd.					
Signage Types: Urban	General Ratio Along Street																		
1. Roof	no signage observed on these streets			no signage observed on these streets			5												
2. Pole							5		5										
3. Wall - Primary							100	80	100	85									
4. Wall-								5											
5. Wall and										5									
6. Window								5		5									
7. Awning																			
Signage Types: Suburban	General Ratio Along Street																		
8. Monument - Patio	no signage observed on these streets			no signage observed on these streets									no signage observed						

1. ROOF



There is one Roof sign in the plan area. It is not as effective as it could be due to the amount and small size of the information. Typically, Roof signs are focused on the name of the business and feature larger letters mounted individually or on a creative structure.

2. POLE



There are three Pole signs in the Old Town with one of the three in use. Pole signs when as distinctive and creative as the ones in Old Town Saticoy offer high visibility signage while contributing positive visual character.

3. WALL - PRIMARY



Most signage in the Downtown area is through Primary Wall signs and ranges from simple letters to visually interesting script. Some of these signs are in the form of cabinet signs as in a strip shopping center which is not typical of village-scale Downtown environments.

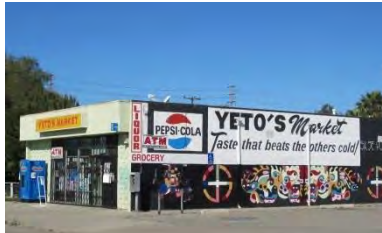
Table 1.2.9. Existing Signage Types by Street (contd.)

4. WALL - SECONDARY



There are few Secondary Wall signs but they are visually interesting and of good quality. Such signage when done well and in good proportion to the wall can be very helpful while adding visual character.

5. WALL AND MURAL



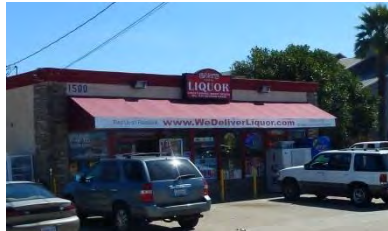
There are few Mural signs and when they occur, they are a combination of artistic statements and advertising of the business as well as of a key service or product.

6. WINDOW



There are few Window signs and when they occur, they range from nearly entire coverage of a window to well-proportioned letters painted on the glass to hanging electronic 'open' signs.

7. AWNING



There are few Awning signs and when they occur, they consist of signage along the valence of the awning covering approximately 90% of the awning's length.

8. MONUMENT – PATIO



There are few Monument-Patio signs and when they occur, they consist of a cabinet sign mounted at the top of a gateway into the business.

Table 1.2.10. Composite Observations by Street

The five preceding categories of existing physical character reveal certain patterns for each of the ten streets within the plan area. At right, the summary observations about each street are provided.

Following this information on the next page are observations about the similarities between certain streets and how those areas might be viewed as 'character areas'.

	EXISTING STREETS		
Existing Types	Aster Street	Alelia Avenue	Amapola Avenue
Streetscapes			
	Entirely residential without sidewalks and with on-street parking on both sides.	Approximately 2/3 residential and 1/3 industrial w/ on-street parking and no sidewalks. There are as many houses fronting as there are houses with their sides along the street.	Entirely residential along this shortest street in the plan area. Most of the houses front this street without sidewalks and w/ on-street parking on both sides.
Frontages			
	Frontages vary but are all residential and generally distributed between small front yards, stoops, large front yards, porches and front yards that have been converted to off-street parking.	Residential frontages range from small front yards and stoops. Industrial frontages range from loading doors, parking and outdoor storage.	Frontages vary but are all residential and generally distributed between small front yards, porches, walled yards, garage and parking.
Building Placement			
	Houses are generally set back from the street with small to large front yards. Side yards are small. Rear yards are occupied with room additions.	Houses are generally near the street. Side yards are small. Rear yards are occupied with room additions. Industrial buildings are setback from the street.	Houses are generally near the street. Side yards are small. Rear yards are occupied with room additions.
Building Types			
	Primarily single-story houses with a few two-story houses.	Primarily single-story houses with a few Quonset Hut houses and Industrial Shed buildings.	Entirely single-story houses.
Signage Types			
	No signage exists on Aster Street.	The signage along this street is on the walls of industrial buildings.	No signage exists on Amapola Street.

Table 1.2.10. Composite Observations by Street (contd.)

	EXISTING STREETS		
Existing Types	Azahar Street	Campanula Avenue	Clavel Avenue
Streetscapes			
	Split between industrial on the south side (East of LA Ave) and residential on the north side. No sidewalks. On-street parking on both sides.	Primarily residential with the edge of the industrial / railroad block and vacant land filling the rest. This rural edge has no sidewalks and has on-street parking on both sides.	Entirely residential without sidewalks and with on-street parking on both sides.
Frontages			
	Residential frontages range from small and large front yards to stoops and walled yards. Industrial frontages range from loading doors, parking and outdoor storage. Near LA Ave, frontages are shop fronts and parking lots.	Residential frontages range from small and large front yards to walled yards. Blank wall frontages are the edge of the industrial / railroad block.	Frontages vary but are all residential and generally distributed between small front yards, stoops, large front yards, porches and front yards that have been converted to off-street parking.
Building Placement			
	Houses are generally near or setback from the street. Side yards are small. Rear yards are occupied with room additions. Near LA Ave, buildings are at the street or behind parking lots.	Houses are generally setback from the street. Side yards are largest here. Rear yards are occupied with room additions. Industrial buildings are in front or alongside their parking.	Houses are generally set back from the street with small to large front yards. Side yards are small. Rear yards are occupied with room additions.
Building Types			
	Split between non-residential buildings: 1/4 Flex Building, 1/4 Industrial Shed and residential buildings: Single-story houses.	Primarily single-story houses and the edges of a few Industrial Shed buildings.	Entirely single-story houses.
Signage Types			
	No signage exists on the house lots. The industrial signs are wall signs. The signage on the Flex Buildings, west of LA Ave include wall and window signs.	No signage exists on Campanula Street.	No signage exists on Clavel Avenue.

Table 1.2.10. Composite Observations by Street (contd.)

	EXISTING STREETS		
Existing Types	Los Angeles Avenue	Nardo Street	Violeta Street
Streetscapes			
	Entirely non-residential with on-street parking on both sides and some sidewalks.	Split between industrial on the north side (E of LA Ave) and residential on the south side. No sidewalks. On-street parking on both sides.	East of LA Ave Corner: Entirely residential with no sidewalks and with on-street parking on both sides. West of LA Ave: Entirely non-residential with sidewalks, on-street parking on most blocks.
Frontages			
	Frontages vary but are all non-residential: shop fronts, parking lots, loading doors.	Residential frontages range from small and large front yards to stoops and walled yards. Industrial frontages range from loading doors, parking and outdoor storage. Near LA Ave, frontages: shop fronts and parking lots.	East of LA Ave Corner: Small to large front yards, porches, stoops. West of LA Ave: Primarily shop fronts with some behind parking lots and a few front yards.
Building Placement			
	Buildings are either at or setback from the street behind parking. Side yards are zero or small. Rear yards range in size and function.	Houses are generally near or setback from the street. Side yards are small. Rear yards are occupied with room additions. Near LA Ave, buildings are at the street or behind parking lots.	East of LA Ave Corner: Houses generally near or setback from street. Side yards are small. Rear yards are occupied with room additions. West of LA Ave: Buildings are at the street or behind parking lots with no or small side yards and moderate rear yards.
Building Types			
	Entirely single-story Flex Buildings of varying size.	Split between non-residential buildings: approx. 1/2 Industrial Shed and 1/2 residential buildings: Primarily single-story houses with a few duplexes and two-story houses.	Except for a few single-story houses, entirely single-story Flex Buildings of varying size.
Signage Types			
	Signage ranges from a newly refurbished pole sign, a roof sign, and several wall signs. Wall signs are the most prevalent on this street.	No signage exists on the house lots. The industrial signs are wall signs. West of LA Ave, signage on the Flex Buildings are wall signs.	Signage ranges from a large wall/mural sign to a pole sign, wall and window signs. Wall signs are the most prevalent on this street.

Table 1.2.10. Composite Observations by Street (contd.)

EXISTING STREETS				
Existing Types	Rosal Lane	Lirio Avenue	County Drive	Riverbank Drive
Streetscapes				
	Entirely residential with on-street parking on one side and without sidewalks. This edge feels rural but has a combination of fronts and backs along its edge.	Entirely industrial with on-street parking available on both sides and without sidewalks.	Entirely non-residential with on-street parking on both sides and some sidewalks.	Entirely non-residential with on-street parking on one side and partial sidewalks. The street dead-ends and has a barrier from accessing the Santa Clara River to the south.
Frontages				
	Frontages vary but are all residential and range from small front yards to rear yards and walled yards.	Frontages vary but are all non-residential: industrial sheds, storage areas, parking lots.	Frontages vary but are all non-residential: gas station, industrial sheds, storage areas, parking lots.	Frontages vary but are all non-residential: industrial sheds, storage areas, parking lots. There is one vacant lot on the south-western edge of the street.
Building Placement				
	Houses are generally near the street. Side yards are small. Rear yards range in size and appear shared with the lots fronting Nardo Street.	Buildings are placed near the street. Side yards are small.	Buildings are generally near the street with primary access from Los Angeles Ave. Side yards are small.	Buildings are placed generally further away from the street with available parking spaces placed around the buildings. Side and rear yards are bigger.
Building Types				
	Primarily single-story houses with a few two-story houses and duplexes.	Primarily single-story and two-story industrial sheds of varying sizes, and some Flex buildings.	Entirely single-story industrial sheds of varying sizes.	Primarily one-story industrial sheds and two-story
Signage Types				
	No signage exists on Rosal Lane.	The signage along this street is very little, but primarily on the walls of industrial buildings.	No signage exists on this street.	No signage exists on this street.

J. EXISTING BUILDING TYPES

Saticoy’s building stock consists mainly of simple, classically Californian building typologies characteristic of small, rural towns all over the state. The range of building types includes single-family and two-family “house-form” residential buildings, very few multi-family residential buildings, “Main Street” commercial buildings, and industrial buildings (for various building types located as per existing land uses, see **Figure 1.2.15 and 1.2.16**). Although there a couple of newer industrial buildings in the south-side industrial section, (e.g. Rolls Scaffolding, Saticoy Self-Storage, County Public Works Yard), most of the industrial buildings are older, small, single-story buildings and sheds. Today many of these buildings have fallen into disrepair.



Single-Family houses and Quonset huts along Alelia Avenue, just north of Azabar Street.



Examples of Main Street commercial building (left) and industrial shed building (right).



A drive-in restaurant (left) and an abandoned gas station (right).



The buildings in the industrial areas range from commercial type buildings to large industrial box buildings.

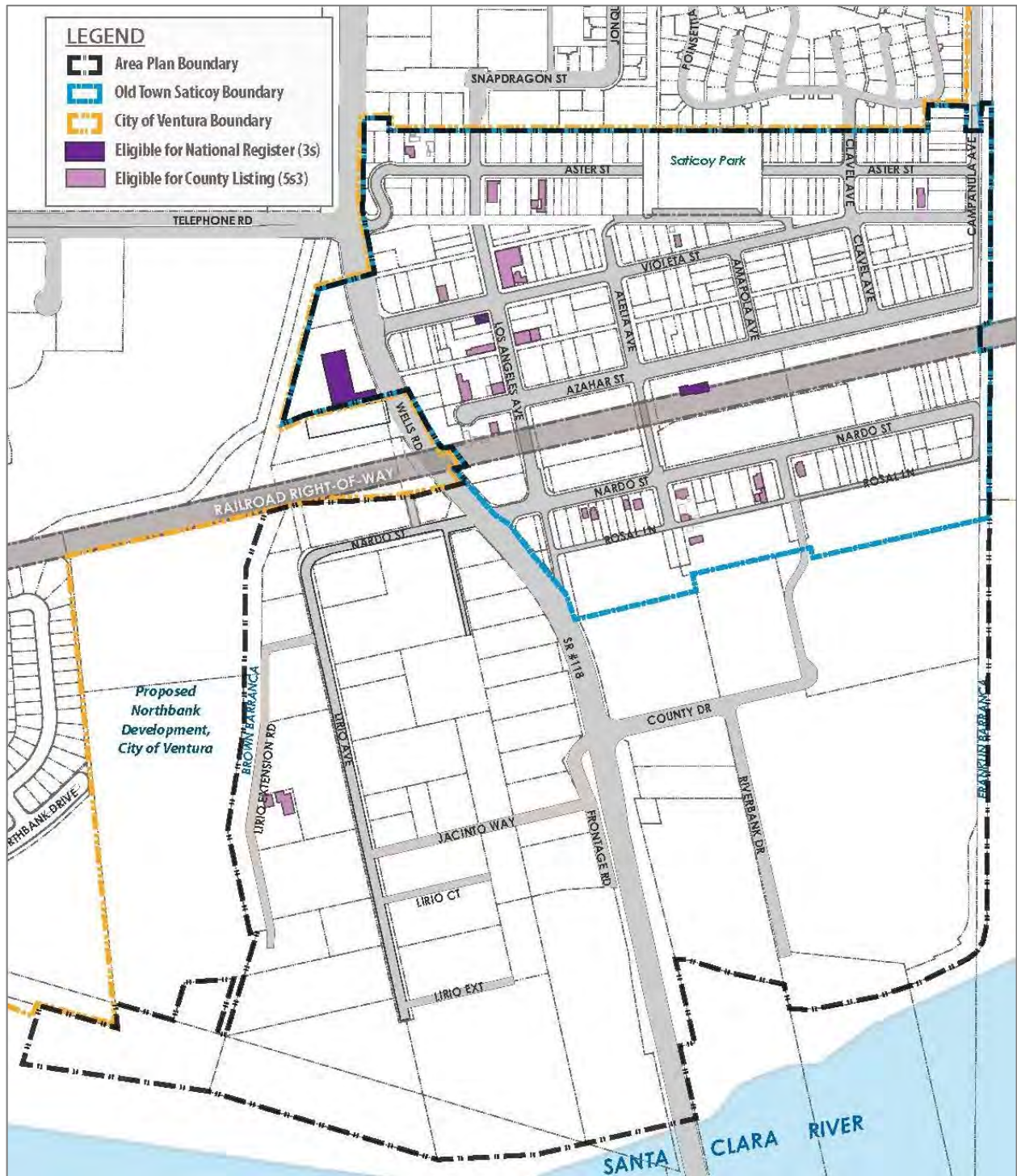
K. EXISTING HISTORIC BUILDINGS

There are two designated historic buildings within Old Town: the Farmers & Merchants Bank of Santa Paula – Saticoy Branch, built in 1911 (located on the southwest corner of Los Angeles Avenue and Violeta Street); and the Saticoy Walnut Growers Association Warehouse, built in 1917 (west of Wells Road and just south of Telephone Road). This building is currently used for warehousing, storage, and offices. There is also an historic train depot located near Old Town, on Azahar Street just east of Alelia Avenue. Although it is not a formally designated historic structure, it has been in use as part of a lumber company since the 1960's and, despite its neglected state, it is still an important architectural element in Saticoy. **Figure 1.2.21** depicts all identified historic structures within the Saticoy Area Plan boundary as determined by the Historic Context Survey Report prepared for the Saticoy Area Plan.²



² Saticoy Historic Resources Survey and Context, prepared by San Buenaventura Research Associates for Ventura County, 2014.

Figure 1.2.21. Existing Historically Significant Buildings



Source: County of Ventura

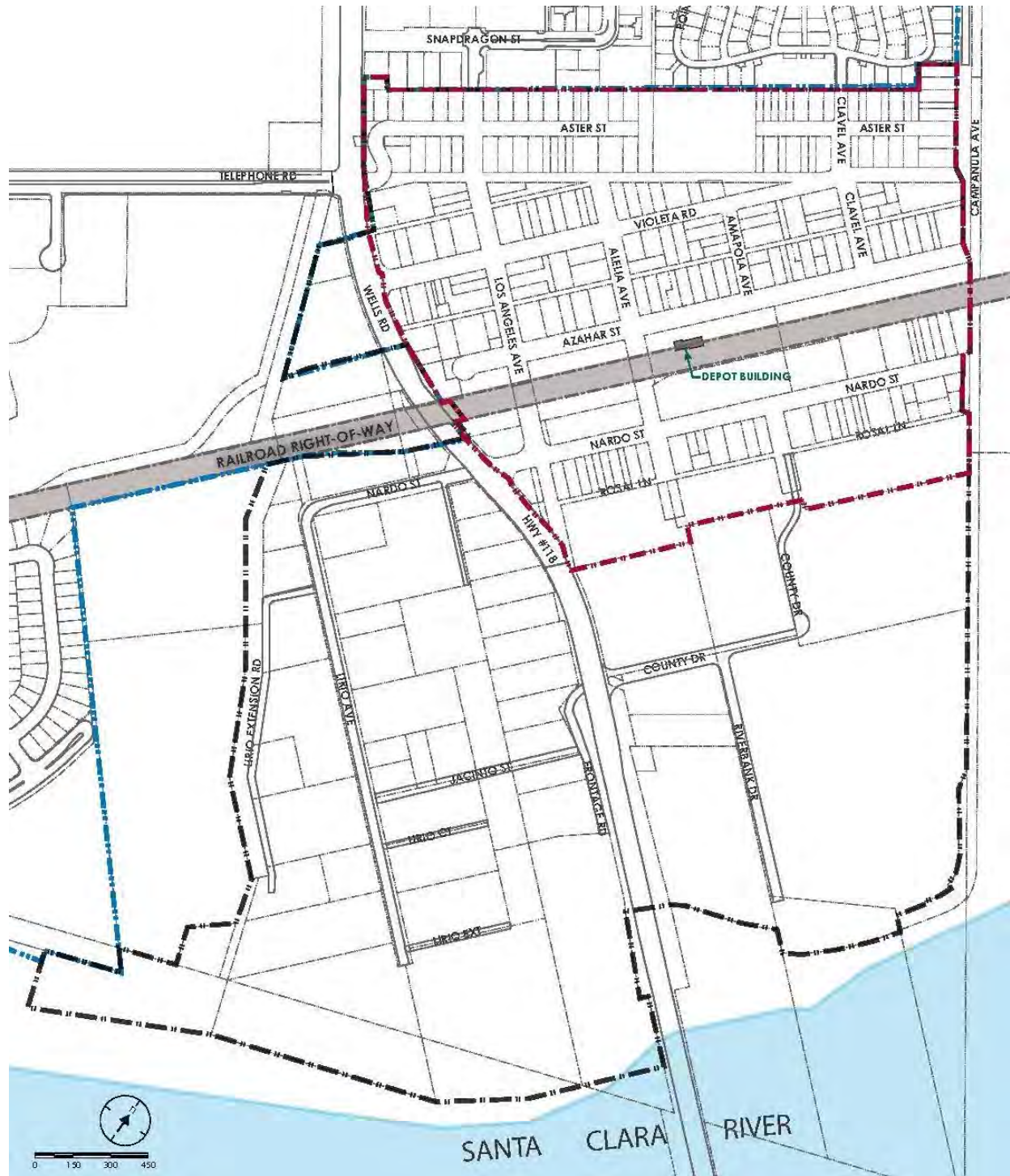
L. RAILROAD RIGHT-OF-WAY (SANTA PAULA BRANCH LINE)

1. **Freight Rail.** The Ventura County Transportation Commission manages this rail line. Currently there is very limited freight service running on this line. Until recently, three freight trains a week passed through Saticoy, but the Santa Paula Company that generated that traffic recently went out of business. Additionally, a bridge just east of Saticoy was out of service, bringing all train traffic to a halt but was cleared for service in March 2013. Despite the existing minimal use of the line, VCTC has recently indicated that as of late 2013, there is renewed interest in the railroad and additional freight services may be using the rail line by 2015.
2. **Commuter Rail.** Passenger service on this line is not likely in the foreseeable future due to the relatively low population densities along the line and the resulting very low ridership projections. Dramatic increases in the population densities in Fillmore, Santa Paula, and Saticoy would be necessary to make commuter or other passenger service feasible. Based on the information from Metrolink's website, 270 passengers a day board Metrolink at Ventura, Oxnard, and Camarillo combined. Boardings along the Santa Paula Branch line would be expected to be much fewer. Many passengers from the Ventura/Oxnard area currently drive to Moorpark to board at that station, which offers more frequent service than the West County stations.
3. **Bike path.** A bike path connecting Ventura and Piru is planned for the railroad right-of-way. To date, only the Santa Paula segment of the trail has been constructed, and additional segments are not expected until 2015 at the earliest. Among other challenges to the realization of the vision for this trail is concern within the agricultural industry that public access through the valley's orchards could lead to vandalism and theft of crops, as well as interfere with periodic aerial spraying of crops with pesticides. After 2015, in accordance with an agreement with adjacent farmers and once funding is obtained, the Ventura County Transportation Commission (VCTC) will coordinate the construction of the bike path between the various cities along its length.

In addition, the bike path route between these various cities is uncertain. The City of Ventura has not decided on the route that it will build within its City limits – whether along the tracks or adjacent to the north bank of the Santa Clara River. Meanwhile, Oxnard plans to build a bike path along the south bank of the Santa Clara River. Santa Clarita is building its bike path along the ridge line of the Santa Susana Mountains, not the rail line.

Figure 1.2.22 depicts the existing railroad right-of-way as well as the location of the train depot.

Figure 1.2.22. Existing Railroad Right-of-Way Including Location of Depot



Source: Sargent Town Planning, 2012



View of the old train depot in 1955, Photo Source: Stephen Schafer.



View of railroad right-of-way looking east, with the two-story Depot to the left of the tracks

M. EXISTING UNDERUTILIZED PROPERTIES

There are a number of vacant and lightly used parcels within Saticoy which, not only contribute to the abandoned character of the community, but also provide prime locations for infill development that could help to revitalize the character and economy of Saticoy (See **Figure 1.2.23** and **Figure 1.2.24**). These include:

- **Vacant parcels**, which do not contain any improvements.
- **Surface parking lots**, which are improved solely with surface parking lots.
- **Underdeveloped land**, where only a portion of the land is developed and the rest is vacant. As per the Non-Coastal Zoning Ordinance, the industrial zones have an allowable built area of 50 percent of the lot area. Underdeveloped parcels were identified based on their current use and requirements, and if their total built area was currently less than 20 percent of the lot area. (This category includes the stormwater drainage pipe that runs along the Telephone Road alignment east of Wells Road in Old Town Saticoy.)
- **Underutilized parcels**, which are those that are developed with building or uses that may be contrary to the intended vision.

M-1. OLD TOWN SATICOY

Figure 1.2.23. Existing Vacant and Underutilized Properties - Old Town Saticoy



Source: Sargent Town Planning

- 1. South of Rosal Lane Properties.** The largest of the vacant parcels are located south of Rosal Lane and are comprised of three contiguous properties, never before developed. These properties are the most southerly half-blocks of the original packing house town plat of Saticoy (see **Figure 1.2.1**): one between Los Angeles Avenue and the Alelia Avenue alignment, a second between the Alelia Avenue alignment and County Drive, and the third between County Drive and Franklin Barranca. All of these are currently zoned R2-7,000.

The three property owners of these blocks have applied for a General Plan Amendment to change the use designation from residential to industrial and/or commercial. The property owners are hoping to re-designate the western portion of the property that faces SR 118 (Wells Road) as Commercial (CPD) and the remainder of the subject properties to Light Industrial (M1).



In this birds-eye view of the Old Town Saticoy Plan Area, the three contiguous properties south of Rosal Lane can be seen in the bottom right portion of the Plan Area (photo courtesy of Bing Maps).

The re-designation of these properties as residential was based in large measure on the County's interest in ensuring a balance of jobs and housing. The residential designation is also consistent with the City of Ventura's 2009 Saticoy & Wells Community Plan, which envisioned the former industrial properties along the railroad as being converted to transit-oriented mixed use and housing development in the future, based on the potential for future commuter rail service to the old train station.

Posing a significant challenge to the development of any new mixed-use or residential development in Saticoy is the City of Ventura's current water policy. The City is the designated purveyor of water service for Saticoy, and its policies currently limit the water pipe diameter to each parcel to ¾-inch, which can serve a house or a very small industrial facility, but is completely inadequate for any multi-family or significant commercial development.

Further, based on initial stakeholder input, the Saticoy Community is generally opposed to the introduction of any new affordable or high-density housing within Old Town which they associate with the potential for more gang activity and other potential negative impacts that are frequently associated with concentrations of very low income family housing. Instead of residential use, the community would prefer to see these parcels developed with commercial and industrial uses that could provide more jobs for local residents.

However, California housing law requires that the County provide an adequate inventory of available land to accommodate affordable housing units. The County's General Plan also

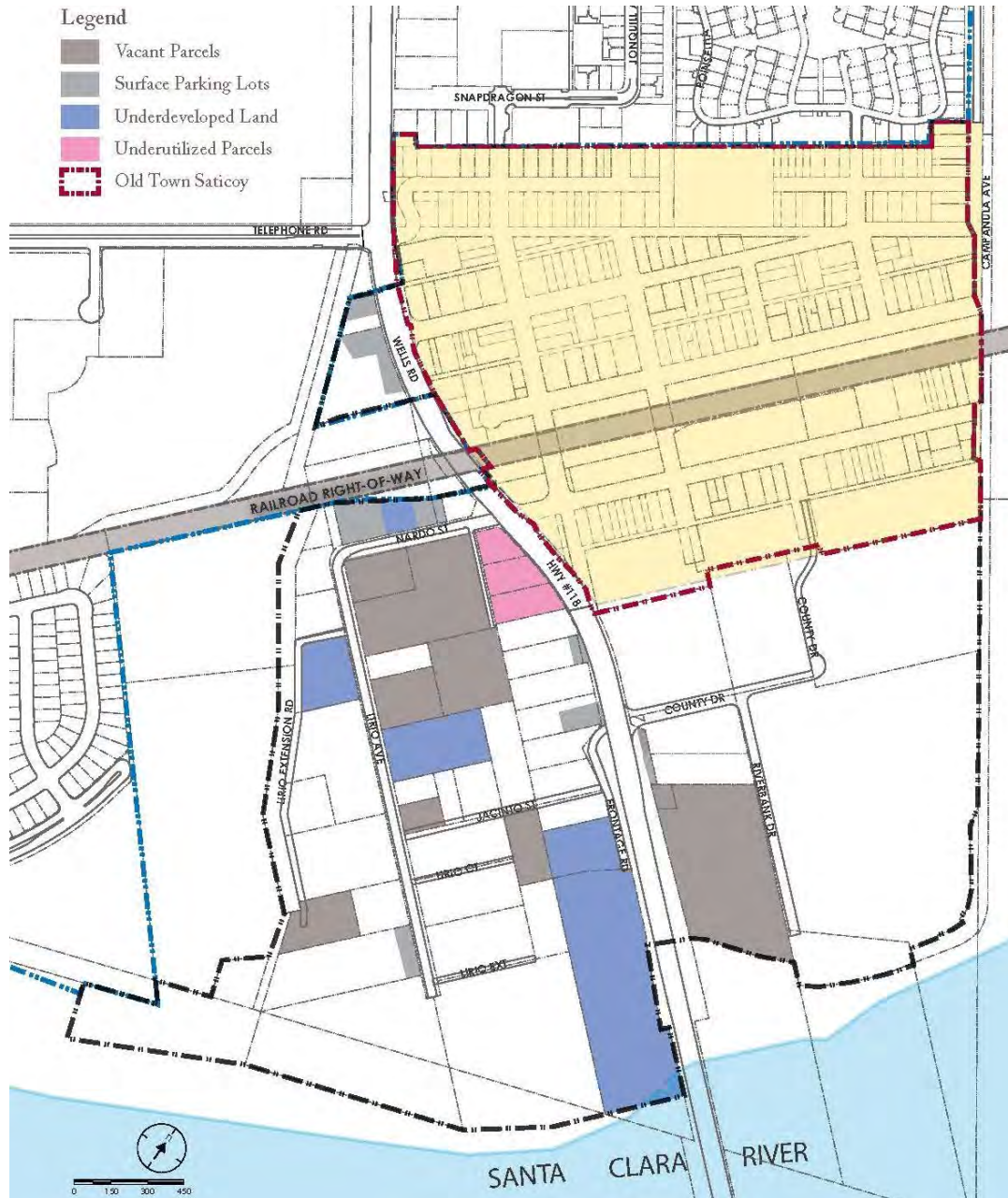
requires an evaluation and assessment of the jobs/housing balance as Area Plans are updated. Given the potential loss of residentially zoned land, the Board of Supervisors required that the applicants complete a jobs/housing analysis as part of the General Plan Amendment screening that the applicants went through in 2010. Potential alternatives that might allow much of the property to be developed with job-producing uses and some portions to accommodate modest amounts of appropriate housing will be explored as part of this planning process.

2. **Along SR 118 (Wells Road).** There are three vacant parcels adjacent to Wells Road: one on the southeast corner of Telephone Road and Wells Road, a second on the northeast corner of Violeta Street and Wells Road, and a third between Azahar Street and Nardo Street. These parcels contribute to the perception that Saticoy is a dangerous and unsafe place to visit. These sites are prime locations for new buildings and businesses that can project Saticoy's presence and character along Wells Road, drawing passers-by to patronize Saticoy businesses while expanding the range of goods and services available to local residents.
3. **In the Neighborhoods and Town Center.** There are a handful of vacant parcels distributed throughout the neighborhoods and within the Town Center. There are also several underutilized parcels where the building occupies a small portion of the parcel and the rest of the parcel is vacant.
4. **Surface Parking Lots.** There are a number of surface parking lots within Old Town that disrupt the contiguous built fabric that is needed to create a pedestrian-friendly environment. Strategies for infilling some of these parcels while ensuring an adequate parking supply will be explored.

M-2. INDUSTRIAL SECTION

The industrial sections of Saticoy comprise one of the largest concentrations of industrial lands in unincorporated Ventura County. There are a number of vacant and underutilized parcels within the industrial sections which, if utilized appropriately, would help to revitalize these areas. (See Figure 1.2.25).

Figure 1.2.24. Existing Vacant Parcels and Underutilized Properties - Industrial Section



Source: County of Ventura, 2013

1. Vacant Parcels:

- a. **Properties East of Lirio Avenue.** The largest of the vacant parcels is located at the intersection of Lirio Avenue and Nardo Street and is comprised of four contiguous properties. The area is currently used for storage and paved with asphalt. All of these properties are currently zoned M-3 (General Industrial), and are owned by the same owner.



The four vacant parcels located at the intersection of Nardo Street and Lirio Avenue are currently being used for storage

- b. **Between Wells Road and Riverbank Drive.** There are two contiguous vacant parcels south of County Drive, in between Wells Road and Riverbank Drive. This parcel has never been developed before and is currently zoned M-2 (Limited Industrial). These parcels give the impression that the area south of Saticoy is abandoned. These sites are prime locations for new buildings and businesses that can project Saticoy's presence and character along SR 118 (Wells Road), and can draw passers-by to patronize Saticoy businesses while expanding the range of goods and services available to local residents.
 - c. **Either side of Lirio Avenue.** There are a handful of vacant parcels distributed on either side of Lirio Avenue, most of which have asphalt paving and are used as temporary storage areas.
2. **Surface Parking Lots.** There are a number of surface parking lots within the Industrial section of the Saticoy Area Plan that make it more difficult to design for pedestrian access. These surface parking lots primarily cater to the businesses on the lots where they are located.

3. **Underdeveloped Parcels.** There are two parcels towards the end of Frontage Road, two parcels along Lirio Avenue and one on Nardo Street, which consist of one or two structures on the property (See **Figure 1.2.25**). These structures comprise less than 10 percent of lot area. The uses on these parcels do not require any additional storage areas on the property, and most of the parcels are paved with impermeable paving.
4. **Underutilized Parcels.** There are three parcels west of SR 118 (Wells Road) and south of Nardo Street, two of which are owned by Standard Industries, and the third is leased by them. Each of these parcels are currently used as consumer recycling centers. Due to their proximity to Old Town, direct access from SR 118 (Wells Road), and the intended vision for the Gateway to Old Town from Los Angeles, there is potential that these parcels could be utilized in a better manner.

N. POTENTIAL LOCATIONS FOR NEW DEVELOPMENT

Saticoy's various vacant and underutilized parcels and provide ideal locations for infill buildings. Potential locations are listed below. *The Market Study for the Saticoy Community (2013)* includes additional details regarding of potential opportunities for new development.

1. The three half-blocks south of Rosal Lane.
2. The parcel bounded by Los Angeles Avenue, Nardo Street, SR 118 (Wells Road), and Azahar Street.
3. The parcels between Azahar Street and the railroad tracks, east of Alelia Avenue. A key question will be determining what kind of development occurs at this location. The City's Saticoy & Wells Community Plan calls for a Transit Oriented Development (TOD) to be developed around the old train depot. However, as mentioned above, passenger trains are probably not a reality since currently there is not enough ridership to support such a line.
4. A range of underutilized parcels in the industrial sections.

1.3 PRELIMINARY RECOMMENDATIONS

One goal of this Area Plan Update is to make the Saticoy community more cohesive, enhancing connections to the City of Ventura, increasing walkability, offering a wider range of residential options, and commercial and civic amenities. To help achieve this goal, the following issues should be considered during the update process:

- A. What key circulation changes would be most useful for “stitching together” the Saticoy community;
- B. What types and forms of infill development would be best;
- C. What additional public spaces and other amenities should be introduced, particularly those that generate social/gathering spaces;
- D. How can the public streets be made more habitable to act as social/gathering places;
- E. How can the hodgepodge of uses that currently make up Saticoy, be modified without changing the essential character of the community?

A. CONNECT TO OTHER PARTS OF TOWN

Stitch Saticoy’s unraveling town fabric and circulation network back together, both internally and externally by (See **Figure 1.3.1**):

- 1. Extending Los Angeles Avenue north to Darling Road;
- 2. Extending Telephone Road (as a small town street) east to Los Angeles Avenue;
- 3. Extending Alelia Avenue, Amapola Avenue, Clavel Avenue, and/or Campanula Avenue south of Rosal Lane – should these connections be opened to pedestrian, bicycle, and local automobile traffic, truck traffic would need to be discouraged or prohibited from heading north to Nardo Street;
- 4. Extending Campanula Avenue across the rail road tracks, if feasible;
- 5. Establishing better connections to Saticoy Park from the surrounding neighborhood and, to the extent possible, making Saticoy Park more visible from surrounding streets and/or residences’
- 6. Removing existing barrier between County Drive and Rosal Lane;
- 7. Coordinating with the City of Ventura to establish a connection between the future Northbank development and Nardo Street;

8. Exploring possibility of connecting Jacinto Street from Lirio Avenue to Los Angeles Avenue;
9. Establishing a connection to the Santa Clara River, along Franklin Barranca, Brown Barranca, and/or Wells Road/Los Angeles Avenue.

Figure 1.3.1. Saticoy's Connections to Other Parts of Town



Source: Sargent Town Planning

Legend

- New Street Connection
- New Street Connection Outdies Plan Area
- Saticoy Park

B. INTRODUCE COMPATIBLE NEW DEVELOPMENT

Provide a vision for development as well as development standards and design guidelines that guide new development in a way that better serves the needs of the residents and improves the quality, character, and value of Saticoy over time. Potential actions include the following:

1. Introduce new development that provides a balance between jobs and housing;
2. Enhance Saticoy's presence by introducing new town-scale buildings along SR118 (Wells Road) and Los Angeles Avenue, thus projecting Saticoy's unique character to passing motorists;
3. Improve the streetscapes of Los Angeles Avenue and Violeta Street by adding street trees, better sidewalks and shopper-friendly buildings. These two street corridors will be clearly visible from SR 118 (Wells Road), further drawing visitors from surrounding areas;
4. Introduce small-scale multi-family housing that better accommodates the families of Saticoy in buildings that are in character with the existing single-family and two-family scale buildings;
5. Investigate development scenarios for Nardo Street, including:
 - Introducing sidewalks and street trees, but leaving the land uses and building types largely as is;
 - Transitioning the north side of the street to residential uses over time;
 - Transitioning the south side of the street to industrial uses over time; and/or
 - Narrowing Nardo Street by adding angled parking, planting street trees within the roadway, or building a linear park along the north side of the street.
6. Investigate development scenarios for Azahar Street, including:
 - Introducing sidewalks and street trees, but leaving the land uses and building types largely as is; or
 - Transitioning the south side of the street to residential and/or mixed uses over time.
7. Determine the most compatible land uses for the new development on the south side of Rosal Lane and the existing residential uses on the north side of the lane, and the existing industrial uses to the south; and
8. Add any necessary infrastructure in the Industrial zones to allow for industrial development that is not currently feasible, (e.g., ensure adequate water supply, plan infrastructure to allow for installation of electric vehicle charging stations).

C. PROVIDE ATTRACTIVE COMMUNITY GATHERING PLACES

As Saticoy becomes more pedestrian friendly and residents and visitors are drawn into the Town Center, it will be important to provide additional community gathering places. Potential actions include the following:

1. Consider relocating the County Library from the east end of Violeta Street to the Town Center. Possible locations include the Farmers & Merchants Bank building or the Old Saticoy Hardware Store building. The Library would naturally become a community gathering place if it was in a more central location;
2. Adaptively reusing the gas station on the southeast corner of Violeta Street and Los Angeles Avenue as a community garden, restaurant with outdoor seating, or some other active use;
3. Refurbish and adaptively reuse the old train depot as a location for a “microbusiness” incubator;
4. Consider redeveloping the vacant land near the Merchant Bank Building into a town square or small public green space; and
5. Allow for the creation of open space within the west-side industrial section to allow for workers to comfortably eat outdoors.

D. TRANSFORM SATICOY'S STREETS INTO GATHERING PLACES

In many traditional American towns, much of the public space used for social gatherings takes place on the streets themselves. Ample sidewalks, shade trees, attractive front yards, frequent crosswalks and relatively slow traffic have historically allowed 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 could be significantly improved over time. Improvements to consider include:

1. Infill missing sidewalks, prioritizing segments within and near the Town Center and along stretches surrounding bus stops (Gold Coast and school bus);
2. Add more street lights to help create a safer nighttime environment;
3. Plant street trees to create a sense of place, encourage slower driving speeds, and make the pedestrian environment more comfortable and attractive;
4. Provide street furniture, including benches and trash cans, particularly within the Town Center;

5. Implement 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;
6. Create mechanisms and incentives for local businesses to contribute to streetscape improvements within Saticoy’s Town Center; and

E. MEND THE HODGEPODGE OF USES

Incentivize industrial and/or automobile-related businesses located within the Town Center to relocate elsewhere within the Saticoy Area Plan boundary, including on the three parcels south of Rosal Lane and the other vacant and/or underutilized industrial parcels. Replace these with small retail shops and mixed-use buildings.

2

REGULATORY ANALYSIS

2.1 VENTURA COUNTY GENERAL PLAN

A. JURISDICTION AND PURPOSE

In 1988, the Ventura County Board of Supervisors approved a comprehensive update to the County General Plan. In 2000, the Board of Supervisors directed County staff to prepare a focused update to the County General Plan for the purposes of extending the time horizon of the General Plan from 2010 to 2020, and incorporating updated population, housing, employment, and traffic forecasts. These General Plan updates were finalized and adopted by the Board in 2005. The more urban portions of unincorporated Ventura County are governed by separate “Area Plans” designed to reflect the needs and desires of those individual communities. The Saticoy Area Plan, which was last updated in 2004, provides much of the current policy guidance for the Saticoy community, while the General Plan provides more broad policy guidance. For purposes of transportation modeling and population projections, the General Plan also divides Ventura County into 15 different geographical sub-areas, as established by the Ventura County Transportation Commission and roughly corresponding to Areas of Interest established by the Ventura County Local Agency Formation Commission (LAFCo). These are shown in **Figure 3.2.1** of the Ventura County General Plan (Land Use Appendix). Saticoy, the City of Ventura, and other surrounding areas are within the Ventura Planning Area.

B. GOALS AND POLICIES

The County General Plan is comprised of a “Goals, Policies, and Programs” document that is divided into the following four chapters, which encompass the State-mandated General Plan elements:

1. Resources
2. Hazards
3. Land Use
4. Public Facilities and Services (including Transportation)

Each of the four chapters also includes an Appendix containing background information, data, and maps in support of the Goals, Policies, and Programs in each chapter. Policy guidance relevant to Saticoy is summarized by Chapter in the tables below:

Table 2.1.1 - Resources, Ventura County General Plan

Resources Topic	Key Relevant Policy Direction	Citation
Air Quality Management	Required consistency with Air Quality Management Plan (AQMP).	1.2.2 (1)
Transportation Demand Management (TDM)	If necessary, require the development, implementation, and maintenance of Transportation Demand Management programs.	1.2.2 (4)
Wastewater Reuse	Promote reclamation and reuse of wastewater.	1.3.1 (6)
Water Conservation	Landscape plans shall incorporate water conservation measures.	1.3.2 (5)
Water Conservation Program	Planning Division will prepare a Countywide water conservation retrofit program.	1.3.3 (10)
Energy Resources	Evaluate for impact to energy resources and utilization of energy conservation techniques.	1.9.2 (1)
Energy Conservation	Area Plan land use policies should promote energy conservation and encourage compact land use to minimize vehicular travel and infill of vacant lots.	1.9.2 (2)
Energy Efficiency Standards	Incorporate energy efficiency and renewable energy in project design and continue to implement energy efficiency standards for buildings.	1.9.2 (3-4)
Solid Waste Management	Reduce the amount of waste disposed and energy consumed by implementing sourced reductions, recycling and composting programs, and public information programs.	1.9.3 (2)
Trip Reduction	Reduce energy consumption and improve air quality through the promotion of park-and-ride lots, Countywide Transit Information Centers, Commuter Rail System, ridesharing, modified work schedules, parking management programs.	1.9.3 (3)

Table 2.1.2 - Land Use - Ventura County General Plan

Land Use Topic	Key Relevant Policy Direction	Citation
Area Plans	Area Plans shall be consistent with the General Land Use Map.	3.1.2 (4)
Boundaries	Boundaries should follow natural or man-made boundaries.	3.1.2 (8)
Greenbelt Agreement	Greenbelt agreement has been adopted between the cities of Ventura and Santa Paula.	3.1.3
Existing Community	Recognized as existing urban enclaves outside of urban designations.	3.2.1 (2)
Housing Opportunities	Increase housing opportunities for households of all income levels. (Additional housing policies are shown in Section D below.)	3.3.1 (5)
Employment and Commerce/Industry	Applications for commercial/industrial development within a city's sphere of influence will be referred to the city for possible annexation.	3.4.2 (2)
Industrial Developments	Designated to be generally compact.	3.4.2 (3)
Commercial Areas	Locate retail sales and service type commercial and office facilities in shopping centers or established commercial areas.	3.4.2 (5)

Table 2.1.3: Public Facilities - Ventura County General Plan

Public Facilities and Services Topic	Key Relevant Policy Direction	Citation
Public Services	Limit development to those locations where adequate public services are available (functional), under physical construction or will be available in the near future.	4.1.2 (2)
Service Areas	Annexation within cities' sphere of influence is preferable to formation of new or expansion of existing County Service Areas.	4.1.2 (4)
Level of Service	Level of Service (LOS) is used as the County standard.	4.2.2 (3)
Schools	School facilities should be available for community activities when feasible.	4.9.2 (2)
Libraries	Centrally locate community library facilities for convenient access.	4.9.2 (3)

C. GENERAL PLAN LAND USE

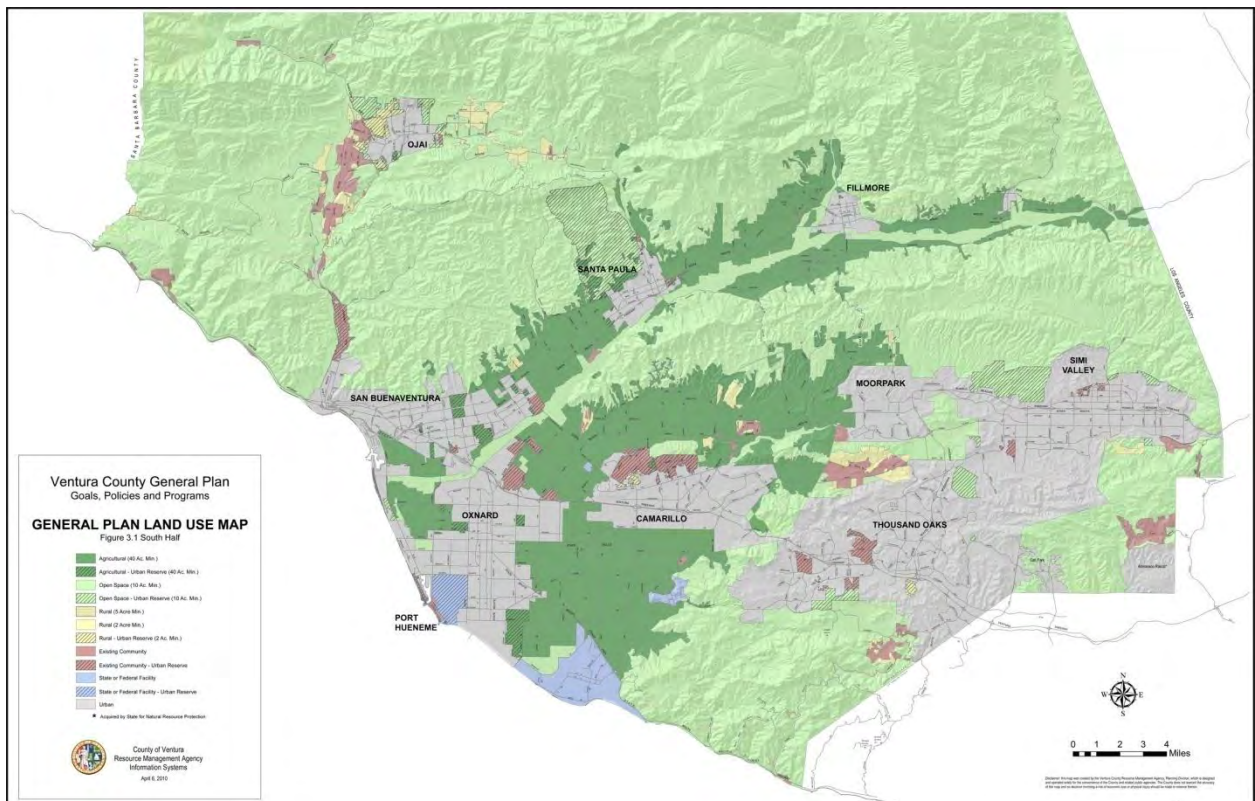
There are six basic land use designations as well as an Urban Reserve overlay designation on the General Land Use Map (See **Figure 2.1.1**). These designations are defined as follows:

1. **Urban** designation identifies existing and planned urban centers that include residential, commercial, and industrial uses.
2. **Existing Community** designation distinguishes existing urban residential, commercial or industrial areas outside of urban designations.
3. **Rural** designation identifies areas suitable for low-density and low-intensity land uses.

4. **Agricultural** designation is applied to irrigated lands that are suitable for the cultivation of crops and raising livestock.
5. **Open Space** designation classifies land or water which is essentially unimproved and devoted to an open-space use as defined by Section 65560 of the State Government Code.
6. **State or Federal Facility** designation recognizes Federal or State facilities excluding forest and park lands.
7. **Urban Reserve Overlay** designation is applied to all unincorporated land within a city's adopted sphere of influence.

Saticoy is designated as both an "Existing Community" with an "Urban Reserve Overlay." The Existing Community designation applies in existing unincorporated urban enclaves located outside cities and in unincorporated urban centers. It allows for a range of uses including residential, commercial, or industrial, and a range of population densities and building intensities.

Figure 2.1.1 Ventura County General Plan, Land Use Map (South)



Source: Figure 3.1, Ventura County General Plan 2010

D. HOUSING ELEMENT GUIDANCE

Section 3.3 of the General Plan Land Use Appendix serves as the Ventura County 2006-2014 Housing Element. Section 3.3.2-6(1-2) requires Area Plans to be consistent with the Housing Element, particularly the sections related to:

- Adopted population forecasts
- Jobs-housing balance
- Community character preservation
- Natural resource preservation
- Recognition of environmental hazards
- Availability of infrastructure and services

Key guiding features of General Plan Section 3.3 “Population and Housing” are shown in **Table 2.1.4** below while specific Housing Element allocations for Residential population and employment are shown in **Tables 2.1.5 and 2.1.6**. See **Section 2.2** below for more detail about land use designations and policies within the Saticoy Area Plan.

Table 2.1.4: Housing Element Key Policy Direction - Ventura County General Plan

Housing Element Topic	Policy Direction	Citation
Affordable Housing	Old Town Saticoy is identified as “Land Suitable for Moderate Income Dwelling Units.” Where feasible assure continued affordability of existing affordable housing stock.	Figure 3.3.7-7 Goal 3.3.1-3 (2)
Farmworkers	Proactively support the construction of farmworker housing.	Section 3.3.3-5 (6)
Converting Housing Stock	Existing residential neighborhoods shall not be designated to land uses that would eliminate or degrade the existing housing stock.	Goal 3.3.2-2 (1)
Code Enforcement	The Resource Management Agency will continue zoning, building, and safety enforcement on a complaint or voluntary request basis and continue to expand the existing code enforcement and housing programs to improve the condition of existing substandard housing.	Goal 3.3.3-1 (1) and 3.3.1-4 (1)
Non-Profit Housing Organizations	The county will annually solicit assistance from non-profit housing organizations.	Goal 3.3.3-3 (3)
Energy Conservation	The Commission on Human Concerns should continue its energy conservation, energy education, appliance repair or replacement, home weatherization and home rehabilitation programs.	Goal 3.3.3-4 (3)
Low-Income Groups	Promote and facilitate the construction of housing which is suited to the specific needs of other lower-income groups (i.e., farmworkers, elderly, mentally ill, handicapped, single heads of households, large families or homeless) and assist lower-income households to purchase or rent homes.	Goal 3.3.1-5 (6-7)

Housing Element Topic	Policy Direction	Citation
Housing Balance and Diversity	Increase the number of multi-family and rental units in unincorporated communities that have a disproportionately high percentage of single-family and owner-occupied housing units.	Goal 3.3.1-6 (1)
Area Plan Update Guidance	Area Plans should attempt to encourage greater housing opportunities by: <ul style="list-style-type: none"> • increasing density; • re-designating surplus lands to residential designations; • discouraging the conversion of existing residentially; developed or designated area to other uses; • ensuring there is sufficient residential lands to meet planned employment opportunities; and • ensuring a mix of residential densities. 	Policy 3.3.2-4(1)
Affordable Housing Density Bonus	The County shall continue to offer a 25 percent density bonus for those residential projects which provide a minimum of 20 percent of the units for lower-income households; 10 percent of the units for very low income households or 50 percent of the units for senior households.	Policy 3.3.2-4(4)
Condo Conversion Density Bonus	The County shall continue to offer a 25 percent density bonus for condominium conversion projects which provide a minimum of 33 percent of the units to moderate-income households or 15 percent of the units for lower income households.	Policy 3.3.2-4(5)
Low-Income Families in Affordable Housing	The Area Housing Authority should continue to administer subsidies to assist eligible lower-income families in renting affordable housing.	Program 3.3.3-5(3)

Table 2.1.5 Housing Element Residential Holding Capacity - Saticoy Area Plan (GP Figure 3.2.2)

Land Use Designation	Acres	DU/Acre	Total DUs	Year 2020 pop/DU	Year 2020 Population	Population/Acre
Residential/ Two-Family	36	12.00	432	2.71	1,171	35.53

Table 2.1.6 Housing Element Employment Holding Capacity - Saticoy Area Plan (GP Figure 3.2.3)

Land Use Designation	General Plan Acres	Floor Area	Employees per 1,000 sf	Total Employees	Employees per Acre
Commercial	9	61,000	2.0	121	13.44
Community Facility	5	34,000	2.0	67	13.40
Industrial	144	1,252,000	2.0	2,503	17.38

E. SOAR (Save Open Space & Agricultural Resources)

In 1995, the City of Ventura passed the SOAR Ordinance that requires a vote of the electorate for any General Plan amendment affecting Agricultural designated land. Between 1998 and 2000 similar ordinances were adopted by the cities of Camarillo, Moorpark, Oxnard, Simi Valley, Thousand Oaks, Santa Paula, and Fillmore as well as the unincorporated area of the County. The cities' SOAR ordinances require that urban development outside of each cities' urban boundaries be subject to voter approval. The County's SOAR ordinance mandates that voter approval is required for any changes involving the "Agricultural," "Open Space," or "Rural," land use designations, goals, or policies in the County General Plan. The County's SOAR ordinance, which expires in 2020, currently acts as a constraint to future unincorporated urban development.

2.2 VENTURA COUNTY SATICOY AREA PLAN

A. JURISDICTION AND PURPOSE

Of Ventura County's nine area plans – covering such areas as the Ojai Valley, North Ventura Avenue, Thousand Oaks, and the Coastal area – the Saticoy Area Plan is the smallest, covering approximately 238 acres of land. The Saticoy Area Plan was adopted in 1990 and amended in 1992, 1996, and 2004.

B. POTENTIAL ANNEXATION OF SATICOY AREA

The entire Saticoy Area Plan area is within the City of Ventura's Sphere of Influence, and as acknowledged in the Area Plan itself, it is expected, "that ultimately the City boundaries will encompass the Saticoy area," and that "annexation of the Saticoy area to the City of Ventura is perceived as an ultimate objective for providing municipal services and land use controls for the area." That said, staff from the City of Ventura has stated that the City is not prepared to annex Saticoy in the near future (LAFCo Hearing, Sept. 19, 2012). Even if the City had such an interest, the annexation process can be very lengthy.

As a result, development in the Saticoy community will occur under County jurisdiction and will be coordinated with the City of Ventura, as necessary and appropriate.

C. AREA PLAN CONTENT

Like the Ventura County General Plan, the Saticoy Area Plan includes Goals, Policies, and Programs – as well as planning maps for various topics – divided into four major sections:

1. Resources
2. Hazards
3. Land Use
4. Public Facilities and Services (including Transportation)

One of the primary goals of the Area Plan update is to refine or replace portions of the existing Saticoy Area Plan that are out of date or inconsistent with the current vision for the area. The tables below (**Table 2.2.1** to **Table 2.2.4**) identify the key relevant policy direction from the Saticoy Area Plan that could inform or constrain the current Old Town Saticoy planning project. The Area Plan's four regulating Land Use Designations – Residential Two-Family, Commercial, Industrial, and Community Facility – are described in more detail in Part D, while Section 2.6 "Analysis of Existing Zoning Regulations" describes relevant County Zoning districts.

Table 2.2.1: Resources: Policy Direction - Saticoy Area Plan

Topic	Policy Direction	Citation
Air Quality Impact Fee	An air quality impact fee is required for residential or commercial/industrial development employing fewer than 50 employees.	1.1.2 (2)
Transit Improvements	Transit improvements identified by South Coast Area Transit may be a condition of development approval.	1.1.2 (3)
Air Quality During Construction	Development projects must protect air quality and health during construction, including wetting roads and graded areas, street sweeping, and prevention of hazardous dust.	1.1.2 (4-5)
Erosion and Sedimentation Control	Development projects must protect downstream water quality during construction, including through temporary vegetation, soil stabilization, and retention.	1.2.2(1)
Sewer	All new development must connect to sewer service.	1.2.2(2)
Water Conservation	Water consumption in new development cannot exceed 1.12 acre feet of water per year per gross acre of land.	1.2.2(3)
Hazardous Waste	Commercial/Industrial uses that could release industrial wastewater or hazardous waste are prohibited.	1.2.2(4)
Stormwater	Retention basins (to retain up to 1” rainfall event) and oily water separators are required on industrial sites.	1.3.2(3)
Aesthetics	New development must have “aesthetically pleasing” architectural and site designs.	1.4.3(1)
Landscape and design	Assorted urban design requirements include: <ul style="list-style-type: none"> • Prohibitions on off-site advertising signs along 118; • Required landscape strips along 118; • Screening of open storage along 118; and • Landscape strips separating industrial from residential development. 	1.4.2(2-5)
Brown Barranca	Retain the scenic qualities of the Brown Barranca.	1.4.1(4)

Table 2.2.2: Hazards: Policy Direction - Saticoy Area Plan

Topic	Policy Direction	Citation
Flood Hazard and Drainage	Ventura County Flood Control District (VCFCD) shall regulate any construction affecting Brown and Franklin Barrancas, and river bank stabilization is potentially required.	2.1.2 (1-2)
Fire Hazard	Cul-de-sac length shall not exceed 800 feet and adequate tactical access and fire flow improvements shall be completed to the satisfaction of the Fire Protection District to combustible construction.	2.2.2 (2-3)

Table 2.2.3: Land Use: Policy Direction - Saticoy Area Plan

Topic	Policy Direction	Citation
General Land Use	For discretionary developments and to assure land use compatibility, careful attention shall be focused on the provisions of open areas, landscaping, circulation, site and building design, drainage, on-site parking and utilization of water conservation methods.	3.1.2 (2)
Residential	Discretionary residential developments shall be reviewed to assure compatibility with the character of the Saticoy Community with careful attention to open areas, landscaping, circulation, off-street parking, water conservation and architectural compatibility.	3.2.2 (3)
Commercial	Locate and design commercial land uses to promote ease of pedestrian access as well as provide sufficient off-street parking.	3.3.2 (2)
Industrial	New or expanding industrial uses adjacent to residential areas shall provide buffers to protect residential uses from nuisances and shall be compatible with adjacent land uses.	3.4.2 (2+4)
Community Facilities	Multi-use community facilities should be encouraged wherever possible and all facilities shall be maintained to meet the needs of Saticoy residents.	3.5.2 (1)
Development Application and Annexation Review	<p>Owners of property legally annexable to the City of San Buenaventura shall be required to request annexation to the City prior to consideration of discretionary permits by the County. Discretionary development permits shall not be issued by the County unless a request for annexation has been declined/denied by the City or the Local Agency Formation Commission.</p> <p>All applications for discretionary development within the City Sphere of Influence shall be reviewed by the City.</p>	3.6.2 (1-2)
Regional Plans and Programs	All development shall be consistent with the County General Plan.	3.7.2 (1)

Table 2.2.4: Public Facilities and Services: Policy Direction, Saticoy Area Plan

Topic	Policy Direction	Citation
Bicycle Routes	Bicycle Routes are designated on Highway 118 north of Nardo, and extending west on Telephone.	Figure 6 and 1.1.2 (1)
Transportation and Circulation	Discretionary development adjacent to Highway 118 shall be designed to consolidate and minimize access points to the highway and provisions for long-term private road maintenance will be incorporated into future discretionary development that proposes private road access.	4.1.2 (2+6)
Water Supply	Discretionary developments are required to incorporate water conservation measures and required to be served by a publicly accountable water supplier. In areas where no such water service is currently available, a water service master plan and funding program shall be prepared by the developer and approved by the County before any discretionary development is approved. Discretionary development shall not exceed 1.12 acre feet of water per year per gross acre of land.	4.2.2 (2-4)
Liquid Waste	Discretionary development proposals for expansion or modification of existing industrial uses connected to individual sewage disposal systems shall conform to the satisfaction of the Environmental Health Division and grant access easement to County service Area 32. Discretionary development for new land uses shall be required to connect to a publicly accountable sewer system.	4.3.2 (2-3)
Education	Ventura Unified School District may review discretionary residential development proposals.	4.4.2 (1)
Recreation	Dedication of recreation facilities and/or in-lieu fees shall be required of residential subdivision in accordance with County ordinances.	4.5.2 (1)
Government Services	The County shall support the conversion of the Saticoy Sanitation District to a multipurpose special district	4.6.2 (1)

D. SATICOY AREA PLAN LAND USE DESIGNATIONS

The Saticoy Area Plan contains four plan designations, shown geographically in **Figure 2.2.1** and described below. Also see Section 2.5 for explanation of zones in Ventura County.

1. **Residential Two-Family.** This designation covers 18 percent of land within the Area Plan boundary and allows single-family and two-family housing in the areas east of downtown. The Saticoy Area Plan identifies a maximum residential density of 12 units per acre and a maximum lot coverage of 55 percent. This is effectively duplex-level intensity.

Comparison with existing conditions: The majority of parcels within this land use designation contain single-family houses or two individual houses or duplexes. However, most parcels exceed the maximum lot coverage of 55 percent.

2. **Commercial.** This designation covers five percent of land within the Area Plan boundary and is comprised of parcels within Old Town. The Area Plan identifies maximum lot coverage of 60 percent within this designation.

Comparison with existing conditions: Many of the parcels maximize the allowed lot coverage within this designation.

3. **Industrial.** Generally, this designation encompasses 75 percent of the Area Plan boundary and allows large industrial activity and buildings. The Area Plan identifies a maximum lot coverage within this designation of 50 percent.

Comparison with existing conditions: Most of the parcels in this designation are within the allowed maximum lot coverage and consist of large single buildings with large outdoor areas for work or storage.

4. **Community Facility.** There are only three parcels, comprising three percent of the land area within the Area Plan boundary that have this land use designation: Saticoy Park, the Community Center, and a triangular area at the southeast corner of Nardo Street and Los Angeles Avenue. The Area Plan identifies a maximum lot coverage of 60 percent within this designation.

Comparison with existing conditions: Saticoy Park and the Community Center serve clear purposes as community facilities for the Saticoy community. However, as part of the research conducted for this report, County staff located internal documents that clarified that the Community Facility designation was applied to the automotive repair business in error and it should no longer be considered a community facility.

Figure 2.2.1 Compatibility between Zoning and Area Plan Designations

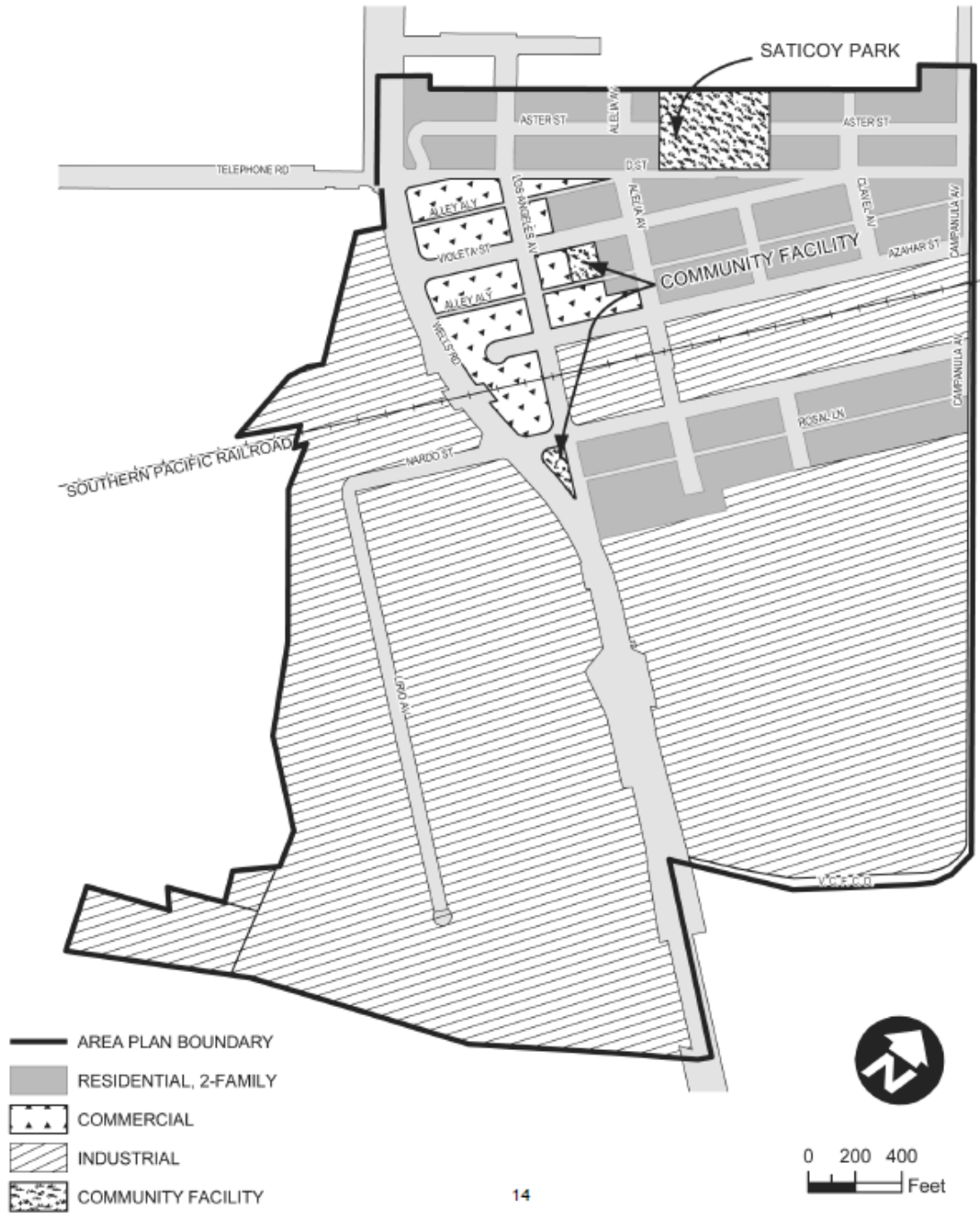
AREA PLAN MAP LAND USE DESIGNATIONS	ZONES															
	O-S (10 AC. Min.)	A-E (40 AC. Min.)	R-A (1 AC. Min.)	R-E (10,000 S.F. Min.)	R-O (20,000 S.F. Min.)	R-1 (6,000 S.F. Min.)	R-2 (3,500 S.F./DU)	R-P-D	S-P	T-P	C-O	C-1	C-P-D	M-1	M-2	M-3
Residential Two Family							○									
Commercial												○	○			
Industrial														○	○	*
Community Facility						○	○						○	○		

Not compatible with Plan
 Compatible with plan
X
U Compatible only with zone suffix equal to or more restrictive than that shown in circle.

X
AC = X acre minimum lot size
X = X thousand square feet minimum lot size
X
U = X units per acre maximum

Source: Saticoy Area Plan, 1990

Figure 2.2.2 Existing Saticoy Area Plan Designations

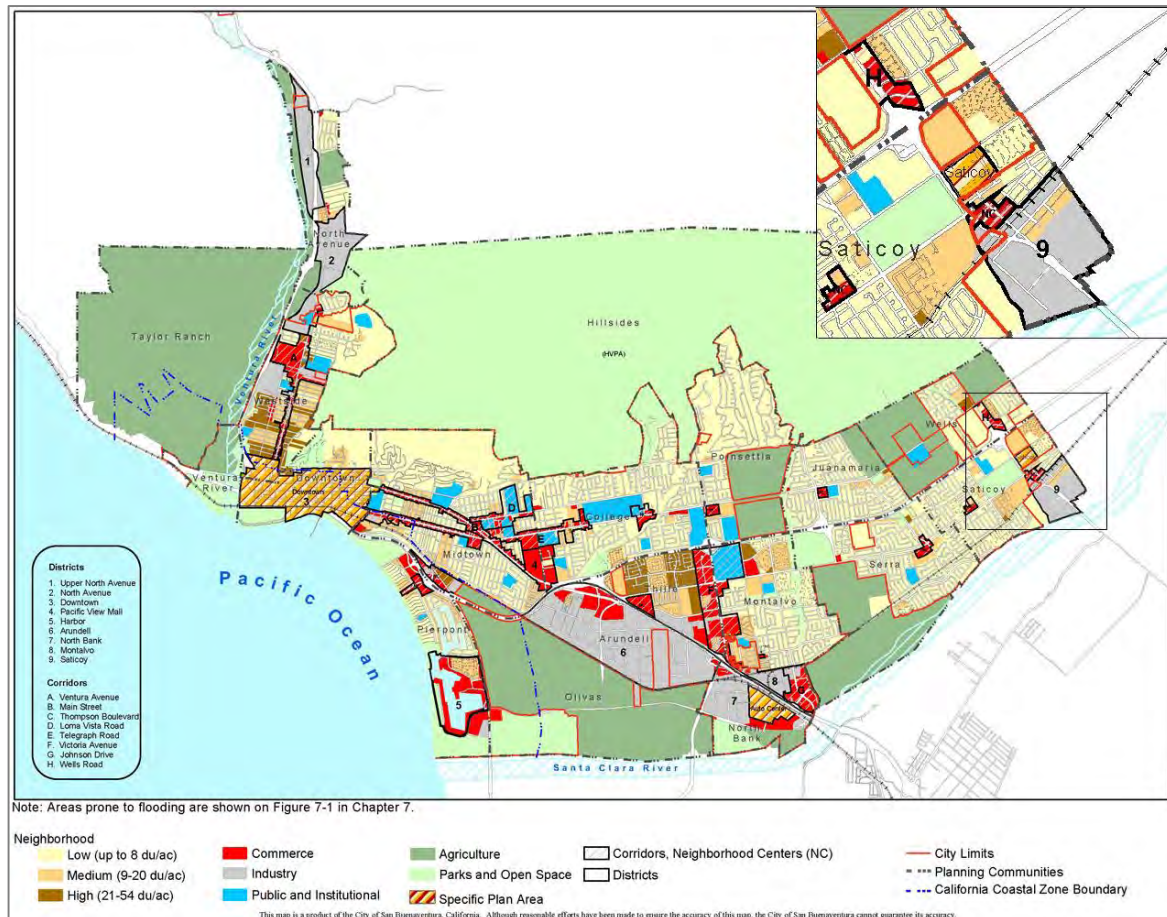


Source: Saticoy Area Plan, 1990

2.3 CITY OF VENTURA 2005 GENERAL PLAN

The City of Ventura’s General Plan was adopted on August 8, 2005. The General Plan identifies the City’s intentions for future growth as well as lands surrounding the City limits. The Saticoy community is outside of Ventura City limits but within its Sphere of Influence. The City has divided its sphere of influence into 19 planning communities. It is adopted City policy to complete community or specific plans for various areas in its City Limits and Sphere of Influence (Action 3.18), including Saticoy. In 2009, the City Council approved the Saticoy/Wells Community Plan, which is discussed further in **Section 2.4** below. In addition to the 19 planning communities, the City has created nine districts from existing urban lands in order to enhance and transform these areas into mixed-use developments to better serve residents. The Saticoy Area Plan boundary is contained within District Nine. Annexation of Saticoy is not explicitly discussed in the City’s General Plan. However, the City has a policy of maximizing use of land within the City before considering expansion (General Plan Policy 3C). Section Three of the City’s General Plan also outlines an “infill first” strategy, which directs new development to vacant land within the City and the Sphere of Influence, (which includes Saticoy) – instead of to surrounding greenfields and open space.

Figure 2.3.1: City of Ventura General Plan



Source: City of Ventura General Plan, Figure 3-5, General Plan Diagram

2.4 CITY OF VENTURA SATICOY & WELLS COMMUNITY PLAN

A. JURISDICTION AND PURPOSE

The City of Ventura's Saticoy and Wells Community Plan was adopted by the City of Ventura in November 2009. The Community Plan is intended to implement the City's General Plan at the neighborhood level and provide a coordinated community vision for future development in the area. The City's stated impetus for creating the plan was the presence of over eight major development projects in various stages of development in the Wells and Saticoy areas, including three separate entitled or planned development projects between Old Town Saticoy and Highway 126.

The Saticoy Wells Community Plan area includes land within the Ventura city limits (around 565 acres) as well as unincorporated County land within the City's Sphere of Influence (around 435 acres). It fully encompasses the Saticoy Area Plan boundary as shown in **Figure 2.6**. Accordingly, the County retains regulatory land use control over the area. However, in the adopted Saticoy Wells Community Plan, the City expresses a desire that the Community Plan be jointly adopted with Ventura County (p. 11-3 and Action 11.3.5) and that it guide and influence future development on unincorporated County land. Until that occurs, the City commits to "heighten its review" of private projects occurring in the unincorporated area (p. 11-3). While the Community Plan encourages annexation of Saticoy (Action 11.3.6), it also reiterates that unincorporated areas within the City's Sphere of Influence, will not receive City services until they are annexed (p. 11-3).

The provision of potable water is one such City service of particular importance. Currently, the City of Ventura's Extraterritorial Water Policy poses a significant challenge to the development of any new high density residential development as well as commercial and industrial development that is not a "low water use." The City is the designated purveyor of water service for Saticoy, and its current policies limit the water pipe diameter to each parcel to ¾-inch, which can serve a house, a duplex, or a modest industrial facility, but is completely inadequate for any multi-family or significant commercial development. In recognition of these development limitations, the Saticoy Wells Community Plan includes an "Action Item" (Action 11.5.7) to amend this existing policy to establish criteria for providing water services to properties within the unincorporated area.

B. GUIDING PRINCIPLES

The Saticoy Wells Community Plan is guided by the following ten planning principles, many of which relate to project goals in the current project area of Old Town Saticoy:

1. Traditional Neighborhood Development
2. Make great public places
3. Generate a continuous network of great thoroughfares
4. Make great neighbourhoods
5. Create a variety of housing choices
6. Live near transit
7. Get the retail right
8. Encourage various modes of transit
9. Get the parking right
10. Maintain industry functions
11. Manage natural resources through “infill first” and green development

C. RELEVANT PLAN CONTENT

Policy content in the Saticoy Wells Community Plan is organized into ten topics, many of which contain policy or diagrammatic sketches that could directly inform planning and design work within the Saticoy Area Plan boundary. Relevant content by topic section is summarized below in **Table 2.4.1**.

Table 2.4.1: Saticoy & Wells Community Plan, Relevant Policies

Topic Section	Key Relevant Policy Direction	Citation
11.1 Natural Community	Barrancas – restore and maintain habitat along the Brown and Franklin Barrancas, which border the project area on the west and east respectively, including a linear park and green edge along the Brown Barranca west of Wells Road.	Policy 11A Action 11.1.5 Action 11.1.3
11.2 Prosperous Community	Jobs-producing land uses – provide better retail while maintaining industrial base and capturing more value from existing industrial land.	Action 11.2.2 Action 11.2.4
	Saticoy Industrial District – maintain the Saticoy Industrial District and all other Industry Planning Designations.	Policy 11D Action 11.2.8 Action 11.2.9
11.3 Well-Planned and Designed Community	Neighborhood definition – establish a series of 6 neighborhoods, including the “Southeast Neighborhood” that is roughly co-terminus with current Old Town Saticoy Project area.	Figure 11-6 Action 11.3.8
	Neighborhood vision – implement the “Southeast Neighborhood” vision for Old Town Saticoy of: <ul style="list-style-type: none"> • Re-establishing and re-connecting the historic street grid • Re-establishing its role as a historic town center, with civic, office, and retail uses serving the entire Saticoy Wells area and Eastern Ventura • New development and employment • Capitalizing on regional highway and rail connectivity 	Page 11-14, Sec. 6
	TOD and train depot – Implement the “Transit-Oriented Development” vision for Old Town Saticoy of future commuter rail and Transit-Oriented Development, parks, and retail around the historic train depot, with the train track corridor becoming a linear promenade with mixed-use development.	Page 11-14, Sec. 7 Action 11.3.19 Action 11.6.4 (Page 11-34)
	Wells Road Urban Design – Reimagine and reconfigure Wells Road between Telegraph and Nardo – which includes the stretch of Wells bordering Old Town Saticoy to the west – to become an urban corridor with pedestrian-friendly, mixed-use land use and urban design integrated with adjacent historic neighborhoods.	Page 11-14, Sec. 8 Action 11.3.2 Action 11.3.10 Action 11.3.13 Action 11.4.3
	Infill guidelines – Achieve components of traditional neighborhoods in infill projects, such as pedestrian connections to diverse neighborhood amenities and housing types.	Page 11-15 Action 11.3.1
	Historic character – conserves historic buildings and character through sensitive infill and coordination with the City’s Historic Preservation Committee.	Action 11.3.1 Action 11.3.4 (Policy 11B)
	Public art – Install public art on the triangular gateway parcel bounded by Nardo, Los Angeles, and Wells.	Action 11.3.3

Topic Section	Key Relevant Policy Direction	Citation
11.3 Well-Planned and Designed Community (Contd.)	Los Angeles Avenue retail – Concentrate retail and commercial infill along Los Angeles Ave. between Nardo and one block north of Violeta.	Action 11.3.18
	Housing Diversity – Provide a wide range of housing types and affordability levels, and consider existing farmworker, workforce, and homeless populations.	Policy 11H Action 11.3.20 Action 11.3.22-24
	Agricultural Land Preservation – Aggressively preserve agricultural land both within the plan area and surrounding it.	Page 11-16 Policy 11I
11.4 Accessible Community	Proposed Street Network Map – Refine the street network and re-establish the street grid, including with new street connections or extensions in Old Town Saticoy on Los Angeles, Azahar, Amapola, Campanula, and Alelia.	Figure 11-8 Page 11-29 Concept
	Wells Road Transportation – Consistent with land use and urban design direction in Section 11.3, re-establish Wells Road as a distinct, walkable, attractive urban corridor controlled by the City of Ventura instead of Caltrans.	Page 11-23 Action 11.4.4 Action 11.4.9
	Parking – Establish a Parking Benefit District as well as Park-Once and TDM strategies.	Action 11.4.12-13
	Los Angeles Avenue Reconfiguration – Narrow the street and provide live-work and shop frontages.	Action 11.4.32-33 Action 11.4.36
	Old Town Saticoy Planning Concept – The plan provides an integrated land use and urban design concept map for Old Town Saticoy.	Page 11-29 Concept
11.5 Sustainable Infrastructure	Water – Amend the City’s Extraterritorial Water Service Policy (Municipal Code 22.110.055) to establish criteria for providing water to unincorporated areas.	Action 11.5.7
	Capital Improvement and Infrastructure Funding – Link new development to infrastructure funding and City Plans such as: <ul style="list-style-type: none"> • 1996 Capital Improvement Deficiency Study • Citywide Water and Wastewater 2009 Master Plan 	Policy 11M Action 11.5.4-6
	Sustainability and Natural Systems – Promote use of <ul style="list-style-type: none"> • Permeable surfaces • Natural stormwater hydrology • Reclaimed water (extend service from Saticoy Sanitary District) 	Policy 11L Action 11.5.1-3
11.6 Active Community	Barrancas – Preserve and enhance the Brown and Franklin Barrancas as ecological and community amenities, including linear parks and shared-use pathways.	Page 11-33 Action 11.6.6 Action 11.6.9
	Saticoy Community Park – Amend the General Plan to designate the park as Parks and Open Space.	Action 11.6.7
	Conceptual Green Network – The plan identifies a conceptual green network of connected parks, linear pathways, and ecological amenities.	Figure 11-11

Topic Section	Key Relevant Policy Direction	Citation
11.7 Healthy and Safe Community	Natural Hazards – Protect the community from local safety hazards such as eroding barranca structures, hazardous waste in industrial areas, and seismic activity.	Policy 11P Action 11.7.1-3
	Crime Prevention – Employ urban design techniques such as public visibility, lighting, and better code enforcement to prevent blight and “broken window” effects.	Policy 11Q Actions 11.7.4-5
11.8 Educated Community	Schools – Work with Ventura Unified School District to increase student capacity, encourage safe routes to schools.	Policy 11R Action 11.8.1-3
	Saticoy Library – Potentially expand programs or facilities at the Saticoy Library.	Page 11-38
11.9 Creative Community	Arts and Culture – Promote arts and culture infrastructure, programs, installations, and incentives, and coordinate with the City’s Public Art Work Plan.	Policies 11S-11T
11.10 Involved Community	Historical Survey – Conduct a historical survey in Old Town Saticoy prior to annexation it identify existing unlisted historic structures.	Action 11.9.7
	Resident Engagement – More actively involve east Ventura residents in larger citywide boards, committees, and other civic discourse.	Action 11.10.1-3

Figure 2.4.1: City of Ventura General Plan - Planning Communities (Figure 3-3)



Figure 2.4.2. Saticoy & Wells Community Plan (Community Plan Area and Ventura City Limits)



Source: Figure 11-4, City of Ventura Saticoy Wells Community Plan, 2009

2.5 ANALYSIS OF EXISTING COUNTY ZONING REGULATIONS

A. APPLICABLE COUNTY ZONING CODES

The Ventura County Non-Coastal Zoning Ordinance regulates development in Saticoy. It includes four applicable zoning codes that are present within the community, as shown in **Figure 2.5.1** and described below:

1. **R-1 6,000 - Single-Family Residential Zone (Section 8104-3.2).** This zone has the following purpose statement: *"The purpose of this zone is to provide for and maintain areas which are appropriate for single-family dwellings on individual lots."* Development is required to comply with the following standards:

Min Lot Size: 6,000 square feet

Front Setback: 20 ft.

Side Setbacks: 5 ft.

Rear Setback: 15 ft.

Building Height: 25 ft.; 35 ft. when side setbacks are at least 15 ft.

Observations and Recommendations: Saticoy Park (designated Community Facility in the Saticoy Area Plan) is the only parcel with R-1 6,000 zoning. This parcel should ultimately be rezoned to reflect the Area Plan's future land use and zoning intent.

2. **R-27,000 - Two Family Residential Zone (Section 8104-3.1).** This zone has the following purpose statement: *"The purpose of this zone is to provide for and maintain residential areas allowing two single-family dwelling units or a two-family dwelling unit on lots which meet the minimum area requirements of this zone."* Development is required to comply with the following standards:

Min Lot Size: 7,000 square feet with a minimum of 3,500 square feet per dwelling

Front Setback: 20 ft.

Side Setbacks: 5 ft.

Rear Setback: 15 ft.

Building Height: 25 ft. 35 ft. when side setbacks are at least 15 ft.

Observations and Recommendations: The majority of sites within this zone are consistent with the above requirements. In addition, there are very few two-story buildings. However, the large number of vehicles parked on site along with accessory structures and other extensions from buildings give the appearance of more building area than exists.

3. **CPD - Commercial Planned Development Zone (Section 8104-4.3).** This zone has the following purpose statement: *"The purpose of this zone is to encourage the development of coordinated, innovative and efficient commercial sites and to provide areas for a wide range of commercial retail and business uses, including stores, shops and offices supplying commodities or performing services for the surrounding community."* This zone covers the entire downtown. Development is required to comply with the following standards:

Min Lot Area: No min.

Building Coverage: 60 percent (per Area Plan)

Front Setback: 5 ft. on corner lots

Side and Rear Setbacks: 5 ft. if adjacent to R zone, otherwise determined by County review process.

Building Height: 35 ft.; 60 ft. when approved by CUP

Observations and Recommendations: The maximum allowed lot coverage is not reflective of village-scale downtown environments even for lower intensity places like Saticoy. The allowed building height is accommodating at 35 feet and perhaps should be increased to 40 feet. However, with the possibility of 60 feet by a CUP, the height requirement should be re-evaluated for what is appropriate and realistic in Old Town.

4. **M1 10,000 – Industrial Park (Section 8104-5.1)** This zone has the following purpose statement: *"The purpose of this zone is to provide suitable areas for the exclusive development of light industrial, service, technical research and related business office uses in an industrial park context, in conjunction with stringent standards of building design, noise, landscaping, and performance."* Development is required to comply with the following standards:

Min Lot Area: 10,000 square feet

Building Coverage: 50 percent (per Area Plan)

Front Setback: 20 ft.; 30 ft. when adjacent to or across from R zone

Side and Rear Setbacks: 5 ft. if adjacent to R zone, otherwise determined by County review process.

Building Height: 30 ft.; 60 ft. when approved by CUP

Observations and Recommendations: M1 zoning only exists within the South-side Industrial section of Saticoy. Currently, there are three primary M1 uses included the County's Public Works Yard, Rolls Scaffolding, and Saticoy Self-Storage. All of these uses are compatible with the purpose of the M1 zone. However, it will be important to ensure that compatible zoning and uses are identified for the adjacent parcels along Rosal Lane, which are currently vacant.

5. **M2 10,000 - Limited Industrial (Section 8104-5.2).** This zone has the following purpose statement: *"The purpose of this zone is to provide suitable areas for the development of a broad range of industrial and quasi-industrial activities of a light manufacturing, processing or fabrication nature, while providing appropriate safeguards for adjoining industrial sites, nearby nonindustrial properties and the surrounding community."* Development is required to comply with the following standards:

Min Lot Area: 10,000 square feet

Building Coverage: 50 percent (per Area Plan)

Front Setback: 15 ft.

Side and Rear Setbacks: 5 ft. if adjacent to R zone, otherwise determined by County review process.

Building Height: 30 f.t; 60 ft. when approved by CUP

Observations and Recommendations: The intent of this zone, (i.e., to provide areas for light industrial activity and jobs) is challenged by the reality that these buildings and their sites are immediately adjacent to single family houses. For example, the screening that is intended to provide compatibility with residential neighbors actually serves to reduce visual compatibility. In addition, the presence of large industrial buildings with blank walls presents compatibility issues for residential neighbors.

6. **M3 – 10,000 General Industrial (Section 8101-5.3):** This zone has the following purpose statement: *"The purpose of this zone is to provide suitable areas for the development of a broad range of general manufacturing, processing and fabrication activities. The M3 Zone is intended for uses which do not require highly restructure performance standards on the part of adjoining uses. The M3 Zone, as the heaviest manufacturing zone, is intended to provide for uses involving the kinds of processes, activities, and elements which are specifically excluded from the M1 Zone."* Development is required to comply with the following standards:

Min Lot Area: 10,000 square feet

Building Coverage: 50 percent (per Area Plan)

Front Setback: 10 ft.

Side and Rear Setbacks: 5 ft. if adjacent to R zone, otherwise determined by County review process.

Building Height: As specified by permit, but may be up to 60 ft. when located within 100' of R-zoned property.

Observations and Recommendations: This zoning designation exists only in the West Industrial Section Building. Although there are not many parcels zoned M3, lot coverage in the M3 zone is far

below the 50 percent that is allowed by the zoning ordinance. In addition, much of the land zoned M3 not contiguous and therefore, does not lend itself to a large manufacturing/industrial enterprise.

7. **CBD Overlay Zone (Section 8109-4.5)** The Commercial Business District (CBD) overlay zone exists to provide flexibility in the application and interpretation of development standards. This overlay provides the following:

Mixed-Use Development is allowed (Section 8109-4.5.5 pg. 233) with the following provisions:

A full range of uses are allowed to be mixed on-site and in the building(s)

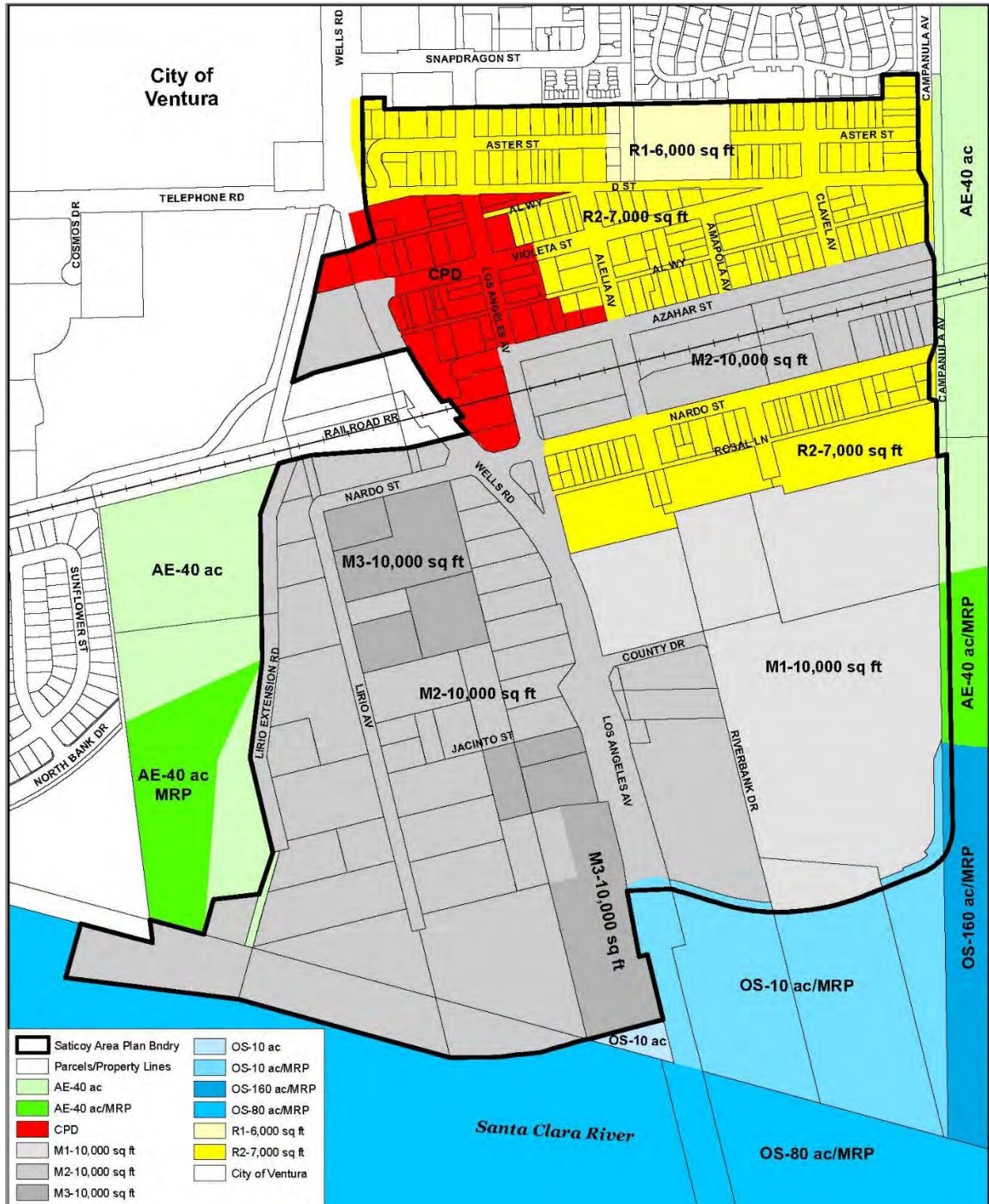
Max density of 15 dwellings per acre

Ground floor residential not allowed

Hours of operation for non-residential 8 am to 6 pm

Observations and Recommendations: This overlay zone was created as part of the Piru Area Plan update (2008) and to date, is the only location in the unincorporated area that has this zoning designation. However, the maximum density is not reflective of village-scale downtown environments. In addition, the prohibition of ground floor residential is understood from an overall perspective but should be focused on preserving key corners of the downtown instead of being applied to the downtown as a whole.

Figure 2.5.1. Existing Zoning Designations in Saticoy - Ventura County



Source: County of Ventura

B. OTHER ZONING REQUIREMENTS

The County zoning ordinance identifies several requirements in addition to the zoning requirements described above. We have identified those requirements that in our experience with village-scale places like Saticoy need to be evaluated before moving forward.

Each requirement is listed in the order that it appears in the zoning ordinance with the actual code language *in italic text within quotes for reference*. Where the code language is lengthy and not necessary to support the discussion, we have summarized the intent and requirements of the language:

1. **Sight Triangle (Section 8106-8.4 pg. 78):** *"Where there are no traffic controls (stop signs or signals) on either street at an intersection, a sight triangle (see Definitions) must be provided on each corner adjacent to the intersection. No structures or landscaping over three feet in height which could block the view of approaching traffic on either street shall be located or constructed within any required sight triangle."*

Essentially, this requirement applies where neither a stop sign or traffic signal control an intersection and requires that a certain distance be kept clear of obstructions over 3 feet in height.

Observations and Recommendations: This requirement results in buildings being set back large distances in order to provide visibility. The key issue is that in an effort to provide safety and visibility, the pedestrian environment is negatively affected. There are at least four intersections where this could apply and they are all located on Los Angeles Avenue, the main north-south thoroughfare through the Town Center. Typically in village-scale downtowns, the emphasis is put on taming vehicular traffic to enhance the pedestrian environment.

2. **Sight Distance (Section 8106-8.5 pg. 79):** *"Adequate sight distance shall be provided at intersections. In cases where the minimum setback requirements of Sec. 8106-1 do not provide such sight distance, particularly where streets intersect at less than 90 degrees and traffic is controlled (e.g., by stop signs) on only one of the streets (the "minor street"), setbacks for discretionary projects must be adjusted to provide adequate sight distance in accordance with the following table. The sight distance shall be measured from a point in the center of the minor street eight feet behind the designated stopping point for vehicles on such street, or behind a continuation of the intersecting curb line, to the center of the nearest (curbside) driving lane on the intersecting ("major") street. No structures or landscaping over three feet in height which could block the view of approaching traffic on the major street shall be constructed or located on the street side of the line connecting the two points. Curb cuts are discretionary. Projects should be considered minor streets for purposes of this section."*

This requirement is in support of the 'sight triangle' requirement above and identifies the size of the sight triangle based on the type of roadway and the posted speed limit.

Observations and Recommendations: As discussed above, the subject of sight distance is more appropriate for areas where vehicular speeds and movements are higher than those in pedestrian environments: typically over 25 miles per hour. If applied to the project area, this requirement will most likely result in higher vehicular speeds and less comfort for pedestrians.

- 3. Second Units (Section 8107-1.7 pg. 85):** This section identifies the required parcel size for second units along with the corresponding number of bedrooms and square footage.

Parcel Size	Max. Unit Size
10,000 sq ft to 5 acres	2 BR and 900 sq ft
5 acres to 39 acres	3 BR and 1,200 sq ft
40 acres or more	4 BR and 1,800 sq ft

Observations and Recommendations: Many sites within the project area qualify for the two bedroom, 900 square feet second unit. From observations along the sidewalk and through aerial photos of the residentially zoned areas, it appears that about 25 percent of the lots in each block already contain second units.

- 4. Cultural Heritage Sites (Section 8107-37 pg. 167):** This section provides flexibility in applying the relevant development standards to such sites. Based on the Saticoy Historic Context Survey conducted by San Buenaventura Research Associated, three sites exist in the project area that qualify for national landmark status:

- Saticoy Walnut Growers Association Warehouse
- Saticoy Train Depot
- Farmers & Merchants Bank of Santa Paula – Saticoy branch

Observations and Recommendations: The intent of this section is commendable. But given the opportunity with the Area Plan update, it would be more effective to identify and adjust existing standards for clearer and more effective implementation.

- 5. Parking for Expansion of Existing Use (Section 8108-1.2.2 pg. 178):**

"(1) For land uses with 52 or fewer existing motor vehicle parking spaces, and when 4 or fewer new motor vehicle parking spaces are required, only the additional required motor vehicle parking spaces are required to comply with all the provisions of this Article. In addition, short-term bicycle parking requirements shall be met.

(2) For land uses with 52 or fewer existing motor vehicle parking spaces, and when 5 or more new motor vehicle parking spaces are required, all provisions of this Article shall be met for the new and existing parking spaces and/or parking area.

(3) For land uses with 53 or more existing motor vehicle parking spaces, and when the number of additional motor vehicle parking spaces required is 9 percent or less of the existing number of motor vehicle parking spaces, only the additional required spaces are required to comply with all the provisions of this Article. In addition, short-term bicycle parking requirements shall be met.

(4) For land uses with 53 or more existing motor vehicle parking spaces, and when the number of additional motor vehicle parking spaces required is 10 percent or more of the existing number of motor vehicle parking, all provisions of this Article shall be met for the entire parking area."

The above provisions identify whether or not all or only those parking spaces being required of a new use are to meet all requirements. The thresholds are set at parking areas of 52 or less spaces and areas of 53 or more spaces.

Observations and Recommendations: While trying to minimize the number of actual parking spaces that a downtown business needs to improve, this requirement could unintentionally be directing reinvestment toward parking instead of into the buildings. In addition, the abundance of on-street parking should be taking into consideration when requiring additional off-street parking. Overall, the parking situation should be addressed as a system.

6. Proximity (Section 8108-3.31 pg. 180):

"Off-site parking for non-residential land uses may be provided at a site remote from the land use if all of the following conditions can be met:

a. The off-site parking area is located within 500 feet of the land use to be served. The distance from the off-site parking area to the land use to be served shall be measured along a sidewalk or other pedestrian pathway from the nearest off-site parking space to the nearest public entrance to the building.

(1) Planning Director Waivers/Modifications. The Director may approve the provision of off-street parking spaces at a site more than 500 feet from the land use to be served if the applicant can demonstrate to the Director that such off-site parking will actually be used as intended. Evidence of this may be the provision of shuttle or valet service between the parking area and the land use to be served, or similar arrangements.

b. The applicant provides documentation demonstrating that the off-site parking area is capable of meeting parking demand for both the land use to be served and any other land uses that may utilize the off-site parking area.

- c. *The off-site parking area meets the design standards of Section 8108-5.*
- d. *The off-site parking area can be accessed easily from the primary land use and does not expose pedestrians to hazardous traffic safety conditions or create a traffic hazard.*
- e. *The number of off-site parking spaces assigned to the property to be served does not exceed the allowed number of parking spaces for the land use."*

This section allows parking to be off-site when within 500 feet of the site. Additionally, there are provisions that allow the director to adjust this requirement based on evidence that the spaces will actually be used by the site.

Observations and Recommendations: The downtown area, (comprised of three main blocks) is approximately 600 by 1,000 feet in size. The provision for allowing parking to be off-site and within 500 feet should be adjusted to address the downtown as a whole, especially when on-street parking is abundant: Approximately 150 spaces exist on -street north of the railroad tracks. A simple shared parking system could address the entire area, enabling private property to do more for the area than duplicate parking.

7. Parking Spaces Required (Section 8108-4 pg. 182):

- a. *Except as otherwise provided, when calculating the number of required parking spaces results in a fraction, such fractions shall be rounded to whole numbers pursuant to Section 8101-4.8.*
- b. *When calculating required parking spaces based on gross floor area or sales and display area, areas used for parking are not included.*
- c. *Motor vehicle parking requirements may be increased or decreased by 10 percent from the basic rates shown in Section 8108-4.7 - Table of Parking Space Requirements by Land Use, but this adjustment shall be used only once. For example, determining if additional parking is required for a change to a land use involves comparing the parking required for the proposed use with the parking required for the current use. In this case, the basic parking rate may be adjusted by up to 10 percent for the proposed use or the current use, but not both.*
- d. *Whenever requirements (e.g., bicycle or carpool parking spaces) are based upon the number of motor vehicle spaces, these shall be calculated based on the number of required motor vehicle spaces before any subtraction of spaces has occurred for provision of motorcycle spaces, and after any adjustments pursuant to Section 8108-4.8.*
- e. *When the number of required parking spaces for motor vehicles or bicycles is calculated based upon the number of employees or students, and the number of employees or students is not known at the time of permit application, the Director shall determine the parking requirements based upon the gross floor*

area, type of land use, or other appropriate factors. The number of employees shall mean the number of employees on the largest shift and the number of students shall mean the maximum number of students expected onsite at any one time.

- f. When the number of required parking spaces is calculated based upon the number of seats and seats are provided by benches or the like, 2 feet shall be considered one seat.
- g. When there are 2 or more separate primary land uses on a site, the required number and type of off-street parking spaces shall be the sum of the requirements for the various individual land uses, unless otherwise provided for in Section 8108-4.6.
- h. Mechanical parking lifts may be used to meet motor vehicle parking requirements."

The above requirements identify that for multiple uses, the required amount of parking shall be the sum of all land uses on the site. The following are the key land use categories and are shown below as a summary to show the general pattern of required parking in Old Town Saticoy:

Land Use	Required Spaces per 1,000 Square Feet
Office	3.3
Banks/Financial	4
Restaurant < 5,000 sf	11
Restaurant >5,000 sf	7
Retail	4
Grocery	per 'permit'
Industrial Warehouse	.67
Industrial Manufacturing	2
Residential Single-Family	Required Spaces per Dwelling
1 to 4 bedrooms	2
5 bedrooms	3
6 bedrooms >	4
Residential Multi-Family	Required Spaces per Dwelling
Studio	1 plus .25 guest
1 bedroom	1.25 plus .25 guest
2 bedrooms	1.5 plus .25 guest
3 bedrooms	2 plus .25 guest
Each additional bedroom	.20

Observations and Recommendations:

Non-Residential. The above parking requirements and how they are calculated are suburban in nature and not necessarily supportive of village-scale places like Old Town Saticoy. Such ratios are reflective of environments with large parking lots. Old Town Saticoy does not have such parking facilities and if it did, the continuity of buildings and streetscape would be significantly diminished. While on-street parking is abundant, it does not appear that credit is given for non-residential parking or residential guest-parking provided through on-street spaces.

Residential. The current parking requirements are reflective and appropriate given the apparent intensity of the housing stock in the neighborhoods.

8. **Shared Parking (Section 8108-4.6 pg. 183):** *"Shared use of required motor vehicle parking spaces is allowable where 2 or more land uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Shared use of required parking spaces may be allowed if an analysis is provided to the satisfaction of the Director, using an authoritative methodology, documenting the parking demand for each land use by hour-of-day, showing that the peak parking demands of the land uses occur at different times, and demonstrating that the parking area will be large enough for the anticipated demands of all the land uses that utilize the shared parking area. The lot or part of a lot on which the parking is provided shall be legally encumbered by a recorded restrictive covenant to ensure continued availability of the shared parking spaces for all the land uses that utilize the shared parking area. When shared parking is provided at an off-site location, the requirements of Section 8108-3.3.2 shall be met."*

The above provision allows parking to be shared by multiple uses or sites if a study demonstrates that this will be the case.

Observations and Recommendations: Based on the fact that the entire Old Town area is approximately 600 feet by 1,000 feet or in more practical terms 2 by 3 blocks, one or at most two shared parking lots would overlap in their 'service area'. The physical ability to locate and distribute multiple shared parking sites is both limited by location and need. These 150 spaces roughly translate into 50,000 square feet at a parking ratio of 3 spaces per 1,000 square feet. If individual owners want parking on their sites, they should have the choice but the overall parking approach should be seen as a system for Old Town as a whole.

9. **Parking Design Standards (Section 8108-5 pg. 194):**

"To promote attractive urban form and facilitate pedestrian circulation, the preferred location of required parking areas (when provided above ground) relative to the street is as follows:

- *First priority: to the rear of buildings or land uses.*
- *Second priority: to the side of buildings or land uses.*

• *Last priority: in front of buildings or land uses.*"

This requirement identifies the first, second and last priorities for where to locate parking on a parcel. The first priority is stated as ‘behind’ buildings. The second priority is ‘beside’ buildings and the ‘last’ priority is in front of buildings except for single-family houses. This section also provides standards for the size of parking spaces and the length of parking rows with the intent to generate ‘parking courts’ or smaller parking areas than found in other areas.

Observations and Recommendations: The intent of this provision is helpful from a general perspective. However, more definitive standards are needed to implement such direction. For example, connecting this provision to the Area Plan's intent for a walkable environment could be done by reviewing the blocks within each zoning district and determining which of the three parking-location priorities is most appropriate. Last, adjusting or adding the necessary language to the zoning district would implement the direction and intent in this code provision.

10. Landscaping (Section 8109-0.6 pg. 212): This section identifies the requirements for on-site landscaping by zoning district:

Zoning District	Minimum on-Site Landscaping
CPD	10 percent for lots > 5,000 sf
M2	5 percent
R1 6,000	based on required yard size
R2 7,000	based on required yard size

Observations and Recommendations:

Commercial sites. The requirement for landscaping on CPD sites affects approximately 1/2 of the sites in downtown. Given that in a village-scale downtown environment most buildings should be as close as possible to the street, such landscaping would only occur in rear parking areas or in front yards and parking areas already at the front of the lot. Typically, in downtown environments, landscaping is along the streetscapes and if on-site, in the form of courtyards or other types of private open space.

M2 sites. The requirement for landscaping on M2 sites appears reasonable but consideration should be given to replacing this requirement with a simpler requirement for landscaping only along streetscapes and adjacencies with residential.

R27,000 sites. The requirement for residential sites is coordinated with the requirement for front and rear yards. Consideration should be given to coordinating requirements for impervious surfaces and how landscaping and frontages are integrated.

- 11. Utility Undergrounding (Section 8109-2.1.3 pg. 222):** This requirement identifies that existing utilities are to be installed underground for development in the CPD zoning district.

Observations and Recommendations: Although this requirement allows the Director to waive the requirement in certain cases, it is not clear at what threshold the requirement applies. Given the generally low level of financial resources to install overhead utilities underground, it is recommended that this requirement be reconsidered for its usefulness in the project area.

- 12. Industrial Performance Standards (Section 8109-3.3.2 pg. 225):**

"Principal buildings constructed of metal shall be faced along any street side with masonry, stone, concrete or similar material, such facing treatment to extend along the interior side yards of such building a distance of at least ten feet. The metal portion of the principal building and all metal accessory buildings shall have exterior surfaces constructed or faced with a stainless steel, aluminum, painted, baked enamel, or similarly finished surface."

Observations and Recommendations: This standard requires that metal buildings along streets be faced with decorative materials to conceal the metal surface. While the intent of this requirement is understood, the need to conceal the metal is secondary to the issue of overall streetscape and what specifically helps or detracts from the streetscape.

The actual results along the industrial/residential streetscapes are not aesthetically pleasing. However, this is not due to the material being metal or the metal being concealed. The weak interface between industrial buildings and houses across the street is due mainly to the difference in size between warehouses and houses. At their largest, houses will never be as large as the moderate warehouses. In addition, the lack of openings combined with the large size of the blank walls on warehouses effectively results in long, two- to three-story walls facing the houses along these streets. Whether or not the industrial buildings are clad in stucco, masonry, wood or metal is secondary to the size and proximity of these long buildings with few or no windows. This requirement should be re-evaluated for its effectiveness and modification.

- 13. Signage (Section 81104 pg 238):** This section identifies allowed signage types, their allowed location and size. The overall requirements appears fine with the exception of some of the prohibited types:

Sandwich Board / 'A-Frame'

Projecting Signs (allowed if under a canopy or on a gas station)

Roof Sign

Observations and Issues:

Allowed Sign Types. The 'A-Frame' or '*Sidewalk Sign*' and the Projecting signs are typical of downtown environments. Such signs are pedestrian-oriented and for viewing along sidewalks. Consideration should be given to reviewing why these signs are prohibited and if they can be allowed in the downtown area.

The roof sign is a type that when adjusted to the scale and aesthetics of Saticoy can be positive and appealing for the image and identity of a community. One roof sign exists in the downtown area but it is not typical of the size or quality found in similar village-scale environments. Consideration should be given to including roof signs for certain sizes of buildings to make these signs features for the area that correspond to the building.

Three pole signs exist in the downtown area. Each is along the old alignment of Highway 118 and part of Violeta reflecting the fact that these signs were oriented to highway motorists when Los Angeles Avenue was the main highway through the area. Although these signs are in serious need of maintenance, they are neither explicitly allowed nor prohibited. When designed well, pole signs can be distinctive and provide positive character and identity for an area. Consideration should be given to including at least these existing pole signs with requirements for high quality design and materials that are reflective of a small town rather than a suburban highway or shopping center.

2.6 ADDITIONAL CITY DOCUMENTS

These City documents could also be helpful in creating and implementing the Old Town Saticoy Plan:

- Annual Public Art Work Plan
- Citywide Wastewater 2009 Master Plan
- Citywide Water 2011 Master Plan
- 1996 Capital Improvement Deficiency Study
- Ordinance Concerning Landowner Responsibility and Liability for Sidewalk Safety and Maintenance

3

SUSTAINABILITY & HEALTH EVALUATION

This Chapter presents existing conditions for health and neighborhood sustainability within the Saticoy Area Plan, as well as basic demographic conditions. The analysis combines the inter-related topics of environmental sustainability, social equity, demographics, and health outcomes, and is based on criteria from the U.S. Green Building Council's LEED for Neighborhood Development (LEED-ND) Rating System¹ as well as Raimi + Associates' Healthy Development Checklist. Often, topics overlap from both sources, and many maps and data pieces combine multiple topics into one analytical exhibit. The purpose of this analysis is to inform development of an updated Saticoy Area Plan and primarily improve health and neighborhood sustainability in Old Town Saticoy.

¹ www.usgbc.org/neighborhoods

The evaluation is organized into the following topic sections:

- 3.1 Socio-Economic Conditions
- 3.2 Health Status
- 3.3 Neighborhood Safety
- 3.4 Location
- 3.5 Transportation Behavior and Safety
- 3.6 Neighborhood Balance and Diversity
- 3.7 Walkability
- 3.8 Neighborhood Services and Amenities
- 3.9 Healthy Food Access
- 3.10 Green Building
- 3.11 Green Public Infrastructure
- 3.12 Environmental Health

Sections 3.4 – 3.12 each contain a “LEED-ND Analysis” table that complements and summarizes other maps and analysis in the section. LEED-ND was written to promote human health and social equity in addition to high environmental performance,² and the tables note where there is a strong potential health co-benefit. These LEED-ND Analysis tables summarize existing conditions in the community according to each different LEED-ND credit and prerequisite, and discuss policy implications. The intent is not to achieve LEED-ND certification, but to informally guide future health and sustainability planning in Saticoy with a consistent, nationally-recognized standard. LEED-ND certification of a project(s) in Saticoy is possible but would be outside the scope of the current project.

3.1 SOCIO-ECONOMIC CONDITIONS

This section presents socio-economic conditions within the Saticoy Area Plan boundary, and is organized according to the following topics:

- A. Demographics
- B. Economics
- C. Education

A. DEMOGRAPHICS

Saticoy’s seniors account for around 30 percent of the population – more than twice the percentage of surrounding areas (see **Table 3.1.1** and **Figure 3.1.2**) – and youth also account for a higher-than-average percentage of the population. Almost 90 percent of Saticoy’s residents are Latino/Hispanic, which is three times the rate in the City of Ventura. Other nearby places, such as Santa Paula, Oxnard, and many areas in Ventura County, have similar percentages of non-white residents as Saticoy (**Figure 3.1.3**).

² *LEED-ND Public Health Criteria Study: Research Findings and Recommendations Report*, U.S. Green Building Council, February 2006

The percentage of foreign-born persons in Saticoy’s Census Tract (see **Figure 3.1.1**) is similar to the City of Ventura and lower than the state average, although this figure includes areas outside the Saticoy Area Plan boundary. Therefore, this could be undercounting the actual percentage present in Saticoy. Anecdotally, there are also a significant but unknown number of undocumented immigrants and workers living in Saticoy, and it is unknown how accurately this population is reflected in various demographic data.

Table 3.1.1. Demographic Comparison of Saticoy to Ventura, Ventura County, and California

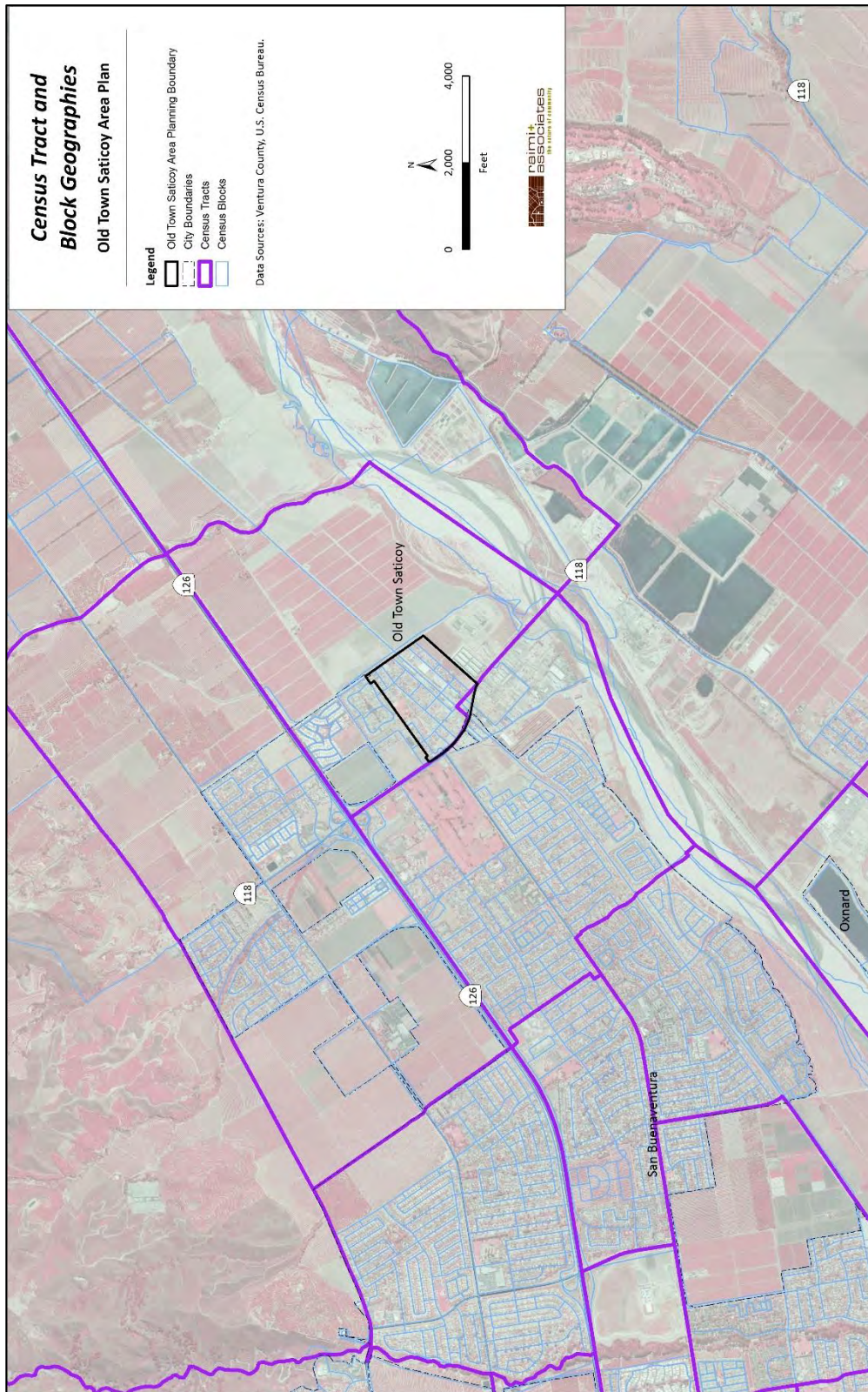
	Saticoy Area Plan Boundary	Ventura (City)	Ventura (County)	California
Total Population [†]	994	106,433	823,318	37,691,912
Youth (under 18 years) [†]	32.0 %	22.5 %	25.7 %	25.0 %
Seniors (65 years and over) [†]	29.9 %	13.3 %	11.7 %	11.4 %
Race [†]				
White [†]	9.0 %	60.0 %	48.7 %	40.2 %
Latino/Hispanic [†]	88.0 %	31.8 %	40.3 %	37.6 %
Black [†]	0.6 %	1.4 %	1.5 %	5.8 %
American Indian / Alaska Native [†]	0.4 %	0.5 %	0.3 %	0.5 %
Asian [†]	0.0 %	3.3 %	6.5 %	12.8 %
Native Hawaiian / Pacific Islander [†]	0.0 %	0.2 %	0.2 %	0.3 %
Two or more races [†]	1.8 %	2.6 %	2.3 %	2.6 %
Other [†]	0.0 %	0.1 %	0.1 %	0.3 %
Non-English speakers ^{*†}	36.5 %	24.5 %	37.4 %	43.0 %
Among non-English speakers, Speak English less than "very well" ^{**}	44.4 %	38.0 %	44.4 %	46.2 %
Spanish Speakers in total population [*]	33.8 %	19.7 %	29.5 %	28.5 %
Persons born in another country [*]	14.8 %	13.9 %	22.5 %	26.4 %
Latin American-born [*]	77.2 %	69.1 %	66.7 %	54.5 %
Asian-born [*]	3.4 %	15.8 %	22.0 %	35.3 %
Other [*]	19.4 %	15.1 %	11.3 %	10.2 %

Source: U.S. Census Bureau. 2012; 2010 Census Data Summary File 1 and 2

[†] This information is a summary of all census block groups in Saticoy. The area covered by these census block groups is nearly identical to the current Saticoy project area.

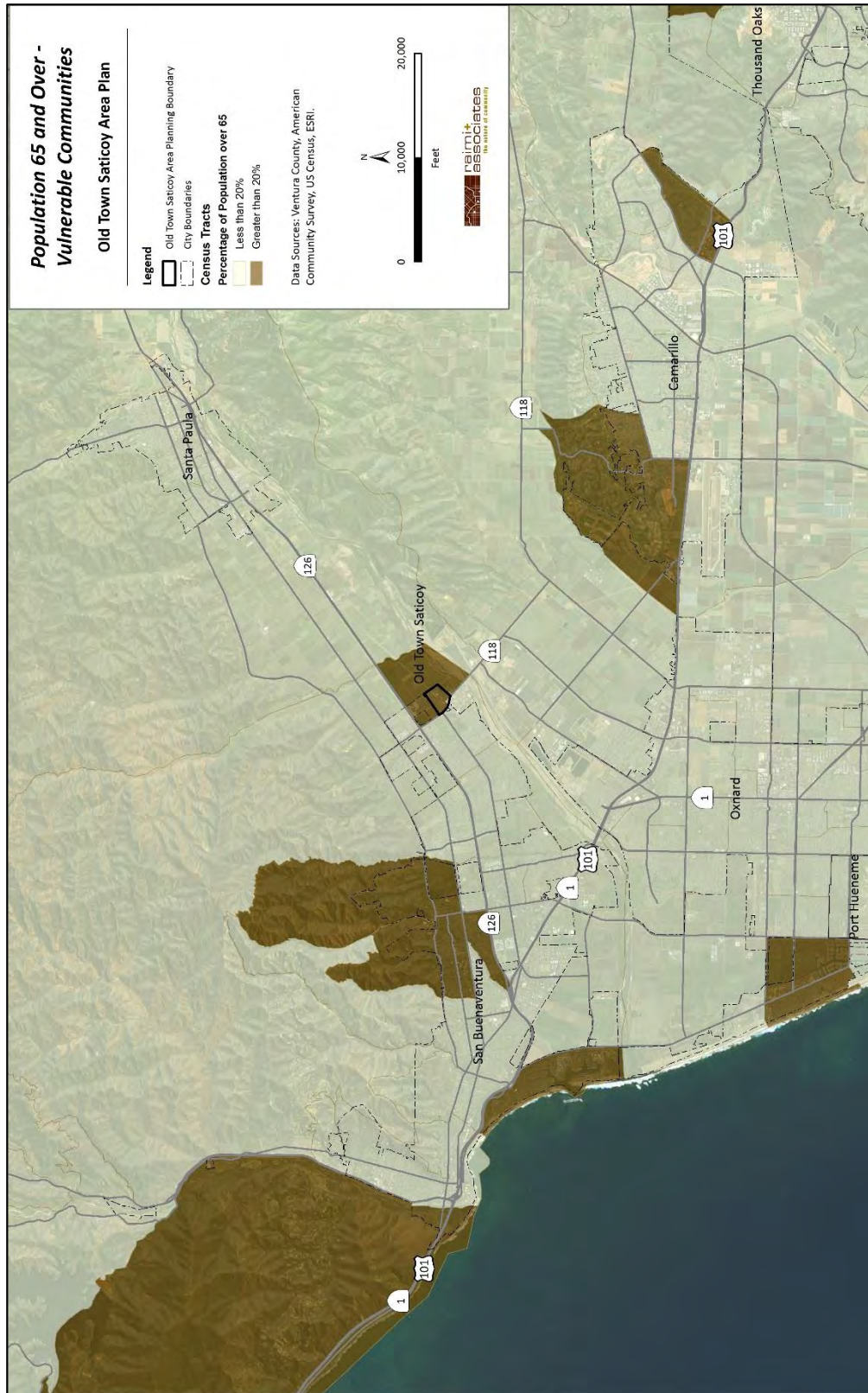
^{*} This information is from all of census tract 13.02 (shown in **Figure 3.1.1**) in Ventura County, which includes the Saticoy Area Plan and some surrounding area. Data was not available at the more detailed block group level for these topics.

Figure 3.1.1. Census Tract & Block Geographies for Area surrounding the Saticoy Area Plan



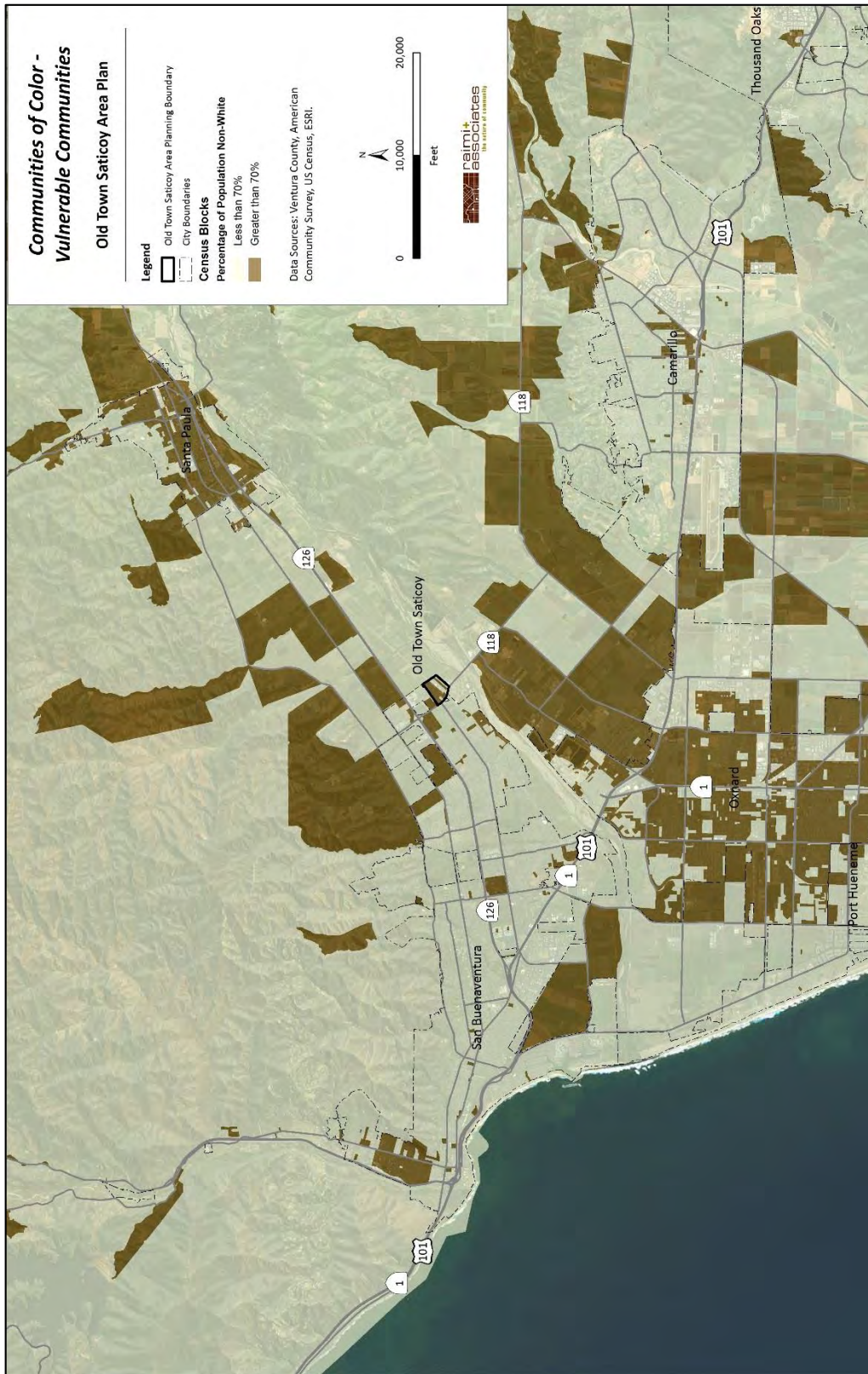
Source: Ventura County, U.S. Census 2010

Figure 3.1.2. Population 65 and over



Source: U.S. Census Bureau. 2012. 2010 Census Data Summary File 1 and 2

Figure 3.1.3. Communities of Color



Source: U.S. Census Bureau, 2012, 2010 Census Data Summary File 1 and 2

B. ECONOMICS

As shown in **Table 3.1.2**, incomes in Saticoy’s census tract are approximately half of those in surrounding areas, and levels of poverty are more than twice as high. Since the census tract (**Figure 3.1.1**) includes areas to the north that have moderately higher incomes than Saticoy, the actual incomes in Saticoy may be lower than shown in **Table 3.1.2**. Poverty rates in Saticoy are high and comparable rates are found only in scattered areas in Santa Paula, Oxnard, other parts of unincorporated Ventura County, but nowhere in the adjacent City of Ventura (see **Figure 3.1.4**). Compared to surrounding areas, more households in Saticoy do not own a car (see **Figure 3.1.5**), meaning many households are transit-dependent.

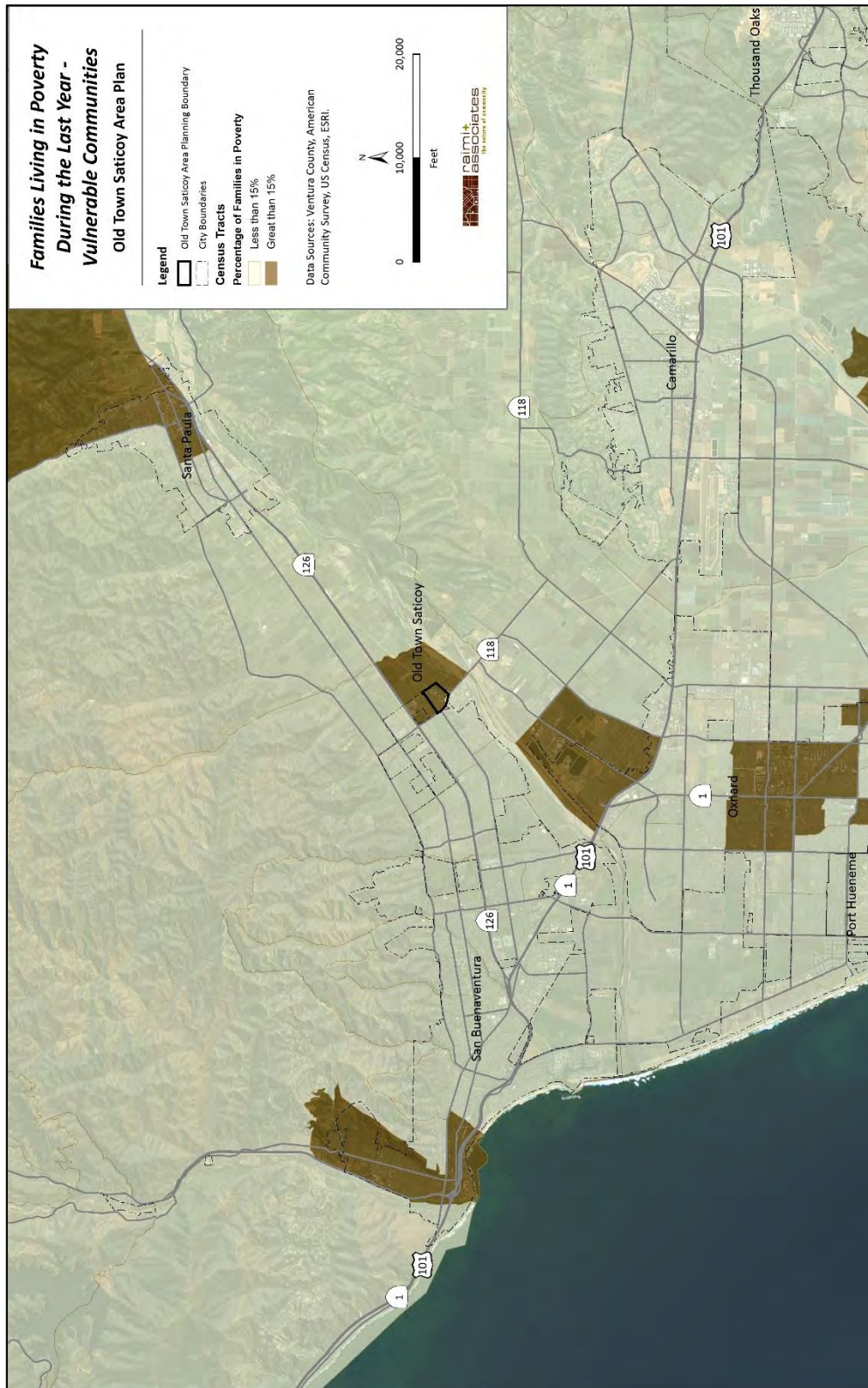
Table 3.1.2. Economic Comparison of Saticoy to Surrounding Areas

	Saticoy*	Ventura (City)	Ventura (County)	California
Median Household Income	\$34,145	\$65,782	\$75,348	\$60,883
Median Gross Rent	\$922	\$1,321	\$1,391	\$1,147
Population living below Federal Poverty Level	20.0 %	9.4 %	9.2 %	13.7 %

Source: U.S. Census Bureau. 2012. American Community Survey

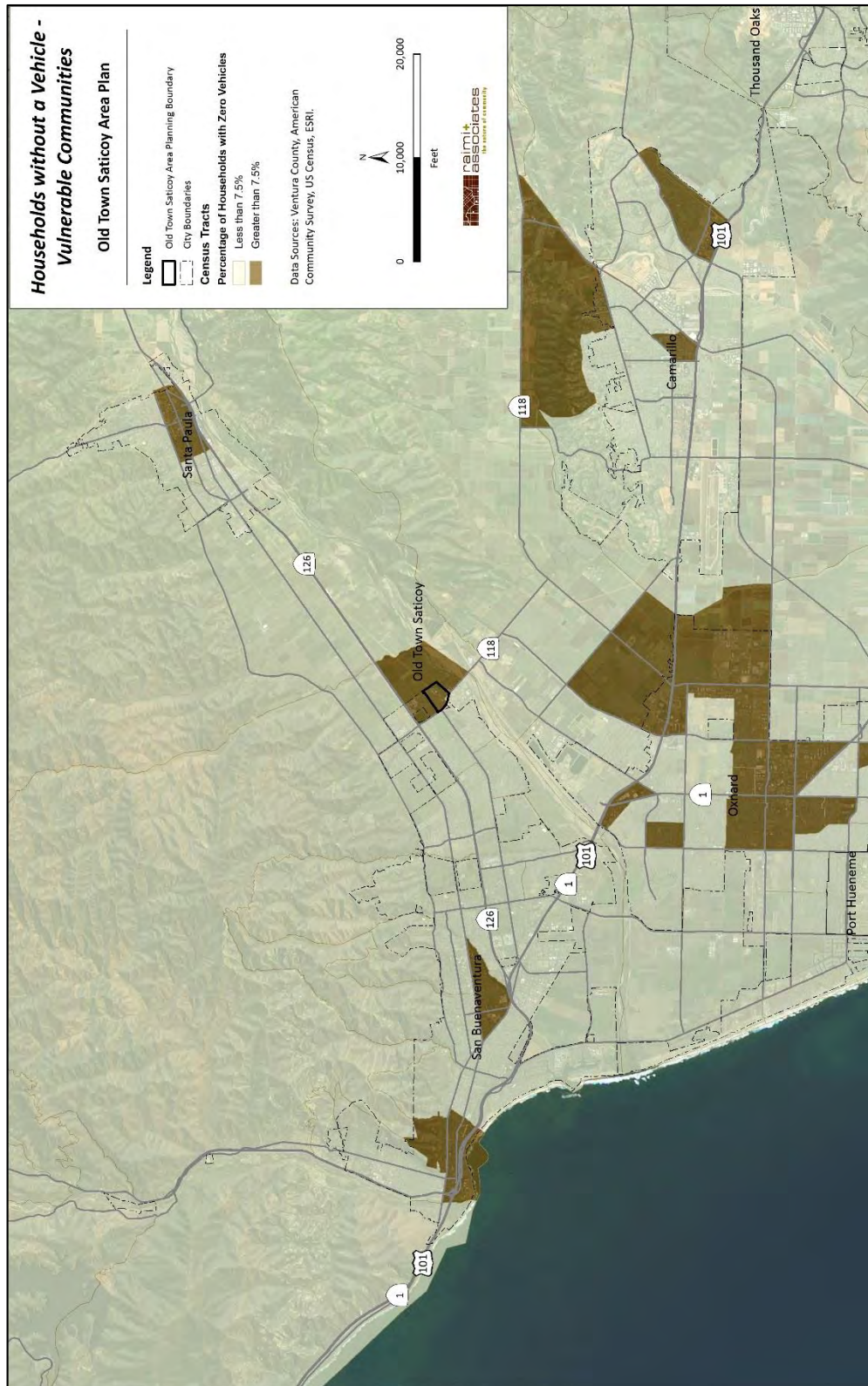
* This information is from census tract 13.02 in Ventura County, which includes the Saticoy Area Plan boundary and some surrounding area including the Wells Community Area (shown in Figure 3.1.1).

Figure 3.1.4. Families Living in Poverty



Source: U.S. Census Bureau, 2012, American Community Survey

Figure 3.1.5. Households without a Vehicle



Source: U.S. Census Bureau, 2012, American Community Survey

C. EDUCATION

The level of education is considerably lower in Saticoy than in the County and the State (see **Table 3.1.3**). There are nearly four times the number of people with less than a 9th grade education in Saticoy than in the City of Ventura, and nearly twice as many as in Ventura County and California. People with Bachelor's degrees or higher constitute 11.2 percent of the population in Saticoy, which is almost a third the rate of Ventura, the County and the State.

The educational attainment in Saticoy and the attainment required for the jobs in Saticoy are fairly matched (see **Table 3.1.4**) – 29.2 percent of the jobs require less than high school education, while 26.0 percent of Saticoy residents have less than a high school education. Similarly, 12.2 percent of residents and 13.0 percent of the workforce in Saticoy have a Bachelor's degree or higher. Taking better advantage of this match is an economic opportunity for both reducing vehicle miles traveled and improving economic status for residents of Saticoy.

Table 3.1.3. Educational Attainment Comparison of Saticoy to Surrounding Areas

	Saticoy*	Ventura (City)	Ventura (County)	California
Less than 9th grade	19.6 %	4.9 %	9.9 %	10.4 %
Less than high school graduate	6.4 %	7.9 %	7.8 %	8.9 %
High school graduate	28.3 %	19.5 %	19.8 %	21.5 %
Some college, no degree	25.3 %	26.8 %	23.6 %	21.5 %
Associate's degree	9.2 %	9.2 %	8.1 %	7.7 %
Bachelor's degree	9.0 %	19.1 %	19.6 %	19.2 %
Graduate degree or higher	2.2 %	12.4 %	11.2 %	10.8 %

Source: U.S. Census 2012. American Community Survey

* This information is from census tract 13.02 in Ventura County, which includes the Saticoy Area Plan boundary and some surrounding area including the Wells Community Area (shown in **Figure 3.1.1**).

Table 3.1.4. Jobs by Educational Attainment in Saticoy

Jobs by Educational Attainment*	Number	Percent
Less than high school	267	29.2 %
High school or equivalent, no college	176	19.3 %
Some college or Associate degree	191	20.9 %
Bachelor's degree or advanced degree	119	13.0 %
Educational attainment not available (workers aged 29 or younger)	161	17.6 %

Source: U.S. Census Bureau. 2012. American Community Survey

* This information is from only those census block groups in Saticoy, excluding parts of census tract 13.02 (shown in **Figure 3.1.1**).

3.2 HEALTH STATUS

This section presents existing health conditions in Saticoy and Ventura County, and addresses the following topics:

- A. Causes of Death
- B. Obesity and Overweight
- C. Asthma
- D. Medi-Cal Enrollment
- E. Teen Pregnancy

A. CAUSES OF DEATH

Causes of death for the Saticoy area are only available at the County level. Between 2006 and 2008, chronic diseases represented the top seven causes of death in Ventura County (see **Table 3.2.1**). Coronary heart disease resulted in the largest number of deaths, premature deaths, and years of potential life lost (YPLL),³ followed by other chronic diseases such as cerebrovascular disease, various forms of cancer, Alzheimer’s Disease, and diabetes. For nearly all of these chronic diseases, primary risk factors include lack of physical activity, poor nutrition, and obesity, all risk factors that can be reduced by neighborhood design and improved economic status. Four of the top seven causes of premature death – which resulted in over 26,000 YPLL in Ventura County between 2006 and 2008 – were preventable: motor vehicle crash (including collisions between pedestrians and automobiles), drug overdose, suicide, and homicide. Motor vehicle crashes are a health risk that can be directly reduced through land use and transportation planning and design.

³ Years of Potential Life Lost (YPLL) measures the additional years a person would have lived had he or she experienced a normal life expectancy, added up for the whole population.

Table 3.2.1. Top Causes of Death and Premature Death in Ventura County, 2006-2008

Causes of Death (All ages >=1 year)				Premature Death (Ages 1-74 years)				
Rank	Cause of Death	Deaths	Death Rate*	Rank	Cause of Premature Death	Deaths	YPLL	Premature Deaths
1	Coronary heart disease	3,055	135	1	Coronary heart disease	746	10,063	381
2	Cerebrovascular disease	869	39	2	Motor vehicle crash	206	8,118	322
3	Lung cancer	809	36	3	Drug overdose	205	7,168	287
4	COPD / emphysema	756	35	4	Suicide	230	7,035	281
5	Alzheimer's disease	570	26	5	Lung cancer	421	4,956	184
6	Diabetes Mellitus	432	19	6	Chronic liver disease/ Cirrhosis	206	4,243	162
7	Colorectal cancer	325	14	7	Homicide	85	3,765	150
8	Influenza / Pneumonia	314	14	8	Cerebrovascular disease	222	3,331	128
9	Suicide	262	11	9	Diabetes mellitus	198	2,799	106
10	Breast cancer	246	10	10	Breast cancer	151	2,531	193

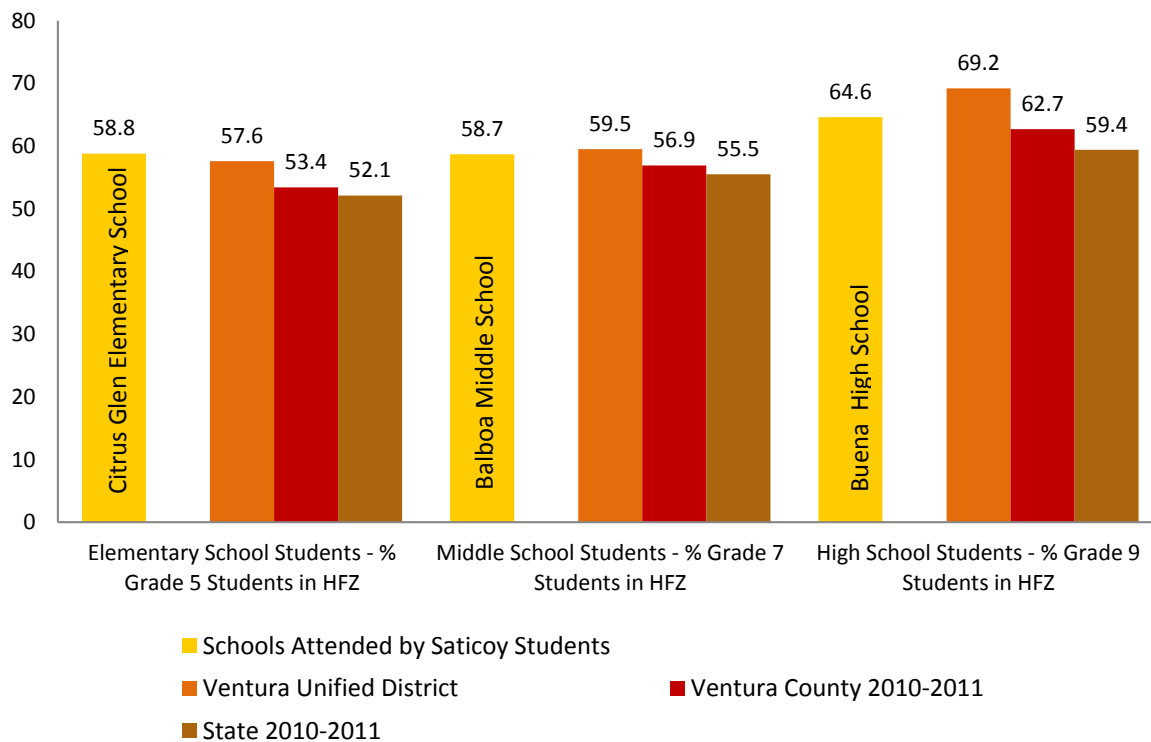
Source: Ventura County Public Health. 2012. Community Health Status Report 2011.

* Rates are age-adjusted to the US Standard Million Population

B. OBESITY AND OVERWEIGHT

Obesity, especially among children, has become a national epidemic and a major health concern. It is also a primary risk factor for most of the leading causes of death in Ventura County. **Figure 3.2.1** shows data collected from three schools which are attended by children living in Saticoy, and indicates the percentage of students that are within the Healthy Fitness Zone (HFZ), measured by Body Mass Index (BMI) and percent body fat. Per this figure, 41.2 percent of 5th graders in Citrus Glen Elementary School tested outside the HFZ; 41.3 percent of 7th graders at Balboa Middle School tested outside the HFZ and 35.4 percent of 9th graders at Buena High School were outside of the HFZ. In comparison to students within Ventura Unified School District, Saticoy students with the exception of 5th graders were less healthy. However, Saticoy students were healthier than students in Ventura County and the State. Studies have shown that obesity rates decrease with better access to physical activity, better access to healthy food, and improved economic status.

Figure 3.2.1. Overweight/Obesity in 5th Graders, Saticoy Elementary Compared to Ventura Unified School District



Source: California Department of Education. 2011. Physical Fitness Test.

B. ASTHMA

Figure 3.2.2 shows the rate of emergency visits due to asthma for youth in the Saticoy area. The age-adjusted rate for Saticoy (zip code 93004) was 61.93 per 10,000, higher than the state-wide rate in California of 47.99 per 10,000. Asthma and other chronic respiratory diseases have been linked to environmental risk factors including poor indoor air quality, environmental tobacco smoke, agricultural dust, and pollution from trucks or industrial processes. Children are particularly vulnerable to respiratory illness due to their developing organs and other physical differences from adults.

C. MEDI-CAL ENROLLMENT

Medi-Cal is a benefit programs that provide health care assistance to low-income families in California. In April 2012, 160 families utilized Medi-Cal benefits in the area around Saticoy. In comparison, there were 6,431 families who accessed Medi-Cal in the City of Ventura (See **Table 3.2.2**). The population of Ventura is roughly 100 times the population of Saticoy but used only 40 times the services, approximately: this demonstrates a high concentration of families utilizing and relying on public assistance in Saticoy.

Table 3.2.2. Medi-Cal Recipients

Area	Medi-Cal Recipients	Total Population
Saticoy	160	1,029
City of Ventura	6,431	106,433

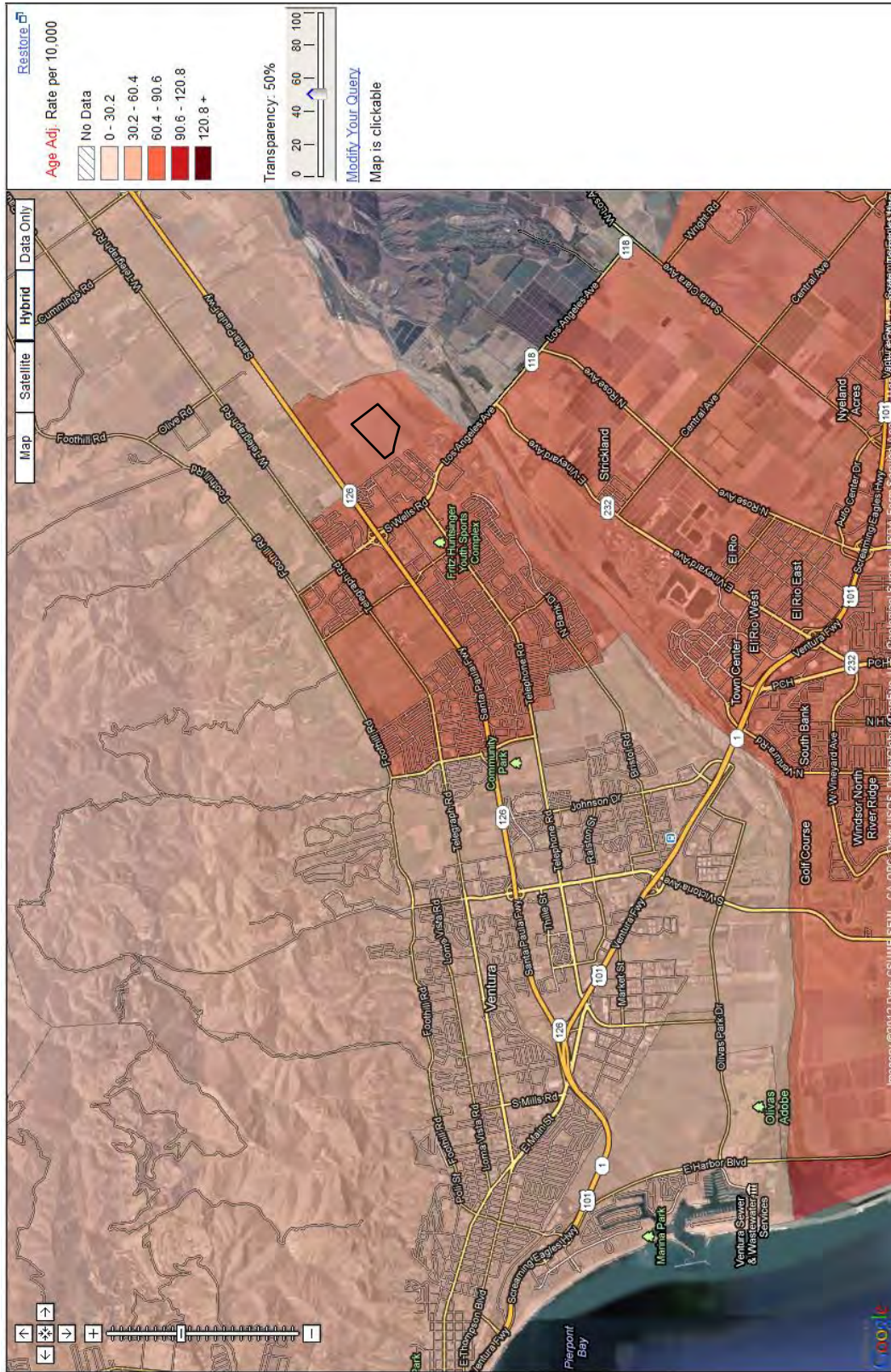
Source: Ventura County Public Health. 2012. Medi-Cal Recipients data provided to Raimi + Associates.

D. TEEN PREGNANCY

The teen birth rate in 2011 in the 93004 zip code, which contains Saticoy, was 5.1 percent of all births, lower than the Ventura County rate of 8.2 percent and the countywide rate for Latinos of 12.3 percent.⁴

⁴ Ventura County Public Health. 2012. Teen Pregnancy data provided to Raimi + Associates.

Figure 3.2.2. Emergency Department Visits due to Asthma by Zip Code, Age 0-17 in 2009



Source: California Department of Public Health. 2009. Asthma Hospitalization and Emergency Department Visits.

3.3 NEIGHBORHOOD SAFETY

A. CRIME RATES

Although overall crime and property crime is lower in Saticoy than in the surrounding area, violent crime – defined as a crime in which the offender uses or threatens violent force against the victim – is much higher in Saticoy than in the surrounding area (See **Figure 3.3.1** and **Figure 3.3.2**). There were no murders reported in Saticoy from 2009-2011 (See **Table 3.3.1**), but there was a murder in Saticoy Park on June 29, 2012. Property crime and simple assault significantly increased from 2009 to 2011, but domestic incidences decreased during this same time period. Rates of property crime, such as thefts or burglaries, remain lower than in the City of Ventura or many other surrounding areas (See **Figure 3.3.3**).

Gang activity and gang violence have been a persistent problem in Old Town Saticoy, and gang activity is reported by many residents as a source of anxiety and fear.

The Ventura County Sheriff's Office Patrol Division and the Ventura County Fire Department service provide law enforcement, citizen assistance, emergency response, fire protection, medical aid, and rescue services to unincorporated areas of Ventura County, including Saticoy.

Table 3.3.1. Reported Crimes in Saticoy, 2009-2011

Crimes Reported	2009	2010	2011
Violent Crime (assault & robbery)	11	10	6
Property Crime (burglary, larceny, arson)	17	35	27
Simple Assault (not aggravated)	5	5	15
Domestic incidents	18	8	8
Vehicle tow, store or impound	9	28	17

Source: Ventura County Sheriff's Crime Analysis Unit

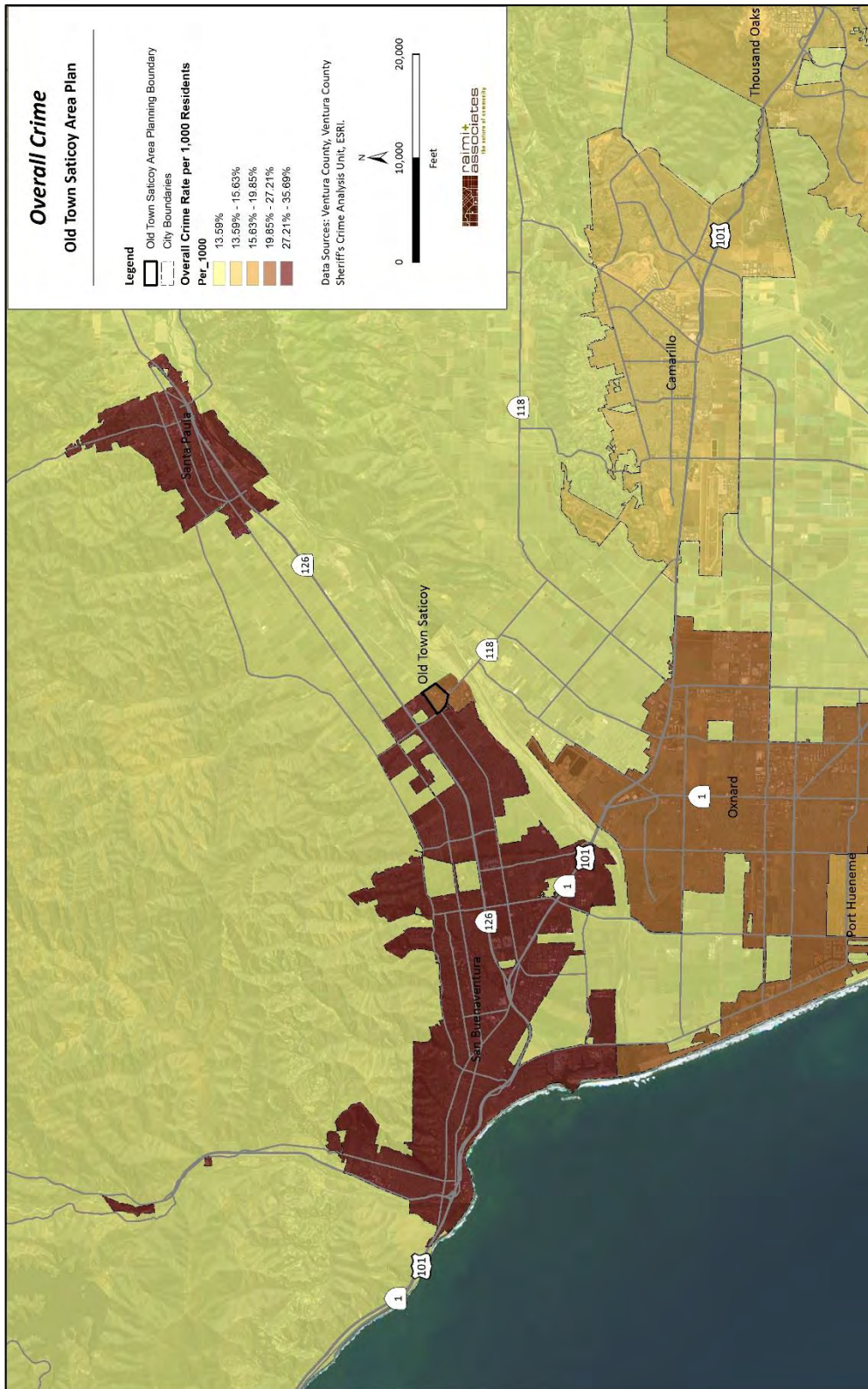
B. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention through Environmental Design (CPTED) is an approach to criminal deterrence through the design of buildings, streets, parks, and public space. It is based on four principles:

1. **Natural surveillance:** Encouraging “eyes on the street” through building design, well-used public space, lighting, and landscape.
2. **Natural access control:** discouraging ingress and egress in areas vulnerable to crime.
3. **Territorial reinforcement:** using physical designs to encourage a sense of community ownership of public space.
4. **Maintenance:** Reduced perceptions of vulnerability or isolation with good maintenance.

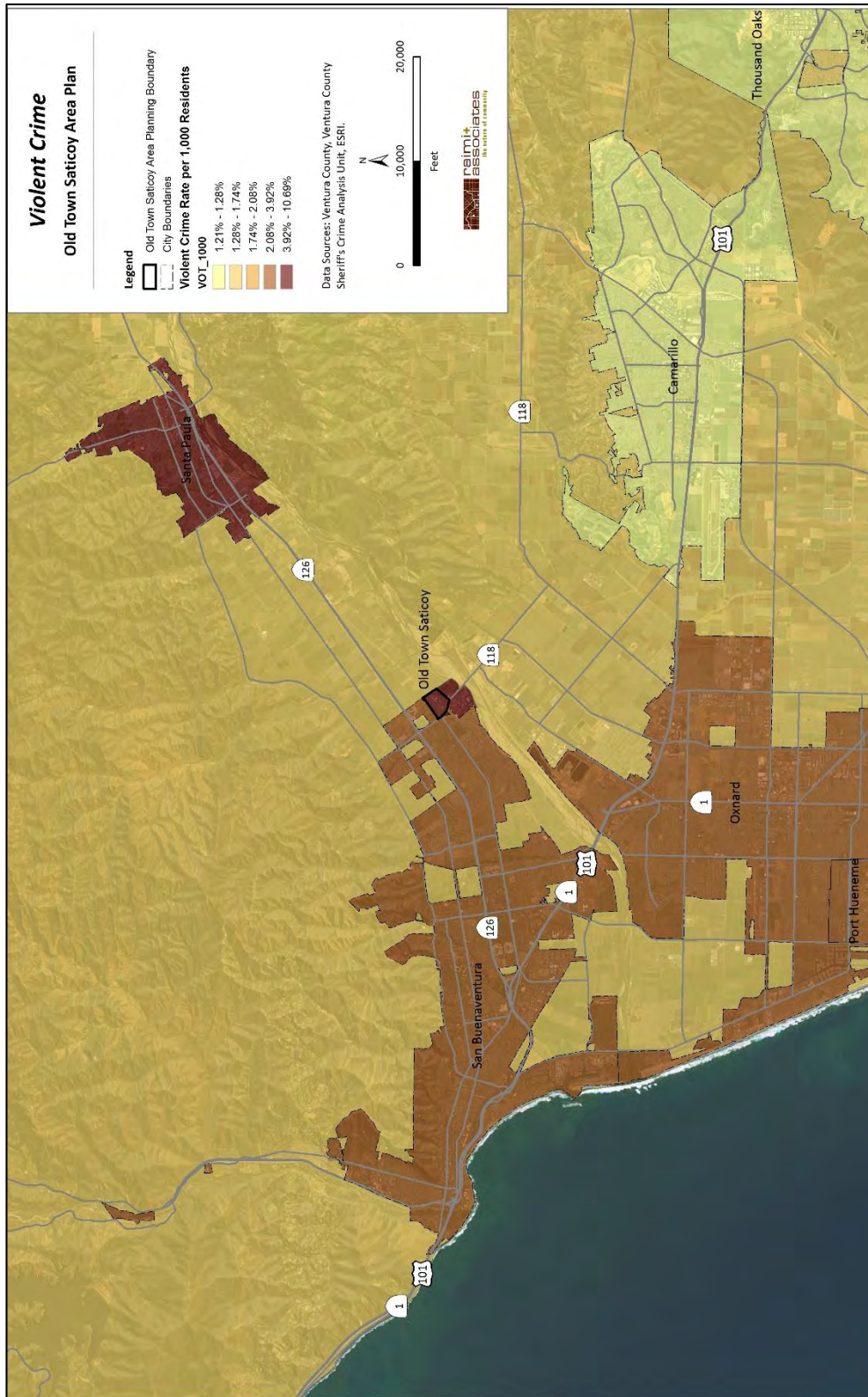
Although a CPTED analysis is beyond the scope of this assessment, **Chapter 1** (Urban Design Analysis) of this Background Evaluation and Technical Report analyses street lights (natural surveillance principle). The street lights are located throughout the plan area; however, the lights are spaced far apart, typically one or two per block, but many blocks do not have streetlights. Streets with low levels of lighting do not meet natural surveillance standards.

Figure 3.3.1. Overall Crime Rate per 1,000 Residents by City in Ventura County



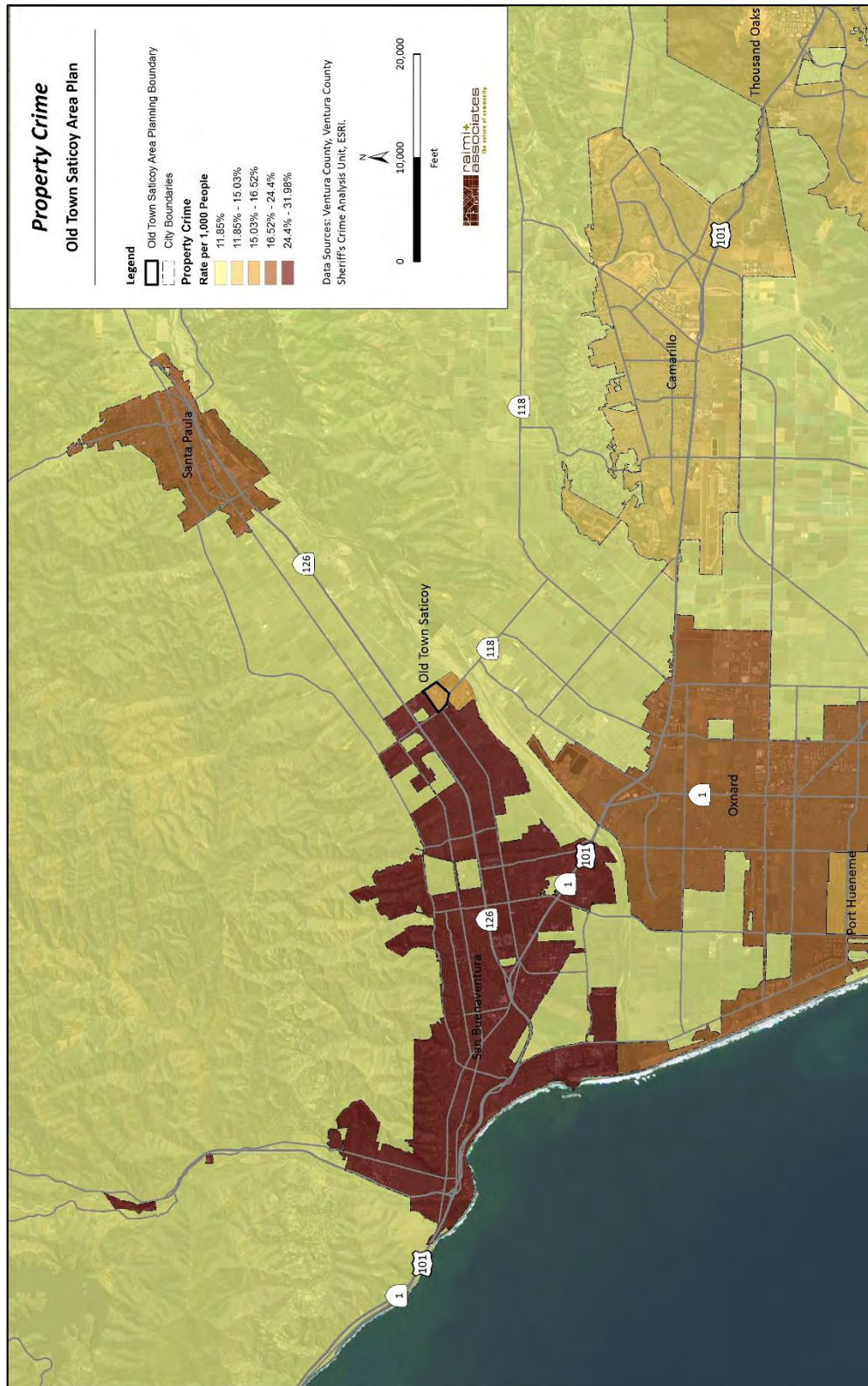
Source: Ventura County Sheriff's Crime Analysis Unit 2009-2011, ESRI

Figure 3.3.2. Violent Crime Rate per 1,000 Residents by City in Ventura County



Source: Ventura County Sheriff's Crime Analysis Unit (2009-2011), ESRI

Figure 3.3.3. Property Crime Rate per 1,000 Residents by City in Ventura County



Source: Ventura County Sheriff's Crime Analysis Unit (2009-2011), ESRI

3.4 LOCATION

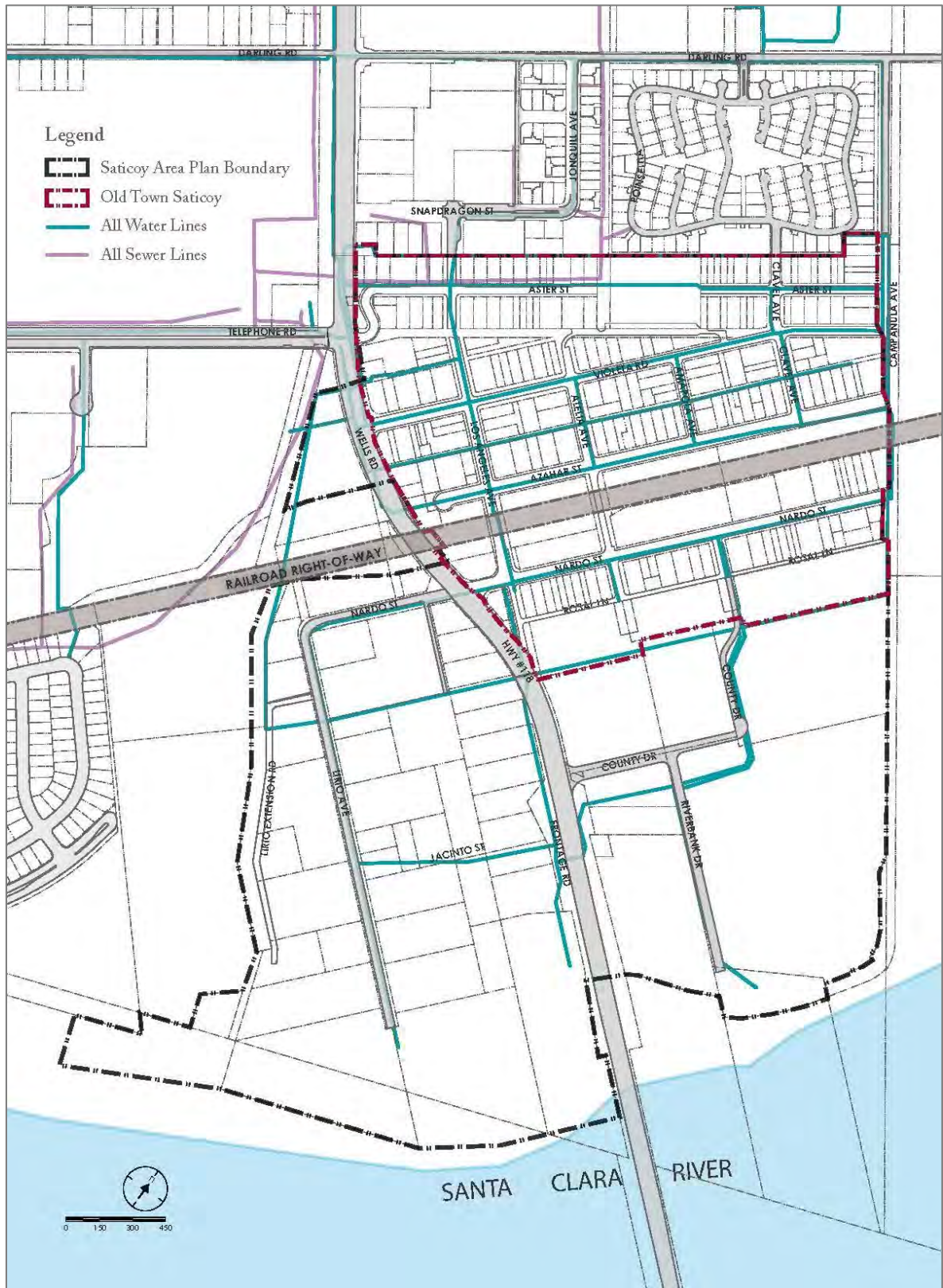
This section discusses Saticoy's location, with a focus on the following two topics:

- A. Infill and Connected Development Locations
- B. Avoiding Sensitive Lands and Hazards

A. INFILL AND CONNECTED DEVELOPMENT LOCATIONS

All land within the Saticoy Area Plan Boundary is an infill, previously developed site, although it is bordered to the southeast by open farmland. Although there are ongoing jurisdictional discussions between the City and County related to water service, the Plan Area is served by existing water and sewer infrastructure (see **Figure 3.4.1**). It is unknown if there are additional sewer lines in the plan area beyond those shown in **Figure 3.4.1**. Any future development in Saticoy will reap many of the benefits of an infill location, including protecting nearby open space, increasing walkability, and efficiently using existing infrastructure.

Figure 3.4.1. Primary Water and Sewer Infrastructure



Source: County of Ventura GIS

B. AVOIDING SENSITIVE LANDS AND HAZARDS

An important prerequisite for environmental protection during development is avoiding sensitive lands, which Saticoy largely accomplishes by being a previously developed, infill site.

Sensitive lands in the vicinity are shown in **Figure 3.4.2** and **Figure 3.4.3**. The Saticoy Area Plan is bounded by the Franklin Barranca and Brown Barranca on its east and west edges (as well as a covered drainage pipe referred to as the “Saticoy Drain” that is designated on County GIS records as “Rivers and Streams”) and the Santa Clara River along its southern edge. Most of the Saticoy Area Plan boundary does not contain high-risk 100-year floodplains, except for the southern edge of the Area Plan boundary, just north of the Santa Clara River. The project site is however, mostly covered by a 500-year floodplain and dam inundation zone. Certain critical infrastructure such as hospitals, fire stations, and water or wastewater treatment plants are required to be designed to remain operable during a 500-year flood. The only such critical infrastructure within the Saticoy Area Plan is the Saticoy Wastewater Treatment Plant owned by the Saticoy Sanitary District, located on the southwestern edge of the Saticoy Area Plan, north of the Santa Clara River.

Although there are some seismic faults in the area, Saticoy is outside the County’s mapped Earthquake Fault Hazard Zone.⁵ As per the City of Ventura’s Saticoy Wells Community Plan, the Saticoy Industrial District located south and west of Old Town Saticoy, is identified as susceptible to combined risks from dam inundation, flooding, liquefaction, and earthquake faults.

Seven types of imperiled species have been recorded near Saticoy, as listed in **Table 3.4.1**, but none are known or likely to exist within the Area Plan boundary.

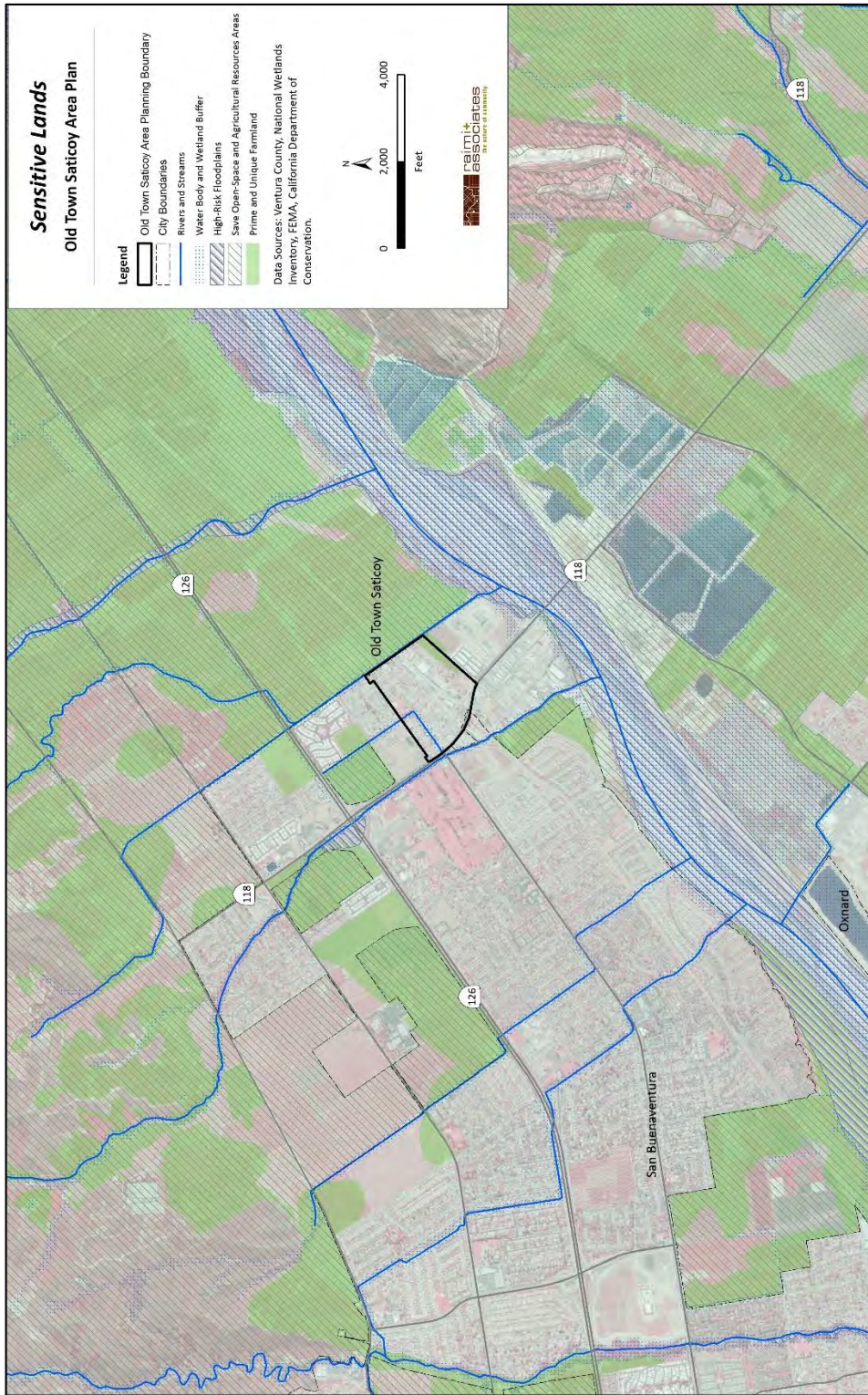
⁵ Hazards Protection Map, Ventura County General Plan, 2011

Table 3.4.1. Key Species Sightings in the Saticoy Quadrangle

ELMCODE (NatureServe ID Number)	Scientific Name	Common Name	Federal Status	California Status
ABNRB02022	<i>Coccyzus americanus occidentalis</i>	Western yellow-billed cuckoo	Candidate	Endangered
ABPBW01114	<i>Vireo bellii pusillus</i>	Least Bell's vireo	Endangered	Endangered
AFCPA03011	<i>Gasterosteus aculeatus williamsoni</i>	Unarmored threespined stickleback	Endangered	Endangered
ARACJ02143	<i>Aspidoscelis tigris stejnegeri</i>	Coastal whiptail	None	None
CTT63300CA	Southern Riparian Scrub	Southern Riparian Scrub	None	None
IILEPP2010	<i>Danaus plexippus</i>	Monarch butterfly	None	None
PDFAB0F7B1	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	Ventura Marsh milk-vetch	Endangered	Endangered

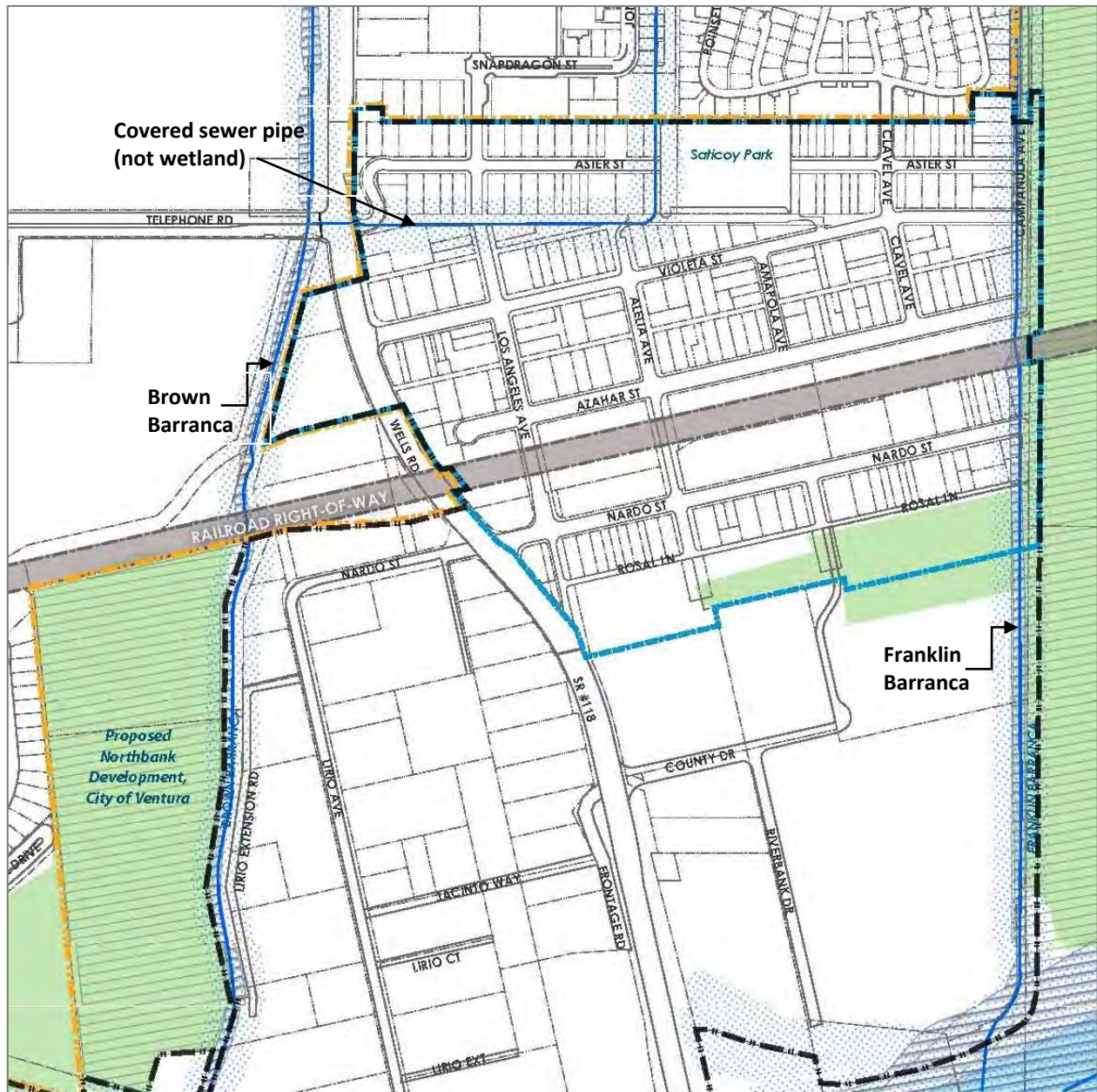
Source: Department of Fish and Game. 2012. California Natural Diversity Database.

Figure 3.4.2. Sensitive Lands (Saticoy and the Surrounding Area)



Source: Ventura County, National Wetlands Inventory, FEMA, California Department of Conservation (2010)

Figure 3.4.3. Sensitive Lands (Saticoy Planning Area)



Source: Ventura County

Legend

-  Rivers and Streams
-  Water Body and Wetland Buffer
-  500-Year Floodplain
-  Save Open-Space and Agricultural Resources Areas
-  Prime and Unique Farmland

Table 3.4.2 below includes a LEED-ND Analysis table. It summarizes existing conditions according to each LEED-ND credit and prerequisite related to location. It also suggests policy changes and notes where there is a strong potential health co-benefit.

Table 3.4.2. LEED-ND Analysis: Location

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Smart Location (SLLp1)	Infill site	Support infill development and protect neighboring SOAR land	
Imperiled Species and Ecological communities (SLLp2)	No imperiled species documented	N/A	
Wetland and Water Body Conservation (SLLp3)	Franklin Barranca runs along eastern boundary of the Area Plan; Brown Barranca along the western boundary of the Area Plan	Avoid development and restore riparian area within 100 feet of Franklin and Brown Barrancas	✓
Floodplain Avoidance (SLLp5)	100-year floodplain covers a minimal amount of the southern edge of Area Plan (north of Santa Clara River); 500-year floodplain covers most of site	Follow 500-year guidelines for critical facilities like hospitals, police stations or water treatment plants (Saticoy Wastewater Treatment Plant)	
Preferred Locations (SLLc1)	Low number of surrounding street connections and intersections	Encourage connecting streets and paths outside the site	✓
Steep Slope Protection (SLLc6)	The site is mostly flat, with a 1% southwest-northeast grade	N/A	
Habitat or Wetland Conservation and Restoration (SLLc7-9)	No significant habitat besides Franklin and Brown Barrancas	Restore the Franklin and Brown Barrancas for habitat	

3.5 TRANSPORTATION BEHAVIOR AND SAFETY

The percent of people who carpool and take transit is significantly higher than the average for Ventura City, Ventura County, and California (See **Table 3.5.1**). Similarly, the percent of people who drive alone is smaller than the areas of comparison.⁶ This is likely related to the low percent of households that own a car, as shown in **Figure 3.1.5**. At the same time, approximately 70 percent of Saticoy residents drive alone to work.

The vast majority of traffic collisions near Saticoy between 2001 and 2009 occurred along South Wells Road (see **Figure 3.5.1**). The street with the next largest concentration of collisions, although much smaller, is Violeta Street, which runs centrally through Old Town Saticoy. No reported crashes resulted in fatalities for pedestrians or cyclists.

See **Chapter 1** (Urban Design Analysis) for additional details about Saticoy's existing transit, vehicle, cycling, and pedestrian facilities and services. Section 3.6 below discusses more detailed design standards and strategies for increased neighborhood walkability.

Table 3.5.1. Commute Mode Share in 2010

	Saticoy*	Ventura (City)	Ventura (County)	California
Drive alone	70.9 %	80.0 %	77.7 %	73.0 %
Carpool	15.2 %	10.1 %	12.4 %	11.9 %
Transit	7.1 %	1.8 %	1.2 %	5.1 %
Walk	2.6 %	2.0 %	2.0 %	2.8 %
Other	0.0 %	1.7 %	1.7 %	2.3 %
Mean Travel Time (minutes)	22.0	22.4	25.4	26.9

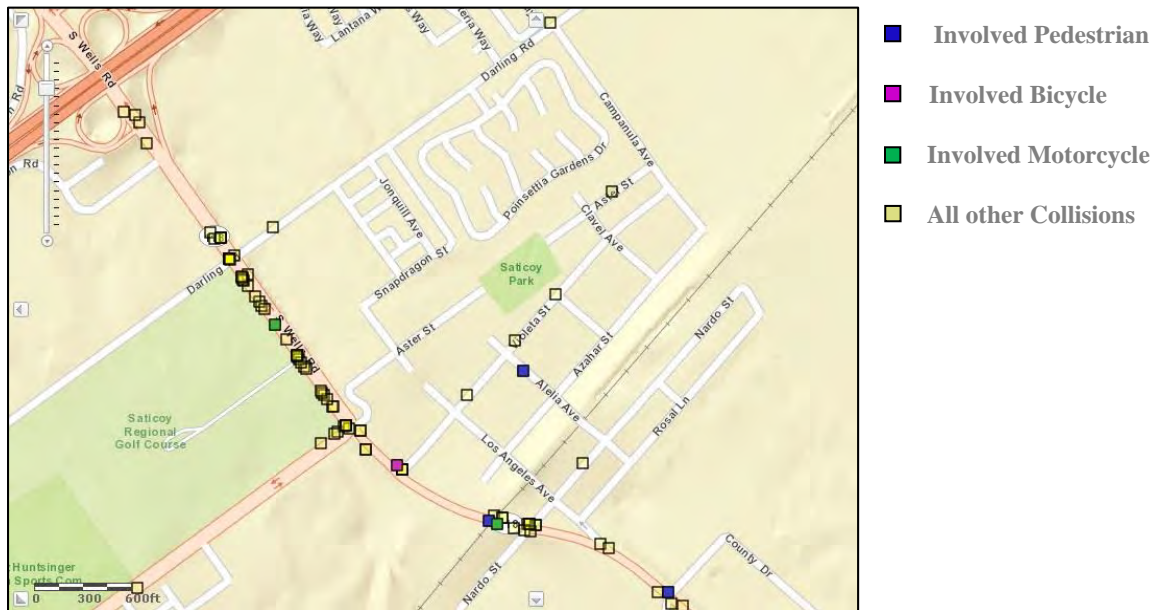
Source: U.S. Census Bureau. 2012. American Community Survey

* This information is from census tract 13.02 (shown in **Figure 3.1.1**) in Ventura County, which includes Saticoy and some surrounding areas.

Table 3.5.2 includes a LEED-ND Analysis table. It summarizes each LEED-ND credit and prerequisite related to transportation behavior. It suggests policy changes and notes where there is a strong potential health co-benefit.

⁶ U.S. Census Bureau. 2010. American Community Survey

Figure 3.5.1. Injury-Causing Traffic Collisions in the Saticoy Planning Area



Source: Safe Transportation Research and Education Center. 2010. California Statewide Integrated Traffic Records System

Table 3.5.2. LEED-ND Analysis: Transportation Behavior

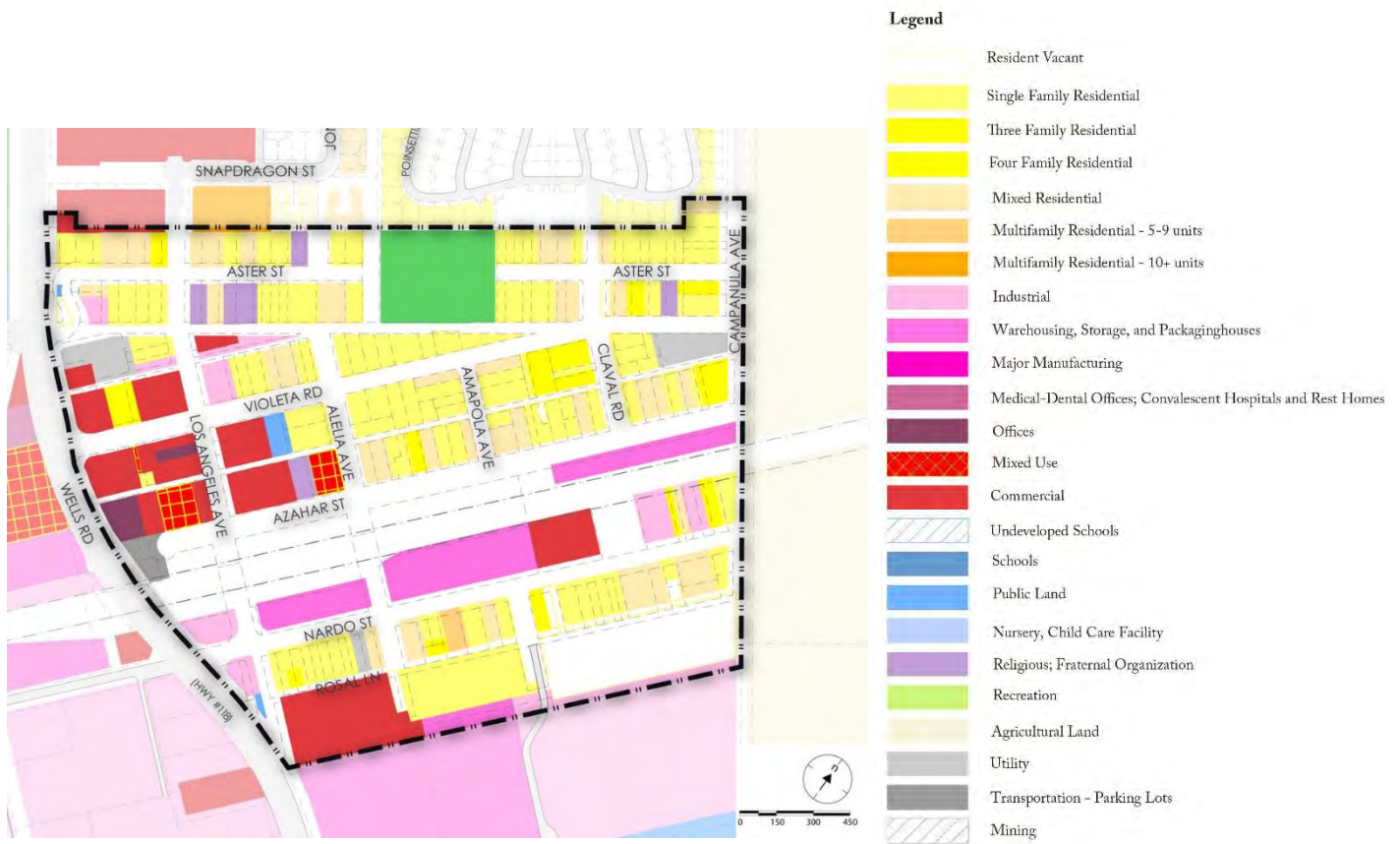
Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Location with Reduced Automobile Dependence (SLLc3)	As of late August 2012, Gold Coast Transit Routes 10 and 11 provide 17 and 42 weekday trips respectively to Old Town Saticoy, for a total of 59 daily trips. This is an increase over the 19 weekday trips previously provided by a single transit line passing through Old Town Saticoy.	<ul style="list-style-type: none"> Continue to retain at least two separate transit lines serving Old Town Saticoy, and prioritize retaining service during commute hours. Add at least one additional stop along one of the transit routes to serve the south and west Industrial Sections. 	✓
Bicycle Network and Storage (SLLc4)	<ul style="list-style-type: none"> Bicycle lanes only on SR-118 Minimal bicycle parking 	<ul style="list-style-type: none"> Install a bicycle network Require bicycle parking in new construction 	✓
Transit Facilities (NPDc7)	Most bus stops have signs but lack shelters, benches, and lighting	Encourage shelters, benches, lighting, and signage at bus stops	✓
Transportation Demand Management (NPDc8)	The County GP requires TDM for certain new employment uses	Encourage TDM such as: <ul style="list-style-type: none"> Transit passes Shuttle Vehicle sharing Unbundling of parking Live-work 	✓

3.6 NEIGHBORHOOD BALANCE AND DIVERSITY

A. LAND USE AND HOUSING DIVERSITY

As shown in **Figure 3.6.1**, Old Town Saticoy has a diverse mix of land uses ranging from residential and civic to industrial and retail. It also has a diverse mix of housing types – often mixed within the same block – including single-family, three and four family homes. This housing mix provides for a variety of residents at different stages of life and adds character to the neighborhood. The remainder of the Saticoy Area Plan includes areas south and west of Old Town Saticoy, which are predominantly industrial.

Figure 3.6.1. Land Use and Housing Diversity



B. JOBS

As per the 2010 U.S. Census, there were 914 jobs in the entire Saticoy census tract (13.02), compared with 994 residents in Old Town Saticoy – almost a 1 to 1 match numerically. However, the Census also reported that only four (4) people who live in Saticoy also work in Saticoy, with the remaining workers travelling in from outside the area. Saticoy’s remaining 525 residents who work travel outside of the census tract for their job.⁷ The greatest concentration of jobs is located south and west of Old Town Saticoy within the Area Plan boundary in the Industrial sections, while fewer jobs are located within Old Town Saticoy itself (see **Figure 3.6.2**). Most local jobs are in the waste management, agriculture, or construction industry (see **Table 3.6.1**) and, as shown in **Table 3.6.2**, about 54 percent of these jobs earn less than \$40,000 annually.

Table 3.6.1. Jobs by Industry in Saticoy

Jobs by Industry	Number	Percent
Administration & Support, Waste Management and Remediation	284	31.1 %
Agriculture, Forestry, Fishing, and Hunting	197	21.6 %
Construction	180	19.7 %
Wholesale Trade	52	5.7 %
Other Services (excluding Public Administration)	44	4.8 %
Manufacturing	43	4.7 %
Retail Trade	36	3.9 %
Professional, Scientific, and Technical Services	25	2.7 %
Real Estate and Rental and Leasing	16	1.8 %
Transportation and Warehousing	10	1.1 %
Accommodation and Food Services	6	0.7 %

Source: U.S. Census Bureau. 2012. Longitudinal Employer-Household Dynamics

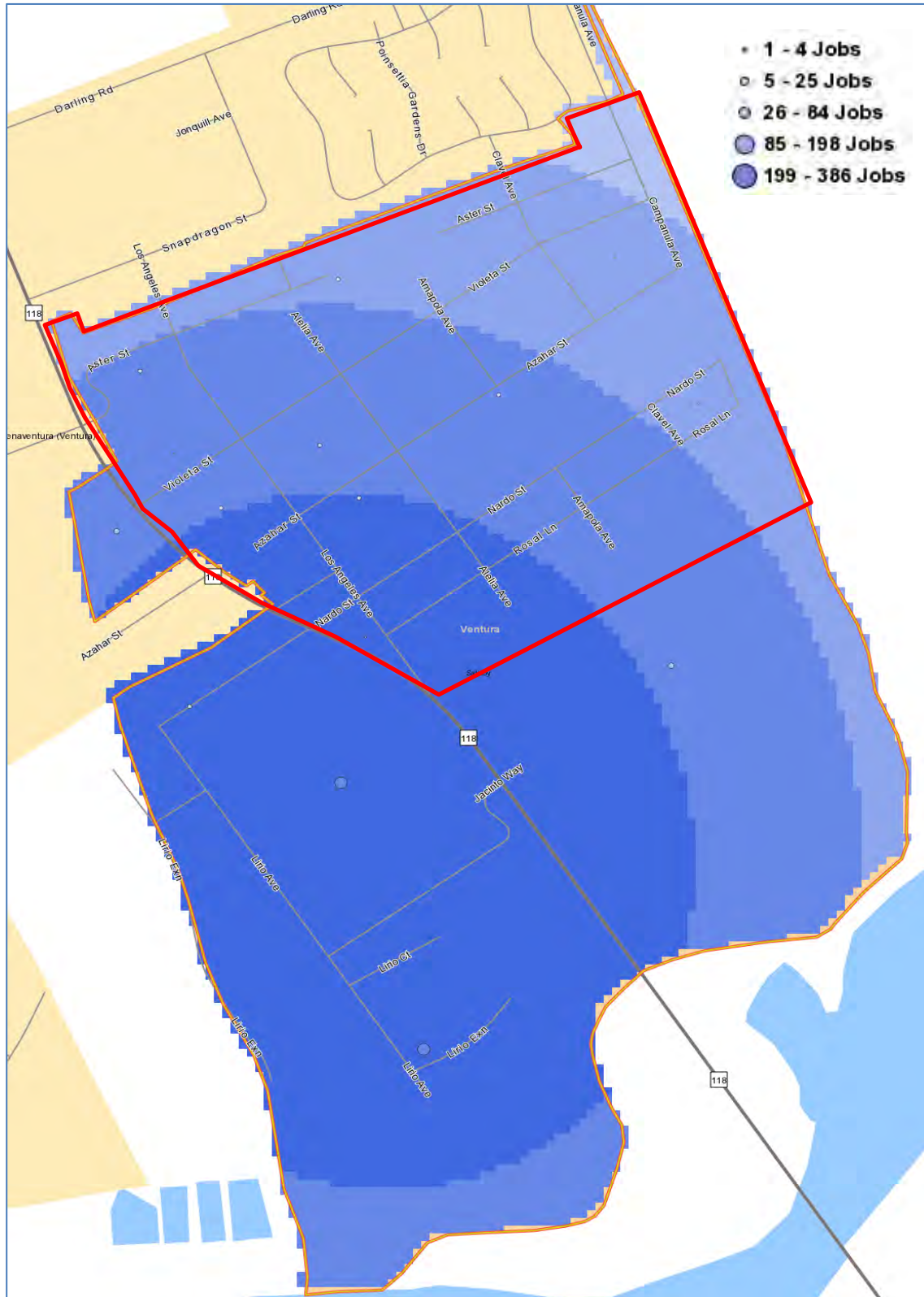
Table 3.6.2. Jobs by Earning in Saticoy

Jobs by Earning	Number	Percent
\$1,250 per month or less	170	18.6 %
\$1,251 to \$3,333 per month	321	35.1 %
More than \$3,333 per month	423	46.3 %

Source: U.S. Census Bureau. 2012. American Community Survey

⁷ U.S. Census, 2010. Longitudinal Employer-Household Dynamics.

Figure 3.6.2. Job Density in Saticoy per U.S. Census



Source: U.S. Census Bureau. 2012. Longitudinal Employer-Household Dynamics

Table 3.6.3 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to neighborhood balance and diversity. It also suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.6.3. LEED-ND Analysis: Neighborhood Balance and Diversity

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Housing and Jobs Proximity (SLLc5)	914 jobs and 994 residents in Saticoy, and many jobs match resident education attainment levels; however, few residents are reported to work in the neighborhood	Encourage better matches between residents and nearby employers	✓
Mixed-Use Neighborhood Centers (NPDc3)	Moderate mix of existing uses but insufficient retail or services	Continue to encourage a mix of uses, particularly retail	✓
Mixed-Income Diverse Communities (NPDc4)	High housing affordability with diverse housing types including large and small single-family, duplex/townhouse, and some live-work and multi-family	<ul style="list-style-type: none"> Maintain rental and for-sale housing affordability Maintain and increase diverse types and formats of housing mixed throughout Old Town Saticoy. 	✓
Community Outreach and Involvement (NPDc12)	Anecdotal evidence suggests involvement by Old Town residents in government and planning decisions is low	Provide more opportunities for civic involvement, community decision-making, and public participation	

3.7 WALKABILITY

Chapter 1 of this report contains a comprehensive discussion of urban design, pedestrian circulation, and many of the other features important to walkability. However, since walkability is central to neighborhood environmental performance as well as health – affecting access to physical activity as well as healthy food – LEED-ND criteria and implications for a comfortable, safe, and attractive pedestrian environment in Old Town Saticoy are included below in **Table 3.7.1**, which summarizes existing conditions according to each LEED-ND credit and prerequisite. The table also suggests policy changes and notes where there is a strong potential health co-benefit.

Table 3.7.1. LEED-ND Analysis: Walkability

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Walkable Streets (NPDp1)	Mixed conditions – see Chapter 1	Prioritize the following: <ul style="list-style-type: none"> • Frequent building entries onto sidewalks • Sense of “enclosure” from taller buildings on narrower streets • Continuous sidewalks • Minimal garage and service openings onto streets 	✓
Walkable Streets (NPDc1)	Mixed conditions – see Chapter 1	Also encourage the following: <ul style="list-style-type: none"> • Building frontages near the sidewalk • Frequent unshuttered windows at street level • On-street parking • Sidewalks at least 5 feet wide (10 feet wide when fronting retail) • Ground-floor retail when feasible • Streets posted/designed at 20-25 mph • Minimal driveway crossings of sidewalks 	✓
Compact Development (NPDp2/c2)	Approx. 5 du/acre (994 residents and approx. 400 DU over 88 acres of residential areas)	Increase number of dwelling units while decreasing overcrowding.	✓
Connected & Open Community (NPDp3)	Multiple cul-de-sacs and circulation barriers (see Chapter 1, Section C)	Increase through-connections and connect cul-de-sacs	✓
Reduced Parking Footprint (NPDc5)	Many surface lots are: <ul style="list-style-type: none"> • Fronting sidewalks • Larger than 2 acres 	<ul style="list-style-type: none"> • Redevelop large parking lots • Prevent surface lots along sidewalks 	✓
Street Network (NPDc6)	Approx. 250 intersections per sq. mile (approx. 35 intersections over 88 acres of residential areas)	<ul style="list-style-type: none"> • Increase to 300 intersections per square mile (moderate performance) or 400 intersections per square mile (high performance) • New blocks no more than 400 feet long 	✓
Visitability & Universal Design (NPDc11)	Many sidewalks impassable for wheelchairs	<ul style="list-style-type: none"> • Continuous sidewalks and ramps • Universal design features in 20% of new dwelling units 	✓
Tree-Lined & Shaded Streets (NPDc14)	Mixed conditions – See Chapter 1, Figure 1.2.6	Aim for street trees at least every 50 feet, shading at least 40% of sidewalk length	✓

3.8 NEIGHBORHOOD SERVICES AND AMENITIES

Nearly the entire residential expanse within Old Town Saticoy is located within 1/4 mile radius of Saticoy Park (see **Figure 3.8.1**); although no existing sidewalks or walking paths connect to the Park itself.

Figure 3.8.1. Parks and 1/4 mile Park Buffer in Old Town Saticoy



Source: Sargent Town Planning, based on Ventura County GIS data

Saticoy is located with the Ventura County School District. While there are no schools within the Saticoy Area Plan boundary, Saticoy Elementary School is approximately 1/2 to 3/4 of a mile walking distance from most residents, as shown in **Figure 3.8.2**. However, while some Saticoy children attend pre-school at Saticoy Elementary, most elementary school children are bussed to Citrus Glen elementary school. Most middle school and high school students are bussed or driven to Balboa Middle School and Buena High School, respectively, which are both greater than three miles from Saticoy. St. Augustine Academy, a private school, is located within approximately a 1/2 to 3/4 mile walk north from most Saticoy residents.

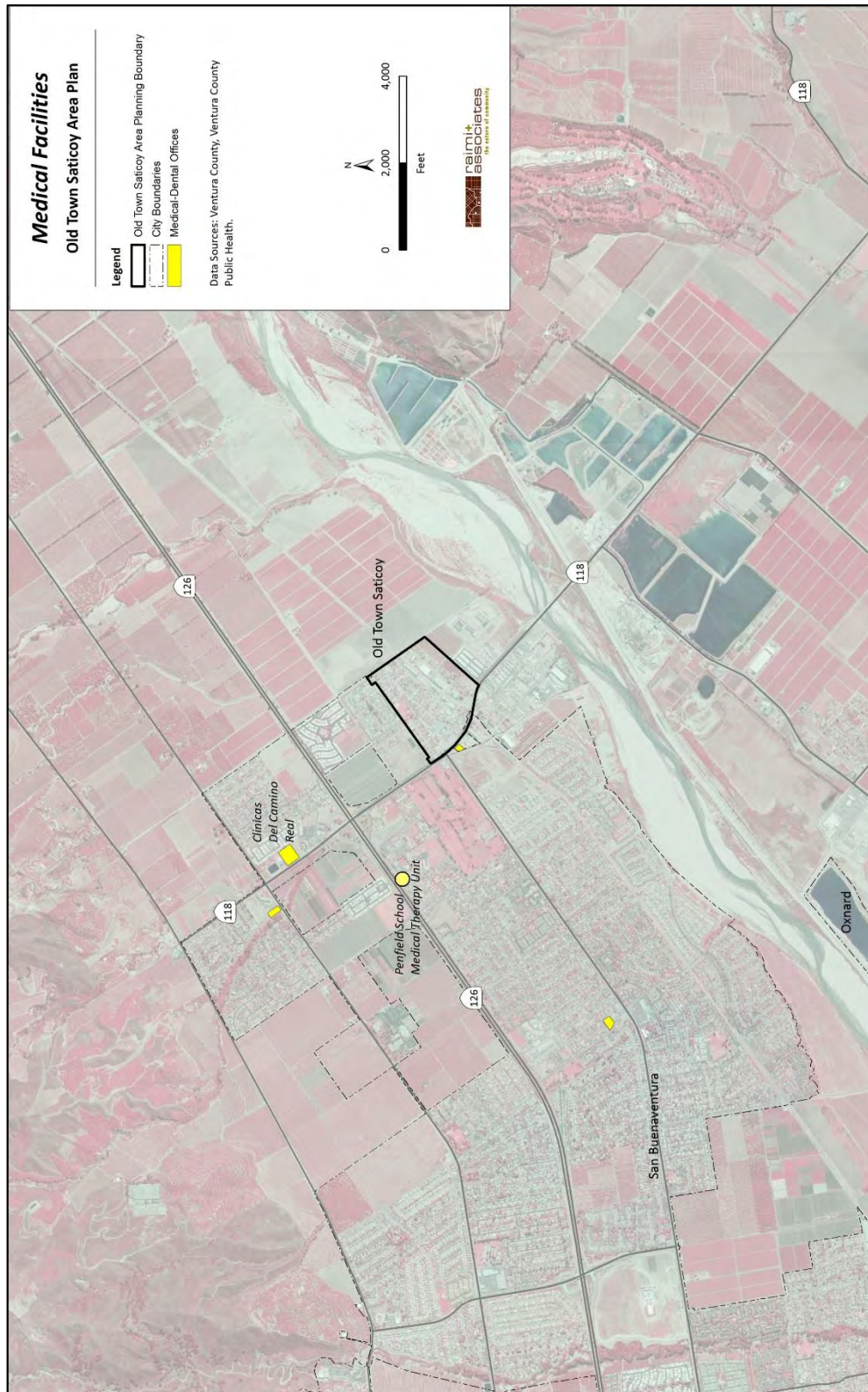
Although there are no medical facilities within the Saticoy Area Plan boundary, the project area is located within one mile of Clinicas del Camino Real (see **Figure 3.8.3**). The facility provides primary and preventive health care services within Ventura County. The Clinicas features bilingual staff, provides outreach to community members who are traditionally underserved, and accepts Medi-Cal and Medi-Care.

Figure 3.8.2. School Sites near the Saticoy Area Plan



Source: Ventura County GIS parcel data

Figure 3.8.3. Medical Facility Sites near the Saticoy Area Plan



Source: Ventura County, Ventura County Public Health, 2012

Table 3.8.1 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to neighborhood services and amenities. It suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.8.1. LEED-ND Analysis: Neighborhood Services and Amenities

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Access to Civic and Public Spaces (NPDc9)	Lack of public plazas, squares, and other passive-use public spaces	Encourage parks, plazas, forecourts, and street-activating uses in new development	✓
Access to Recreation Facilities (NPDc10)	<ul style="list-style-type: none"> • Most residents live within ¼ walk distance of Saticoy Park, but sidewalks are missing and park facilities are worn • No recreation facilities close to the Industrial Sections 	<ul style="list-style-type: none"> • Prioritize sidewalk repair leading to Saticoy Park • Improve Saticoy Park facilities • Include recreation facilities like open walking paths close to Industrial Sections 	✓
Neighborhood Schools (NPDc15)	<ul style="list-style-type: none"> • Saticoy Elementary is ½-¾ mile walk distance for most residents, but most elementary children attend Citrus Glen, which is 1 ½ mile walk distance (½ mile is recommended max distance for schools). Middle and high school are greater than 3 miles away. • The Wells Rd/SR-118 crossing is often unsafe: safest crossing option is signalized intersection at Telephone and at County Drive 	<ul style="list-style-type: none"> • Support any proposals for new schools near the neighborhood, or for students to attend Saticoy Elementary. • Improve pedestrian crossings of Wells Rd/SR-118 	✓

3.9 HEALTHY FOOD ACCESS

This section summarizes food access in Saticoy, with a focus on the following topics:

- A. Retail Food Environment
- B. Local Food
- C. Food Assistance

A. RETAIL FOOD ENVIRONMENT

The ease with which residents can access health or unhealthy food has a significant and well-studied effect on nutrition levels and overall health. The only locations where residents can access food within the Saticoy Area Plan boundary include two corner markets and a produce market in Old Town Saticoy; in addition to two small restaurants (see **Figure 3.9.1**). There are no full-service grocery stores for several miles, although there is a certified farmer’s market less than 3 miles away on Thursday afternoon, at the Ventura Community Park at the corner of Kimball and Telephone roads. There are two tobacco vendors and one alcohol vendor within Old Town Saticoy; two tobacco and two alcohol vendors in the Industrial sections along Wells Road, and a number of sources for alcohol and tobacco in close proximity to the Saticoy Area Plan boundary (see **Figure 3.9.2**).

Figure 3.9.1. Markets and Restaurants in Old Town Saticoy

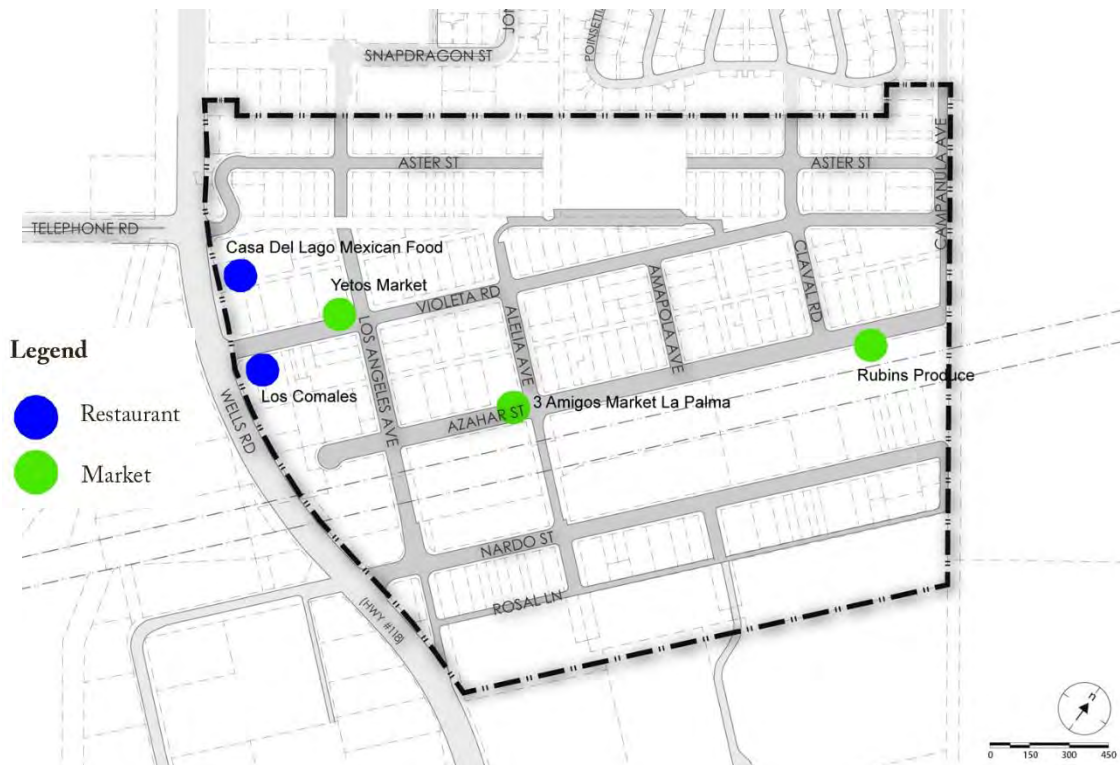


Figure 3.9.2. Distribution of Tobacco and Liquor Licenses in Old Town Saticoy

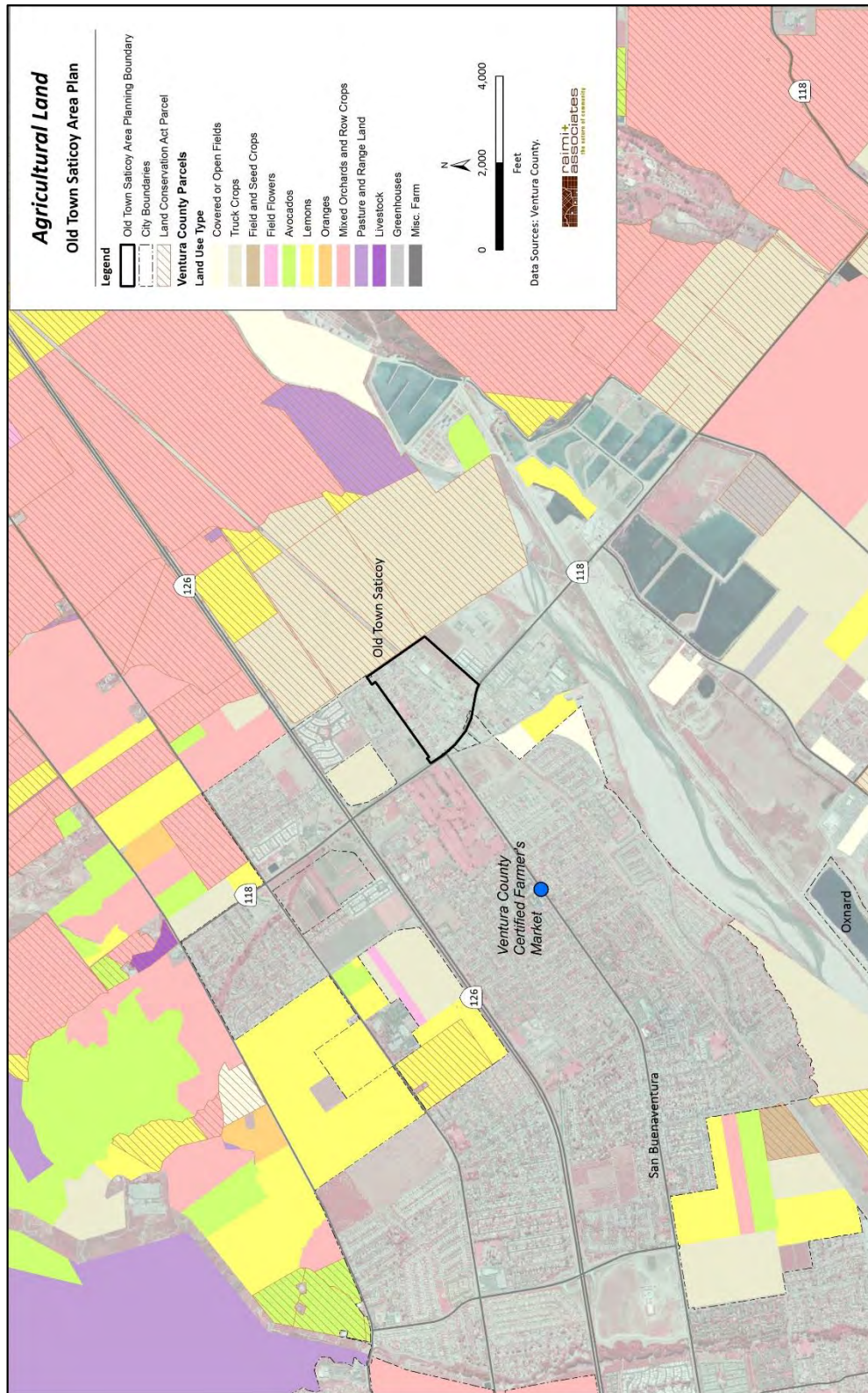


Source: Ventura County Health Department, 2012 and California ABC, 2012

B. LOCAL FOOD PRODUCTION

Saticoy is surrounded by a diversity of agricultural land, including truck crops, orchards, livestock, and pasture land, as shown in **Figure 3.9.3**. Old Town Saticoy is directly bordered to the east by a series of truck crop farms, or farms specializing in the production of vegetables for market. This particular agricultural area has also been voluntarily enrolled in the Ventura County Land Conservation Act (also known as the Williamson Act), which restricts the conversion of agricultural land to non-agricultural uses during a ten year contract period. Old Town Saticoy’s close proximity to highly productive and diverse farmland presents a significant opportunity to improve residents’ food security through stronger links with nearby food and farmers.

Figure 3.9.3. Agricultural Lands



Source: Ventura County GIS parcel data

C. FOOD ASSISTANCE

CalFresh is a benefit program that provides nutrition assistance to low-income families in California. In April 2012, 106 families used CalFresh benefits in the area around Saticoy. In comparison, there were 5,059 families who accessed CalFresh in the City of Ventura (See **Table 3.9.1**). The population of Ventura is roughly 100 times the population of Saticoy but used only 50 times the services, approximately: this demonstrates a high concentration of families utilizing public assistance in Saticoy.

Table 3.9.1. CalFresh Recipients in 2012

	CalFresh Recipients	Total Population
Saticoy	106	1,029
Ventura (City)	5,059	106,433

Source: Ventura County, Department of Public Health, provided to Raimi + Associates 2012

Women, Infants, and Children (WIC) is a federal grant program administered nationally by the U.S. Department of Agriculture that provides specific nutritious foods and nutrition education to eligible pregnant women. In 2012, only 0.6 percent (7 families) of the total population in Saticoy were WIC recipients, as compared to 1.8 percent (1,927 families) of the total population in the City of Ventura who were WIC recipients (See **Table 3.9.2**).

Table 3.9.2. WIC Recipients in 2012

	WIC Participant Families
Saticoy	7
Ventura (City)	1,927
Ventura (County)	24,727

Source: Ventura County, Department of Public Health, provided to Raimi + Associates 2012

Table 3.9.3 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to healthy food access for residents. It also suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.9.3. LEED-ND Analysis: Healthy Food Access

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Local Food Production (NPDc13)	Thursday Farmer’s Market approx. 3 mile away at Ventura Community Park at the corner of Kimball and Telephone Roads.	<ul style="list-style-type: none"> • Encourage a Farmer’s Market within ½ mile • Encourage community-supported agriculture, particularly in connection with abundant nearby agricultural land • Allow and encourage neighborhood farms and gardens 	✓
Mixed-Use Neighborhood Centers: Grocery Store (NPDc3)	There is no full-service grocery store within ½ mile, but Amigos Market, Yetos Market, and Rubins Produce are all within the Area Plan boundary	<ul style="list-style-type: none"> • Encourage more produce at existing markets, or a full-service grocery store 	✓

3.10 GREEN BUILDING

Ventura County does not have a green building ordinance or green building standards, although it does encourage the practice through some incentives and programs. The General Plan calls for expedited plan check and permit processing for green building projects in the County (GP Land Use Appendix, page 128). There are also several existing energy conservation and efficiency programs available in Ventura County and Saticoy, including:

- **Build it Smart:** a website developed by the Ventura County Planning Division providing energy efficiency and green building resources
- **Ventura County Regional Energy Alliance:** a Joint Powers Authority tasked with reducing energy demand through education and direct retrofits. Programs include:
 - Free workshops targeting various residential and non-residential sectors
 - Assistance to affordable housing developers
 - Mobile Home Program in coordination with Southern California Edison
- **County General Services Agency:** a county department encouraging energy efficiency in county buildings
- **Community Action of Ventura:** a non-profit organization offering free weatherization services to low income renters and homeowners.

Table 3.10.1 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to green building. It also suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.10.1. LEED-ND Analysis: Green Building

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Certified Green Buildings (GIBp1, c1)	No existing certified green buildings known	Encourage certified green buildings	✓
Minimum Building Energy Efficiency (GIBp2, c2)	Poor energy efficiency based on anecdotal evidence; Title 24 for new construction	Energy efficiency retrofits and new construction requirements	
Building Water Efficiency (GIBp3, c3)	Unknown existing levels; Area Plan limits annual water use in new development	Extend County programs or requirements for water efficiency	
Construction Activity Pollution Prevention (GIBp4)	Erosion and dust control required during construction	Enforce erosion/sedimentation control during construction	✓
Water-Efficient Landscaping (GIBc4)	Water reuse encouraged (GP Policy 1.3.1-6) and efficient landscaping required (GP Policy 1.3.2-5)	Encourage or require GP guidance for xeriscape and water reuse	
Existing Building Reuse (GIBc5)	Many adaptive reuse examples and opportunities	Incentivize building reuse	
Historic Preservation and Adaptive Use (GIBc6)	4 historic landmarks (see Chapter 2.5)	Prioritize historic buildings for restoration and investment	
Minimize Site Disturbance in Construction (GIBc7)	The area is previously developed, so vegetation protection during construction is not usually necessary	N/A	✓
Solar Orientation (GIBc10)	Southwest to northeast grid not ideal solar orientation	Maximize northern and southern exposure in building design or new streets	✓
On-site Renewable Energy Sources (GIBc11)	None known	Encourage and expedite on-site solar and wind	
District Heating and Cooling (GIBc12)	None known	Share heating and cooling between adjacent buildings	
Light Pollution Reduction (GIBc17)	No known requirements	Prevent glare to nearby open spaces and private dwelling units	✓

3.11 GREEN PUBLIC INFRASTRUCTURE

Many green building efforts focus on privately-owned commercial or residential buildings, but public infrastructure represents an important opportunity for local governments to achieve high environmental performance while providing basic services. Many of the measures summarized below can be achieved through adjusting County policies and procedures, with little need to establish new regulations.

Table 3.11.1 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to green public infrastructure. It also suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.11.1. LEED-ND Analysis: Green Public Infrastructure

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Stormwater Management (GIBc8)	The County GP requires LID and on-site retention for some commercial uses	Encourage permeable surfaces and on-site stormwater retention and infiltration	✓
Heat Island Reduction (GIBc9)	<ul style="list-style-type: none"> Moderate amounts of pervious surface in the area Inconsistent shade 	<ul style="list-style-type: none"> Encourage solar reflective roofing Encourage permeable surfaces and shade trees 	✓
Infrastructure Energy Efficiency (GIBc13)	Unknown	When installing new public infrastructure such as street lights, traffic lights, or water pumps, ensure it is highly energy-efficient	
Wastewater Management (GIBc14)	No known program or policy for on-site wastewater reuse	Explore on-site wastewater re-use	
Recycled Content in Infrastructure (GIBc15)	Unknown	Encourage at least 50% recycled content in paving and road base	
Solid Waste Management Infrastructure (GIBc16)	Recyclables, green waste, and construction/ demolition waste are collected, as required by the California Integrated Waste Management Act. Service provided by EJ Harrison and Sons.	<ul style="list-style-type: none"> Continue collection of recyclables, green waste, and construction/demolition Encourage hazardous waste collection Incorporate recycling and waste receptacles into public and private designs 	✓

3.12 ENVIRONMENTAL HEALTH

This section summarizes Environmental Health conditions within the Saticoy Area Plan boundary, with a focus on the following topics:

- A. Toxics and Brownfields
- B. Air Quality

A. Toxics and Brownfields

The U.S. Environmental Protection Agency collects data on facilities, sites, and places subject to environmental regulation or of environmental interest.⁸ The Agency publishes the data, which includes Superfund National Priority Sites, RCRA facilities, brownfields, and other sites. According to this database, there are no facilities or sites within the Saticoy Area Plan boundary. This database was cross-checked using the EnviroStor database, which includes additional information about voluntary and school cleanup activities.⁹ Within the planning area, approximately ten leaking underground storage tanks have been identified, but the cleanup has been completed for each and the cases have been closed.¹⁰

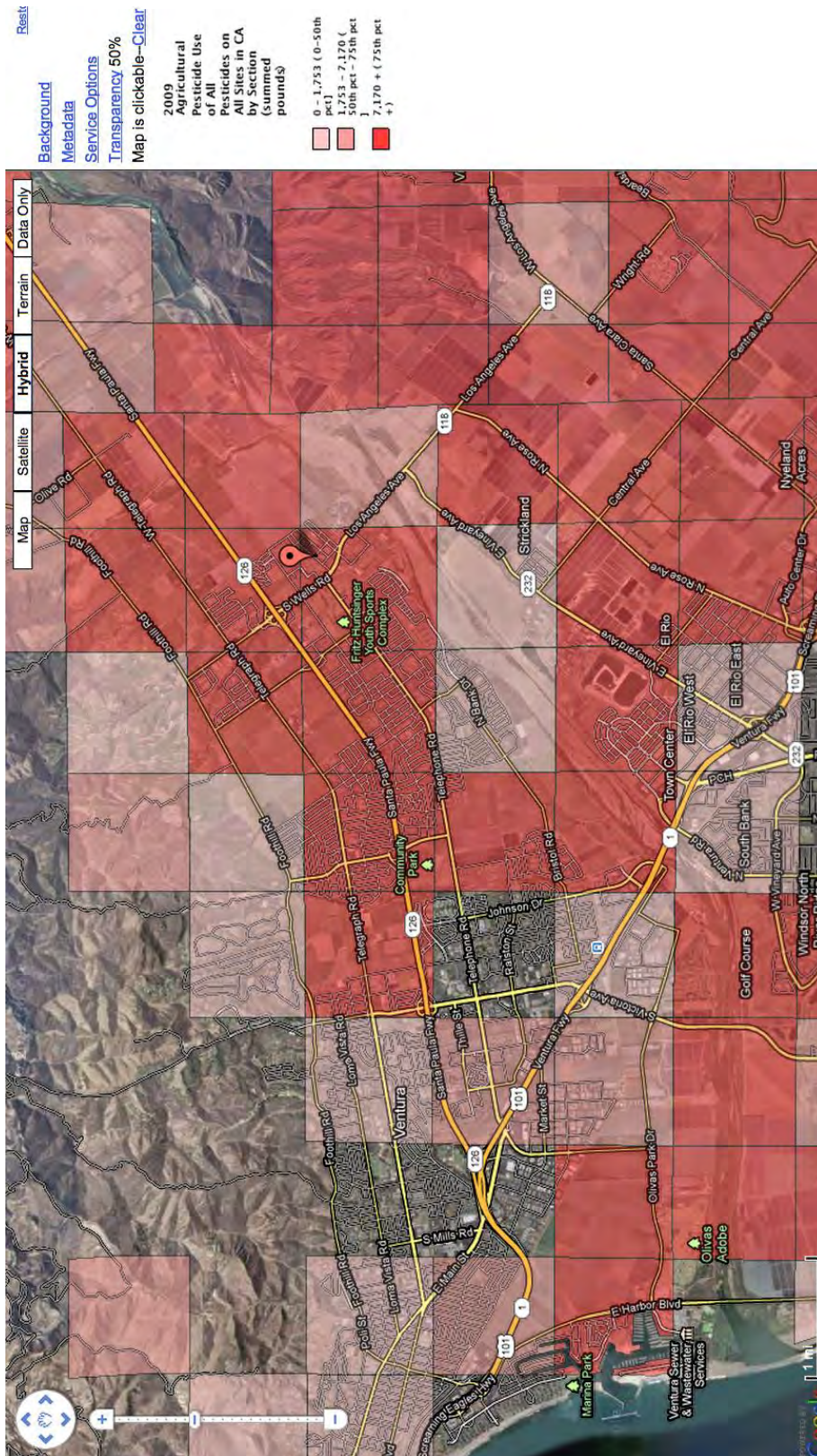
Figure 3.12.1 shows that Saticoy and much of the surrounding area is in the 75th percentile of pesticide use in the state, not surprising given the high amount of agricultural land nearby. People can be exposed to pesticides through multiple routes, including consuming treated produce or contaminated drinking water, and direct worker exposure. Pesticides can have a direct impact on health, particularly in children and other vulnerable populations. Depending on the degree of exposure, many different health outcomes have been linked to pesticides, including nausea, exacerbation of asthma, nerve damage and cancer.

⁸ U.S. EPA. 2012. EPA Geospatial Data Access Project. Available at http://www.epa.gov/enviro/html/frs_demo/geospatial_data/geo_data_regions.html.

⁹ California Department of Toxic Substances. 2012. EnviroStor database. Available at <http://www.envirostor.dtsc.ca.gov/public/>.

¹⁰ U.S. Water Resources Control Board. GeoTracker. Available at <http://www.envirostor.dtsc.ca.gov/public/>

Figure 3.12.1. Total Pounds of Pesticide Exposure for the Satcoy Area

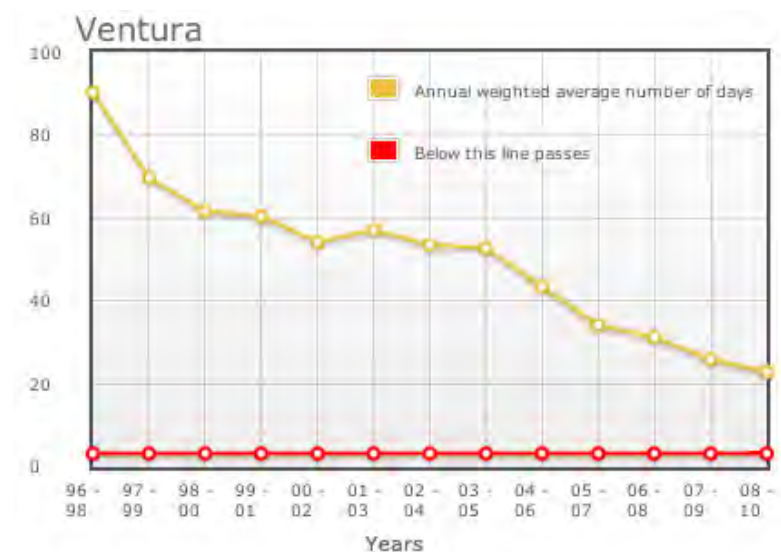


Source: California Department of Public Health, 2010. Agricultural Pesticide Mapping Tool.

B. AIR QUALITY

1. **Ventura County.** According to the American Lung Association State of the Air Report of 2012, Ventura County ranked #13 among the top 25 most ozone-polluted counties in the United States in 2011. High levels of ozone can lead to immediate health problems such as shortness of breath, chest pain, wheezing and coughing, asthma attacks, and long term exposure may increase the risk of premature death. However, as shown in **Figure 3.12.2**, the number of elevated ozone days level orange or higher (see scale in **Figure 3.12.4**) has steadily decreased since 1996.¹¹

Figure 3.12.2. High Ozone Days in Ventura County, 1996–2010



Source: American Lung Association (2012). State of the Air.

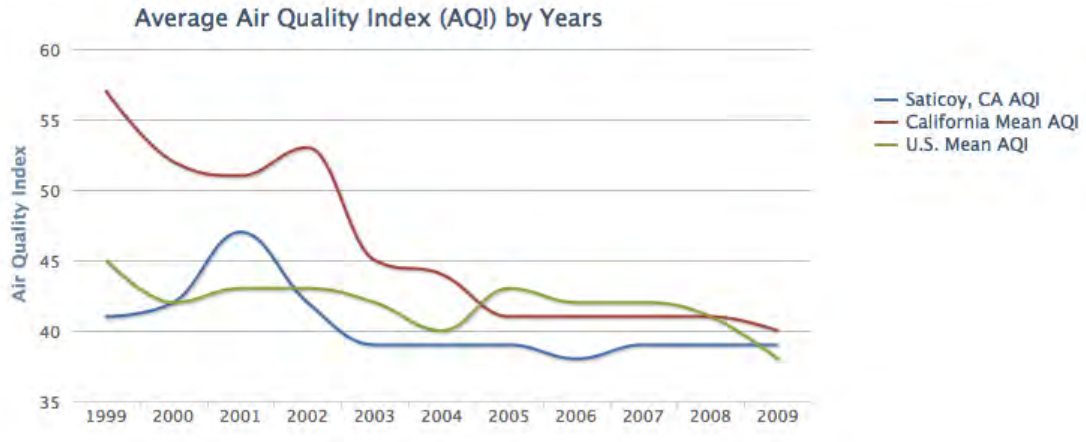
2. **Air Quality: Saticoy.** Air quality in the area around seems to be better than in other parts of the County and State. **Figure 3.12.3** shows that Saticoy’s 10-year average Air Quality Index is significantly better than the California average, and usually better than the U.S. average. At a more local level, the Air Resources Board air quality monitoring station nearest Saticoy (see **Table 3.12.1**) recorded many fewer days in the “Unhealthy” ozone range from 2008-2010 than other monitoring stations throughout Ventura County.

Particle pollution appears to be less prevalent in Ventura County than ozone pollution, with annual PM_{2.5} averages (9.9 µg/m³) below the National Ambient Air Quality Standard of 15 µg/m³. At the air monitoring site closest to Saticoy, of the 361 measurements taken over the three year period from 2008 to 2010, none were in the unhealthy zone (over 35.0 µg/m³) and 42 measurements in the

¹¹ American Lung Association (2012). State of the Air.

moderate zone (15.5 µg/m³ to 35.0 µg/m³). However, particulate matter concentrations can vary significantly within very small geographic areas.

Figure 3.12.3. Air Quality Index



Source: U.S. Census Bureau. 2012. American Community Survey.

Table 3.12.1. Number of Days (2008-2010) in which ozone levels surpass the National Ambient Air Quality Standard (0.075 ppm)

Monitoring Site	Ozone
El Rio (closest to Saticoy: 2.3 miles)	14
Ojai	72
Piru	96
Simi Valley	165
Thousand Oaks	52
Ventura	7

Source: California Environmental Protection Agency Air Resources Board, Quality Assurance Air Monitoring Site Information, accessed June 20, 2012.

Figure 3.12.4. Air Quality Index for Ozone & PM_{2.5} Concentrations, National Ambient Air Quality Standard

8-hour Ozone Concentration	Air Quality Index Levels	24-hour PM _{2.5} Concentration	Air Quality Index Levels
0.000 – 0.059 ppm	Good (Green)	0.0 µg/m ³ to 15.4 µg/m ³	Good (Green)
0.060 – 0.075 ppm	Moderate (Yellow)	15.5 µg/m ³ to 35.0 µg/m ³	Moderate (Yellow)
0.076 – 0.095 ppm	Unhealthy for Sensitive Groups (Orange)	35.1 µg/m ³ to 65.4 µg/m ³	Unhealthy for Sensitive Groups (Orange)
0.096 – 0.115 ppm	Unhealthy (Red)	65.5 µg/m ³ to 150.4 µg/m ³	Unhealthy (Red)
0.116 – 0.374 ppm	Very Unhealthy (Purple)	150.5 µg/m ³ to 250.4 µg/m ³	Very Unhealthy (Purple)
>0.374 ppm	Hazardous (Maroon)	greater than or equal to 250.5 µg/m ³	Hazardous (Maroon)

Figure 3.12.5 and **Figure 3.12.6** show the location of industrial land and truck routes – two very common causes of particulate matter and other types of air pollution. Locations within 500-1,000 feet of truck routes and freeways frequently have elevated atmospheric levels of particulate matter, as do commercial and industrial areas with frequent truck deliveries and idling. Saticoy is proximate to multiple industrial uses. It is unknown what their effect on air quality is, but they are a potential source of air pollution.

Figure 3.12.5. Truck Routes and Industrial Lands (Old Town Saticoy)



Source: Ventura County, Caltrans, 2010

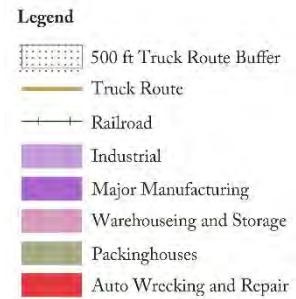
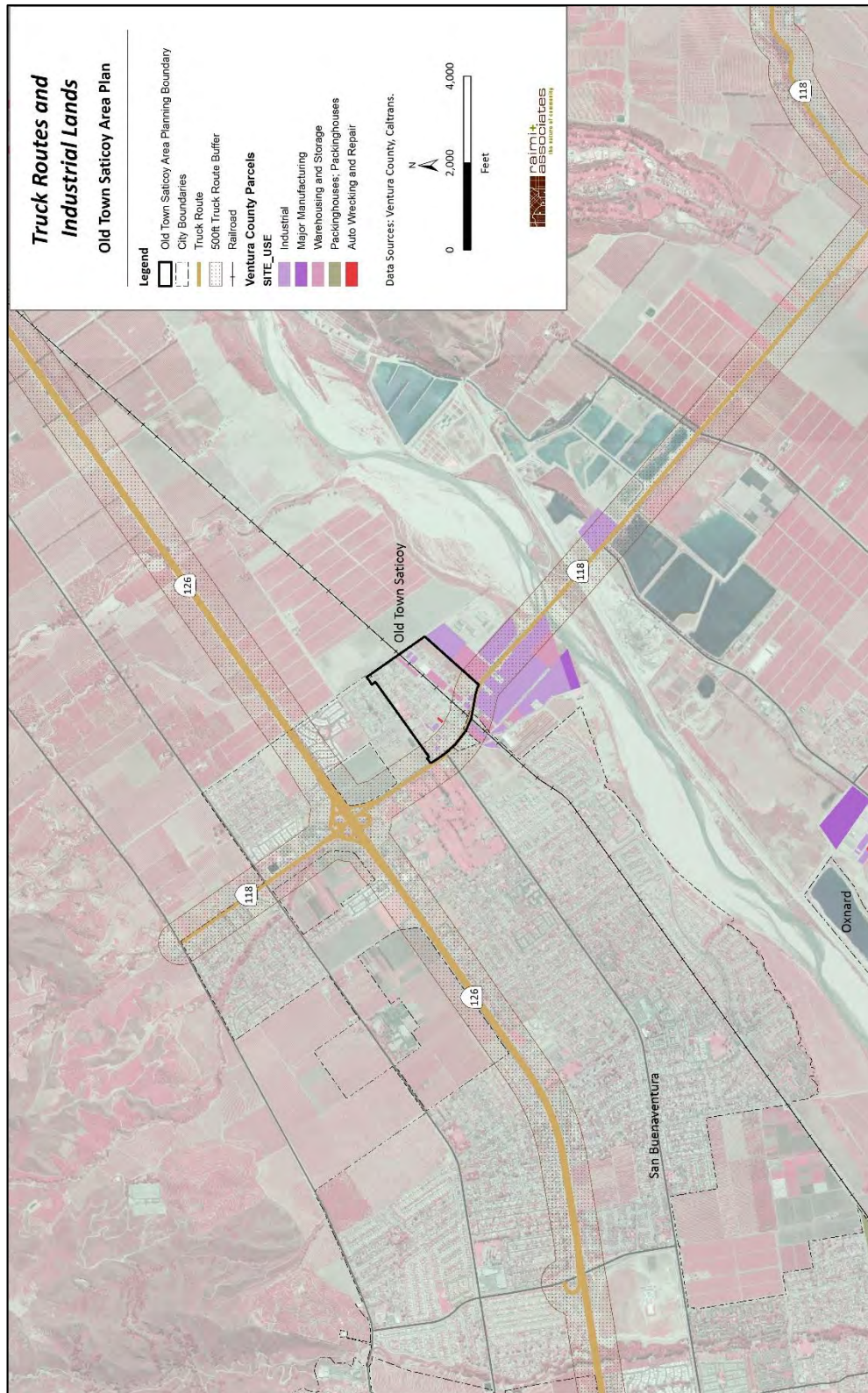


Figure 3.12.6. Truck Routes and Industrial Lands (Saticoy)



Source: Ventura County, Caltrans, 2010

Table 3.12.2 includes a LEED-ND Analysis table. It summarizes the existing conditions in the Saticoy Area Plan according to each different LEED-ND credit and prerequisite related to environmental health. It also suggests policy implications and notes where there is a strong potential health co-benefit.

Table 3.12.2. LEED-ND Analysis: Environmental Health

Credit Name	Existing Conditions	Policy Implication	Health co-benefit
Brownfield Redevelopment (SLLc3)	No known brownfields within the Area Plan boundary	Seek to identify and mitigate any unknown brownfields	✓