

SATICOY AREA PLAN

VENTURA COUNTY GENERAL PLAN



County of Ventura
Resource Management Agency
Planning Division
September 22, 2015



SATICOY AREA PLAN

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Background Report, Vision Plan, Old Town Saticoy
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Technical Studies

Market Study for the Saticoy Community
(MR+E, 2014)

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Saticoy
(San Buenaventura Research Associates, 2014)

Mobility Technical Report for the Saticoy Area Plan
(Fehr and Peers, 2015)

Noise and Vibration Data
(Rincon Consultants, 2014)

Air Quality and Greenhouse Gas Emissions Analysis
(Rincon Consultants, 2014)

Water Supply and Water Demand Technical Study
(Rincon Consultants/Milner-Villa Consulting, 2015)

COUNTY OF VENTURA
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Area Plan Amendment History

Saticoy Community Study and Improvement Plan – 1967

(Adoption of the first Saticoy land use plan with focus on original townsite)

Saticoy Community Plan - 1980

(Community Plan was revised, extending industrial and urban land use designations south from the town center)

Saticoy Area Plan: Adopted by the Ventura County Board of Supervisors - April 10, 1990

(County-initiated comprehensive revision of the Area Plan to incorporate new configuration for State Route 118)

Amended - December 1, 1992

(County-initiated revision to update maps, urban service boundaries, zone changes, and goals and policies related to community facilities)

Amended - December 10, 1996

(County-initiated revision to update Use Matrix and Glossary)

Amended - May 4, 2004

(County-initiated revision to modify Circulation Map and zoning to accommodate the County's relocated Public Works Operations Yard)

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Related Documents

1. Background Evaluation and Technical Report (Background Report)
2. Environmental Impact Report

Technical Appendices:

- a. Market Study for the Saticoy Community
- b. Historic Resources Survey & Context
- c. Mobility Technical Report
- d. Noise and Vibration Data
- e. Air Quality and Greenhouse Gas Emissions Analysis
- f. Water Supply and Water Demand Technical Study

All related documents are available at the Ventura County Planning Division and are posted online on the [Planning Division website](#).

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CHAPTER 1. INTRODUCTION

Saticoy is an unincorporated community located in western Ventura County adjacent to the City of Ventura (Figure 1-1). The boundaries of the Saticoy Area Plan are shown in Figure 2-1. The planning horizon for this update extends from 2015 to 2035.

A. Purpose of the Saticoy Area Plan

The Saticoy Area Plan is a component of the Ventura County General Plan. Authorization for all components of the County's General Plan are derived from California Planning and Zoning Law (Section 65300 et seq. of the CA Government Code). This law requires adoption of comprehensive, long range general plans for the physical development of cities and counties, and it identifies required and optional components of a general plan, called "elements."

The County's General Plan articulates goals, policies and programs that guide future growth and development in a manner consistent with State law. The goals and policies of the Ventura County General Plan are the foundation for all decisions related to the use of land. It provides the basis for the establishment of zoning and subdivision regulations, the approval or denial of development requests, the review of capital improvement programs, and the development of housing and other programs related to land use.

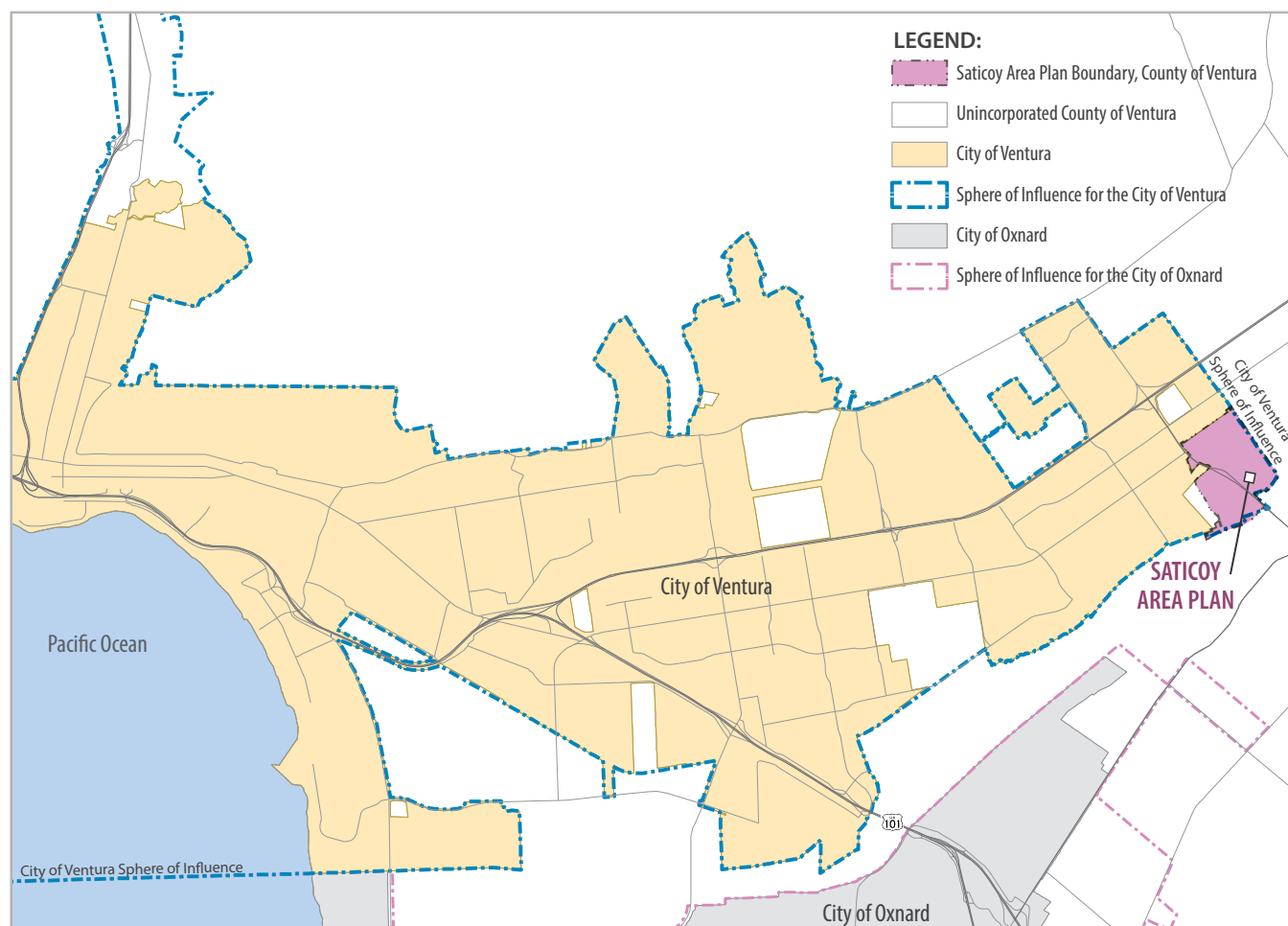


FIGURE 1-1. LOCATION MAP

1. INTRODUCTION

The Saticoy Area Plan is one of ten Area Plans within Ventura County and its goals, policies, and programs apply only to land within the Saticoy Area Plan boundary. All components of the Saticoy Area Plan are consistent with the countywide General Plan. Although the Area Plan has the same legal status as the Ventura County General Plan, it addresses issues that are unique to Saticoy and it is written to reflect the needs and desires of the Saticoy community.

The goals, policies and programs contained in this Area Plan express the intent of the Board of Supervisors, the community, and the governmental agencies responsible for providing services to this community.

The terms **Goals**, **Policies** and **Programs** are defined as follows:

- A **GOAL** is a general expression of community values and is usually not quantifiable or time-dependent. Goals within the Saticoy Area Plan are written as end statements, for example:

"Saticoy contains a multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users."

- A **POLICY** is a specific statement that guides future actions or decisions. Policies, which are related to one or more goal statements, are a commitment to specific actions. State law requires that subsequent development codes or ordinances be consistent with general plan policies. An example of a policy is:

"Discretionary projects, as well as public improvement projects, shall include accessible sidewalks, street lighting, street trees, or other pedestrian amenities."

- **PROGRAMS** are a coordinated set of measures designed to carry out the goals and policies of a general plan. Programs are organized by 5-year time frames that extend throughout the planning horizon. An example of a program is:

"The Transportation Department and the Planning Division shall conduct detailed evaluations of, and propose potential funding sources for, new road links, existing road upgrades, pedestrian amenities (sidewalks, street lights, benches, and landscaping), and bicycle networks. Funding sources for programs may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district."

B. Content and Organization of the Saticoy Area Plan

The Saticoy Area Plan provides important background information, including a discussion of the principles and objectives that shaped its development. It is organized as follows:

- **Chapter 1. Introduction** explains the purpose of the Area Plan and general organization of the Area Plan.
- **Chapter 2. Local Setting** outlines the history of Saticoy, summarizes prior Area Plans, and describes the community's relationship to the City of Ventura. This chapter also summarizes community involvement in the development of the Area Plan, and it provides an overview of related documents.
- **Chapter 3. Guiding Principles** summarizes the planning principles and project objectives used to develop the Saticoy Area Plan.
- **Chapter 4. Area Plan Elements** includes a complete list of goals, policies, and programs organized into the following Elements: Land Use; Mobility; Resources; Public Facilities; and Hazards. This section is the heart of the Saticoy Area Plan, and is used to guide future development within the community. The Land Use Element includes a Land Use Map and the Mobility Element includes Mobility Maps.
- **Chapter 5. Road Classifications** provides development standards and cross sections for all road classifications used within the Area Plan.
- **Chapter 6. Old Town Saticoy Design Guidelines** provides a set of complementary Design Guidelines for development within Old Town Saticoy, including building, site and public road improvements.
- **Chapter 7. Definitions** includes a list of defined terms that were deemed necessary to interpret provisions of the Area Plan and the Old Town Saticoy Development Code.
- **Chapter 8. Summary of Programs** includes a summary table of all Programs listed in Chapter 4, Area Plan Elements. The table provides additional information about program implementation responsibilities, priorities and timelines.

Three related appendices are packaged with the Saticoy Area Plan. Although these documents provide zoning-level information, they are included as appendices to the Saticoy Area Plan to facilitate the preparation and review of permits for development in Saticoy.

- **Appendix A. Zoning Classifications and Map** includes a graphic depiction of zoning maps for the entire area included within the Saticoy Area Plan boundary.
- **Appendix B. Old Town Saticoy Development Code** includes zoning classifications, a table of allowable uses, and development standards for Old Town Saticoy.
- **Appendix C. Permit Processing Guide for Cultural Heritage Sites** includes a map of eligible Cultural Heritage Sites, and it provides guidance for processing permit applications for a cultural heritage site.

1. INTRODUCTION

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CHAPTER 2. LOCAL SETTING

A. Community History¹

The town of Saticoy takes its name from the Chumash village of *Sa'aqtik'oy* once located in the area near the existing Saticoy community. The Chumash name means *"place sheltered by the wind."* The Saticoy settlement site was located roughly north of the Santa Clara River between Wells Road and Saticoy Avenue and south of Telephone Road. Existing artifacts found at the site indicate that this village was continuously occupied by Native Americans for thousands of years, from approximately 5500 B.C. through the 1860s.

Beginning in the late 1800s, the development of the town of Saticoy was influenced by agricultural activities as well as the development of the railroad. By 1873, Saticoy had its first post office, marking the official starting point of a recognized locale, and by 1874 Saticoy became a stop on the Santa Clara Valley line of the Atlantic & Pacific Stage Company. Once the town of Saticoy was established, the community developed commercial and industrial businesses including a restaurant, a blacksmith, a hotel, a store for general merchandise, drugs and insurance, a bakery, and a Wells Fargo and Western Union Telegraph office.

By 1900, Saticoy had become a center for walnut growers and a major rail shipping point for lima beans, sugar beets, corn, and dried apricots. Water to support development and agriculture came from the Saticoy Springs, the same source of water that had sustained the Chumash, as well as artesian wells, which were plentiful around Saticoy. In 1906, a subdivision map was approved for the Town of Saticoy oriented around the railroad. The community continued to develop as a rail hub and agricultural center with a simple pattern of small blocks, interconnected streets and town-scale buildings.

In the early 1900s the Saticoy farming community actively lobbied for a bridge over the Santa Clara River, as farmers on the south side of the river had to haul their crops through the river to the Saticoy Southern Pacific Railroad Depot, (which still stands today) for shipping



A photo of the historic Southern Pacific Railroad Depot in Saticoy, circa 1955. (Source Stephen Schaeffer)

or storage in one of the town's warehouses. A bond act, passed by voters in 1910, allowed work to begin on the Saticoy Bridge in June 1911, and it opened to traffic to "great celebration and fanfare" on April 18, 1912.

The bridge brought new development into Saticoy's town center, including the Farmers and Merchants Bank, (which still stands today) at the corner of Los Angeles Avenue (L.A. Avenue) and Violeta Street. Between 1910 and 1920, Saticoy's population doubled from 200 to 400 persons, and more than half the population was farm laborers. Although dry land farming was still predominant in Saticoy, Ventura County was seeing an increase in oil production and the citrus industry. After 1934, freight service continued but passenger service was eliminated on the Santa Clara Valley line of the Southern Pacific. Saticoy was now accessible only by car.

Additional growth occurred countywide during the war years due, in part, to the development of the Navy bases at Point Mugu and Port Hueneme. The 1950s and early 1960s saw the construction of Highway 101 and Highway 126, and suburban development continued in the eastern part of the City of Ventura. This period also marks the creation of the present footprint of the Saticoy community, and many of the structures built during this period remain today.

[1] The Community History summary is adapted from the *Saticoy Historic Resources Survey and Context* (February 2014, San Buenaventura Research Associates).

B. Physical Setting and Demographics

Saticoy is a small, unincorporated community comprised of about 240 acres located within the Santa Clara River Valley. Three separate subareas (see [Figure 2-1](#)) within Saticoy were identified and are referenced throughout this document:

- **Old Town Saticoy**, a mixed-use area that includes the commercial town center;
- **South Industrial Section**; and
- **West Industrial Section**.

The Santa Clara River forms the southern boundary of Saticoy. The northern boundary, which is less clearly defined, is approximately 150 feet north of Aster Street bordering the City of Ventura. The community is bounded on the west by the Brown Barranca and the City of Ventura. On the east, it is bounded by the Franklin Barranca and active agriculture that extends east within the unincorporated County. Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118), which runs north and south bisecting the community, and Highway 126, which runs east and west approximately one-half mile north from the Saticoy boundary. The Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east and west, bisecting Old Town Saticoy within the commercial town center. Minor adjustments to the Area Plan boundary were made as part of the update process to clarify boundary lines and to accommodate minor boundary revisions previously implemented by the City of Ventura.

Years of disinvestment and outdated policies have taken their toll on Saticoy. Empty buildings exist throughout the community, and disconnected, auto-oriented streets lack basic pedestrian amenities such as sidewalks and street lighting. Job opportunities and access to affordable housing are limited, and existing circulation and land use patterns have hindered economic growth. In addition, aging and inadequate infrastructure (e.g., wastewater treatment capacity, access to potable water, undersized flood control facilities) have limited the degree to which Saticoy can redevelop. Additional information regarding existing conditions in Saticoy can

be found in the [Background Evaluation and Technical Report](#) prepared for this Area Plan.

Based on the most recent U.S. Census (2010), the population of Saticoy is 1,029 persons. The majority of households (84 percent) are occupied by families with one or more related people living together. The average household size (3.39 persons) is larger than the average household size found in the County as a whole (3.04 persons). With a median age of 28 years, the population of this community is considerably younger than either Ventura County (36 years) or the neighboring City of Ventura (39 years).

The population of Saticoy is under significant economic stress. Reported median annual household incomes were approximately \$36,925 (2009-2013 American Community Survey – U.S. Census). This is substantially less than the median household income for the City of Ventura (about \$65,200) or the countywide median household income (approximately \$76,500). The low median household income in Saticoy qualifies it as a **“severely economically disadvantaged community”**². In terms of race and ethnicity, Saticoy is largely Hispanic. The 2010 Census reported that just under 87 percent of the population identified themselves as Hispanic, which is substantially greater than the City of Ventura (31 percent) or the unincorporated County (40 percent).

QUICK SATICOY FACTS*

Population of Saticoy ~1,029 persons

Median age: 28 years

Median household income: ~ \$37,000 (2008-2013 ACS)

Number of Households: 262

26% of housing stock is at least 75 years old

87% of residents identify themselves as being Hispanic

Severely Disadvantaged Community as defined by the State of California

* Data from U.S. Census 2010 (For more statistics, see the Background and Technical Evaluation Report)

[2] The term **“severely economically disadvantaged community”** is defined pursuant to Health and Safety Code Sec. 116760.2 as a community with a median household income of less than 60 percent of the statewide median income (\$61,094 – 2009-2013 ACS). An **“economically disadvantaged community”** is defined as one with a median household income of less than 80 percent of the statewide median income.



FIGURE 2-1. SATICOY AREA PLAN MAP

C. What is Unique about Saticoy?

The Saticoy community is unique among the existing communities of unincorporated Ventura County for several reasons. First, it has a long and rich history as a regional agricultural center and railroad hub, and the development patterns that exist today still embody some of that history. Saticoy also has many resources that are less common in rural, suburban communities - including its historic buildings, public services, compact layout, proximity to major transportation facilities, and a close-knit community with a strong sense of neighborhood identity.

Given its small size, Saticoy contains a significant amount of industrial land. Industrially zoned land accounts for 70 percent of the land within the Saticoy Area Plan boundary, and Saticoy's industrial land currently accounts for 14 percent of all industrially-zoned land in the unincorporated County. Moreover, the current industrial zoning allows for the entire range of industrial development, ranging from light industrial parks to heavy manufacturing. At the same time, Old Town Saticoy still maintains some important vestiges of its commercial past. Although in need of rehabilitation, the community's primary historic commercial structures still stand: Saticoy Depot (built in 1887), the Farmers and Merchants Bank (built in 1911), and the Walnut Growers Association Warehouse (built in 1896).

A local branch of the Ventura County Library is located in Saticoy, and in 2015 the library moved from a small portable structure at the edge of town to the building that once housed the Saticoy Hardware Store, which is much larger and more centrally located within the town center. Following the closure of a popular library branch in the City of Ventura in 2009, circulation rates in the Saticoy library increased by ten percent. The library's move to a larger building is therefore expected to produce regional benefits. In addition to the library, Saticoy contains a community center located within the town center, and a new Saticoy Boys and Girls Club, located in Saticoy Park, which reopened in 2013. The upgraded Boys and Girls Club is approximately 3,800 square feet, and it replaced an older and considerably smaller modular facility that was closed in 2011 due to water and termite damage.



Industrial uses along SR 118



Murals along Alelia Avenue in Old Town Saticoy



The Saticoy Boys and Girls Club in Saticoy Park

D. Saticoy Area Plan Chronology

TIMELINE OF THE SATICOY AREA PLAN

1967	Adoption of the first land use plan for the Saticoy area - the Saticoy Community Study and Improvement Plan.
1980	Plan revised to extend the "industrial" and "urban" land use designations into vacant land to the south of the original community, consistent with the County's General Plan Land Use Element.
1983	County initiated a comprehensive update of the Saticoy Community Plan due to a request to develop vacant industrial lands in the southeast area of the community. Also, Caltrans decided to widen and realign SR 118 through Saticoy, requiring postponement of the Plan update until selection of the realignment route.
1985	Interim Community Plan adopted.
1990	Revised Area Plan adopted after completion of SR 118 realignment. Additional changes were made to the Area Plan later, but this 1990 version reflects the <u>last</u> comprehensive update, prior to 2015.
1992	County initiated a General Plan Amendment (GPA) to update maps, urban service boundary changes, zone changes, and goal/policy changes related to community facilities.
1996	County initiated GPA to update use matrix and glossary.
2004	County initiated GPA to modify Circulation Map and zoning for the County's relocated Public Works Operations Yard.
2010	County Board of Supervisors (BOS) approved a pre-screening for a GPA on approx. 8 acres of vacant land in Old Town Saticoy, to change its medium-density residential land use to industrial/commercial use. BOS also requested that the Planning Division prepare a comprehensive update to the Area Plan.
2011+ 2012	Planning Division was awarded two grants (SCAG + SGC) to update the Saticoy Area Plan.
2015	Area Plan update adopted by Board of Supervisors.

The 2015 update of the Saticoy Area Plan is its first comprehensive revision in more than two decades. The first land use plan for Saticoy was adopted in 1967. That document, the Saticoy Community Study and Improvement Plan, established a land use plan for the original town called Saticoy. This plan was revised in 1980. Called the **Saticoy Community Plan**, the 1980 update extended industrial use into vacant land to the south, consistent with the countywide General Plan Land Use Element.

In 1983, the County initiated a comprehensive update of the Saticoy Community Plan in response to a request from landowners to develop vacant industrial land in the southeast portion of the community. However, completion of the Community Plan update was postponed when the California Department of Transportation (Caltrans) announced its intention to widen and realign SR 118 through Saticoy. The delay continued until Caltrans selected the new highway alignment route, and an Interim Plan was adopted in 1985 to guide land use decisions until the updated Community Plan was completed. The Interim Plan remained in effect until the adoption of a revised Saticoy Area Plan in 1990. The 1990 revisions focused on changes to the SR 118 alignment. The land use map was also revised to reflect the reclassification of parcels previously designated Agriculture or Open Space. Finally, the 1990 revisions included new goals, policies and programs that addressed impacts identified in the project's Environmental Impact Report.

In addition to the major revisions outlined above, several minor amendments have been made to the Saticoy Area Plan. In December 1992, the County initiated a General Plan Amendment (GPA) to update maps to reflect the location of the library, urban service boundary changes, and several zone changes. At that time, minor updates were also made to goals and policies related to community facilities. In December 1996, the County initiated another GPA to update the use matrix and glossary. Finally, in May 2004, the County initiated a GPA to modify the Circulation Map for the County's relocated Public Works Operations Yard, which is located in the South Industrial Section of Saticoy.

2. LOCAL SETTING

In April 2010, three landowners with property in Saticoy requested that the Ventura County Board of Supervisors consider changing the land use designation on approximately eight acres of land within the historic “Old Town” district. At that time, the Board requested that the Planning Division prepare an update to the Saticoy Area Plan that would be completed concurrently with the land use changes proposed by the three private landowners.

The Planning Division subsequently sought and obtained two grants to help fund a comprehensive Area Plan update. The first grant, received from the Southern California Association of Governments’ (SCAG) Compass Blueprint Program, was used to fund the first phase of work, which focused on land use, mobility, and community design improvements within the historic “Old Town” district in Saticoy. The results of this work program included a Vision Plan, Draft Development Code, Draft Design Guidelines, and a Background Report for Old Town Saticoy.

In May 2012, the County was awarded a second grant from the State’s Strategic Growth Council – Sustainable Communities Planning Grant Program. This grant was used to help pay for a comprehensive Area Plan update. Starting in October 2012, the Planning Division began a work program that built upon the work conducted previously for Old Town Saticoy.

This work culminated in the completion of an updated Saticoy Area Plan, a Development Code and Design Guidelines for Old Town Saticoy, a Background Report for the entire Saticoy Area Plan, a Market Study, and an Environmental Impact Report (EIR).

E. Jurisdictional Setting

Two important land use regulations – the countywide Guidelines for Orderly Development and regulations related to annexation – have impacted development in Saticoy throughout its recent history and are expected to impact development in the future. Saticoy is located within the unincorporated County, which is responsible for its planning and development, but several parts of Saticoy are adjacent to the City of Ventura and the entire Area Plan is located within the City of Ventura’s Sphere of Influence. (Figure 2-1) This fact affects the current and future provision of services as well as future annexations of land that are within the Saticoy community.

The Local Agency Formation Commission (LAFCo) implements state and local laws or policies that control boundary changes for cities – including spheres of influence, incorporations, annexations, reorganizations and service boundary changes. LAFCo defines a Sphere of Influence as “**...a plan for the probable, ultimate boundaries and service area of a local agency.**”

Given that definition, the assumption is that Saticoy will ultimately be annexed and become part of the City of Ventura. In fact, when the City finalized its own Saticoy & Wells Community Plan in 2009 (see Figure 2-2), it addressed land use within the unincorporated portions of Saticoy. However, the City’s Community Plan does not include detailed land use and mobility plans, which are essential elements of community planning, and the City has no land use authority³ within the unincorporated portions of Saticoy.

Further, the City of Ventura concluded within its most recent Housing Element (2013) that annexation of Saticoy would result in costs that exceed revenue due to the current mix of land uses and the limited tax base that would likely be generated by the community.⁴ So, although general annexation principles support the future annexation of Saticoy, there is no evidence that the City of Ventura plans to annex the community within the foreseeable future.

[3] Although the County retains land use authority, City of Ventura water supply policies in place at the time of Area Plan adoption do affect land use in Saticoy.

[4] The actual text of the City’s analysis reads: “Given preliminary review of the current mix of land uses, which consists of predominantly older residential commercial and industrial uses as well as facilities owned by public agencies, the tax base in terms of property taxes, assessments, sales taxes, business licenses, etc. is potentially less than costs of providing these municipal services in terms of one time capital expenses and on an annual basis.” (*Feasibility Study Pursuant to Senate Bill 244 for Unincorporated Saticoy, June 2013*).

The second regulation that impacts development within Saticoy is the County's Guidelines for Orderly Development, which limit urban development and urban-level services within the unincorporated County. The Guidelines for Orderly Development facilitate the efficient use of land and preservation of resources within Ventura County. In so doing, the Guidelines support annexations for urbanized areas and, in particular, contain the policies that affect the County's ability to support development within Saticoy:

- The City is primarily responsible for providing municipal services;
- Prior to receiving municipal services, land should be annexed to the City; and
- Annexation is preferable to the formation of new or expansion of existing County services.

LAFCo must approve changes to municipal service district boundaries, and is bound to consider the Guidelines for Orderly Development when making decisions that would allow either the formation of new, or the expansion of existing County services. Furthermore, annexation procedures are set forth in State law and

all annexations or service district changes must be approved by LAFCo. Public hearings are required, as is the consent of property owners or registered voters. Traditionally, the motivation for property owners to seek annexation is the need to obtain various public services such as water or sewer.

Thus, while both general annexation principles and the Guidelines for Orderly Development provide the regulatory impetus for annexation of Saticoy, the City of Ventura has no current plans for annexation. This conflicting regulatory environment has created a development conundrum in Saticoy that resulted in a lack of infrastructure investment and public services. For these reasons, development in Saticoy will proceed under the County's jurisdiction pursuant to this Area Plan. Review and input from the City of Ventura on relevant land use and development issues will be obtained as necessary and appropriate. In addition, various policies within this Area Plan support critical improvements to infrastructure and services within Saticoy, as such improvements will be necessary to facilitate future annexation.



FIGURE 2-2. SATICOY-WELLS COMMUNITY PLAN BOUNDARY MAP

F. Community Involvement

Beginning in August 2012, Planning Division staff held several public meetings to review and discuss the initial vision for Old Town Saticoy, land use and mobility concepts, alternatives for the entire Area Plan, and proposed zoning regulations for Old Town Saticoy, including a form-based code. Staff also held several individual meetings with community stakeholders throughout the planning process. In March 2014, staff conducted a community tour and public workshop for members of the Planning Commission and other interested parties. At the conclusion of the public workshop, the Planning Commission selected preferred land use and mobility maps and provided input on key components of the project.

In addition to community outreach meetings, Planning Division staff coordinated closely with other County agencies - including the Transportation Department, Watershed Protection District, Parks Department, Ventura County Transportation Commission (VCTC),

Air Pollution Control District, Saticoy Sanitary District, and the Building and Safety Division. The Planning Division also met and coordinated with staff from the City of Ventura throughout the drafting process. Staff maintained an email list of interested parties who were notified of upcoming meetings and draft documents available for review and also maintained a project website.

Key issues of concern for public stakeholders included the need for more neighborhood-serving commercial businesses, a safer and more hospitable pedestrian environment, access to water to facilitate development, the preservation of industrial land, a wider variety of housing options and public gathering spaces, and improvements to public safety. A primary issue of concern for County stakeholders was obtaining the policy and budgetary support necessary to implement new policies and programs.



Public outreach meetings (top photos) and a Planning Commission Workshop (bottom photos) were conducted from 2012 to 2015 for this Area Plan update.

G. Related Documents

Two documents were prepared to provide the necessary technical support for this Area Plan update. Each document is described briefly below.

1. Background Evaluation and Technical Report

The **Background Evaluation and Technical Report** provides a detailed look at the existing population and physical setting within Saticoy. This report fulfills State requirements for an existing conditions report that summarizes physical and socio-economic conditions within Saticoy – including land use and urban design, streets and sidewalks, housing, population, household income, infrastructure systems and conditions, and existing City and County policy and regulatory documents. The *Background Evaluation and Technical Report* also provides a socioeconomic, health, and wellness evaluation of the community.

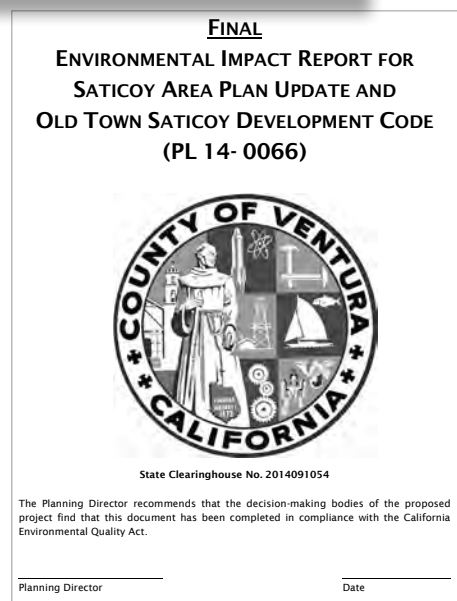
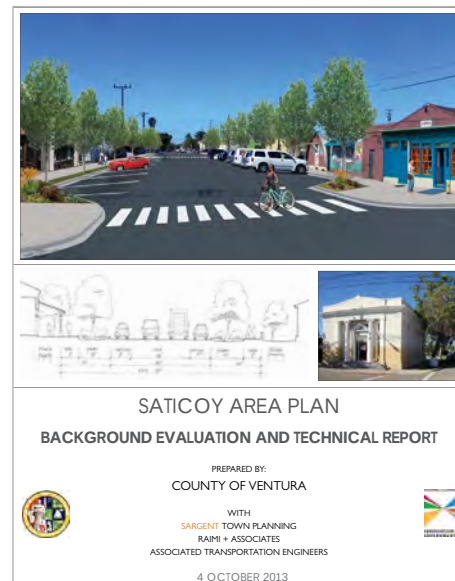
2. Environmental Impact Report

The **Environmental Impact Report (EIR)** includes an Initial Study, an Executive Summary, a summary of environmental impacts and mitigation measures, several technical studies, and public comments. Technical studies completed for the EIR include an historic resource survey, a transportation study, air quality and greenhouse gas study, noise study, health risk assessment, and water quality and quantity study.

3. Additional Reports

Two additional reports were completed early in the planning process: the *Old Town Saticoy Draft Vision Plan* and the *Market Study for the Saticoy Community*. These documents were used to inform the planning process, and they provided key background information on existing economic conditions in Saticoy and recommendations for change in Old Town Saticoy.

See the **Acknowledgements** page at the front of the Saticoy Area Plan for information on contributing authors and completion dates.



2. LOCAL SETTING

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CHAPTER 3. GUIDING PRINCIPLES

Revisions to the Saticoy Area Plan were based on a combination of general planning principles utilized by professional land use planners, and objectives identified by community stakeholders, and by the two State agencies that awarded grants for the Area Plan update. The prime objective of the SCAG Compass Blueprint Grant was to help jurisdictions develop local plans that foster efficient regional land use patterns and to link land use planning with transportation, housing, environmental protection, and quality of life considerations. The broad objectives for the Sustainable Communities Planning Grant were to promote equity, strengthen the economy, protect the environment, and promote public health and safety through efficient development patterns, resource protection, infill development, and adequate essential public services. (See CA Government Code Section 65041.1.)

A. Guiding Principles

The principles described in this section guided the development of all maps, goals, policies, and programs within the Saticoy Area Plan. These objectives should be reviewed when processing future amendments to the Area Plan, and amendments should reflect these objectives.

The four guiding principles used to develop the Saticoy Area Plan are listed below. To demonstrate how they are integrated into the Area Plan, [Chapter 4](#) (Area Plan Elements) includes the following icons next to a goal that embodies a particular guiding principle.



1. Sustainable Development that Supports a Healthy Community



2. Economic Revitalization



3. Improved Housing Opportunities



4. Improved Infrastructure Systems

A detailed explanation for each of the four principles is provided on the following pages.

3. GUIDING PRINCIPLES



1. Sustainable Development that supports a Healthy Community:

The emphasis on sustainability resulted in land use changes and mobility improvements designed to enhance economic development, protect natural resources, reduce Greenhouse Gas (GHG) emissions, make efficient use of available land, and improve the health of Saticoy residents. Objectives include:

- Improve multimodal transportation (walking, bicycling, etc.) and reduce reliance on automobiles;
- Improve human health through walking and bicycling and reduced air pollution;
- Retain and enhance the small-block pattern of Old Town Saticoy;
- Reduce land use conflicts between residential and industrial development;
- Develop higher-density housing options that consume less land and that take advantage of larger, infill development sites within an existing residential neighborhood; and
- Incorporate development and building techniques that conserve energy and water resources, protect groundwater, and improve air quality.



2. Economic Revitalization:

The Saticoy community is characterized by high commercial vacancies, crumbling infrastructure, poor roadway connectivity, and a shortage of affordable housing. In order to help ensure that the land use plan supports economic revitalization, a Market Study was prepared that evaluated land use alternatives. Objectives include:

- Match the location, type and volume of residential, commercial and industrial development in Saticoy with market potential and provide employment-generating land use;
- Help ensure the economic vitality of the Town Center by locating higher-intensity residential areas within a comfortable walking distance from commercial businesses;
- Maintain and enhance Saticoy's distinct industrial districts by concentrating medium to heavy industrial use within the West Industrial Section and light industrial use within Old Town Saticoy and the South Industrial Section;
- Avoid land use conflicts by locating residential and industrial use in separate areas. When residential and industrial use are located in close proximity, utilize land use controls to minimize conflicts; and
- Develop a cohesive, pedestrian-oriented town center within the area historically used for commerce along L.A. Avenue.





3. Improved Housing Opportunities:

Saticoy is classified by the State of California as a “severely economically disadvantaged community,” so ensuring an adequate housing inventory for lower-income households is a project objective. The Saticoy Area Plan includes land use and zoning plans that are designed to encourage the construction of new, appropriate housing types for this community. Objectives include:



- Provide opportunities for the construction of triplex, quadplex, and other types of multi-family housing;
- Expand opportunities for the construction of duplex, triplex, and quadplex units within existing residential areas;
- Maintain the appropriate ratio between jobs and housing within Saticoy and the nearby surrounding area; and
- Establish standards for residential development that result in well-designed structures and residential neighborhoods.



4. Improved Infrastructure Systems:

Saticoy faces significant infrastructure challenges, including aging sewer pipes, sewage plant capacity limitations, a general lack of streetlights, limited access to water for new development, and a street network that creates mobility challenges for vehicles, pedestrians and bicyclists. In order to achieve economic and other objectives, infrastructure improvements must take place through public action, private development, or public/private partnerships. Objectives include:



- Design the water supply and wastewater system(s) for Saticoy to provide adequate levels of service that support existing and planned land use; and
- Implement key mobility changes to improve pedestrian and vehicular access within the community.

B. Land Use and Mobility Maps

The four guiding principles were incorporated into specific land use, historic resource, and mobility objectives for the Area Plan, and these objectives were used as a guide when developing the land use and mobility maps for Saticoy.

1. Land Use Map Objectives

- **Town Center Development:** Create an appropriately sized and convenient commercial area, located primarily along Los Angeles Avenue, that fulfills many of the basic, daily needs of local residents and that provides small-scale business opportunities for local residents.
- **Gateway Sites:** Commercial land located at the northern and southern entry points into Old Town Saticoy should be designed as “gateway sites”. These highly visible areas should provide signage, unique landscaping, and well-designed buildings appropriate for an entry point into the community.
- **Land Use Incompatibilities:** Resolve long-standing land use incompatibilities between residential and industrial development, including residential use located south of Nardo Street.
- **Vacant Land:** Identify appropriate land uses on the eight acres of mostly vacant land that were subject to the Board-approved GPA pre-screening in 2010.
- **Existing Uses:** To the extent feasible or warranted, minimize the disruption of existing uses and retain/enhance the existing residential neighborhood located north of the railroad tracks.
- **Industrial Use / Rail Line:** Incorporate the probability of a future increase in industrial use of the rail line into land use plans.
- **Mixed Use Zone:** Fulfill a grant commitment to develop a mixed use zone that allows for a more varied and flexible mix of residential and commercial development.
- **Consistency with City’s Community Plan:** Provide sufficient consistency between the County’s Area Plan and the City’s Saticoy & Wells Community Plan.
- **Historic Resources:** Consider recommendations from the historic resources survey, the results of which are described in the following section.



Examples of land use objectives (from top to bottom)

- 1. An appropriately sized commercial town center providing small-scale business opportunities;*
- 2. Mixed use buildings that allow for varied and flexible commercial and residential uses; and*
- 3. New housing infill added within an existing residential neighborhood.*

Historic Resources

A *Historic Resources Survey and Context Statement for the Town of Saticoy* was prepared by San Buenaventura Research Associates and adopted by the Ventura County Cultural Heritage Board (CHB) in December 2014. Although all 311 parcels in Saticoy were surveyed, the majority of Saticoy's historic resources are located in Old Town Saticoy. In particular, three key sites were found to be eligible for listing as historic landmarks on the National Register of Historic Places:

- Farmers and Merchants Bank
- Walnut Growers Association Warehouse
- Saticoy Southern Pacific Railroad Depot

The first two sites listed above are already designated as County Landmarks, and Program LU-P4 ([Chapter 4. Area Plan Elements](#)) requires the Planning Division to submit a nomination to the County's Cultural Resource Board to designate the Depot as a County Landmark. **The ultimate goal for all of these sites is preservation, restoration, and "repurposing" for future public or private use.** One of these sites, the Saticoy Southern Pacific Railroad Depot, is a County-owned property, and Program LU-P4 requires the Planning Division to seek available grants to restore this facility.

In addition to the three historic resources eligible for the National Register, an additional 21 sites were found to be individually eligible for designation under Ventura County's criteria. The 21 eligible "Sites of Merit" include residences, commercial businesses, and several churches, most of which are located within Old Town Saticoy. When preparing the land use map for Saticoy, these 24 sites were evaluated against overall project goals and objectives. As shown in [Table 3-1](#), the strategy used to address potentially eligible historic properties involved placing each site into one of three categories.

The following three cultural heritage sites in Saticoy are eligible for listing on the National Register of Historic Places:



Farmers and Merchants Bank



Saticoy Southern Pacific Railroad Depot

Walnut Growers Association Warehouse



TABLE 3-1. HISTORIC RESOURCES IN SATICOY

CATEGORY	ACTION
1. 3 Eligible Historic Landmarks ("3s")	These properties will be listed as County-designated historic landmarks or as national historic landmarks. The County will seek grant funds to restore County-owned landmarks. These properties would be treated as an historic resource during discretionary project reviews and <i>The Secretary of Interior Standards</i> will apply to additions and alterations. Example: <i>Saticoy Train Depot</i>
2. 17 eligible Sites of Merit ("5s3") These sites retained their existing land use; or These sites were reclassified to a new land use considered compatible with the historic property.	These properties will be reviewed by the Cultural Heritage Board (CHB) for a final determination of historic status. If the CHB and landowner agree to the Site of Merit status, the property will be listed as a designated Site of Merit and the policies of the Cultural Heritage Ordinance would apply. Properties not designated as Sites of Merit due to landowner objections are still considered eligible Sites of Merit for purposes of discretionary project reviews. Example: <i>Existing commercial building in an area designated Commercial by the Area Plan; or</i> <i>Existing historic house in an area designated Residential/Mixed Use by the Area Plan</i>
3. 4 eligible Sites of Merit ("5s3") These sites are planned for industrial use, and existing residential structures are generally not a good fit for industrial use.	These properties may be retained by their owners in perpetuity as a non-conforming use. However, because adaptive reuse of the existing structures for industrial use was considered unlikely, the environmental analysis assumed redevelopment would occur during the planning horizon. These properties would not be treated as historic resources during discretionary project reviews. Example: <i>Residential structures located south of Nardo Street on land designated for industrial use</i>

Note: [Appendix C](#) includes a map showing all 24 Cultural Heritage Sites.

2. Mobility Map Objectives

The community faces several existing mobility barriers including poor connectivity between Saticoy and the City of Ventura, limited connectivity within the community itself and a lack of pedestrian, bicycle and transit amenities. The following mobility objectives were developed to address these barriers.

- **Improved connections** between Saticoy and the City of Ventura;
- **New east/west and north/south connections** within the Saticoy community;
- **Basic pedestrian, bicycle and transit facilities** throughout Old Town Saticoy and along key road connections within the east and west industrial areas; and
- **Adequate, safe connections** between local and regional roads.



Example of an active, small commercial center with adequate amenities such as sidewalks, parking and landscaping.

C. Grant Metrics

As part of the Sustainable Communities Planning Grant application, the County identified several “**indicators and outcomes**” that were integrated into the elements of the Area Plan update. These outcomes were linked to 12 grant program objectives defined by the State. These objectives are listed in [Table 3-2](#) along with some examples of desired indicators and outcomes.

TABLE 3-2. SUSTAINABLE COMMUNITIES PLANNING GRANT METRICS

PROGRAM OBJECTIVES	INDICATORS AND OUTCOMES (EXAMPLES)
Protect Natural Resources and Agricultural Lands	Retain 100 percent of adjacent agricultural land
Reduce Automobile Usage and Fuel Consumption	Decrease vehicle miles traveled and automobile emissions and increase the amount of sidewalks and the number of electric vehicle charging stations
Improve Infrastructure Systems	Increase connectivity of bike lanes; modify regulations that limit access to potable water
Promote Water Conservation	Establish water conservation policies
Promote Energy Efficiency and Conservation	Increase proximity to transit options for residents and businesses
Strengthen the Economy	Increase industrial and commercial capacity
Improve Air Quality & Water Quality	Establish landscaping policies; increase number of non-motorized trips
Promote Public Health	Increase opportunities for recreation
Promote Equity	Hold adequate number of bi-lingual public workshops
Increase Affordable Housing	Increase capacity for affordable housing
Promote Infill and Compact Development	Increase density of development; incentivize reuse of historic buildings
Revitalize Urban and Community Centers	Establish Complete Streets network; establish design standards

D. Area Plan Implementation

In order to achieve many of the Area Plan objectives, one thing is clear – the Saticoy community needs investment in basic infrastructure. Unmet infrastructure needs include key road connections, sidewalks, streetlights, and additional water and wastewater treatment capacity. This Area Plan anticipates that such investment will come from a variety of public and private sources and that funding will depend, in part, on project timing. For example, some key catalysts to economic revitalization include improvements, such as road connections, that may be paid for through a combination of private developer funds, state or federal grants, and County project funds identified in a Capital Improvement Plan. Grant funds, which frequently require a government match, may be used to partially fund replacement of the Saticoy Drain, restoration of the Saticoy Depot, and sidewalk construction within Old Town Saticoy. These improvements may, in turn, result in private investment and redevelopment on a project-level basis. New, privately-funded community improvements may also attract other private investment to Saticoy.

Clearly, the benefits associated with community investment and infrastructure improvement would not only accrue to new development but to all existing property owners within the Saticoy community. For this reason, the Area Plan includes policies and programs ([Chapter 4. Area Plan Elements](#)) that not only articulate the implementation responsibilities of County entities and private developers, but also allow for the creation of a community funding mechanisms to help fund infrastructure. Although facilitating the creation of such mechanisms would require a significant work effort on the County's part due to their legal complexity, they would be powerful and versatile funding tools for community-wide infrastructure improvements.

CHAPTER 4. AREA PLAN ELEMENTS

This Chapter includes five Elements. These Elements contain unique goals, policies and programs related to growth and development in Saticoy, and each includes an introduction and a set of Goals, Policies and Programs for that Element. Elements included in this Chapter are listed in [Table 4-1](#) below:

TABLE 4-1. ORGANIZATION OF AREA PLAN ELEMENTS	
SECTION	TOPICS COVERED
A. Land Use (LU)	Residential, commercial, industrial; land use issues associated with cultural resources; community facilities (i.e., parks, community services)
B. Mobility (MOB)	Vehicular transportation and circulation map; Multimodal transportation and circulation map; road classifications and street sections
C. Resources (RES)	Air quality, biological resources and visual resources
D. Public Facilities (PF)	Water supply, water conservation, stormwater management, wastewater management, government coordination, and public participation in governance
E. Hazards (HAZ)	Flood and fire

Many topics typically addressed in a general plan (such as education, law enforcement, seismic safety and farmland resources) are not included in this Chapter because they are either not relevant to Saticoy, as is the case with farmland resources, or there are no unique issues related to these topics that are not covered elsewhere within the County's General Plan.

The Land Use and Mobility Elements also contain maps that depict the geographic distribution of land use, locations for public facilities, and mobility facilities including roads, pedestrian trails, and bicycle lanes or routes within the Saticoy community. The Land Use and Mobility Elements also provide definitions for land use and road classifications used within the Land Use Map or Mobility Maps.

Finally, all Programs listed in this Chapter were combined into a single table ([Chapter 8. Summary of Programs](#)), which includes implementation details (e.g., responsible entities and implementation time-frames). Program completion status will be assessed and integrated into the General Plan Annual Report, which the Planning Division provides to the Board of Supervisors.

The goals and policies in this Chapter will govern future land use. Decisions regarding future amendments to the Saticoy Area Plan, or proposed changes to zoning, should also be consistent with the goals and policies in this Chapter.

A. Land Use Element

1. Introduction

The primary intent of a Land Use Element (LU) is to define the location and intensity of housing, commercial, industrial, and other land uses within a community. Because the Land Use Element plays such a central role in the development of a community, the goals and policies identified herein are inherently related to all other Elements of the Area Plan.

A more specific objective of this Land Use Element is to facilitate the transition of Saticoy from a community that lacks basic infrastructure and a cohesive land use plan into a more economically robust and livable community. This transition will be guided in large part by the land use goals, policies and programs included in this Land Use Element.

2. Land Use Designations

Four land use designations are used within the Saticoy Area Plan:

- **Commercial (C)**
- **Mixed Use (MU)**
- **Residential (RES)** and
- **Industrial (M)**

Table 4-2 provides a description of each land use designation, and it shows the number of acres dedicated to each of the four uses. All figures are gross acreage (i.e. they include public rights-of-way).

As shown in **Table 4-2**, and as illustrated on the land use map for Saticoy (**Figure 4-1**), the majority of the land (71%) within the Area Plan boundary is dedicated to industrial use. Only Old Town Saticoy contains a mixture of commercial, residential, and industrial use, which reflects the historic development of land within the community.

As shown in **Table 4-3**, each of the four land use designations is associated with one of the seven corresponding zoning classifications. Additional information on zoning, and an illustration of the zoning map for Saticoy, is contained in **Appendix A. Zoning**

In addition, goals and policies specific to Old Town Saticoy will be implemented through design guidelines and customized zoning for that section of the community.

The applicable design guidelines are located in **Chapter 6. Old Town Saticoy Design Guidelines**. Applicable zoning is located in **Appendix A. Zoning Classifications and Map** and **Appendix B. Old Town Saticoy Development Code**. The Old Town Saticoy Development Code provides zoning classifications, a table of allowable uses, and zoning standards for development in Old Town Saticoy.

Classifications and Map. With the exception of the industrial land use designation, which is associated with four different zones, each land use designation is associated with one zone. The four industrial zones include a customized “Light Industrial” (IND) zone developed specifically for Old Town Saticoy.

The land use summary shown in **Table 4-3** uses net acreage, which excludes public rights-of-way. Net acreage generally represents land available for private or public development, and net acreage was used to prepare development capacity estimates for Saticoy. When all areas are combined, the future development capacity for Saticoy is estimated as follows:

Residential: 353 units

Commercial: 398,170 SF

Industrial: 2,422,307 SF

Residential options range from single-family to multi-family development, with much of the future development capacity based on the construction of 117 multi-family units within the Mixed Use area.

TABLE 4-2. LAND USE DESIGNATIONS AND ACREAGE SUMMARY

AREA PLAN LAND USE DESIGNATION	AREA (GROSS ACRES)	PERCENT OF TOTAL ACREAGE
Commercial (C) This land use designation contains commercial uses appropriate for a pedestrian oriented, neighborhood-serving commercial center. Residential development is also allowed as a secondary use.	20.00	8%
Mixed Use (MU) This land use designation is intended to provide opportunities for higher-intensity residential use and compatible commercial use. The development intensity for this use is controlled through the Old Town Saticoy Development Code. Maximum residential density is approximately 20 dwelling units per acre.	10.79	5%
Residential (RES) This land use designation contains residential uses in the form of single-family dwellings, duplexes, triplexes and quadplexes.	39.06	16%
Industrial (M) This land use designation accommodates a wide range of industrial uses, ranging from light to heavy industrial use. The intensity and type of industrial use is controlled through zoning.	170.92	71%
TOTAL	240.76 Acres	100%

TABLE 4-3. ZONING ACREAGE SUMMARY

LAND USE DESIGNATIONS	COMPATIBLE ZONING CLASSIFICATIONS	AREA (NET ACRES)	ESTIMATED MAXIMUM DEVELOPMENT CAPACITY ¹
Commercial (C)	Town Center (TC) Residential units Commercial Assembly Use ⁴	13.74	8 units ² 160,770 SF ³ 4,000 SF ⁵
Mixed Use (MU)	Residential Mixed Use (R/MU) Multifamily Commercial Assembly Use	7.44	117 Units 237,400 SF 3,210 SF
Residential (RES)	Residential (RES) Single Family Duplex/Triplex/Quadplex Assembly Use	26.59	181 Units 47 Units 9,000 SF
Industrial (M)	Light Industrial (IND) Industrial Park (M1) Limited Industrial (M2) General Industrial (M3)	19.37 44.29 62.46 27.83	463,240 SF 504,760 SF 877,110 SF 577,197 SF
TOTAL		201.72 Acres	100%

[1] Estimates are based on maximum buildout during the 20-year planning horizon and include existing plus potential development capacity.

[2] Residential units are allowed as a secondary use within the Town Center zone, and commercial buildings can include residential units as a second floor use. However, the development capacity estimates in Table 4-3 are based on an assumption that second floor use will be primarily commercial, not residential.

[3] The two historic structures account for 105,000 SF of this estimate.

[4] See Article 2 of the Non-Coastal Zoning Ordinance for the definition of Assembly Use.

[5] SF = Square Feet

4. AREA PLAN ELEMENTS - LAND USE

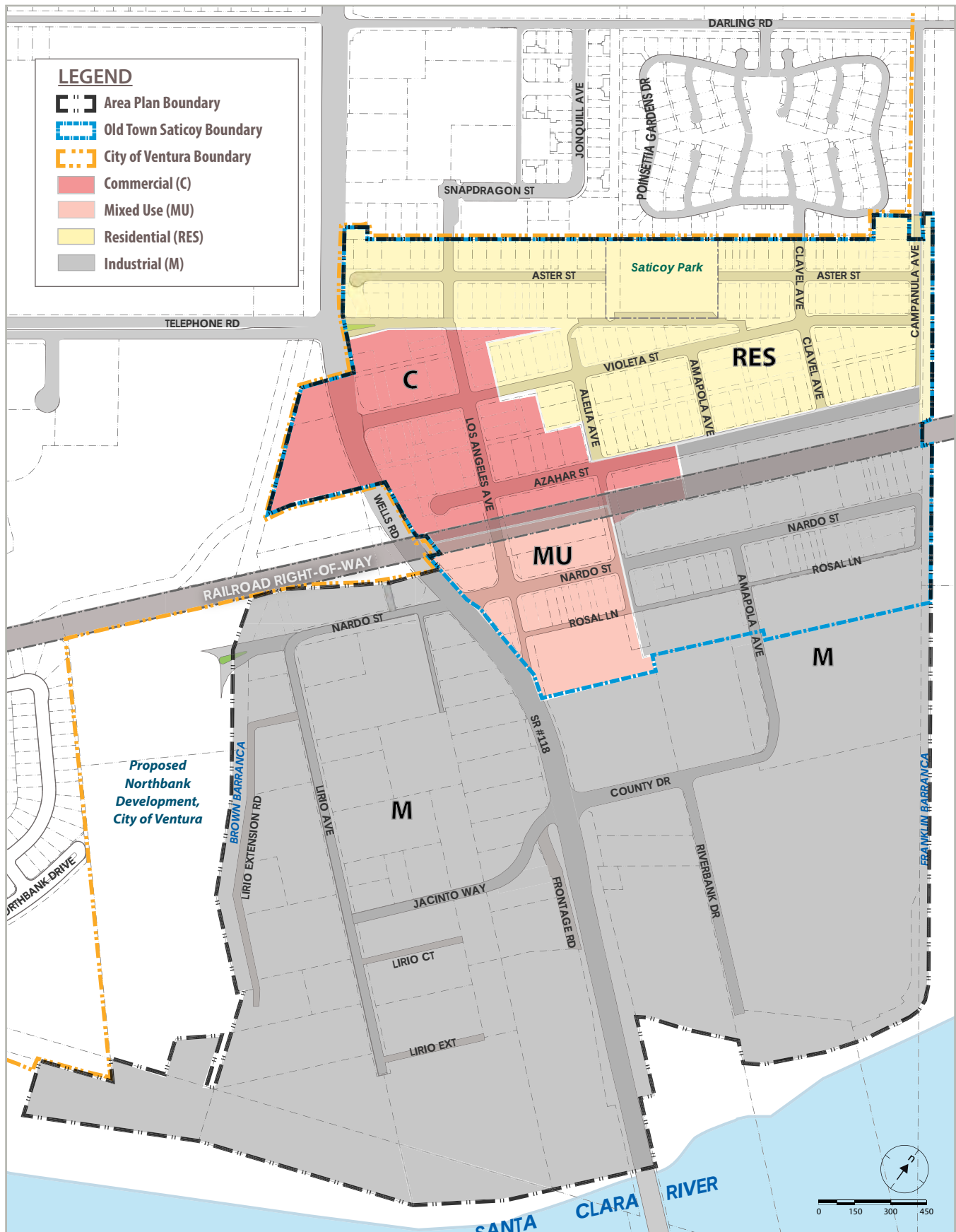


FIGURE 4-1. LAND USE MAP

3. Land Use Maps

Figure 4-1 illustrates the pattern of land use within the Saticoy Area Plan. As described in [Chapter 3. Guiding Principles](#), this land use configuration resulted from an evaluation of guiding principles, related land use mapping objectives, and the goals/policies listed within this Element. The map incorporates a solution to long-standing land use incompatibilities, provides additional multi-family housing options near the town center, and includes a compact commercial area located along L.A. Avenue and adjacent to SR 118 that will provide everyday services to Saticoy residents. Business and job opportunities for residents, as well as the broader Ventura community, are provided within the commercial district and within an expanded light industrial area in Old Town Saticoy. The Land Use Map also reflects recommendations contained in the *Market Study*.

Figure 4-2 shows locations where public parks or open spaces either exist today or are identified as potential locations for future public facilities - including pocket

parks, greens, small plazas or community gardens. In addition to the existing Saticoy Park, the potential park locations shown on the figure were identified because they provide important pedestrian links to Saticoy Park, are located within the town center or in proximity to existing public facilities, or they are located near notable structures that could be redeveloped. Potential park sites include the area around the Farmers and Merchants Bank, located at the corner of L.A. Avenue and Violeta Street, the land adjacent to the Saticoy Community Center, a linear park proposed for the Saticoy Drain, and a small park located at the corner of Rosal and L.A. Avenue. **Figure 4-2** also identifies three locations where potential large-scale developments could be accommodated. Pursuant to requirements in the Old Town Saticoy Development Code, large scale developments of one acre or more will be required to include some park space ([Appendix B. Old Town Saticoy Development Code, Sec. 8119-1.8.5](#))

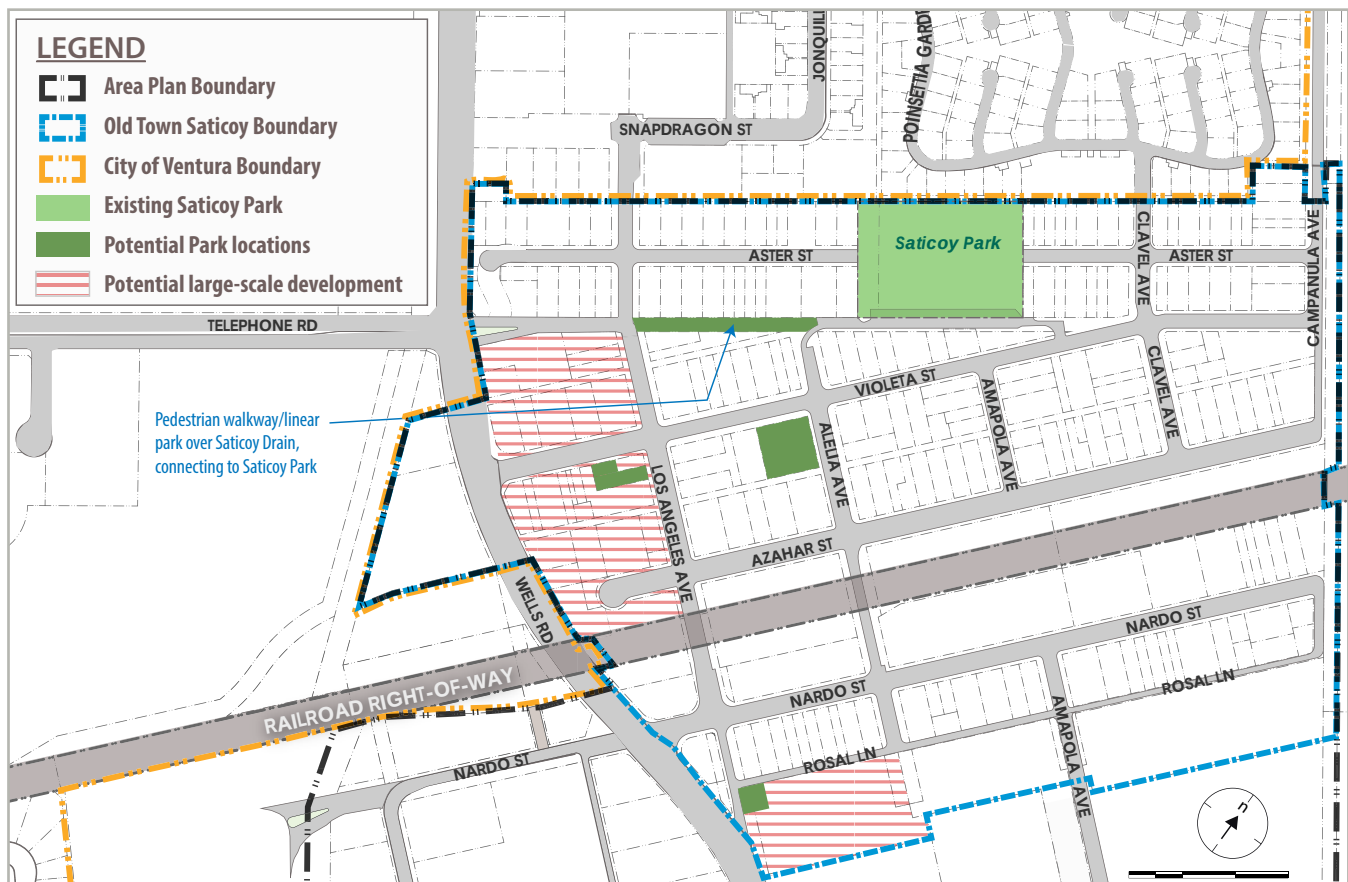


FIGURE 4-2. POTENTIAL LOCATIONS FOR PARKS

4. Goals, Policies and Programs

The following goals, policies and programs apply to the Land Use Element:

LU Goal 1 A safe, healthy and sustainable community.



Policies

LU-1.1

Discretionary development shall be designed to conserve water used for landscaping by implementing the requirements of the Ventura County Landscape Design Criteria, as amended. Water conservation techniques include, but are not limited to the following:

- a. Replace lawns with drought-tolerant ground cover or other drought-tolerant plants;
- b. Utilize drought-tolerant trees or plants mixed with hardscapes for areas that require landscaping and, when feasible, use native plants;
- c. Install irrigation systems designed to use the minimum amount of water necessary to maintain landscapes; and
- d. Use recycled or “gray” water for landscaping.

LU-1.2

Discretionary development shall be designed to reduce energy consumption by implementing one or more the following building techniques:

- a. Install solar panels on roofs of residential, commercial or industrial buildings;
- b. Install a “cool roof” (a roof that reflects and discharges heat);
- c. Plant trees to shade structures and reduce interior heat gain;
- d. Use passive solar design techniques for buildings;
- e. Install dual-paned windows; and
- f. Install extra insulation.

LU-1.3

As set forth in the Old Town Saticoy Development Code, all discretionary development within Old Town shall be designed to help reduce the incidence and fear of crime through one or more of the following environmental design strategies:

- a. Natural surveillance (e.g., windows facing the street, front porches, etc.);
- b. Access control (e.g., locate building or facility entrances where they are easily visible from a public street);
- c. Mixed-uses that span daytime and evening hours (e.g., mixture of commercial and residential use); and
- d. Lighting (e.g., street lights, porch lights).

LU-1.4

Developments that include the issuance of new alcoholic beverage licenses from the California Department of Alcoholic Beverage Control (ABC) shall require a determination of *Public Convenience and Necessity* from the Planning Division (as required by the California Department of Alcoholic Beverage Control), based on input from the Ventura County Sheriff and the Environmental Health Division, prior to project approval.

LU Goal 2

A well-designed, economically vital, and pedestrian-oriented commercial district that retains the historic character of Old Town Saticoy while meeting daily shopping and service needs.



Policies

LU-2.1

East of SR 118, all development within areas designated Commercial shall provide commercial use at the ground floor with direct pedestrian access from L.A. Avenue, Violeta Street or Azahar Street.

LU-2.2

Commercial use is the principal use in the area designated Commercial, but residential use may be permitted as a secondary use.

LU-2.3

In order to maximize the intensity of development within the Commercial center, joint parking agreements between property owners are encouraged.⁵

LU-2.4

Retain and enhance the Farmers and Merchants Bank, the Saticoy Walnut Growers Association Warehouse, and the Saticoy Southern Pacific Depot through the rehabilitation and adaptive reuse of these historic structures.

LU-2.5

New development at the north and south entrances to the Commercial center at Telephone Road / SR 118 and at L.A. Avenue / SR 118 shall serve as gateway sites to Old Town Saticoy. New development at these locations shall incorporate the signage and landscape features identified in [Sec. 8119-1.8.5\(f\) of Appendix B](#) (Old Town Saticoy Development Code).

LU Goal 3

Well-designed residential areas within Old Town Saticoy that provide a diversity of housing types and include a range of options for ownership, size, design, and affordability.



Policies

LU-3.1

Residential development within the Mixed Use area that includes 20 or more units shall include outdoor shared common recreation space. Uses considered as common recreation space may include parks, common gardens, picnic/BBQ areas, and playgrounds.

LU-3.2

Discretionary residential development within the Mixed Use area that is adjacent to the railroad or industrial land uses shall be designed to mitigate the noise and vibration generated by these industrial uses and prevent residents from accessing the railroad tracks.

LU-3.3

Potential use conflicts between residential and industrial use in Old Town Saticoy shall be minimized through temporary or permanent site development or building design methods such as building enclosures, building location and orientation, noise walls, and landscape buffers.

[5] See [Appendix B. Sec. 8119-1.8.6](#) of the Old Town Saticoy Development Code for "joint parking" requirements.

LU Goal 4 Development potential within Saticoy's industrial districts is maximized in order to support the local economy and provide regional/local job opportunities.



Policies

LU-4.1

To enable additional industrial development within the West Industrial Section, the County shall prioritize the development of a private funding program to construct a new public road linking Lirio Avenue to SR 118. (See [MOB-2.1](#) and [MOB-P5](#).)

LU-4.2

Opportunities for industrial development that can utilize the railroad, including freight services, shall be provided within the Industrial area in Old Town Saticoy.

LU Goal 5 Parks and community facilities are sized and located to provide adequate services, recreation, and social opportunities for Saticoy residents.



Policies

LU-5.1

New or expanded community facilities should be located within, or in close proximity to, the Commercial area in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.

LU-5.2

In order to maintain and expand Saticoy's park and community facilities, the County should utilize public-private partnerships to help develop and maintain park and community facilities. Partnerships may include payment of an in-lieu fee to an established program created to provide park facilities within Saticoy.

LU-5.3

Public amenities such as pocket parks or landscaped plazas shall be integrated into large-scale commercial developments⁶ within the Commercial area. As an alternative to such on-site amenities, large-scale commercial developments may pay an in-lieu fee to an established program created to provide park facilities within Saticoy.

LU-5.4

Community facilities should incorporate outdoor areas with benches, trees and other amenities or, when feasible, provide indoor amenities that allow for small social and civic gatherings.

[6] For the purpose of this policy, large scale developments shall be defined as those that occupy at least one (1) acre of land.

Land Use Programs

LU-P1

Park Development & Maintenance: Develop and recommend for Board of Supervisors' consideration, policies, ordinances and programs that allow the General Services Agency (GSA) to acquire, develop and maintain community park space included on [Figure 4-2](#) or other park space developed through private/public partnerships within Old Town Saticoy.

LU-P2

Park Maintenance: The County will continue to provide for the operation and maintenance of the Saticoy Park and Community Center for the benefit of the Saticoy community.

LU-P3

Staff Resources for Plan Implementation: Maintain subject matter expertise to facilitate the discretionary permit review of building, site plan, or landscape design for consistency with the Old Town Saticoy Design Guidelines.

LU-P4

Landmark Status for Depot: The County will:

- a. Submit a nomination to the County's Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark;
- b. Seek grant money to help fund necessary building improvements; and
- c. Pending available staff resources, County staff will prepare an application to place the Depot on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations.

LU-P5

Railroad Depot Design Assistance: The County will contact regional architecture and planning schools to identify design/renovation options for the Railroad Depot that are consistent with its Landmark status.

LU-P6

Sites of Merit: Sites found to be *eligible for listing on the National Register of Historic Places* (i.e., sites with code "3s" in the *Historic Resources Survey and Context Statement for the Town of Saticoy*), and sites found to be *individually eligible for listing as a Site of Merit under Ventura County Criteria* (i.e., sites with code "5s3"), shall be identified as eligible County Landmarks (3s) or Sites of Merit (5s3) in the County's project tracking system (i.e., Accela). The County shall hold a public hearing before the County's Cultural Heritage Board (CHB) to determine final eligibility. Following the CHB hearing, the County will update the County's database to reflect the historic status (eligible, designated) for each property.

LU-P7

Document Historic Resources: For the four eligible Sites of Merit redesignated from residential to industrial use (see [Table 3-1](#)), the County will seek funding for an historic preservation professional, qualified in accordance with *the Secretary of Interior Standards*, to complete a documentation report for those structures. Pending available funding, the properties will be documented with Historic American Buildings Survey (HABS)-like archival quality large format photographs. An original copy of this documentation, photographs and negatives, along with the historical background of the properties prepared for this project, shall be submitted to an appropriate repository approved by the County and to the Museum of Ventura County, with copies to the Ventura County Cultural Heritage Board and photographic copies to the Saticoy Library.

LU-P8

Nonconforming Uses: The Planning Division will assist property owners with legal, nonconforming uses by meeting with property owners that request assistance to identify potential new uses that conform to the applicable zone.

B. Mobility Element

1. Introduction

The Mobility Element (MOB) includes goals and policies that will impact public and private development within Saticoy. Programs are also included that are necessary to implement the Mobility Element, in particular the roads, walkways, trails, bicycle lanes, and transit improvements shown on the Mobility Maps included in this Chapter. The Mobility Element maps define the type, location, and character of the future public circulation system within Saticoy. Finally, [Chapter 5. Road Classifications](#) contains the standards and design guidelines for all of the road types shown on maps/tables within the Mobility Element.

The Mobility Element focuses on vehicular and multimodal (i.e., non-vehicular) transportation systems in Saticoy. Other types of movement systems – such as the movement of energy, water, sewage, storm drainage, and communications – are either included in the Public Facilities and Resources Sections of this Area Plan, or are addressed in the countywide General Plan.

The Saticoy Area Plan incorporates legislative directives of the State of California's Complete Street law (2008). Although many of the proposed mobility improvements embodied in the Area Plan will likely be funded and implemented as part of private development, State law directs jurisdictions to plan for multimodal transportation (i.e. walking, bicycling, and transit) within the General Plan. The "Complete Streets" Act, states the following:

*"In order to fulfill the commitment to **reduce greenhouse gas emissions**, make the most efficient use of urban land and transportation infrastructure, and improve public health by **encouraging physical activity**, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to **biking, walking and use of public transit**."*
(Assembly Bill 1358, Chapter 657, Statutes 2008)

To implement this objective, the legislation added language to Government Code Section 65302(b)(2) (A) and (B) that requires all jurisdictions to plan for a balanced, multimodal⁷ transportation network that is suitable for rural, suburban, or urban communities. The State also articulated the connection between mobility and land use in its update to the *General Plan Guidelines (Dec. 2010)*, which identified four key ways in which a well-designed circulation plan can positively impact community development:

- **Physical** — The circulation system is a determinant of physical settlement patterns and it affects noise levels, plant and animal habitats, and community appearance;
- **Social** — A well designed circulation system is accessible to all segments of the population;
- **Health and Safety** — The circulation system can promote physical activity. The level of automobile use impacts the generation of air pollution. Circulation design can also increase or decrease vehicle collision risks and pedestrian safety; and
- **Economic** — Economic growth is dependent upon a functioning circulation system, and the efficiency of a community's system can either contribute to or adversely affect its economy and economic sustainability.

Each of these issues is relevant to the future development of Saticoy and is addressed in each component of the Mobility Element.

[7] State law defines multimodal users as "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

2. Mobility Maps

Two mobility maps illustrate the key improvements included in this Area Plan. [Figures 4-3 and 4-4](#) are the vehicular and multimodal mobility maps, respectively. Key improvements are described below.

- a. Vehicular road improvements:** The purpose of these improvements is to reconnect local roads with missing links, upgrade inadequate roads, and establish new road connections to provide key links within the Saticoy community and between Saticoy and the City of Ventura:
 - **North/South link from L.A. Avenue to Snapdragon Street** to allow for connection between the City of Ventura and Saticoy;
 - **Upgrades to Rosal Lane** to provide adequate access for future industrial development on key vacant parcels in Old Town;
 - **Extension of County Drive** up to Nardo Street to accommodate future industrial development south of the railroad;
 - **Road connection from Telephone Road to L.A. Avenue** to create a new primary entry point into the Saticoy community at a signalized intersection;
 - **East/West road connection between Lirio Avenue and SR 118** to allow for future intensification of industrial development in the West Industrial Section; and
 - **Extend Nardo Street** west of Lirio Avenue to connect Northbank Drive and SR 118 and provide alternate routes for City of Ventura residents.
- b. Multimodal improvements:** These improvements focus on the needs of pedestrians, bicyclists, and transit riders and are briefly summarized below.
 - **Pedestrian connection:** A new multimodal pathway is identified between L. A. Avenue and Saticoy Park along the Saticoy Drain. The linear park would accommodate pedestrians and bicycles and provide improved access to the Park.
 - **Sidewalk and pedestrian facilities:** New development within Old Town Saticoy will provide sidewalks and pedestrian amenities, including street trees and lighting.
 - **Additional bus stops:** Three additional bus stops are planned along SR 118 to provide access to Saticoy's businesses and residents.
 - **Bicycle Paths and Routes:** Two Class I Bike Paths – a planned bike path for the railroad right-of way (i.e., Santa Paula Branch Line Recreational Trail) and the City's planned recreational trail along the Santa Clara River – would be augmented by a Class III Bike Route connection at Riverbank Drive and a Class II Bike Lane connecting Northbank Drive to SR 118. Class III Bike Routes are also planned for most public streets within Old Town. [Figure 4-4](#) defines general alignments for bicycle facilities, but the precise alignment for all bicycle path/routes will be determined during project design.

Los Angeles Avenue, the heart of the commercial district, is a good example of a public roadway that currently requires both vehicular and multimodal improvements.



4. AREA PLAN ELEMENTS - MOBILITY

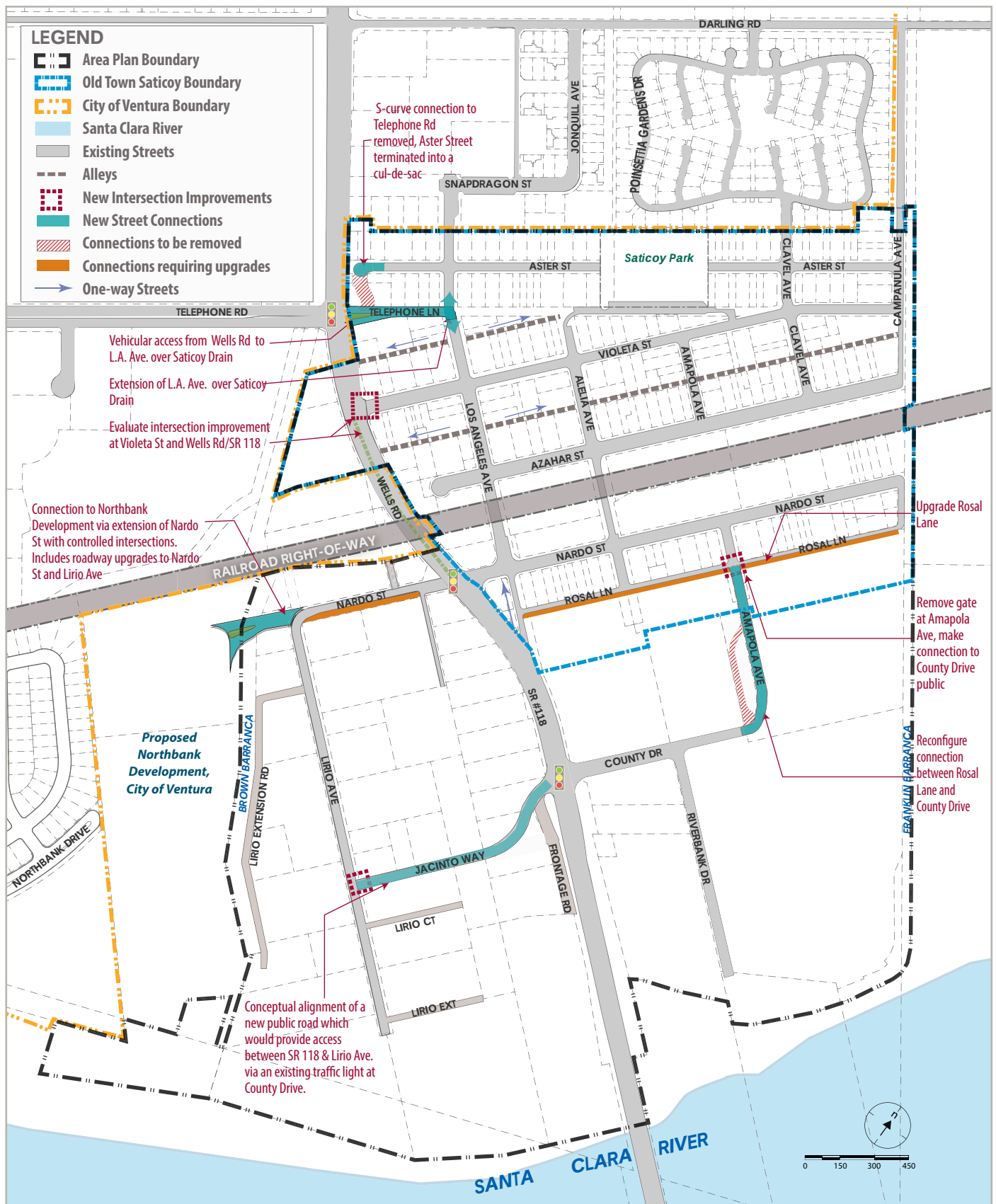


FIGURE 4-3. VEHICULAR MOBILITY MAP

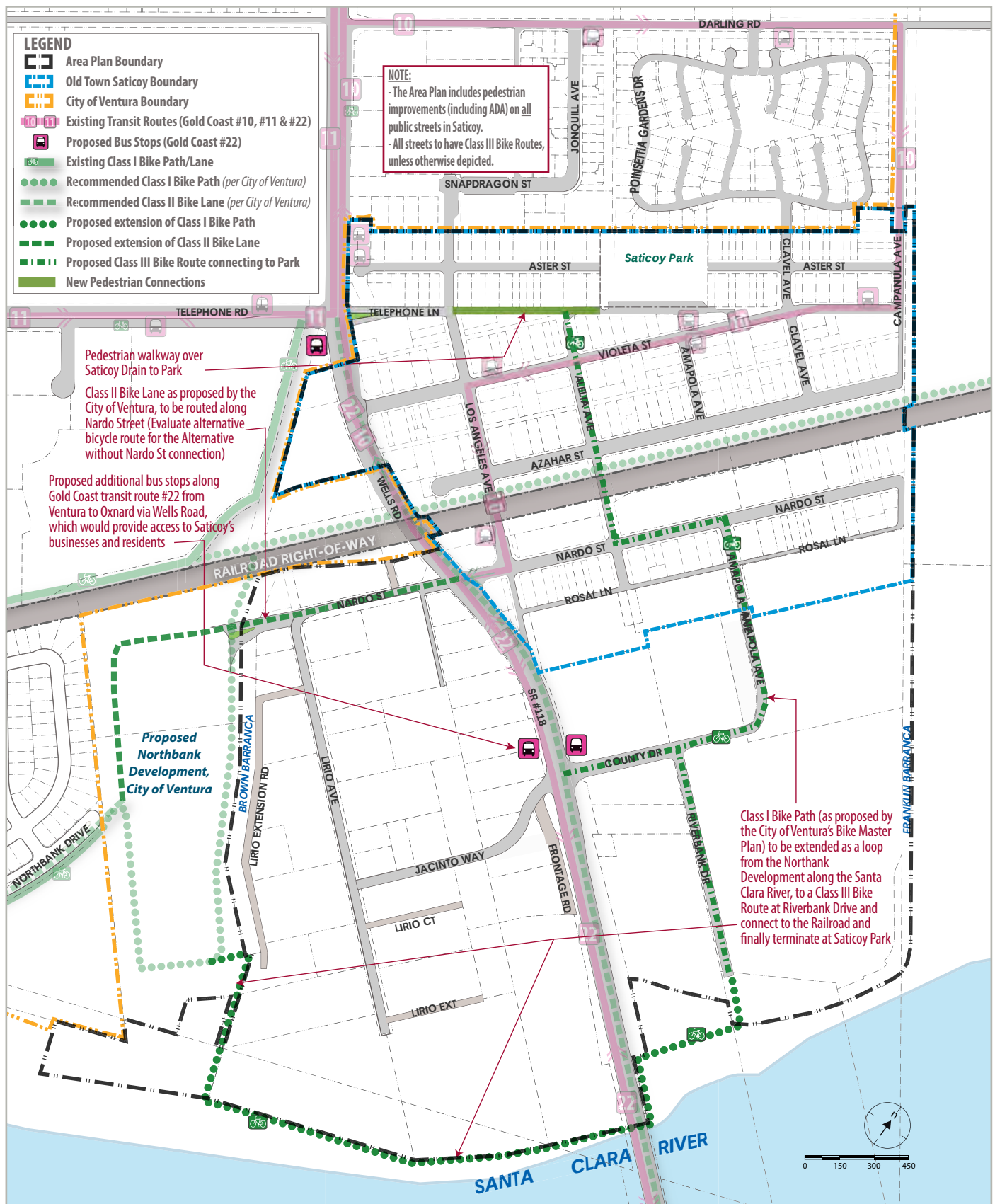


FIGURE 4-4. MULTIMODAL MOBILITY MAP

3. Road Classifications for Saticoy Mobility Network

The Area Plan identifies road classifications for the network of regional and local roads in Saticoy. The assigned road classification for each road segment is identified in [Table 4-4](#) and is illustrated in [Figure 4-5](#). See [Chapter 5. Road Classifications](#) for a description, illustration, and detailed list of standards for each road classification used in this Chapter. [Chapter 6. Old Town Saticoy Design Guidelines](#) includes design guidelines for road classifications used in Old Town Saticoy.

The road classifications used in [Figure 4-5](#) are as follows:

- **Minor Urban Residential with Parkways (Plate B-5S):** This is a two-way road with relatively narrow (10 foot wide) travel lanes, parallel on-street parking, and a 10-foot wide parkway with sidewalks.
- **Minor Commercial or Residential (Plate B-3S [A] & [B]):** This road classification is a two-way road with 12-foot wide travel lanes, parallel, on-street parking; and 12-foot wide parkways that accommodate extra-wide walkways and pedestrian amenities. Plate B-3S[B] is provided for streets with a very wide right-of-way (such as Azahar St.), where the extra width can be used for angled parking on one or both sides of the road.
- **Minor Commercial or Industrial (Plate B-3S [C]):** This is a two-way road with relatively wide, 12-foot wide travel lanes, two, 8-foot wide shoulders for parallel on-street parking; and two, 10-foot wide parkways with pedestrian walkways. It is appropriate for industrial areas.
- **Commercial or Industrial Collector (Plate B-3S [D]):** This is a two-way road with a continuous, central turn lane that is used in high-traffic industrial areas.
- **Alleys (Plate B-8S [A] & [B]):** This new road classification provides standards for the existing alleys in Old Town Saticoy, which are used as a primary means of vehicular access to parking and delivery areas. Because alleys are narrow (rights-of-way are typically 20 feet), alleys are one-way streets in commercial areas. Two-way traffic will be permitted on alleys in residential areas.
- **State Facilities:** SR 118 is the only State Highway in Saticoy, and the standards for this road are established by the countywide General Plan and by Caltrans.

The road classifications listed above (and defined in [Chapter 5](#)) are either the same as, or modifications to, existing County road standards. Modifications were made to existing road standards to accommodate different on-street parking configurations, expand areas provided for pedestrian walkways/amenities in commercial and mixed-use districts, and accommodate Class II bicycle lanes. Road classifications were applied to different areas based on traffic forecasts and anticipated needs for parking, pedestrian space/amenities, and truck traffic.

For example, the size of the “parkway”, or area available for pedestrian walkways/amenities, is larger in the commercial district than it is in industrial areas, where less pedestrian traffic is expected.

On the following pages, [Table 4-4](#) and [Figure 4-5](#) summarize road classifications within the Saticoy community. As previously noted, a set of detailed development standards for each road classification in Saticoy is included in [Chapter 5. Road Classifications](#).

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT							
ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE¹	NOTES
REGIONAL ROADWAYS							
SR 118 / Wells Road	All Segments		---		State Highway	--	Per Caltrans
LOCAL PUBLIC ROADWAYS							
Alelia Ave.	Northern End (Park)	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Azahar St	Rosal Ln	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	End in cul-de-sac south of Rosal Lane. No on-street parking.
Amapola Ave.	Violeta St	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	
	Rosal Ln	County Dr	B-3S[C]	Minor Commercial or Industrial	--	--	Reconfigure connection as a new public road.
Aster St.	Western End	Saticoy Park	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	Eliminate S-curve and add cul-de sac at the western end.
	Saticoy Park	Campanula Ave	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
Azahar St.	Western cul-de-sac	Campanula Ave	B-3S[B]	Minor Commercial or Residential (with Angled Parking)	Comm/Ind (Collector)	B-3[C]	Angled (or mixed parallel / angled parking) is required. (See Figures 4-5 and 5-2a.)
Campanula Ave.	Northern Saticoy Boundary	Azahar St	B-3S[A]	Minor Commercial or Residential	Minor Res	B-5[B]	See customized standard (b). ²
	Nardo St	Rosal Ln	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	See customized standard (b). ²
Clavel Ave.	End	Azahar St	B-5S	Minor Urban Residential with Parkways	Minor Res	B-5[B]	
County Dr.	SR 118	Riverbank Dr	B-3S[D]	Commercial or Industrial Collector	Comm/Ind (Collector)	B-3[C]	
	Riverbank Dr	Amapola Ave	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Jacinto Way	Lirio Ave.	SR 118	B-3S[C]	Minor Commercial or Industrial	--	--	New Road - Conceptual alignment.
Lirio Ave.	Nardo St	Southern Terminus	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.

TABLE 4-4. ROAD CLASSIFICATIONS BY ROAD SEGMENT

ROAD NAME	SEGMENT FROM	SEGMENT TO	NEW PLATE# AND ROAD CLASSIFICATION		PREVIOUS CLASSIFICATION	PLATE ¹	NOTES
Los Angeles Ave.	Northern City/County Boundary	Nardo St	B-3S[A]	Minor Commercial or Residential	Minor Res or Minor Comm/Ind	B-5[B] or B-3[D]	
	Nardo St.	SR 118	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind		One-way street - northbound. No on-street parking.
Nardo St.	City/County Boundary	SR 118	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	Potential Class II Bike Lane. See interim condition (a). ²
	SR 118	Alelia Av	B-3S[A]	Minor Commercial or Residential	Minor Comm/Ind	B-3[D]	
	Alelia Ave	Campanula Ave	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	
Riverbank Dr.	County Drive	Southern Terminus	B-3S[C]	Minor Commercial or Industrial	Minor Comm/Ind	B-3[D]	End in cul-de-sac at southern terminus.
Rosal Lane	Los Angeles Ave	Alelia Ave	B-3S[A]	Minor Commercial or Residential	Minor Res	B-5[B]	
	Alelia Ave	Campanula Ave	B-3S[C]	Minor Commercial or Industrial	Minor Res	B-5[B]	
Telephone Lane	SR 118	Los Angeles Ave	B-3S[A]	Minor Commercial or Residential	--	--	New Road.
Violeta St.	SR 118	Alelia Av	B-3S[B]	Minor Commercial or Residential (with Angled Parking)	Minor Comm/Ind	B-3[D]	Angled parking is required. (See Figures 4-5 and 5-2a.)
	Alelia Ave	Campanula Ave	B-5S	Minor Urban Residential with Parkways	Collector Res or Minor Res	B-5[A] or B-5[B]	
PRIVATE ROADS							
Existing Alleys	ALL in Old Town Saticoy.		B-8S [A] or [B]	Alleys	---		New road classification.

[1] Refer to [Chapter 5. Road Classifications](#) for details regarding each road classification.

[2] Interim Conditions / Customized Standards:

(a) Nardo Street (west of SR 118): Classified as a Minor Commercial/Industrial Road, Nardo Street west of SR 118 includes a possible Class II bicycle lane, which is not included within the minimum right-of-way (ROW) requirements shown above. Class II Bicycle lanes are 5 feet wide and an additional 3 feet of a buffer lane may be provided. Nardo Street (west of SR 118) may require a Class II bicycle lane, but adequate ROW is not available for the bicycle lane as well as parallel parking. Nardo Street therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate a Class II bicycle lane. However, the bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required. For further details on incorporating bicycle lanes, see [Figure 5-6](#).

(b) Campanula Avenue: Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Avenue as follows: (i) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Plate B-3S[C]); and (ii) parkway and sidewalk may be reduced in width or eliminated (For Plate B-3S[A]).

4. Goals, Policies and Programs

The following goals, policies and programs apply to the Mobility Element:

MOB Goal 1 An adequate, safe, and inter-connected mobility network to serve Saticoy residents, visitors and businesses.



Policies

MOB-1.1

Road improvements within Saticoy shall conform to the Vehicular Mobility Map ([Figure 4-3](#)) and its related road classifications.

MOB-1.2

If additional local roads are added within Saticoy, those roads should be:

- a. Located and designed to improve connectivity within the local road network and Saticoy community; and
- b. Constructed to meet appropriate road standards identified in the Saticoy Area Plan unless alternate standards are deemed necessary by the Public Works Agency (PWA) or the Ventura County Fire Protection District.

MOB-1.3

To improve safety, air quality, and noise levels in residential areas, the PWA/Transportation Department shall determine whether trucks with more than two axles on streets within the Residential (RES) and Residential/Mixed Use (R/MU) zones should be prohibited. If a prohibition is justified, the Transportation Department shall make that recommendation to the Board of Supervisors. (See [MOB-P8.](#))

MOB-1.4

In order to maximize safety and traffic flow on SR 118, direct access to the SR 118 shall be prohibited when access to private property can be attained from local roads. If direct access to private property is not feasible from local roads, then consolidated, shared driveways or other methods shall be used to minimize access points to SR 118.

MOB-1.5

Discretionary development shall be designed to incorporate new roads and road improvements as shown on the Vehicular Mobility Map ([Figure 4-3](#)). New roads and road improvements shall be built in accordance with applicable road standards when such roads are located within the property, adjoin the property boundary, or are necessary to mitigate traffic impacts associated with the proposed development. Alternatively, discretionary development may be conditioned to make a fair-share contribution to a road improvement program that will build or improve those roads.

MOB-1.6

Provisions for adequate, long-term private road or alley maintenance shall be required for discretionary development that includes private roads or alleys.

MOB 1.7

Within Old Town Saticoy, existing street and alley patterns should be retained in order to preserve the area's small-town scale and planned circulation patterns ([Figure 4-3 Vehicular Mobility Map](#)). Street vacations or relocations within Old Town Saticoy may be allowed when the resulting street and block patterns retains or improves connectivity and the small block pattern in Saticoy.

MOB Goal 2 A local mobility network that supports existing and future development, planned land use, and economic revitalization within Saticoy.



Policies

MOB-2.1

The County shall establish a financing and construction program, as part of a Capital Improvement Plan or other established program, to facilitate the private financing and development of a permanent public road between Lirio Avenue and SR 118. (See [Figure 4-3. Vehicular Mobility Map.](#)) Once a program is established, all discretionary development within the West Industrial Section shall be conditioned to make a fair-share contribution to fund road construction. (See [MOB-P5.](#))

MOB-2.2

Until a new permanent public road between Lirio Avenue and SR 118 is constructed pursuant to [MOB-2.1](#), no new discretionary development shall be approved within the West Industrial Section unless at least one of the following conditions are met:

- a. The entire project site is located 800 feet or less from the intersection of Nardo Street and SR 118; or
- b. Secondary access is provided by the developer and approved by the Ventura County Fire Protection District.

MOB-2.3

In cases where traffic generated by discretionary development impacts current or future anticipated levels of service on SR 118, or necessitates any modifications to SR 118, the County shall conduct timely and ongoing communication with Caltrans.

MOB-2.4

If angled, on-street parking is developed on Azahar Street ([Table 4-4](#)), such parking should be prioritized for commercial uses in the Town Center (TC) zone or for residential uses in the Residential (RES) zone during the discretionary review process.

MOB Goal 3 A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users.



Policies

MOB-3.1

Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in [Chapter 5. Road Classifications](#) and [Figure 4-4. Multimodal Mobility Map](#). In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, infrastructure maintenance districts, or any other funding source.

MOB-3.2

To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.

MOB-3.3

To increase pedestrian safety within the Town Center (TC) and Residential/Mixed Use (R/MU) zones, the number of curb cuts that cross pedestrian routes shall be minimized by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.

MOB-3.4

Improvements within the public right-of-way should support existing and future transit service by including the following:

- a. Adequate shoulder for bus stops;
- b. Adequate space for, and construction of, benches or shelters at bus stops; and
- c. Crosswalks at street corners.

MOB-3.5

The design of replacement facilities for the Saticoy Drain shall accommodate the following vehicular and multimodal facilities (see [Figures 4-3 and 4-4](#)):

- a. Vehicular access from SR 118 to L.A. Avenue (Telephone Lane);
- b. Completion of the north/south L.A. Avenue road link over the Saticoy Drain; and
- c. Pedestrian walkway over the Saticoy Drain that connects L.A. Avenue to Saticoy Park. (See [HAZ-P1.](#))

MOB-3.6

Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain, should incorporate pedestrian and bicycle paths.

MOB-3.7

New or redesigned public streets shall include the bicycle path, lane, and route improvements outlined on [Figure 4-4, Multimodal Mobility Map](#).

MOB-3.8

Public and private projects shall include provisions for adequate, safe, and convenient long-term and short-term bicycle parking, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the *Ventura County Parking and Loading Design Guidelines*.

Mobility Programs

MOB-P1

Prioritize Mobility Improvements: Due to Saticoy's status as an economically disadvantaged community, PWA/Transportation Department shall incorporate and prioritize mobility improvements shown on [Figures 4-3 and 4-4](#) (Vehicular and Multimodal Mobility Maps) in the Transportation Department's Strategic Master Plan. In addition, the Transportation Department shall continue to apply for grant funds through Caltrans or other organizations for road and multimodal improvements.

MOB-P2

Reclassify portion of SR 118: To mitigate significant project and cumulative traffic impacts on SR 118 between Vineyard Avenue and Darling Road, the County should review and process a General Plan Amendment that would reclassify that segment of SR 118 from 4 to 6 lanes on the Regional Road Network. The road reclassification should be incorporated into the next General Plan Update, tentatively scheduled for completion in 2020. Finally, the County shall work with the Ventura County Transportation Commission and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction should be modified to occur within the 20-year horizon of the Saticoy Area Plan.

MOB-P3

Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.

- a. **New Road Links:** New road linkages shown on the [Figure 4-3](#) (Vehicular Mobility Map) and described in [MOB-P4, -P5, -P6 and -P7](#);

- b. **Pedestrian Amenities:** Sidewalks, street lights, benches, and landscaping within public rights-of-way in Old Town Saticoy.
- c. **Existing Road Upgrades:** Improvements to existing roads shown on [Figure 4-3](#) (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.
- d. **Linear Park:** The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.
- e. **Bicycle Network:** See [MOB-P9](#).
- f. **Transportation Impact Mitigation Fee (TIMF):** Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.

MOB-P4

Coordinate Related Improvements: The County shall work with the City of Ventura to ensure that the L.A. Avenue road connection to Snapdragon Street, included in the City of Ventura's Saticoy and Wells Community Plan Capital Improvement Deficiency Study (CIDs), is implemented and managed so as to properly facilitate related City and County improvements identified below:

- a. **Ancillary City improvements** related to the L.A. Avenue connection that include removal of "S-Curve" connection at Telephone Road entrance and the termination of Aster Street into a cul-de-sac.
- b. **Telephone Road extension:** The County shall coordinate with the City of Ventura, Caltrans, and affected landowners/developers to design, fund and build Telephone Lane (a new road that links SR 118 to L.A. Avenue).
- c. **Saticoy Drain:** The County shall seek funding for the replacement or reconfiguration of the Saticoy Drain. (See [HAZ-P1](#) and [MOB-3.5](#).)

MOB-P5

West Industrial Road Link: The County will work with private landowners/developers in the West Industrial Section to design and build a new, privately financed, public road that provides public and emergency access between SR 118 and Lirio Avenue. In order to facilitate road construction, the County will establish a financing and construction program, as part of a Capital Improvement Plan, that provides a mechanism for fair-share contributions for private development. (See [MOB-2.1.](#))

MOB-P6

Amapola Avenue / Rosal Lane Improvements: The County will work with (and condition) private development(s) within Old Town Saticoy and the South Industrial Section to extend/improve Amapola Avenue and improve Rosal Lane pursuant to the Vehicular Mobility Map and road classifications table. ([Figure 4-3](#), [Figure 4-5](#), and [Table 4-4](#).)

MOB-P7

Nardo Street Extension from SR 118 to the Brown Barranca: The City and County will coordinate project conditions for private development and standards for the design/construction phase of the Nardo Street Extension, including road alignment, road classification, and multimodal improvements.

MOB-P8

Truck Access Limits: If required, the Transportation Department shall post signage that prohibits truck access or limits trucks with more than two axles in the Residential (RES) zone, with the exception of emergency services and direct deliveries. Once Amapola Avenue is extended south from Rosal Lane to County Drive (see [Figure 4-3](#)), the same signage shall be posted on Nardo Street within the Residential/Mixed Use (R/MU) zone. (See [MOB-1.3.](#))

MOB-P9

Implement the following **bicycle network improvements strategies:**

- a. Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.
- b. Coordinate with the City of Ventura to design/construct a Class II Bike Lane ([Figure 4-4](#)) along Nardo Street as part of road improvements undertaken by the City of Ventura.
- c. Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map. (See [Figure 4-4](#).) Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with VCTC.

MOB-P10

Alleys: Work with affected landowners to establish appropriate and safe traffic flow and signage for alleys located in the Town Center (TC) and Residential (RES) zones.

MOB-P11

Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue)

C. Resources Element

1. Introduction

The Resources Element (RES) for the Saticoy Area Plan addresses the conservation, preservation and protection of the following resources: ***Air Quality, Biological Resources, and Visual Resources***. Water resources are covered in the Public Facilities Element of the Saticoy Area Plan and cultural resources are covered in the Land Use Element of this Area Plan.

The primary focus of goals and policies related to air quality is a reduction of air pollutants generated by vehicles, and a corresponding decrease in the generation of greenhouse gases. Because these reductions are made

possible, in part, by updated land use configurations and mobility improvements, most of the air quality goals and policies below are unique to Saticoy. Similarly, goals and policies related to biological resources are unique to the natural habitats that are present in Saticoy – the Brown Barranca, the Franklin Barranca and Santa Clara River. Visual resource protection primarily focuses on visual impacts created by industrial development that is visible from public viewsheds and important community assets - such as the Santa Clara River, public parks, Old Town Saticoy, and SR 118.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Resources Element:

RES Goal 1 Traffic-related air pollutants generated within the Saticoy community are reduced through land use changes and mobility improvements.



Policies

RES-1.1

Discretionary development should be designed to reduce vehicle miles traveled by:

- a. Providing a mixture of residential/commercial or industrial/commercial uses; and
- b. Incorporating multimodal connections and amenities.

RES-1.2

Fugitive dust and particulates shall be minimized during construction through compliance with all Ventura County Air Pollution Control District rules and regulations including, but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

RES-1.3

New industrial development shall be located and designed to avoid the exposure of sensitive receptors (e.g., residential areas, schools, etc.) to hazardous air emissions.

RES-1.4

Discretionary development in Old Town Saticoy shall include facilities for electric car charging stations as identified in the Old Town Saticoy Development Code or other applicable State regulations. All discretionary development shall include such facilities when required by applicable State regulations.

RES Goal 2 Natural habitats within and adjacent to the Santa Clara River, or the Brown and Franklin Barrancas, are maintained and enhanced to serve stormwater management, recreation, and wildlife.



Policies

RES-2.1

Discretionary development shall be designed to capture and contain any potential spills of pollutants within the development site and ensure they are properly disposed. Such spills, or any polluted runoff from such development, shall not be conveyed into the Santa Clara River, the Brown Barranca, or the Franklin Barranca.

RES-2.2

In order to conserve water, all landscape plans shall be prepared in accordance with the County's Landscape Design Criteria (as amended) and applicable State regulations. In addition, new discretionary development adjacent to the Santa Clara River, the Brown Barranca, or the Franklin Barranca shall only include drought tolerant plants and, whenever feasible, should include plants that are native to the Santa Clara River watershed.

RES-2.3

In order to preserve the ecological functions of the Santa Clara River, discretionary development shall include the following:

- a. Biological buffers, fencing and signage in accordance with a biological assessment conducted during project review; and
- b. Lighting fixtures that minimize off-site light and glare visible from the Santa Clara River.

RES Goal 3 While continuing to serve as flood control facilities, the Brown and Franklin Barrancas are transformed into creeks with natural ecosystem functions and values.



Policies

RES-3.1

With the exception of non-native invasive plant species, vegetation in flood control channels shall remain undisturbed to the maximum extent feasible, consistent with flood control requirements of the Ventura County Watershed Protection District. Any removal of non-native invasive plant species, when conducted in accordance with applicable Watershed Protection District permits, shall be done in a manner that maintains and enhances the natural ecosystem functions and values.

RES-3.2

Alterations to the Brown or Franklin Barrancas shall utilize natural rather than man-made materials (e.g. earth berms, rocks, plants native to the Santa Clara River watershed) whenever feasible.

RES Goal 4 Visual impacts created by industrial development are minimized within public viewsheds that include SR 118, the Brown and Franklin Barrancas, the Santa Clara River, and public roads or parks within Old Town Saticoy.



Policies

RES-4.1

Landscape buffers or other appropriate visual screening shall be required for all discretionary industrial development that borders SR 118, the Santa Clara River, the Brown Barranca, or the Franklin Barranca. When customary visual screening techniques, such as those listed in [RES 4.2](#), fail to provide full visual screening for industrial properties visible from the Santa Clara River Bridge due to grade differences, the Planning Director may modify visual screening requirements to address grade differences.

RES-4.2

When open storage on commercial or industrial properties is visible from public streets or parks within Old Town Saticoy, such areas shall be screened from public view by the use of enclosed structures, fences, walls, vegetated berms or landscaping. (See [LU-3.3](#).)

RES-4.3

Lighting for discretionary development shall be designed to avoid off-site glare, including glare that may impact drivers along SR 118.

RES-4.4

Off-site advertising signs, such as billboards, shall be prohibited within the viewshed of SR 118.

RES Goal 5 Development within Old Town Saticoy is visually pleasing and exemplifies the community's small town character.



Policies

RES-5.1

All development in Old Town Saticoy shall be consistent with the Old Town Saticoy Development Code. Discretionary development in Old Town Saticoy shall also be consistent with the Old Town Saticoy Design Guidelines.

Resources Programs

RES-P1

Air Quality Best Management Practices: Reduce emissions from construction, grading, excavation and demolition by incorporating best available air quality mitigation measures into project design features or construction techniques.

RES-P2

Barranca Repair: Prior to conducting major repairs to, realignment of, or reconstruction of the Brown and Franklin Barranca flood control facilities, the Watershed Protection District shall conduct a feasibility study and identify funding to convert the existing engineering facilities to natural water courses that mimic natural conditions.

RES-P3

Off-site Advertising: Existing off-site advertising signs and billboards that are not consistent with Area Plan policies or development standards shall be deemed nonconforming and subject to the applicable regulations included in the Non-Coastal Zoning Ordinance.

D. Public Facilities Element

1. Introduction

The primary purpose of the Public Facilities Element (PF) is to provide for public facilities and services necessary to support planned development. In many cases, improvements to public facilities (roads, water and sewer services) will be required in order to realize the economic, social or environmental benefits anticipated by the Saticoy Area Plan. This section includes goals, policies and programs related to **Water Management**, which includes water supply, water conservation, stormwater management and groundwater management; **Wastewater; and Government Coordination**, which includes future annexation, and ongoing coordination between the City, County and community.

Although there is some remaining capacity in the wastewater treatment system, existing wastewater conveyance and treatment systems used by the Saticoy Sanitary District (SSD) will require upgrades to support a full buildout of planned development. In addition, since 2013, the SSD has been subject to a compliance order from the California Regional Water Quality Control Board (Region 4) to implement improvements to its treatment system. SSD has completed all of the required actions except for the portions of the replacement/repair of lateral sewer lines within the areas specified. In

January 2015, SSD was awarded a \$400,000 Community Development Block Grant to assist with the repair of the lateral lines.

Access to potable water is a major challenge for the Saticoy community, and the County exerted substantial effort to secure additional access to water to support planned development during the Area Plan update process. By limiting the water meter size available to new development in Saticoy, the City's current Extraterritorial Water Policy effectively controls land use within the unincorporated County. City policy not only prevents the development of higher-density residential use and certain types of commercial and industrial use, but it also results in increased development costs⁸. Although the County started discussions with the City of Ventura regarding access to water as early as 2010, no agreement was reached between the City and County regarding water supply prior to Area Plan adoption. Adding to the uncertainty regarding access to water was an ongoing, multi-year drought impacting water supply and consumption costs and patterns countywide. Moreover, it appears likely that long-term trends in water demand and supply within the City of Ventura will impact the degree to which the City provides water

[8] For example, the costs associated with a water storage system needed to guarantee adequate fire flow because City policy limits the size of a water meter.

to “extra-territorial” water users, including potential developers in Saticoy.

The goals, policies and programs below reflect these issues and acknowledge the need to provide adequate public services to support planned development

in Saticoy. However, given the costs and technical complexities associated with providing wastewater and potable water services, it is possible that these infrastructure challenges will only be resolved once Saticoy is annexed into the City of Ventura.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Public Facilities Element:

PF Goal 1 Adequate water supply, storage and distribution facilities are made available to serve existing and planned development in Saticoy.



Policies

PF-1.1

Discretionary development shall be served by a publicly accountable water supplier.

PF-1.2

Water demand associated with discretionary development shall be estimated based on water demand factors provided by the City of Ventura as published in its *Comprehensive Water Resources Report*, unless more accurate data is made available by Ventura County.

PF Goal 2 Water conservation and water quality protection measures are implemented in new construction, landscaping and irrigation systems.



Policies

PF-2.1

Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:

- a. Water-conserving landscaping and irrigation systems (See [LU-1.1](#));
- b. Low impact development practices;
- c. Runoff and stormwater capture for treatment and groundwater recharge;
- d. Use of dual flush toilets and other water-saving appliances; and/or
- e. Installation of gray water systems.

PF-2.2

Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.

PF-2.3

Discretionary development shall be designed to adequately protect groundwater quality as determined by the Watershed Protection District.

PF Goal 3 Wastewater collection, storage and treatment facilities are made available to serve existing and planned development in Saticoy.



Policies

PF-3.1

All development that generates wastewater shall be connected to the Saticoy Sanitary District's collection and treatment system, or its successor. All development shall include necessary sewer connections and shall contribute its fair-share costs to an established fee program to upgrade the treatment plant.

PF-3.2

The pace of development within Saticoy shall be consistent with the capacity of the Saticoy Sanitary District to collect, store and treat additional wastewater.

PF-3.3

Wastewater disposal facilities shall be designed to protect groundwater resources pursuant to all applicable laws and regulations.

PF Goal 4 Public and governmental services are efficiently coordinated and allow for public participation in governance.



Policies

PF-4.1

Ensure that access to/from the Public Works Yard is maintained during a one percent annual chance (100-year) flood event.

PF-4.2

Ensure that Saticoy residents and business owners have an established method to discuss community issues with County staff and elected representatives. (See [PF-P3](#).)

PF-4.3

The County shall collaborate with the City of Ventura on issues of mutual interest and concern, including but not limited to water and sewer service, public safety, public roads, bicycle and trail connections, stormwater management, and future annexation.

PF Goal 5 New revenue sources, such as assessments from a community facilities district or business improvement district, are used to provide and maintain necessary infrastructure in Saticoy.



Policies

PF-5.1

The County shall collaborate with business and landowners in Saticoy to explore options to assist in the financing of necessary infrastructure improvements, such as the creation of assessment or improvement districts.

Public Facilities Programs

PF-P1

Water Supply to Support Area Plan Buildout:

County staff will continue to work with the City of Ventura in an effort to extend a future in-lieu fee program to Saticoy (in the event one is approved by the Ventura City Council) or modify the City's Extraterritorial Water Policy for Saticoy. However, in the event that such efforts fail to result in an alternative policy or program that would provide adequate access to water resources for planned development within five years of Area Plan adoption, the County will initiate a feasibility study to evaluate water supply options that include, but are not limited to, the following:

- a. Develop an alternative public water supply for Saticoy;
- b. Establish a County Service Area (CSA) to acquire existing, unused water allocations from pumpers within the Santa Paula Groundwater Basin for the purpose of providing non-potable and/or potable water for private developers in Saticoy; and
- c. Coordinate with the Saticoy Sanitary District to determine the feasibility of installing infrastructure to allow for public and private reclamation of urban wastewater from Saticoy Sanitary District, (e.g., dual plumbing) for landscaping or other non-potable uses.

Following the completion of its alternative water supply evaluation, County staff will bring forward its analysis and recommendations for the Board's consideration.

PF-P2

Ensure Adequate Sewage Treatment Capacity:

The County will initiate discussions with the Saticoy Sanitary District (SSD) to evaluate options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development in Saticoy. Should the SSD agree to implement one or more of the identified options, the County would request that the SSD establish a capital improvement program that would

allow SSD to construct necessary improvements to the treatment plant for the purpose of expanding its capacity to support planned development in Saticoy. Financing mechanisms for planned improvements could include grants or a fair-share contribution program applied to private development. Should the Board of Supervisors deem it necessary and appropriate for the Saticoy community, the County should seek to convert the SSD to a special district (i.e., County Service Area or Community Services District).

PF-P3

Community Council: Encourage the formation of a community-based neighborhood council or similar body that could provide a forum for community engagement and interface with nonprofit organizations, County government, and other public agencies.

PF-P4

County / City Collaboration on Transportation Improvements:

To address the current lack of City/County agreement regarding transportation improvements identified in the City's 1996 Saticoy/Wells Capital Improvements Deficiency Study (CIDS), the County will initiate discussions with the City of Ventura regarding the feasibility of a joint agreement to fund and construct transportation improvements common to CIDS and the Saticoy Area Plan.

PF-P5

Temporary uses in Town Center (TC) zone: The Planning Division will initiate discussions with the Transportation Department to determine whether temporary uses, such as sidewalk sales or community events, can be allowed within the public rights-of-way in Saticoy's Town Center (TC) zone. If such uses can be allowed, the Planning Division and the Transportation Department would modify existing ordinances, as needed, to facilitate such events in the Town Center (TC) zone pursuant to an Encroachment Permit.

E. Hazards Element

1. Introduction

The purpose of the Hazards Element (HAZ) is to identify and reduce the risk of existing and potential future hazards that can harm the public or physically constrain development. It also provides a general framework for introducing safety considerations into land use planning.

The two hazards included in this Element are fire and flood, as those particular hazards required related goals, policies and programs that are specific to Saticoy. Other hazards (seismicity, expansive soils, etc.) are adequately covered in the Ventura County General Plan.

2. Goals, Policies and Programs

The following goals, policies and programs apply to the Hazards Element:

HAZ Goal 1 The public is protected from fire hazards and public and private losses due to such hazards are minimized.



Policies

HAZ-1.1

All public and private roads shall be designed in accordance with Ventura County Fire Protection District (VCFPD) requirements.

HAZ-1.2

New discretionary development shall only be approved upon demonstration that adequate tactical access and fire flow are available as determined by the VCFPD. (See [MOB-2.2.](#))

HAZ Goal 2 Hazards due to floods and erosion are minimized by providing adequate flood control facilities.



Policies

HAZ-2.1

The Ventura County Public Works Agency shall regulate, by means of a Floodplain Development Permit, any development defined in the Ventura County Floodplain Management Ordinance 3954, as amended, affecting the Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River.

HAZ-2.2

The Ventura County Watershed Protection District shall regulate, by means of a Watercourse Permit and/or Encroachment Permit, any development that it finds impacts the bed, banks, and overflow areas of Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River pursuant to the Ventura County Watershed Protection District Ordinance WP-2, as amended.

HAZ-2.3

Discretionary development shall be located and designed to minimize potential damage to the development and to flood control infrastructure from flood hazards or riverbank erosion. Outdoor storage uses may be allowed in areas subject to flooding if sufficiently contained as determined by the Watershed Protection District.

HAZ-2.4

Public facilities that provide critical, public safety services should be designed to remain operable during a one percent annual chance (100-year) flood event. (See [PF-4.1.](#))

HAZ-2.5

No development or redevelopment, including site grading and temporary or permanent storage of materials and equipment, shall be permitted within the Regulatory Floodway, as it is defined by the Federal Emergency Management Agency (FEMA).

HAZ-2.6

A Floodplain Development Permit shall be required for private or public development or redevelopment proposed within the one percent annual chance (100-year) floodplain.

HAZ-2.7

To reduce the risk of potential loss of life and property, discretionary development that is located within the one percent annual chance (100-year) floodplain shall incorporate floodplain improvements that maximize infiltration of flood water and minimize run-off. Where feasible, channel and floodplain improvements shall preserve the beneficial uses of the floodplain including flood flow storage and groundwater recharge and shall mimic natural floodplain conditions.

Hazards Programs

HAZ-P1

Saticoy Drain: The County shall seek grants or other public and private funding for the development of technical design documents, a financing program and reconstruction of the Saticoy Drain required for:

- a. Adequate flood control;
- b. The new east/west road link from SR 118 to L.A. Avenue (Telephone Lane);
- c. A vehicular north/south road link along L.A. Avenue that crosses the Drain;
- d. Pedestrian access along the Drain from L.A. Avenue to Saticoy Park; and
- e. Any other necessary modifications to the Saticoy Drain consistent with the Area Plan.

HAZ-P2

Flood Control Assessment Program: The County will pursue the creation and adoption of the *Integrated Watershed Management Assessment Program* for the purpose of constructing critical upgrades and improvements to flood control facilities. The resultant funds will enable improvements to the Brown and Franklin Barrancas that are critical for the protection of property and structures within the Saticoy Area Plan boundary. (See [RES-P2.](#))



View of the existing Brown Barranca, which is located on the western edge of the Plan Area.

4. AREA PLAN ELEMENTS - HAZARDS

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CHAPTER 5. ROAD CLASSIFICATIONS

A. Purpose

This Chapter provides standards for road types that are part of Saticoy's mobility network. The purpose of these standards is to provide a functional circulation network that includes facilities and amenities for walking and biking. As the County or a private developer undertakes individual street improvements, the standards and guidelines in this Chapter shall be used as the basis for detailed designs and construction documents. In addition, all road improvements shall be designed to ensure accessibility in accordance with federal, state, and local regulations.

B. Content and Applicability

Section (C) provides definitions for road classifications used within the Mobility Element. Adhering to road classifications is mandatory, and conditions of approval for road improvement projects within the Saticoy community shall be consistent with established road classifications. Road classifications are applied when road improvements are required for a public or privately initiated project that includes improvements within the public right-of-way (ROW). Typically, this occurs during the following circumstances:

- A vacant parcel is developed, or an existing building is demolished and replaced, and the project requires a discretionary permit;
- The location or design for vehicular access to the parcel is modified.

This Chapter should be used in conjunction with [Chapter 4. Area Plan Elements](#), which includes the Mobility Element, as well as [Chapter 6. Old Town Saticoy Design Guidelines](#), which includes additional requirements for roadway design.

The Mobility Element includes a table that identifies the required road classification for all existing or planned roadways in Saticoy. (See [Table 4-4](#).) The Mobility Element also includes a map of road classifications used within the Saticoy community. (See [Figure 4-5](#).) Additionally, Section D. of [Chapter 6. Old Town Saticoy Design Guidelines](#) provides a set of roadway design guidelines for improvements within the public right-of-way. These guidelines shall be used when planning for street lights, street trees or planters, pavement materials within the parkway, street furnishings, crosswalks and curb extensions, and outdoor uses.



C. Road Classifications

Appropriate road standards that meet the needs of vehicles, pedestrians and bicyclists are embodied within Saticoy's road classifications. The road classifications include dimensions for travel lanes, pavement, sidewalk/parkway widths, on-street parking configurations, bicycle lanes, and pedestrian facilities. Federal law also requires that all pedestrian facilities within Saticoy comply with the American Disabilities Act (ADA).

This section provides a description of each road classification and illustrative cross-sections. Saticoy's five (5) road classifications are as follows (see [Table 5-1](#)):

- **B-5S** – Minor Urban Residential with Parkways
- **B-3S [A]** – Minor Commercial or Residential (Plate B-3S[B] includes Minor Commercial or Residential with angled parking)
- **B-3S [C]** – Minor Commercial or Industrial
- **B-3S [D]** – Commercial or Industrial Collector
- **B-8S** – Alleys (One-way and two-way)

Each road type is designed to accommodate traffic volumes while complementing the land uses served by those roads. For example, parking requirements (parallel, angled, no parking) and pedestrian facilities (sidewalks, street trees, etc.) vary for each road classification because different road types are used in commercial, industrial, and residential areas. The type and amount of parking that is needed, as well as the amount of space needed for pedestrian walkways or amenities, is different for roads used in residential, commercial and industrial areas.

Historically, alleys in Saticoy were privately owned roads that allowed public access. These alleys were part of the 1906 Tract Maps for Saticoy, and they remain in Old Town Saticoy within the Town Center (TC) and Residential (RES) zones. A new classification for those alleys is provided by the Saticoy Area Plan, as public use of alleys provides vehicular ingress and egress within the Town Center (TC) zone, and alleys will provide access to service vehicles and parking lots located behind commercial buildings.

Bicycle facilities are not included in [Table 5-1](#), but the Mobility Element does identify Class II bicycle lanes on some roadways within the Saticoy Area Plan boundary. [Figure 5-6](#) shows how Class II bicycle lanes should be integrated into a roadway. **Unless otherwise specified, all road classifications shall accommodate Class III bicycle facilities.**

In two cases, interim conditions or customized road standards were developed to address existing physical conditions within Saticoy, namely limited public rights-of-way (for the Nardo Street west of SR 118, and Campanula Avenue). For example, a custom standard was developed for Campanula Avenue because the available public right-of-way between Nardo Street and Rosal Lane is only 30 feet while the roadway classification normally requires 60 feet. The existing roadway cannot be widened without displacing existing development or relocating the Franklin Barranca, and such actions are considered infeasible.

Detailed standards for each Road Classification developed for the Saticoy Area Plan are provided on the following pages.

TABLE 5-1. SATICOY ROAD CLASSIFICATIONS

CLASSIFICATION		MAX. CAPACITY (ADT)	DESIGN SPEED	TRAVEL LANES	MINIMUM R.O.W.	MINIMUM PAVEMENT WIDTH	MINIMUM PARKWAY WIDTH (each side)	MINIMUM SIDEWALK WIDTH (each side)	TYPE OF PARKING
1. County Maintained Public Roads									
B-5S	Minor Urban Residential with Parkways	See Note #1 below	25 mph	2 lanes, 10' each	56 feet	36 feet	10 feet	8 feet (both sides)	Parallel (8' wide)
B-3S[A]	Minor Commercial/ Residential	8,000	30 mph	2 lanes, 12' each	64 feet	40 feet	12 feet	12 feet	Parallel (8' wide)
B-3S[B]	Minor Commercial or Residential with angled parking	See Note #1 below			80 feet (71 feet for mixed)	58 feet (49 feet for (mixed))	11 feet	11 feet	Angled (9' wide x 17' deep) or Mixed
B-3S[C]	Minor Commercial/ Industrial	8,000	30 mph	2 lanes, 12' each	60 feet	40 feet	10 feet	6 feet	Parallel (8' wide)
B-3S[D]	Commercial/ Industrial (Collector)	16,000	40 mph	3 lanes, 12' each	68 feet	52 feet	8 feet	6 feet	Parallel (8' wide)
2. Private Roads with Public Access									
B-8S[A]	One-way Alley	N/A	10 mph	1 lane, 12' each	20 feet	12 feet	4 feet	None	None
B-8S[B]	Two-way Alley			2 lanes, 10' each		20 feet	0 feet		

Notes:

- Average Daily Trips (ADT) for B-5S and B-3S[B] Classifications:** Existing County road standards specify that ADT for this type of roadway is dependent upon several factors (lots served, lot sizes, parking turnover, driveway spacing, etc) and therefore cannot be determined for all locations.
- Locations:** See [Figure 4-5](#) and [Table 4-4](#) for locations of roadway classifications within the Saticoy Area Plan.
- Bicycle Facilities:** See [Figure 4-4](#) for information on Class II bicycle lanes. Unless specified, all road classifications shall accommodate Class III bicycle routes.
- Parking and Parkways / Walkways:** Located on both sides of road unless specified.
- Interim Conditions / Custom Standards:** Many existing facilities in Saticoy do not meet the standards identified in this table. In addition, customized specifications are provided below for two roadways with limited ROW - Nardo Street (west of SR 118) and Campanula Avenue.
 - Nardo Street (west of SR 118):** Classified as a Minor Commercial/Industrial Road, Nardo Street west of SR 118 includes a possible Class II bicycle lane, which is not included within the minimum ROW requirements shown above. Class II Bicycle lanes are 5 feet wide and an additional 3 feet of a buffer lane may be provided. Nardo Street (west of SR 118) may require a Class II bicycle lane, but adequate ROW is not available for the bicycle lane as well as parallel parking. Nardo Street therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate a Class II bicycle lane. However, the bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required. For further details on incorporating bicycle lanes, see [Figure 5-6](#).
 - Campanula Avenue:** Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Avenue as follows: (i) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Plate B-3S[C]); and (ii) parkway and sidewalk may be reduced in width or eliminated (for Plate B-3S[A]).

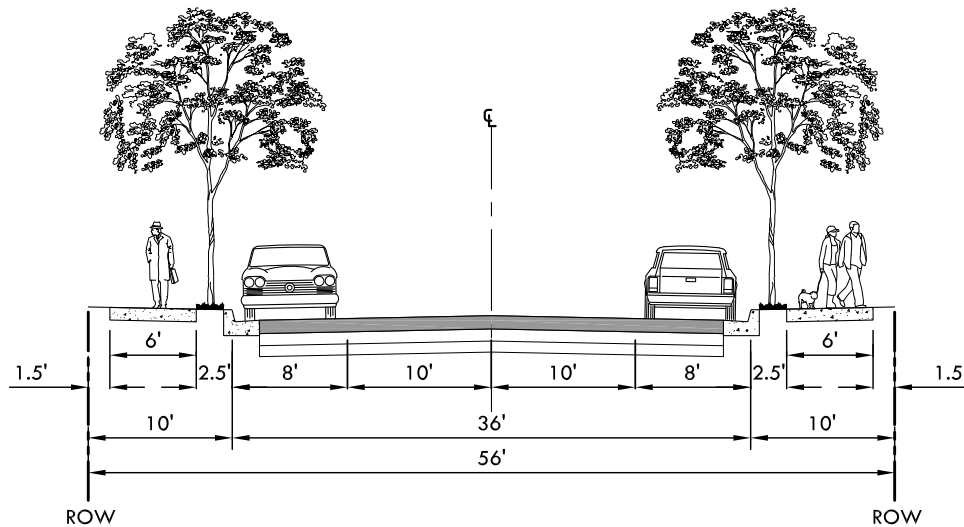
5. ROAD CLASSIFICATIONS

1. County Maintained Public Roads:

Plate B-5S – Minor Urban Residential with Parkways

This road classification is a modified version of the County's Minor Residential road standard (Plate B-5 [B]), and it is used in the residential neighborhood, where through-traffic and traffic volumes are limited. This two-way street has two travel lanes, 10 feet each in width, and two, 8-foot wide paved shoulders on either side of the travel lanes that provide on-street, parallel parking areas. This standard includes additional parkway width, set at 10 feet to accommodate sidewalks and pedestrian amenities. When all components are combined, the minimum right-of-way requirement is 56 feet.

FIGURE 5-1. PLATE B-5S (MINOR URBAN RESIDENTIAL WITH PARKWAYS)



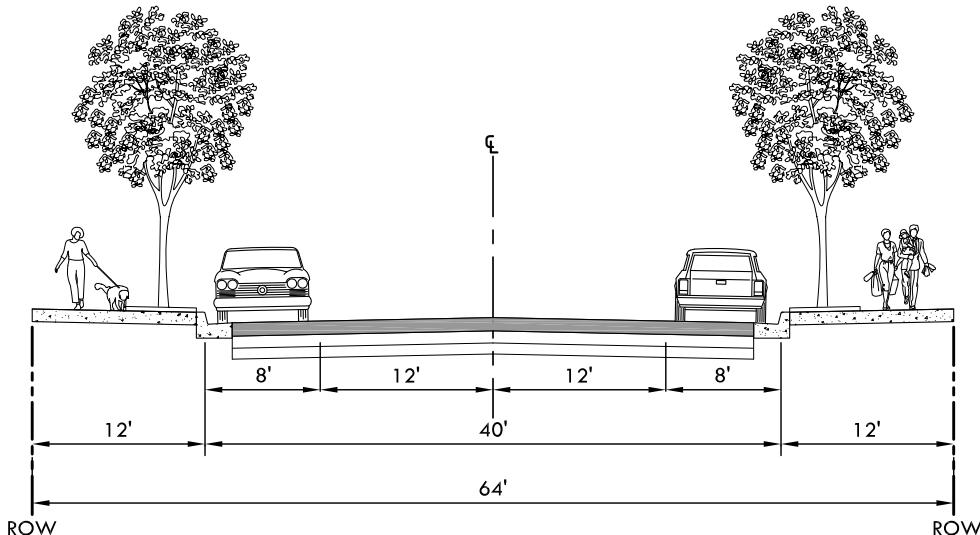
COMPONENT	REQUIREMENT
Right-of-way	56 feet
Travel lanes	2 travel lanes, 10' wide, one in each direction
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	36 feet
Parkway	10 feet wide, each side
Sidewalk	6 feet wide, each side
Planter/Planting Strip	1'-6" continuous planting strip between sidewalk and property line; 2'-6" continuous planting strip between sidewalk and curb; Trees planted at 30' spacing, aligned along curb
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Roads with B-5S Classification	See Table 4-4 and Figure 4-5

Plate B-3S [A] – Minor Commercial or Residential

This 2-lane road classification is a modified version of the County's Minor Commercial/Industrial road standard (Plate B-3 [D]), and it is used primarily in Saticoy's commercial district and in its mixed-use district, which allows high-density residential use. This is a two-way road with 12-foot wide travel lanes and parallel, on-street parking located within the shoulder. This road classification accommodates a relatively high-volume of traffic (8,000 ADT) generated by the commercial or residential uses, and the 12-foot travel lanes are sufficiently wide for delivery vehicles. A wide, 12-foot parkway accommodates extra-wide walkways and pedestrian amenities appropriate for the commercial district. Along L.A. Avenue, crosswalks and curb extensions are used at intersections to shorten pedestrian crossing distance.

A customized version of this road classification is defined for Campanula Avenue (the road segment from the northern boundary of Saticoy to Azahar St), where the parkway and sidewalk may be reduced in width or eliminated on the eastern side of the road (adjacent to the Franklin Barranca) due to limited right-of-way.

FIGURE 5-2. PLATE B-3S (MINOR COMMERCIAL OR RESIDENTIAL)



COMPONENT	REQUIREMENT	
	PLATE B-3S [A]	PLATE B-3S [B]
Right-of-way	64 feet	71 to 80 feet, with angled parking on one or both sides
Travel lanes	2 travel lanes, 12' wide, one in each direction	
Parking	Parallel both sides, located in 8' wide shoulders	Mixed with angled parking on one or both sides (For locations of angled parking, see Figure 4-5)
Pavement Width	40 feet	49 to 58 feet, with angled parking on one or both sides
Parkway	12 feet wide, each side	11 feet wide, each side
Sidewalk	12 feet, each side, aligned with curb, with special paving *	11 feet wide, each side, aligned with curb, with special paving *
Planter/Planting Strip	5' x 5' tree wells at 30' spacing, aligned with curb	
Lighting	Street lighting required	
Crosswalks	Add crosswalks at all intersections	
Roads with B-3S [A] & [B] Classification	See Table 4-4 and Figure 4-5	

* See [Chapter 6. Section D. Road Design Guidelines](#) in the Area Plan for recommendations for special paved surfaces.

5. ROAD CLASSIFICATIONS

Plate B-3S[B]– Minor Commercial or Residential with Angled Parking:

This sub-classification takes advantage of a wide public right-of-way on Azahar and Violeta Streets, which are located within or adjacent to Saticoy's commercial Town Center. It accommodates much-needed, on-street parking capacity for commercial businesses by providing angled parking on one or both sides of the road. For locations of angled parking, see [Figure 4-5](#) and [Table 4-4](#).

FIGURE 5.2A: PLATE B-3SB (MINOR COMMERCIAL OR RESIDENTIAL WITH ANGLED PARKING)

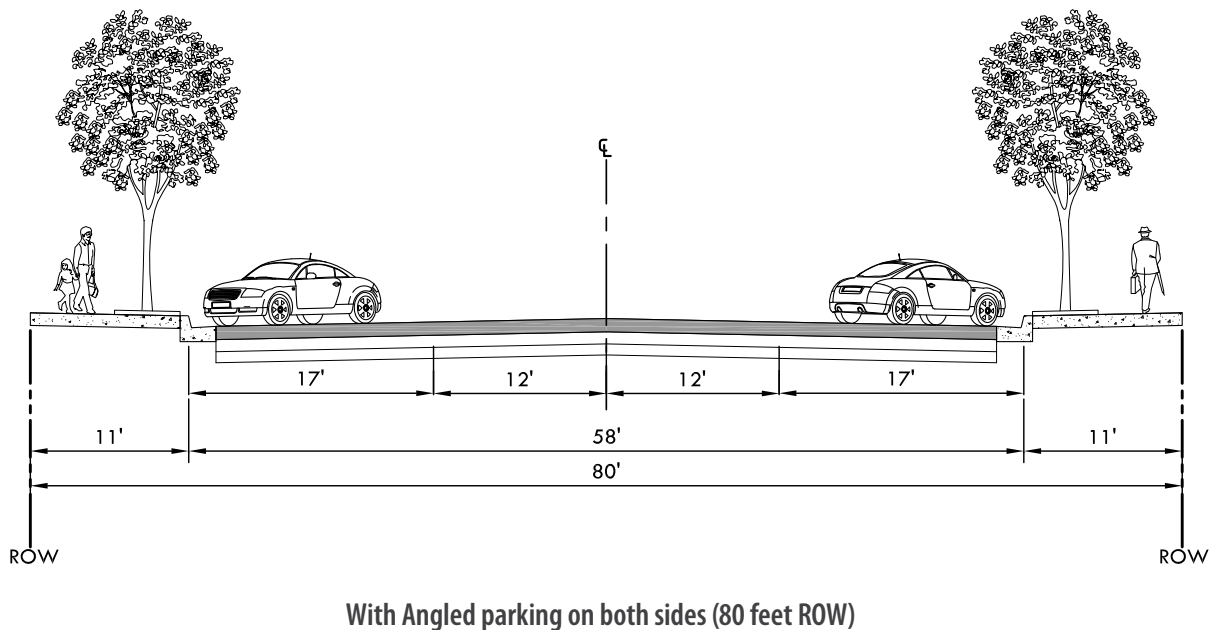
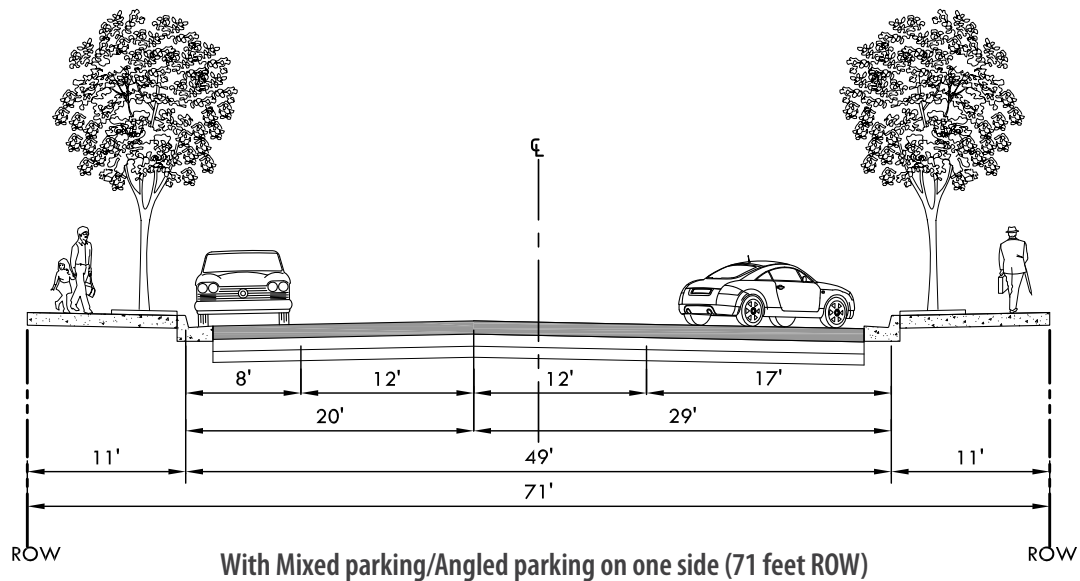


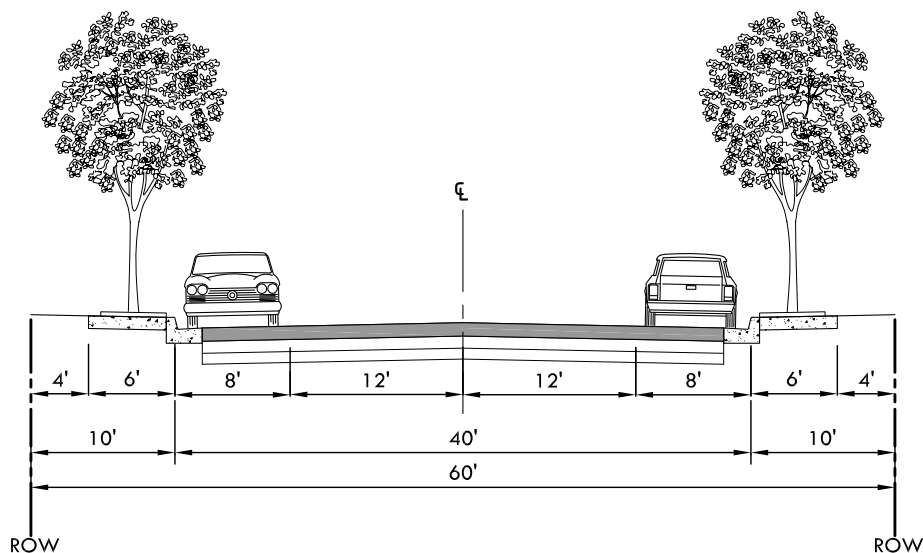
Plate B-3S [C] – Minor Commercial or Industrial

This 2-lane road classification is the same as the County's Minor Commercial/Industrial road standard (Plate B-3[D]), and it is used in the South Industrial and West Industrial areas of Saticoy, where traffic volumes are moderate but travel lanes must be wide enough to accommodate large vehicles. This is a two-way road with 12-foot wide travel lanes and parallel, on-street parking located within the shoulder. The parkway width is 10 feet, which accommodates sidewalks and landscaping. All road components combined result in a minimum right-of-way requirement of 60 feet.

A customized version is defined for Campanula Avenue (from Nardo Steet to Rosal Lane), where a parking restriction is permitted, and the paved shoulder may be reduced from 8 feet to 3 feet due to limited right-of-way.

Additionally, an interim condition is identified for Nardo Street (west of SR 118 only), where a limited right-of-way does not provide adequate space for both on-street parking and a Class II bicycle lane. A parking restriction is permitted on one or both sides of Nardo Street if needed to accommodate bicycle lanes. Bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension. Until that occurs, parallel parking is required.

FIGURE 5-3: PLATE B-3S [C] – MINOR COMMERCIAL OR INDUSTRIAL



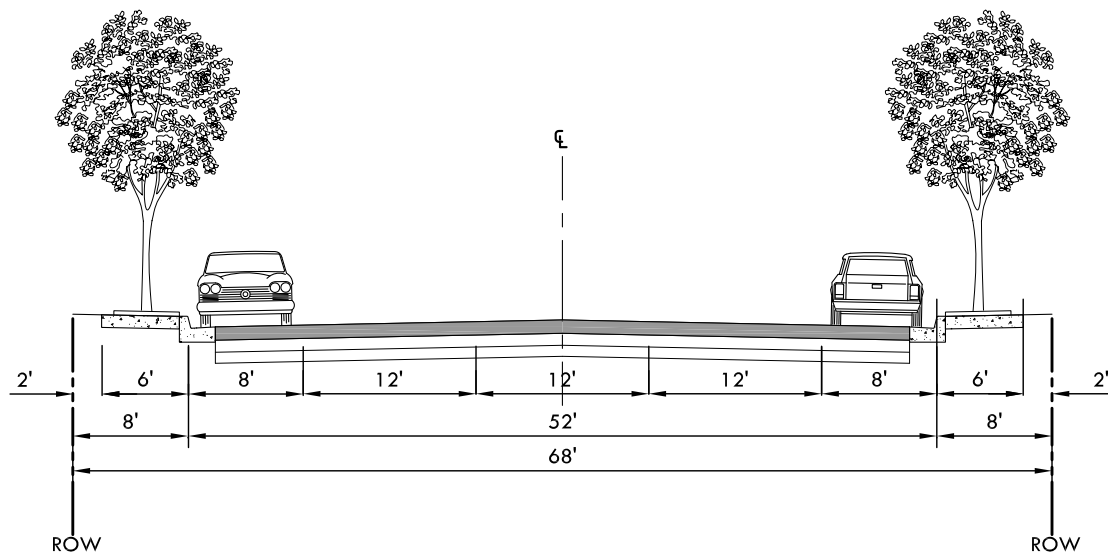
COMPONENT	REQUIREMENT
Right-of-way	60 feet
Travel lanes	2 travel lanes, 12' wide, one in each direction
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	40 feet
Parkway	10 feet wide, each side
Sidewalk	6-foot wide sidewalk attached to curb
Planter/Planting Strip	5' x 5' street tree wells at 40' spacing adjacent to curb, with pervious paving in between trees (30' spacing in Old Town Saticoy)
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Roads with B-3S [C] Classification	See Table 4-4 and Figure 4-5

5. ROAD CLASSIFICATIONS

Plate B-3S [D] – Commercial or Industrial Collector

This 3-lane road classification is the same as the County's Commercial/Industrial Collector road standard (see Plate B-3 [C]). It is a 2-way road with 12-foot wide travel lanes and a continuous, central turn lane. The paved, 8-foot wide shoulders are used for parallel, on-street parking. As shown in [Figure 4-5](#), this road type would only be located in a high-traffic area within Saticoy's South Industrial Section. When compared to other road types used in Saticoy, this road classification has smaller, 8-foot wide parkways with sidewalks that are attached to the curb for easier maintenance. Landscape is required within parkways, but street trees are not required.

FIGURE 5-4: PLATE B-3S [D] – COMMERCIAL OR INDUSTRIAL COLLECTOR



COMPONENT	REQUIREMENT
Right-of-way	68 feet
Travel lanes	2 travel lanes, 12' wide, one in each direction 1 continuous, central turn lane (or dedicated turn lane)
Parking	Parallel both sides, located in 8' wide shoulders
Pavement Width	52 feet
Parkway	8 feet wide, each side
Sidewalk	6-foot wide sidewalk with pervious paving, attached to curb
Planter/Planting Strip	2-foot wide planting strip aligned with property line. No street trees required.
Lighting	Street lighting required
Crosswalks	Add crosswalks at intersections
Road with B-3S [D] Classification	See Table 4-4 and Figure 4-5

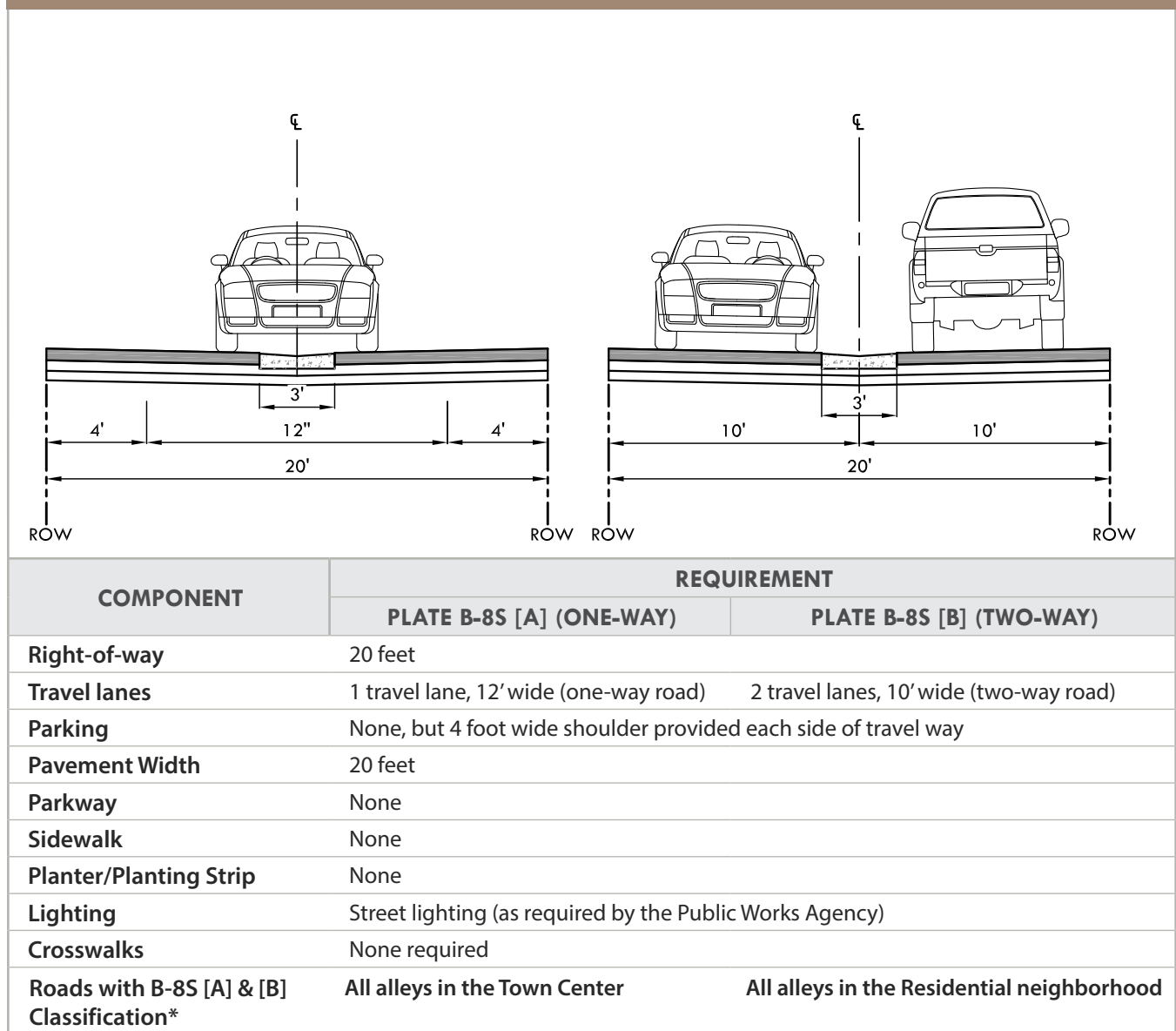
2. Private Roads with Public Access:

Plate B-8S – Alleys

Developed for the Saticoy Area Plan, the alley road classification provides standards for the existing alleys in Old Town Saticoy, which are used as a primary means of vehicular access to parking and delivery areas. On an informal basis, alleys are also used for pedestrian and bicycle circulation in residential areas. Alleys are private roads that allow public use. Within the commercial areas, alleys will be limited to one-way traffic due to the volume of traffic and size of vehicles (Plate B-8S[A]).

However, within residential areas, where traffic is very light, alleys will remain two-way roads (Plate B-8S[B]). Although the entire right-of-way for an alley can be paved, permeable pavement can be used outside the single one-way travel lane on one-way alleys.

FIGURE 5-5: PLATE B-8S – ALLEYS

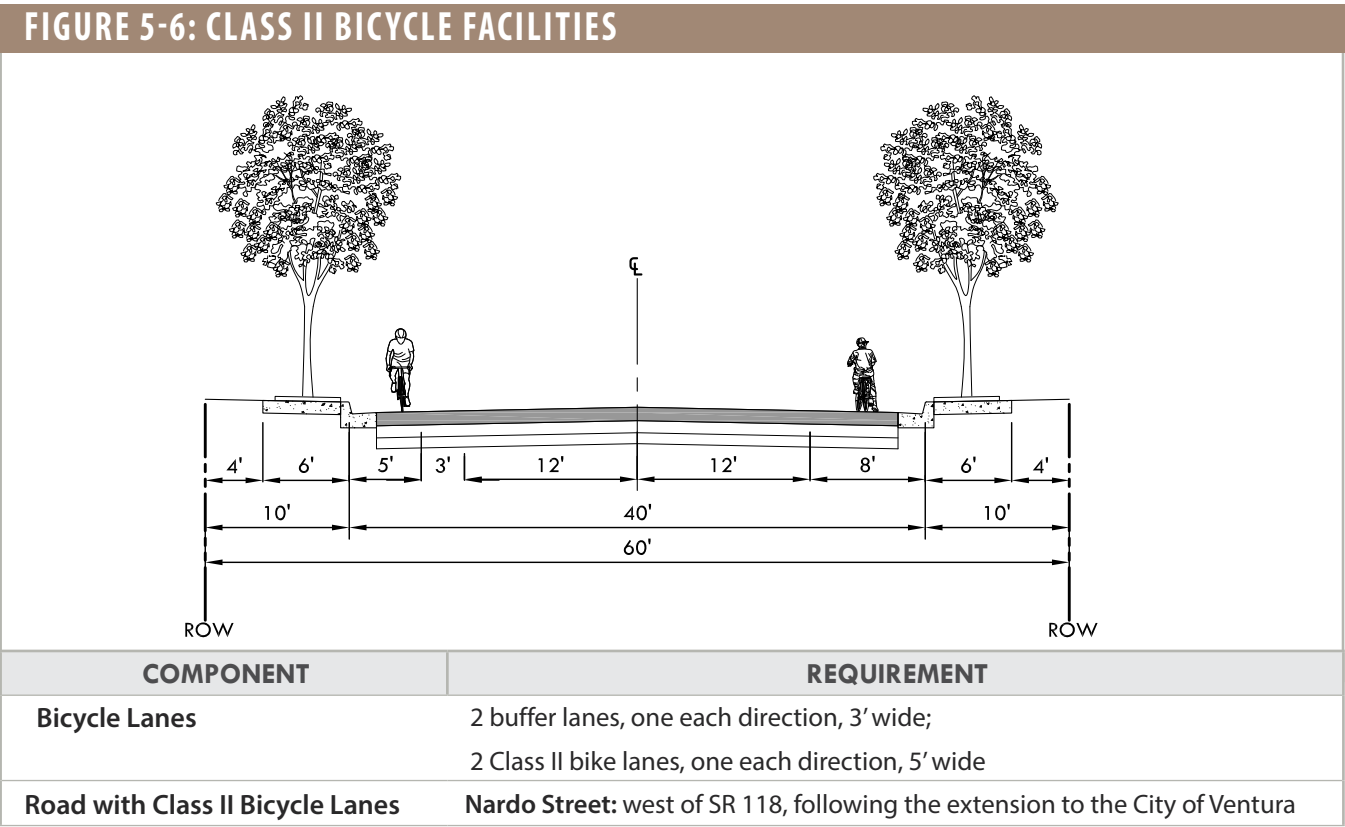


* See [Table 4-4](#) and [Figure 4-5](#)

3. Bicycle Facilities in Saticoy:

The Multimodal Mobility Map (Figure 4-4) identifies proposed locations for bicycle facilities (Class I and Class II) in Saticoy. Unless otherwise specified, all road classifications shall accommodate Class III bicycle routes. Class II Bike Lanes typically include a 5-foot striped lane within the travel way, and an additional 3 feet of a buffer lane may be provided. Figure 5-6 below shows how Class II bicycle lanes should be integrated into a roadway.

As mentioned previously for Plate B-3S [C] (Figure 5-3), an interim condition is identified for Nardo Street (west of SR 118 only), where a limited right-of-way does not provide adequate space for both on-street parking and a Class II bicycle lane. A parking restriction is permitted on one or both sides of Nardo Street if needed to accommodate bicycle lanes. Bicycle lanes are not required until Nardo Street is connected to Northbank Drive in the City of Ventura by the Nardo Street Extension.



CHAPTER 6. OLD TOWN SATICOY DESIGN GUIDELINES

A. Introduction

1. Purpose and Applicability

The purpose and applicability of the Old Town Saticoy Design Guidelines (Design Guidelines or Guidelines) is the preservation and enhancement of Saticoy's development history as a regional railroad hub, which is still evident in the buildings, development patterns and community character that exist today. In particular, Old Town Saticoy is a unique subsection of the community, as it includes several different land uses within a small and compact geographic area. Given these characteristics, even a small project can affect the character, look, and feel of the community.

The Design Guidelines apply to all discretionary development (e.g., Conditional Use Permits, Planned Development Permits) in Old Town Saticoy, which cannot be approved unless the development conforms to the Guidelines. For purposes of the Old Town Saticoy Design Guidelines, the term "**should**" denotes a mandatory requirement that may be modified or waived by the Planning Director, or when the applicant can demonstrate that existing conditions or circumstances render the requirement infeasible.

The Planning Director may waive or modify a specific guideline under the following circumstances:

- a. Application of the requirement is not feasible due to physical constraints or other mandated requirements; or
- b. The applicant demonstrates that the intent of the Design Guideline(s) can be met through a different method than the one(s) described herein; or
- c. A modification of the requirement is required to make the project financially feasible.

A written application must be submitted for a Planning Director waiver of, or modification to, the Design Guidelines with the permit application, or within 30 days of receipt of written notice by the Planning Division that a permit application does not conform to the Design Guidelines. The application must provide adequate evidence demonstrating why a waiver or modification is warranted.

2. Relationship to Development Code

The Old Town Saticoy Development Code is set forth in Sec. 8119-1 of the NCZO (See [Appendix B. Old Town Saticoy Development Code](#)). The Development Code regulates the relationship of buildings to the lot, the block and the neighborhood. These Guidelines define a range of design possibilities for the building and the site itself.

The Guidelines contain photographs that are used to communicate design concepts. Some of the photographs have a red triangle with an exclamation point inside (). This icon means that the example shown DOES NOT embody the intent of the guideline, and the design should NOT be emulated in a proposed project.

Conversely, photos without the red triangle are good examples of how the Guidelines can be implemented in project development.

The Design Guidelines apply to all zones in Old Town Saticoy, unless otherwise specified. When guidelines are appropriate only for a certain zone, the applicable zone is identified in a parenthesis after the Guideline. (e.g., TC - Town Center zone, R/MU - Residential/Mixed Use zone, RES - Residential zone, IND - Light Industrial zone.)

3. Content

The Design Guidelines are divided into three broad categories: Building Design, Site Design and Road Design.

SECTION B. BUILDING DESIGN	SECTION C. SITE DESIGN	SECTION D. ROAD DESIGN
1. Building Form and Articulation 2. Building Entries, Windows and Doors 3. Building Materials and Colors 4. Roof Forms	1. Building/Site Access and Lighting 2. Walls, Fences and Screening 3. Signs 4. Trash Enclosures 5. Outdoor Uses 6. Landscaping 7. Parks 8. Sustainable Design Opportunities	1. Street and Block Standards 2. Street Trees, Planters and Paving 3. Street Lights 4. Street Furnishings 5. Crosswalks and Curb Extensions
		

B. Building Design

1. Building Form and Articulation

- a. In order to preserve and enhance the small-town scale and character of Old Town SatICOY, development should incorporate the following characteristics:
 - i. Buildings should be designed to create variation in mass and structure. (See [Image 6.1.](#))
 - ii. Buildings that occupy more than 50 feet of frontage should utilize architectural features such as eaves, changes in wall plane, window groupings, etc. to make the building appear smaller (**TC**). (See [Image 6.2.](#))
 - iii. New and in-fill buildings in the Town Center (**TC**) zone should be organized into increments of 25 to 50 feet in width.
 - iv. Building massing should include variation in wall planes (projections and recesses) and wall height (vertical relief) as well as roof forms and heights (silhouettes) to reduce the perceived scale of the structure, and to avoid a monotonous neighborhood appearance. (**RES, R/MU**)
 - v. The scale and massing of new homes and additions should be compatible with the general scale and shapes of neighboring homes. (**RES**)

Also refer to [Section B.2. Building Entries, Windows and Doors](#), and [B.4. Roof Forms](#) in this chapter.



Image 6.2. Use of wall planes, eaves etc. that make a large block of buildings appear smaller.

Image 6.1. Examples showing variation in mass and structure.



A mixed-use "Main Street" commercial building showing variations in simple massing. Larger windows are used for ground-level retail, while smaller windows are used for second level offices or residences.



A commercial building with excessive roof breaks. The disorganized placement of rooflines and the multiple orientations of the windows, do NOT embody the intent of the guideline.



6. OLD TOWN SATICOY DESIGN GUIDELINES

- b. Building renovations should be consistent with the commercial, residential, or industrial character of the zone. When feasible and appropriate, building details and materials that match the original building should be used. (See [Image 6.3](#).)
- c. New commercial buildings should be designed as simply massed “Main Street” commercial buildings that face and are accessed from the street (TC). (See [Images 6.1](#) and [6.4](#).)
- d. In order to provide scale and character, use architectural elements such as recessed or projecting balconies, trellises, recessed windows, verandas, and porches. (**RES, R/MU**)
- e. Similar massing, materials, and details should be incorporated into building elevations.
- f. Column spacing and detailing for arcades should be consistent with the style of the building to which they are attached.
- g. Exterior stairways should be designed as an integral part of the overall building.
- h. New multi-family residential buildings should be designed as a group of house-form buildings that face and are accessed from the street (**R/MU, RES**). (See [Image 6.5](#).)
- i. Multi-family structures should provide clearly articulated individual units.
- j. Maximize the physical separation between incompatible uses (such as residential and industrial) by intensifying landscaping and increasing setbacks. Minimize the height of sound walls by orienting balconies away from noise sources and by using building placement to block noise from outdoor open space.



Image 6.3. Building that retains the original character of a gas station while adapted for a new commercial use.

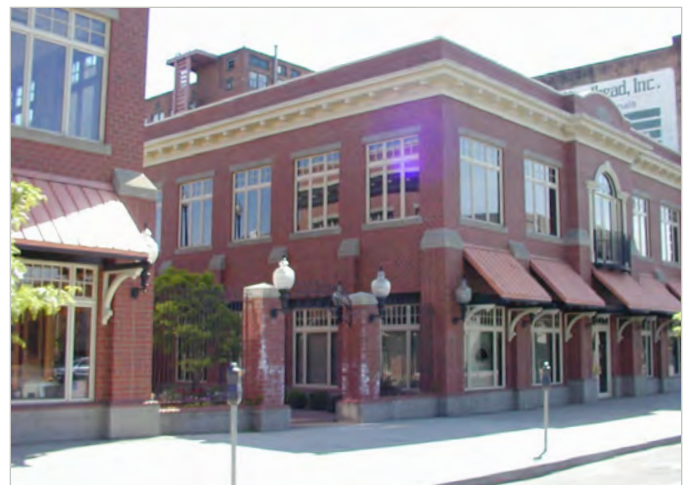


Image 6.4. A “Main Street” commercial building, with simple massing, with access from the street.



Image 6.5. Multi-family residential development designed as a group of smaller residential buildings.

2. Building Entries, Windows and Doors

- a. Entries should be oriented toward public walkways and plazas. Within the **TC and R/MU zones**, all primary building entries shall face the public street rather than parking lots located at the side/rear of the building. (See [Image 6.6.](#))
- b. Exterior front entries of residences should be clearly identifiable and articulated with projecting or recessed forms. (**RES**) (See [Image 6.7.](#))
- c. Exterior public and visitor building entrances to upper floors should be directly visible from the street. (**TC, R/MU, IND**)
- d. Porch materials and design should be compatible with the design of the rest of the building. (See [Image 6.8.](#))
- e. Where new window openings are planned, they should match the size, patterns, and color of existing window openings.
- f. Windows and doors should be made of wood, fiberglass-clad wood, aluminum-clad wood, or fiberglass. (See [Image 6.6.](#)) Aluminum or metal doors should be avoided in the Town Center zone, but may be used in the Industrial zone.
- g. Mirrored window glazing should not be used.



Image 6.6. A commercial shopfront oriented towards the public street, with a recessed entry door. Doors and windows across the primary shopfront are made of wood or similar materials.



Image 6.7. Entrances to residences are clearly identified by projecting forms such as porches.



Image 6.8. A porch addition that uses materials and design matching to the existing home.

3. Building Materials and Colors

- a. Use simple detailing and natural building materials such as stone masonry (including veneer), stucco, brick, wood and tiles. The following materials should **not** be used:

- i. Aluminum storefronts
- ii. Plywood siding that is not intended for use as a building facade.
- iii. Reflective materials (e.g., shiny metal, mirrored glass).

Metal shall not be used as a primary building cladding material in **RES, TC, and R/MU** zones. Non-reflective metal siding may be used to clad industrial buildings. (See [Image 6.9](#).)

- b. No more than two (2) types of building materials should be used for exterior walls.
- c. Heavier materials should be used lower on the structure elevation to form the base of the structure. (See [Image 6.10](#).)
- d. Contrasting, but complementary colors should be used for trim, windows, doors, and key architectural elements. However, bright colors should only be used on doors, window trim, or other building components that represent a small portion of the overall building façade. (See [Images 6.8 and 6.11](#).)
- e. Materials used for roofs of buildings should complement the material used for the building itself. For example, stucco buildings should have roofs made from clay tile or other materials that simulate clay or slate.
- f. Gutters and downspouts should be made of copper or primed and painted metal in a color that complements the building.



Image 6.9. An industrial building with non-reflective metal siding, appropriate only for the IND zone.

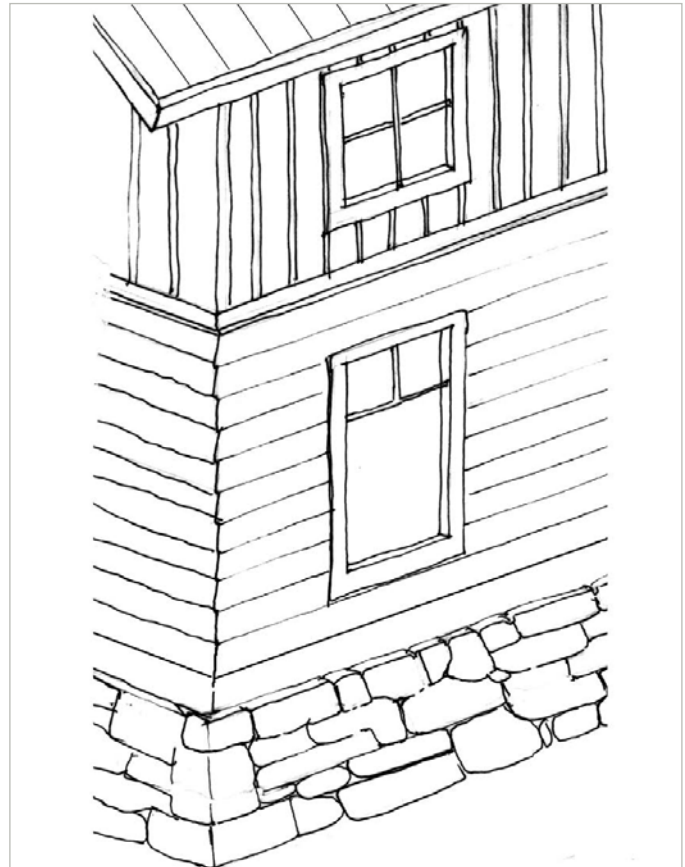


Image 6.10. Lighter weight materials are placed above more substantial materials, in this case wood above stone.



Image 6.11. (left) Black trim used for the doors and windows contrasts, yet is complementary to the white trim and red brick materials used on the rest of the structure.

4. Roof Forms

- a. Sloped or Pitched roofs are preferred in the **TC**, **RMU**, and **RES** zones and for industrial buildings in the **IND** zone when located adjacent to residential buildings.
- b. Rooflines should be broken at intervals no greater than 50 feet long by changes in height or step-backs. (See [Image 6.12.](#))
- c. Roof materials and shapes should be consistent with the character of the building. (See [Image 6.13.](#))
- d. Parapets and other structures should be used to screen roof-mounted mechanical equipment. (See [Image 6.13.](#))



Image 6.12. Step-backs and changes in rooflines help create the illusion of smaller scale buildings, appropriate for a residential neighborhood.



Image 6.13. A "Main Street" commercial building with a flat roof screened by parapet walls.

C. Site Design

1. Building/Site Access and Lighting

- a. Provide easily identifiable pedestrian connections from the street and sidewalk to key areas within the development. (See [Image 6.14.](#))
- b. Building layouts should clearly identify pedestrian entries and minimize the prominence of garages. (**RES, R/MU**)
- c. When positioning buildings on the site, maximize energy conservation by considering climatic factors (e.g., prevailing winds, shade trees, window and door orientation).
- d. Entries should reflect the overall architectural character of the development and may include features such as trees or other landscaping, decorative paving, and decorative walls. (See [Image 6.15.](#))
- e. Lighting should be compatible with the design of the development in terms of colors, finishes, sizes, and locations.
- f. Where feasible, buildings adjacent to parks (e.g. Plazas and Greens) should include porches, patios, outdoor cafes, or other active areas within frontages that face the park.



Image 6.14. Pedestrian walkways and bicycle parking allow for easy access to and within the development.



Image 6.15. Trees, landscaping, and decorative paving around building entry highlights access to the development.

2. Walls, Fences and Screening

- a. Fences and walls should be constructed of material that complements the design of the principal building. (See [Image 6.16.](#))
- b. Use drought tolerant planted/living hedges, such as toyon and manzanita, to provide screening.
- c. Minimize fence and wall heights while ensuring that fences/walls perform screening, noise attenuation, and security functions.
- d. Solid perimeter walls should be architecturally treated on sides that are visible to the public and incorporate landscaping to prevent or discourage graffiti.

Also, see [Sec. 8119-1.8.3 Fences, Walls and Hedges](#) in the Old Town Saticoy Development Code.



Image 6.16. A plastered masonry wall capped with terracotta tiles.

3. Signs

- a. Signs should be designed to complement the building in terms of color, placement and size. (See [Image 6.17.](#))
- b. Except for banners, flags, and temporary signs, signs should be constructed of permanent materials and permanently attached to a building, the ground, or other structure.
- c. Sign copy should relate only to the business or commercial center.
- d. **Architectural Compatibility:**
 - i. Signs should be located on the facade in areas designed for signage; e.g. a recessed or framed area between the first and second floor; a parapet panel between shop front and roofline.
 - ii. Supporting hardware, such as brackets, should use color and materials used elsewhere in the building to which the sign is anchored. (See [Image 6.18.](#))

Also, see [Sec. 8119-1.6 Signage Standards](#) in the Old Town Saticoy Development Code.



Image 6.17. A wall mounted sign that complements the building design and color.



Image 6.18. Projecting signs with supporting hardware that complement the sign and the building structure.

4. Trash Enclosures (R/MU, TC, IND)

- a. Trash enclosures should be located away from primary building entries. Where trash or other storage areas are located near building entries, such areas should be enclosed and screened from public view. (See [Image 6.19.](#))
- b. Enclosures should be designed with similar finishes, materials, and details as the primary structures within the project or screened with landscaping.
- c. Enclosures should be of sufficient size to accommodate containers for trash, green waste, and recyclables while maintaining safe access for users. Trash enclosures should not block access to parking areas or vehicles and should have a concrete apron for trash/recycling containers to be rolled onto for collection.



Image 6.19. A screened trash enclosure.

5. Outdoor Uses

- a. Outdoor storage of materials, products, equipment, or vehicles should be screened from view of adjacent streets. For standards related to open storage in the **IND** zone, refer to [Sec. 8119-1.8.7](#) in the Old Town Saticoy Development Code.
- b. All property should be maintained in a safe, sanitary and attractive condition, including but not limited to structures, landscaping, parking areas, walkways, and trash enclosures. (See [Image 6.20](#).)
- c. [Images 6.21 and 6.22](#) provide examples of how outdoor business activities (such as flower stands, outdoor restaurant dining, etc.) may be located within the property line in the **TC and R/MU** zones.

Also see [Section D.5. Street Furnishings](#) in this Chapter for permitted furnishings along the public right-of-way.



Image 6.20. Well designed and maintained public trash can.



Image 6.21. An outdoor flower stand within the property line.



Image 6.22. Outdoor restaurant dining accommodated within property line in two ways: (left) Completely sheltered under an arched entrance; and (right) Under a canopy with a low fence.

6. Landscaping

- a. Landscaping should be used to help define areas within large developments, provide visual screening and buffers between neighboring uses or incompatible adjacent uses (such as residential and industrial), provide shade and cooling, and enhance streetscapes and pedestrian-oriented spaces.
- b. Landscapes should incorporate a combination of trees, shrubs, planters and ground covers. (See [Image 6.23.](#))
- c. Landscapes should not interfere with site lighting or other necessary site features or public utilities (e.g., fire hydrants, alarm boxes, etc.).
- d. Landscape designs should be coordinated with adjacent property owners, whenever feasible.
- e. Paving materials can include natural stone pavers, unit concrete pavers, bricks, wood, textured, scored and colored concrete, stamped asphalt, and concrete with exposed or special aggregate or other finish treatments, or similar materials.

Also see [Section C.8. Sustainable Landscaping Opportunities](#) in this Chapter.

7. Parks

[Sec. 8119-1.7 Park Standards](#) in the the Old Town Saticoy Development Code includes standards for all park types. The following guidelines apply to **all** Plazas, Greens, and Pocket Parks:

- a. **Access from Public Streets:** If a pedestrian street crossing is located adjacent to the park, an access point to the park should be provided that is easily accessible from the pedestrian crossing.
- b. **Lighting:** Provide pedestrian-scaled light fixtures along public paths.
- c. **Landscape:**
 - i. Plazas
 - (1) Trees should be formally arranged, and the size of trees at maturity should be appropriate for the size of the plaza.
 - (2) Use trees or other shade structures, such as a trellis or umbrella, to provide shade in areas with street furniture or outdoor tables. (See [Image 6.24.](#))



Image 6.23. Landscaping incorporating a combination of trees, shrubs, paving and ground covers.



Image 6.24. A plaza with trees, paving, and benches.

6. OLD TOWN SATICOY DESIGN GUIDELINES

ii. Pocket Parks (See [Image 6.25.](#))

- (1) Mature trees may be arranged informally or formally and should be proportional to the size of the pocket park.
- (2) Landscape material may include drought tolerant trees, shrubs, or ground cover; limited turf; planting beds; and hardscape.

iii. Greens

- (1) Trees should be arranged in an informal or natural pattern and should provide shade.
- (2) Landscape consists generally of low water consuming turfs, planting beds, or areas with drought tolerant landscape materials.

d. Hardscape

- i. Brick, stone, scored concrete, and other permanent paving materials should be used and applied in a formal design pattern. Asphalt should not be used.
- ii. Avoid highly complex and visually confusing paving patterns. (See [Image 6.26.](#))
- iii. When permanent, low walls are used along a Plaza boundary or within its interior, the wall should either include an attached bench or its height and design should allow a wall to be used as an informal seating area.
- iv. In Greens, minimize the amount of hardscape and limit paved areas to walkways or bike paths.

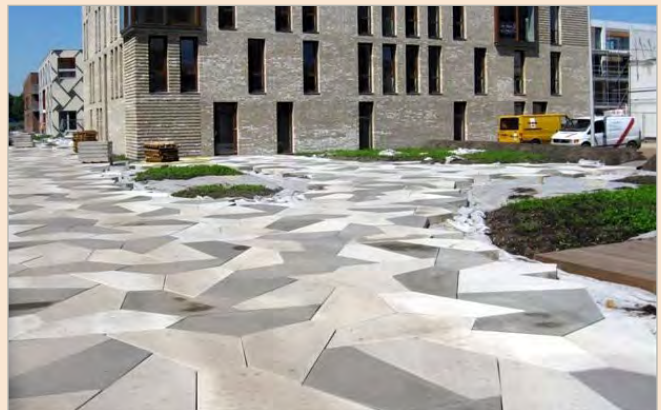


Image 6.25. A Pocket Park with some turf, planting beds, paving and trees that are appropriate for the purpose and the size of the park.

Image 6.26. Comparative paving patterns:



A simple, formal paving pattern made by using different paving materials. This example embodies the intent of the guideline.



Highly complex and visually confusing paving patterns do NOT embody the intent of the guideline, especially for a small community like Saticoy.



e. Frontage

i. Plazas

- (1) At least one boundary of a Plaza should be formed by a public street.
- (2) Visibility from one side of the Plaza to the other is required (hedges and walls should not exceed 36" in height).
- (3) Adjacent buildings facing a Plaza should provide an entry from the Plaza. Also see building frontage standards for uses facing the Plaza in [Sec. 8119-1.4.2\(b\)\(2\) - Frontage Standards for uses facing a Park](#) in the Old Town Saticoy Development Code.

ii. Pocket Parks

- (1) Pocket Parks should front at least one street.
- (2) Visibility from one side of the Pocket Park to the other is required (hedges and walls should not exceed 36" in height).

iii. Greens

- (1) The boundary of a Green should be formed by two or more public streets.
- (2) Visibility from one side of the Green to the other is required (hedges and walls should not exceed 36" in height).
- (3) Buildings that adjoin a Green should provide an entry from it. Also see building frontage standards for uses facing the Green in [Sec. 8119-1.4.2\(b\)\(2\) - Frontage Standards for uses facing a Park](#) in the Old Town Saticoy Development Code.



Image 6.27. Illustrative Photo of a Plaza with simple paving patterns, trees, and benches.

f. Buildings and Miscellaneous Improvements:

i. Plazas

- (1) Structures: A Plaza should provide a focal point. Examples include public art, water features, kiosks, bandstand, informal stage, formal flower displays, or outdoor eating area.
- (2) Improvements: Pedestrian and bicycle amenities such as benches, tables, bicycle racks, and garbage cans should be included in a Plaza. (See [Image 6.27.](#))

ii. Pocket Parks

- (1) Structures that may be provided in Pocket Parks include pergolas.
- (2) Improvements: Pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment, informal athletic courts, landscape features that provide a focus to the Pocket Park.

iii. Greens

- (1) Structures that may be provided in Greens include pergolas, picnic shelters, small public restrooms.
- (2) Improvements: Pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks, playground equipment, and athletic courts. (See [Image 6.28.](#))



Image 6.28. Illustrative Photo of a Green with paving and benches.

8. Sustainable Design Opportunities

a. Drought Tolerant Landscaping and Irrigation

i. Drought Tolerant Landscaping: The following measures should be used to conserve water used for landscaping:

- (1) Plants adapted to the local climate, soil, and hydrology should be used to reduce the need for irrigation. (See [Image 6.29.](#))
- (2) Irrigated turf should be limited to Private or Common Open Space. Within Primary and Side Street setback areas, areas with irrigated turf should be limited to a maximum of 30 percent.

ii. Stormwater Management: Groundwater recharging and stormwater runoff prevention should be incorporated into the design of new building sites. Recommended strategies include:

- (1) Rain gardens and vegetated swales used to control, convey and filter rainwater runoff. (See [Image 6.30.](#))
- (2) Permeable pavements that allow stormwater to infiltrate directly into the ground below. Acceptable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

iii. Irrigation

- (1) Automatic irrigation systems should be provided for landscaped areas within commercial, industrial, mixed-use and multi-family residential developments.
- (2) To minimize water used for irrigation, incorporate the following measures into irrigation systems:
 - Drip irrigation; and
 - Automatically controlled irrigation systems regulated to the actual evapotranspiration rate.

iv. Recycled or non-potable water: Development should incorporate one or more of the following water conservation and recycling techniques:

- (1) Buildings with pipe systems that allow for use of “gray water”, or recycled water, for landscaping and other non-potable uses;
- (2) Rainwater collection systems used for landscape irrigation and other non-potable uses.

v. Water Quality: Water conditioners that use or discharge salt or phosphates should not be used.



Image 6.29. Drought tolerant landscaping.



Image 6.30. A curbside rain garden collects and filters stormwater.

b. Solar Design

- i. Passive solar design: The following measures should be used to minimize solar heat gain during the summer and maximize heat gain during the winter:

- (1) Utilize overhangs, shutters, louvers, and canopies to minimize solar gain on south-facing facades.
- (2) To foster the circulation of cooling breezes, design buildings with window or other openings that face the direction of summer ocean breezes.
- (3) Use roof and building materials or systems with high R-ratings and use double-glazed windows on south and west-facing windows.

- ii. Landscaping: The following measures should be used to minimize solar heat gain during the summer and maximize heat gain during the winter:

- (1) Locate shade trees along south-facing building elevations, and use shrubs or hedges to minimize solar heat gain/loss at west-facing windows;
- (2) Select and locate deciduous trees along south-facing elevations.

- c. **Lighting**: The following strategies should be used to reduce energy use for lighting in public or private areas:

- i. Use high-efficiency LED street lighting;
- ii. Use high-efficiency lighting in parking lots;
- iii. Install parking lot lighting systems with motion sensors or with timed systems that reduce or eliminate lighting during non-operational hours;
- iv. Install solar lighting whenever feasible.

d. Building Design Strategies

- i. Materials: Sustainable materials should be used during the development process. Examples include:

- (1) **Recycled and Reclaimed**: Recycled and reclaimed materials are partially or fully composed of previously used materials.
- (2) **Local and Regional**: Minimize energy use due to transport by using local and regional products. (Local materials are materials produced in or near the County of Ventura).

- ii. Healthy Indoor Environments: Building designs should use the following techniques or strategies:

- (1) Provide daylight to occupied areas and reduce reliance on electrical lighting.
- (2) Operable windows that allow fresh air circulation.

OTHER SUGGESTED TECHNIQUES FOR SUSTAINABLE SITES:

*Consider incorporating **solar panels** into the overall roof design of buildings. Whenever feasible, locate solar panels on the roofs of large commercial, residential, or industrial buildings.*

*Use interior materials, including flooring, paints and sealers, furniture, etc. with **low toxicity** levels.*

*Reduce energy use by using **high-efficiency appliances** (Energy Star).*

D. Road Design

The primary intent of the guidelines for Road Design is to establish a cohesive set of street design standards that are consistent with project objectives, that complement community development standards, and that are consistent with Mobility Element policies for Old Town Saticoy. These guidelines should be used in conjunction with [Chapter 5. Road Classifications](#). Although called “guidelines”, conditions of approval for projects that include public right-of-way improvements should be consistent with the guidelines below unless existing physical conditions or operational issues clearly justify public right-of-way improvements that do not comply with the guidelines.

1. Street and Block Standards

- a. If new blocks are generated by development or by road realignments, the size of the block(s) should not exceed 400 feet on any side or 1,600 feet for the block perimeter.
- b. New streets should be classified in a manner that is consistent with [Chapter 5. Road Classifications](#).
- c. A minimum of 6 feet for pedestrian access should be maintained at all times on sidewalks within the public right-of-way.
- d. The design of the parkway portion of the public right-of-way should include components such as sidewalks, crosswalks, street trees, tree wells, planters, street lights, and street furniture appropriate for that location. (See [Images 6.31. and 6.32.](#))



Image 6.31. A residential street lined by rows of street trees in continuous parkway strips.

2. Street Trees, Planters and Paving

- a. Trees with arching tree canopies should be planted as rows in continuous parkway strips or within individual tree wells parallel to the adjacent curb on both sides of the street. Tree planters may be landscaped or covered with metal tree grates.
- b. Street tree spacing shall be measured from center of tree, as specified in [Chapter 5. Road Classifications](#). Consistency in tree spacing and species should be used to create a consistent visual character for streets. (See [Image 6.33.](#)) Street trees shall be located at least 24 inches away from the adjacent curb face.



Image 6.32. A commercial street lined by tree wells planted between the parking spaces and pedestrian-scaled street lights.

- c. Tree selection should be made in accordance with the County's Landscape Design Guidelines (as amended). Input on tree selection may be provided by the Ventura County Parks Department or the City of Ventura Parks Department (for roadways such as L.A. Avenue that will connect directly to City streets).
- d. Runoff from sidewalks should be conveyed to planted parkways. To the extent possible, overflow from parkways and runoff from the road should be directed into pervious paving in parallel parking areas in order to minimize stormwater runoff and promote infiltration into the ground.
- e. The following types of paving materials may be used in the parkways:
 - i. Traditional paving materials such as concrete or asphalt; or
 - ii. Non-traditional or special paving materials such as natural stone pavers, unit concrete pavers, bricks, wood, textured, scored and colored concrete, stamped asphalt, and concrete with exposed or special aggregate or similar materials.
- f. Paving materials that would add visual variety to the streetscapes should be utilized in areas where pedestrian circulation is encouraged (**TC, R/MU, RES**), and as accents or in key locations.
- g. When appropriate, permeable paving that allows stormwater infiltration is encouraged.

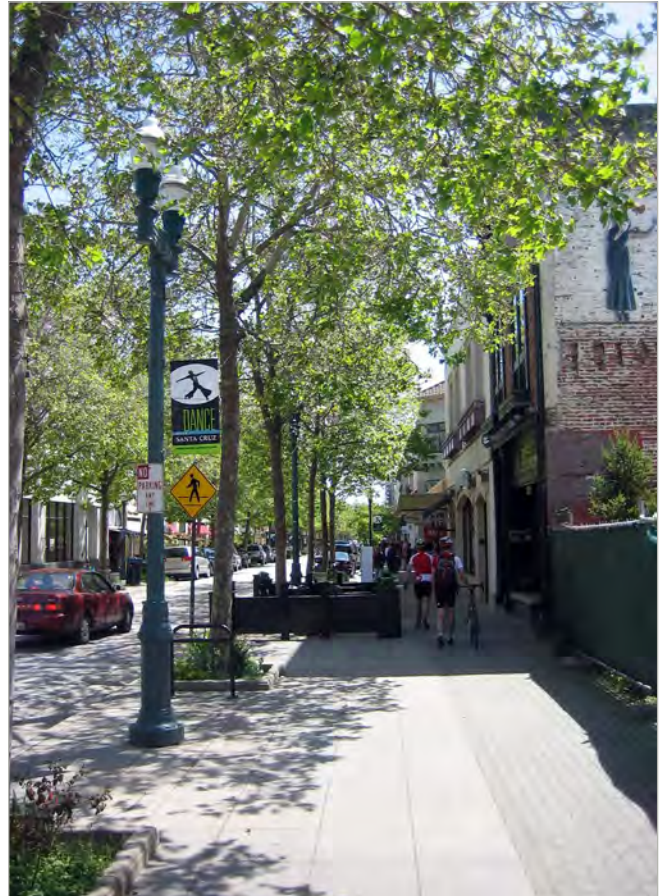


Image 6.33. Street trees planted in tree wells and double-head streetlight with banner mount.

3. Street Lights

Street lighting should be provided along public sidewalks and linear park pathways as follows. Refer to [Chapter 5. Road Classifications](#) for Road Types noted below.

- a. **B-3S[A] and B-3S[B] Road Classifications (TC, R/MU Zones).** Single- or double-head luminaires on 16-foot to 20-foot tall poles spaced 50 to 60 feet apart. Light poles should be aligned on both sides of the street/pathway. Light poles should also be located at least 18 inches away from the adjacent curb face. Banner mounts are optional. Lighting levels in the Town Center should be no brighter than 10 foot candles.
- b. **B-5S, B-3S[C] and B-3S[D] Road Classifications (RES, IND Zones).** Single-head luminaires on 12-foot to 14-foot poles spaced 50 to 60 feet apart on alternating sides of the road. Light poles shall be located at least 18 inches away from the adjacent curb face. Lighting levels should be no brighter than 5 foot candles.

4. Street Furnishings

- a. The following street furnishings should be provided within “parkway” areas in the **R/MU and TC zones**: Benches, waste receptacles and bicycle racks. Additional amenities may include: tables, chairs, umbrellas, kiosks and planters. (See [Image 6.34.](#))
- b. The following street furnishings are not permitted: Vending machines, photo booths, automated machines, inanimate figures.
- c. The following materials should be used for street furnishings:
 - i. Benches, planters, and pots made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite materials that resemble wood; and
 - ii. Trash cans and bike racks made of metal.
- d. Street furnishings such as tables and chairs should not be stored in a location that is visible from the street.
- e. Advertising on street furnishings is not allowed.

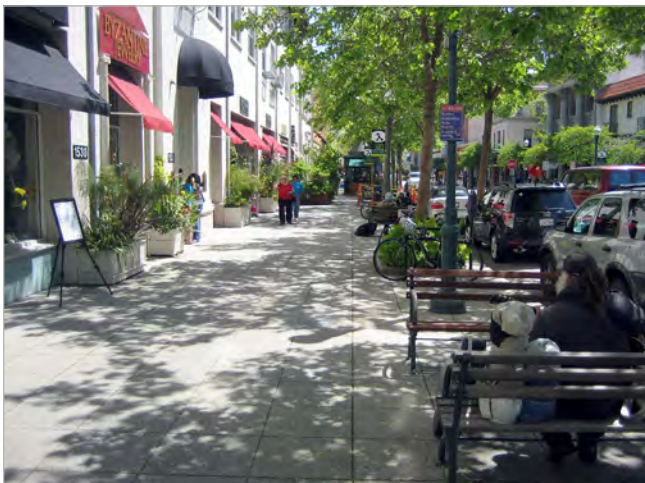


Image 6.34. Benches, placed perpendicular to the curb.

5. Crosswalks and Curb Extensions

- a. Crosswalks within the commercial area should be clearly marked with high contrast “zebra” striping or with materials that have contrasting colors and textures such as unit pavers and colored concrete. (See [Image 6.35.](#))
- b. Curb extensions should be provided along L.A. Avenue to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety. (See [Image 6.36.](#))
- c. At intersections in commercial and mixed-use areas, the pedestrian signal should default to “green” without requiring the pedestrian to press a switch.



Image 6.35. A crosswalk finished with pavers and cast concrete borders.



Image 6.36. A curb extension at the intersection of two neighborhood streets.

CHAPTER 7. DEFINITIONS

This Chapter provides definitions of terms used in the Saticoy Area Plan, Old Town Saticoy Development Code, and Old Town Saticoy Design Guidelines that are technical or specialized or may not reflect common usage.

Several terms in the list below are defined by the Non-Coastal Zoning Ordinance. In those cases, a reference to the appropriate NCZO section is provided. For terms that are not defined in this Chapter, but are defined by the Ventura County General Plan or the NCZO, then the definition provided by those documents shall apply. Finally, if a term is not defined by the Saticoy Area Plan, the General Plan, or the Non-Coastal Zoning Ordinance, and a question arises as to its meaning and applicability, the Planning Director shall determine the applicable definition in accordance with the provisions of NCZO Sec. 8101-4.10 (Interpretation).

Abut:	See the definition for <i>Abut</i> in Section 8102-1 of the NCZO. (Terms such as “adjacent” or “nearby” do not mean <i>abut</i> or <i>adjoin</i> .)
Access, Secondary:	An additional means of ingress/egress to a property, structure or development, in addition to the primary access, for the purposes of fire-fighting. Secondary access is required when access roads exceed 800 feet from a location that provides two separate ways out of a development or subdivision. (See Ventura County Fire District Access Standards VCFC Appendix O.)
Adjacent:	Nearby; in proximity to; does not mean touching or abutting.
Adaptive reuse:	The process of adapting historic structures for a purpose other than that initially intended. This preservation technique allows for new or contemporary uses in a historic structure while preserving the characteristics of the structure that make it historic.
Alley:	See the definition for <i>Alley</i> in Section 8102-1 of the NCZO.
Ambulance Services:	Location where ambulances are parked until they are dispatched when needed.
Arcade (frontage):	A covered passageway with a <i>colonnade</i> at the ground floor that supports the upper stories of the building or the roof (for one-story buildings).
Arcade (use):	Refer to definition for <i>Arcade</i> in Section 8102-1 of the NCZO.
Automobile Repair:	Repair of automobiles and the sale, installation, and servicing of automobile equipment and parts. Typical uses include muffler shops, tire shops, automotive detailing, tune-up shops, automobile repair garages, vehicle stereo installation and automobile glass shops. Use does not include automobile sales or rentals.
Bicycle/Bike Path (Class I):	A Class I bike path provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
Bicycle/Bike Lane (Class II):	A Class II bike lane provides a striped lane for one-way bike travel on a street or highway, and is typically designated by bike lane signs and markings.
Bicycle/Bike Route (Class III):	A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic, and is typically designated with a bike route sign.

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Building, Block-form:	A building that is built close to or along the <i>primary street</i> property line and side setback lines, <i>abutting</i> neighboring buildings. One-story Block-Form buildings are typically used in commercial areas to accommodate retail and other commercial uses, while multi-story Block Form Buildings typically have retail or commercial ground floor uses with office, residential, or even retail uses on upper floors.
Building, House-form:	A building that is massed, scaled, and organized to be physically similar to a single-family house, and is surrounded on all sides by yards. House-Form buildings typically accommodate single-family and multi-family residential uses, but can also accommodate retail or office uses.
Building, Primary:	A building in which the <i>Principal Use</i> of the parcel on which it is located is conducted.
Bulkhead:	The part of a storefront that forms a base for one or more display windows.
Clerestory:	A high wall with a band of windows along the very top that allows light into the center of a room.
Colonnade:	A series of columns set at regular intervals that supports the base of a roof structure.
Community Facilities:	Multi-purpose meeting and recreational facilities typically consisting of one or more meeting or multipurpose rooms. Facilities may include kitchen and outdoor areas that are available for use by various groups.
Community Garden Plot:	Gardens established and maintained collectively by an organized group of individuals for the purpose of growing plants, vegetables, and fruits for personal consumption or use, not for sale.
Custom/Artisan Goods:	Small-scale manufacturing activities including production of artisan and custom products with or without a retail sales component. This activity typically includes making products by hand, with hand tools, or with small-scale equipment within enclosed buildings. Examples of artisan products include, but are not limited to: custom furniture, candles, jewelry, soaps, glass, pottery, custom metal work, musical instruments, toys, hand-made clothing, leather goods, and small batch specialty foods.
Discretionary Development:	Refer to definition for <i>Decision, Discretionary</i> in Section 8102-1 of the NCZO.
Durable Goods:	A manufactured product that is designed to last over time rather than be completely consumed in one use. Building materials and appliances are examples of durable goods.
Electric Vehicle Charging Stations	Infrastructure that supplies electric energy for the recharging of plug-in electric vehicles, including all-electric and plug-in hybrid vehicles.

Farmers Market:	Indoor and outdoor sales of fresh produce and other artisan prepared food goods, typically in a multiple vendor format, in a designated area where, on designated days and times, growers and producers may sell directly to the public from open, semi-open or within built facilities in accordance with the State or County Agricultural Commission under California Code of Regulations Title 3, Chapter 3, Article 6.5.
Façade:	The term <i>façade</i> typically refers to the combination of materials, building forms, windows, and doors that form the physical form or visual design of the exterior wall of that building.
Frontage:	The term frontage refers to the <i>façade</i> of a building or the front side of a parcel abutting a street or road. In some cases, frontage may also refer to the treatment of the land between the front of a building and the street.
Frontage, Primary:	The Primary Frontage of the building faces the primary street or, in some cases, a park or other public space.
Frontage, Secondary:	Secondary Frontages are those frontages that face the side street on a corner lot.
Gateway site:	Two sites, located at the northern and southern entry points into that serve as visual (and actual) entry points into the Saticoy community. See Sec. 8119-1.8.5(f) in the Development Code for location of Gateway sites.
Hardscape:	The inorganic elements of landscaping, including masonry, woodwork, stone walls, concrete, and brick design features.
Joint Parking Agreement:	An agreement between two adjoining property owners that allows for shared use of contiguous parking areas for vehicles. Such agreements do not relieve a developer from providing the minimum number of parking spaces required for a proposed use, but a Joint Parking Agreement can be used to develop a larger and more efficient parking lot and to minimize the number of entrances into the parking area. Joint parking agreements differ from <i>Shared Parking</i> agreements in that Joint parking agreements do not require that parking demand occur at different times.
Light Sources:	Any device serving as a source of illumination.
Live/work unit:	A 2-story unit in the Town Center (TC) zone consisting of both a commercial/office space and a residential dwelling that is occupied by the same person/tenant. The commercial/office use is considered the principal use and occupies the first floor of the building. The residential dwelling is considered an accessory use to the principal, commercial use and occupies the second floor of the building. Access to the commercial component of each live/work unit is separate from the walkway(s) or entrances used by the residential unit.

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Loft:	A dwelling unit located in the upper story of an commercial building or dwelling units located in a former commercial building. In both circumstances, a loft is typically characterized by a large, adaptable, open floor plan and high ceilings.
Massing:	The overall shape or arrangement of the bulk or volume of buildings and structures.
May (verb):	When used in a regulatory context, this term means that something is allowed but not required. For further interpretation, see the definition for “ <i>shall</i> ” and “ <i>may</i> ” in Section 8102-1 of the NCZO.
Ministerial Development:	See the definition for <i>Decision, Ministerial</i> in Section 8102-1 of the NCZO.
Multi-family Dwelling:	See the definition for <i>Dwelling, Multi-Family</i> in Section 8102-1 of the NCZO.
Multimodal transportation:	A transportation network that provides suitable transportation options for pedestrians, bicyclists and transit users and meets the needs of all users of streets, roads, and highways.
Out-patient Clinics:	Health care facility that provides treatment that does not require admission or an overnight stay. For example, blood transfusions, same day surgery, X-rays and other radiation services may be conducted within an out-patient clinic.
Parkway:	The pedestrian area located between the curb and the property line. This includes landscaping, paving, sidewalks, and other pedestrian amenities.
Pavement:	The segment of the road that includes vehicular travel lanes, shoulders, and on-street parking measured from curb-to-curb.
Pilaster:	A rectangular support that resembles a flat column. The pilaster projects only slightly from the wall and has a base, a shaft and a capital.
Planter:	An element of the public right-of-way or <i>streetscape</i> that accommodates landscaping, including street trees. Planters may be continuous or individual.
Preservation:	See the definition for <i>Preservation (treatment)</i> in Section 1373 of the Cultural Heritage Board Ordinance 4225.
Prevailing Setback:	The term is used when variable front or side street setbacks exist within a given block. The term generally refers to the front or side street setback that exists for a majority of structures on a given block. If no common setback exists for a majority of of the structures, then the term shall be defined as the median setback distance for all parcels on a given block.
Quadplex:	“House-form” buildings with four units per lot, surrounded on all four sides by setbacks, with separate entrances to each unit. Typically, no more than two (2) unit entrances are accessed from each arrival
Rehabilitation:	See the definition for <i>Rehabilitation (treatment)</i> in Section 1373 of the Cultural Heritage Board Ordinance 4225.

Semi-public Outdoor Area:	Outdoor area (e.g., a courtyard) within a commercial or residential/mixed use development that is intended for use by tenants and customers. When located within a commercial development, the outdoor area is accessible to the public, but that area may be gated or closed after business hours. When the outdoor area is located within a residential/mixed use development, access to the public may be limited during all hours.
Sales Events, Recurring:	Temporary outdoor sales events that recur more than three times annually (e.g., farmers markets, swap meets).
Shall (and Must, Will):	Denotes a mandatory standard or requirement (“must” or “will” also denote a mandatory standard/requirement). Deviations from Area Plan policies are not permitted. Deviations from Old Town Satcoy Development Code standards may be pursued through the variance process defined by NCZO Section 8111-1.2.2. For further interpretation, see the definition for <i>Shall</i> and <i>May</i> in Section 8102-1 of the NCZO.
Should:	Denotes a mandatory requirement that may be modified or waived by the Planning Director if the purpose of the standard can be achieved in a different manner than is specified by existing regulations or guidelines, or when the applicant can demonstrate that existing conditions or circumstances render the requirement infeasible.
Stacked Flat:	A type of multi-family building with single-story units at the ground level and single-story units on one or more upper levels. In a mixed-use building, the ground floor could be occupied by commercial uses. Access to units is typically provided by a shared corridor, with shared stairs or elevators providing vertical access to each floor.
Street, Primary:	The shorter side of the lot facing the street (ideally used as the <i>primary frontage</i>) that is typically used as the <i>primary frontage</i> , including access to buildings located on that lot.
Street, Side:	The longer side of the lot. If this side is located along the side street, it can be used as the <i>secondary frontage</i> .
Streetscape:	This term refers to the street or public right-of-way (travel lanes for vehicles and bicycles, parking lanes for cars, sidewalks, street trees, benches, streetlights, etc.) and the visible, private frontages along the street (building <i>facades</i> and elevations, porches, yards, fences, awnings, front yards, etc.).
Transom:	A glazed area above a display window or door separated from the display window or door by a transom bar. A transom can be fixed or hinged.
Triplex:	“House-form” buildings with three units per lot, surrounded on all four sides by setbacks, with separate entrances for each unit.
Use, Accessory:	See the definition for <i>Accessory Use</i> in Section 8102-1 of the NCZO.

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Use, Principal:	The primary or main use on a lot to which other uses and structures are accessory. Within the Saticoy Area Plan, more than one principal use may legally exist on a lot (e.g., commercial/retail) in the TC or R/MU zones.
Use, Secondary:	A use that is in addition to the principal use on a lot, where the footprint (or square footage) of the secondary use is 40% or less than the footprint (or square footage) of the principal use. An example of a secondary use is commercial use within the R/MU zone where 40% of the development on that lot is used for commercial purposes and 60% or more of the development is used for residential purposes. A secondary use is not considered to be an accessory use.
Wholesale Trade:	Refers to businesses engaged in selling merchandise, generally without transformation. The merchandise can include the outputs of agriculture, manufacturing, and certain information industries, such as publishing. Wholesalers sell merchandise to other businesses and normally operate from a warehouse or office characterized by having little or no display of merchandise. Neither the design nor the location of the premises is intended to solicit walk-in traffic.

Commonly used Abbreviations

ABC:	California Department of Alcoholic Beverage Control
ADA:	Americans with Disabilities Act
ADT:	Average Distance Traveled
Caltrans:	California Department of Transportation
CIDs:	Saticoy and Wells 1996 Community Plan Capital Improvement Deficiency Study, City of Ventura
CSA:	County Service Area
FEMA:	Federal Emergency Management Agency
GHG:	Greenhouse Gas
GPA:	General Plan Amendment
GSA:	General Services Agency, County of Ventura
LAFCo:	Local Agency Formation Commission
PWA:	Public Works Agency, County of Ventura
RMA:	Resource Management Agency, County of Ventura
ROW:	Right-of-Way
VCFPD:	Ventura County Fire Protection District
VCTC:	Ventura County Transportation Commission
SF:	Square Feet
SR 118:	State Route 118
SSD:	Saticoy Sanitary District

CHAPTER 8. SUMMARY OF PROGRAMS

Programs for all of the Area Plan Elements are shown in [Table 8-1](#) below and are organized by Element. In addition to a description of the Program, the table identifies the entity(ies) responsible for implementation (with the primary entity identified by **bold** font), the Program priority (A, B or C), and the timeframe for implementation (in 5-year increments). Completion status will be assessed annually and integrated into the General Plan Annual Report that the Planning Division provides to the Board of Supervisors.

The numbering convention for [Table 8-1](#) is as follows: the letters refer back to the abbreviation for the Element (e.g., “LU” is Land Use; “MOB” is Mobility, etc.). These letters are followed by a “P”, which denotes it as a “Program” followed by the Program number. The Program numbers are sequential, even in cases where there are different subsections within an Element (such as Resources and Public Facilities).

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Land Use Element				
LU-P1	Park Development & Maintenance: Develop and recommend for Board of Supervisors’ consideration, policies, ordinances and programs that allow the General Services Agency (GSA) to acquire, develop and maintain community park space included on Figure 4-2 , or other park space developed through private/public partnerships within Old Town Saticoy.	GSA/Parks Department; RMA/Planning	A	0-5 years
LU-P2	Park Maintenance: The County will continue to provide for the operation and maintenance of the Saticoy Park and Community Center for the benefit of the Saticoy community.	GSA	A	Ongoing
LU-P3	Staff Resources for Plan Implementation: Maintain subject matter expertise to facilitate the discretionary permit review of building, site plan, or landscape design for consistency with the Old Town Saticoy Design Guidelines.	RMA/Planning	A	Ongoing
LU-P4	Landmark Status for Depot: The County will: a. Submit a nomination to the County’s Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark; b. Seek grant money to help fund necessary building improvements; and c. Pending available staff resources, County staff will prepare an application to place the Depot on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations.	RMA/Planning	B	0-10 years

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
LU-P5	Railroad Depot Design Assistance: The County will contact regional architecture and planning schools to identify design/renovation options for the Railroad Depot that are consistent with its Landmark status.	RMA/Planning; PWA/Real Estate Services	B	0-10 years
LU-P6	Sites of Merit: Sites found to be eligible for listing on the National Register of Historic Places (i.e., sites with code "3s" in the <i>Historic Resources Survey and Context Statement for the Town of Saticoy</i>) and sites found to be individually eligible for listing as a Site of Merit under Ventura County Criteria (i.e., sites with code "5s3") shall be identified as eligible County Landmarks (3s) or Sites of Merit (5s3) in the County's project tracking system (i.e., Accela). The County shall hold a public hearing before the County's Cultural Heritage Board (CHB) to determine final eligibility. Following the CHB hearing, the County will update Accela to reflect the historic status (eligible, designated) for each property.	RMA/Planning	A	0- 5 years
LU-P7	Document Historic Resources: For the four eligible Sites of Merit redesignated from residential to industrial use (see Table 3-1), the County will seek funding for an historic preservation professional, qualified in accordance with the <i>Secretary of Interior Standards</i> , to complete a documentation report for those structures. Pending available funding, the properties will be documented with Historic American Buildings Survey (HABS)-like archival quality large format photographs. An original copy of this documentation, photographs and negatives, along with the historical background of the properties prepared for this project, shall be submitted to an appropriate repository approved by the County and to the Museum of Ventura County, with copies to the Ventura County Cultural Heritage Board and photographic copies to the Saticoy Library.	RMA/Planning	A	0-5 years (Depends on status of private development)
LU-P8	Nonconforming Uses: The Planning Division will assist property owners with legal, nonconforming uses by meeting with them to identify potential new uses that conform to the applicable zone.	RMA/Planning	A	Ongoing

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Mobility Element				
MOB-P1	Prioritize Mobility Improvements: Due to Saticoy's status as an economically disadvantaged community, PWA/Transportation Department shall incorporate and prioritize mobility improvements shown on Figures 4-3 and 4-4 (Vehicular and Multimodal Maps) in the Transportation Department's Strategic Master Plan. In addition, the Transportation Department shall continue to apply for grant funds through Caltrans or other organizations for road and multimodal improvements.	PWA/Transportation; RMA/Planning	A	0-5 years
MOB-P2	Reclassify Portion of SR 118: To mitigate significant project and cumulative traffic impacts on SR 118 between Vineyard Avenue and Darling Road, the County should review and process a General Plan Amendment that would reclassify that segment of SR 118 from 4 to 6 lanes on the Regional Road Network. The road reclassification should be incorporated into the next General Plan Update, tentatively scheduled for completion in 2020. Finally, the County shall work with the Ventura County Transportation Commission and Caltrans to reprioritize the re-striping of SR 118 from Vineyard Avenue to Darling Road on the Ventura County Congestion Management Plan and the Caltrans list of projects. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction should be modified to occur within the 20-year horizon of the Saticoy Area Plan.	PWA/Transportation; RMA/Planning; VCTC; Caltrans; City of Ventura	A	0-5 years
MOB-P3	Mobility Improvements: Conduct detailed evaluations of, and propose potential funding sources for, the improvements listed below. Funding sources may include developer fees, grants, public/private partnerships, a town center maintenance district, or community facilities district.			
a.	<u>New Road Links:</u> New road linkages shown on Figure 4-3 (Vehicular Mobility Map) and described in MOB--P4, -P5, -P6 and -P7 ;	PWA/Transportation; RMA/Planning	A	0-10 years
b.	<u>Pedestrian Amenities:</u> Sidewalks, street lights, benches, and landscaping within public rights-of-way in Old Town Saticoy.	PWA/Transportation; RMA/Planning	A	0-10 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
c.	<u>Existing Road Upgrades:</u> Improvements to existing roads shown on Figure 4-3 (Vehicular Mobility Map) that will require upgrades to meet road classification standards. Ensure that such upgrades comply with stormwater pollution reduction requirements.	PWA/Transportation; Watershed Protection District; RMA/Planning	B	Ongoing
d.	<u>Linear Park:</u> The design, construction and maintenance of a linear, landscaped pedestrian walkway over the Saticoy Drain.	GSA/Parks Department; Watershed Protection District; RMA/Planning	A	5-10 years
e.	<u>Bicycle Network:</u> See MOB - P9 .			
f.	<u>Transportation Impact Mitigation Fee (TIMF):</u> Update the TIMF Ordinance, if necessary, to fund regional road improvements that address cumulative traffic impacts in Saticoy. Determine whether the TIMF Ordinance revisions require an update to the regional transportation model.	PWA/Transportation; City of Ventura VCTC	C	Ongoing
MOB-P4	Coordinate Related Improvements: The County shall work with the City of Ventura to ensure that the L.A. Avenue road connection to Snapdragon Street included in the City's Saticoy and Wells Community Plan Capital Improvement Deficiency Study (CIDs) is implemented and managed so as to properly facilitate related City and County improvements identified below.	City of Ventura/ Private Developers; RMA/Planning; PWA/Transportation; PWA/Watershed Protection District; Caltrans	A	0-10 years
a.	<u>Ancillary City improvements related to the L.A. connection</u> that include removal of the "S Curve" connection at Telephone Road entrance and the termination of Aster Street into a cul-de-sac.			
b.	<u>Telephone Road Extension:</u> The County shall coordinate with the City of Ventura, Caltrans, and affected landowners/developers to design, fund and build Telephone Lane (a new road that links SR 118 to L.A. Avenue).			
c.	<u>Saticoy Drain:</u> The County shall seek funding for the replacement or reconfiguration of the Saticoy Drain. (See HAZ-P1 and MOB-3.5).			

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
MOB-P5	West Industrial Road Link: The County will work with private landowners/developers in the West Industrial Section to design and build a new, privately financed, public road that provides public and emergency access between SR 118 and Lirio Avenue. In order to facilitate road construction, the County will establish a financing and construction program, as part of a Capital Improvement Plan, that provides a mechanism for fair-share contributions for private development. (See MOB-2.1).	RMA/Planning; PWA/ Transportation; Fire Protection District; Caltrans; Private Developers	A	0-15 years (Design/ Fund: 0-7 years; Build: 7-15 years)
MOB-P6	Amapola Avenue / Rosal Lane Improvements: The County will work with (and condition) private development(s) within Old Town Satcoy and the South Industrial Section to extend/improve Amapola Avenue and improve Rosal Lane pursuant to the Mobility Map and road classifications table. (Figure 4-3 , Figure 4-5 , and Table 4-4).	Private Developers; PWA/ Transportation; RMA/Planning; Fire Protection District	A	0-10 years (depends on timing of private development)
MOB-P7	Nardo Street Extension from SR 118 to Brown Barranca: The City and County will continue to coordinate project conditions for private development and standards for the project design/construction phase of the Nardo Street Extension, including road alignment, road classification, and multimodal improvements.	City of Ventura/ Private Developers; PWA/ Transportation; RMA/Planning; Watershed Protection District	C	10-20 years
MOB-P8	Truck Access Limits: If required, the Transportation Department shall post signage that prohibits truck access or limits trucks with more than two axles in the Residential (RES) zone, with the exception of emergency services and direct deliveries. Once Amapola Avenue is extended south from Rosal Lane to County Drive (see Figure 4-3), the same signage shall be posted on Nardo Street within the Residential/Mixed Use (R/MU) zone. (See MOB-1.3)	PWA/ Transportation; RMA/Planning	B	5 – 10 years

TABLE 8-1. SUMMARY OF PROGRAMS				
NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
MOB-P9	Implement the following bicycle network improvement strategies:			
a.	Meet with Caltrans to encourage striping of SR 118 to safely accommodate bicycles on this Class II Bike Lane.	PWA/ Transportation; City of Ventura	C	0-5 years
b.	Coordinate with City of Ventura to design/construct a Class II Bike Lane (Figure 4-4) along Nardo Street as part of road improvements undertaken by the City of Ventura.	PWA/ Transportation; City of Ventura; GSA/Parks; RMA/Planning	C	0-20 years
c.	Design, seek funding for, and construct two Class I Bike Paths as identified in the Multimodal Mobility Map (Figure 4-4). Pending available funding, design and construct the bike path along the Santa Clara River in coordination with the United Water Conservation District, the City of Ventura, and other affected landowners. Pending available funding, design and construct a bike path along the Santa Paula Branch line (i.e., the Santa Paula Branch Line Recreational Trail) in coordination with VCTC.	PWA/ Transportation; City of Ventura; United Water Conservation District; GSA/Parks Department; RMA/Planning; VCTC	B	5-10 years
MOB-P10	Alleys: Work with affected landowners to establish appropriate and safe traffic flow and signage for alleys located in the Town Center (TC) and Residential (RES) zones.	PWA/ Transportation; RMA/Planning; Private Developers	A	0-5 years
MOB-P11	Transit: Evaluate the feasibility of expanding transit service by establishing additional bus stops accessible to the West Industrial Section (e.g., along L.A. Avenue).	PWA/ Transportation; RMA/Planning; Gold Coast Transit	A	0-5 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
Resources Element				
RES-P1	Air Quality BMPs: Reduce emissions from construction, grading, excavation and demolition by incorporating best available air quality mitigation measures into private/public project design features or construction techniques.	VC-APCD; PWA/Land Development Services and Engineering Services	B	Ongoing
RES-P2	Barranca Repair: Prior to conducting major repairs to, realignment of, or reconstruction of the Brown and Franklin Barranca flood control facilities, the Watershed Protection District shall conduct a feasibility study and identify funding to convert the existing engineering facilities to natural water courses that mimic natural conditions.	PWA/ Development Services; Watershed Protection District	B	Ongoing (Project Dependent)
RES-P3	Off-site advertising: Existing off-site advertising signs and billboards that are not consistent with Area Plan policies or development standards shall be deemed nonconforming and subject to the applicable regulations included in the Non-Coastal Zoning Ordinance.	RMA/Planning	B	Ongoing
Public Facilities Element				
PF-P1	Water Supply to Support Area Plan Buildout: County staff will continue to work with the City of Ventura in an effort to extend a future in-lieu fee program to Saticoy (in the event one is approved by the Ventura City Council) or modify the City's Extraterritorial Water Policy for Saticoy. However, in the event that such efforts fail to result in an alternative policy or program that would provide adequate access to water resources for planned development within five years of Area Plan adoption, the County will initiate a feasibility study to evaluate water supply options that include, but are not limited to, the following: a. Develop an alternative public water supply for Saticoy; b. Establish a County Service Area (CSA) to acquire existing, unused water allocations from pumpers within the Santa Paula Groundwater Basin for the purpose of providing non-potable and/or potable water for private developers in Saticoy; and	RMA/Planning; PWA/Water and Sanitation; LAFCo; City of Ventura; Saticoy Sanitary District; Private Developers	A	0-5 years
			B	5-10 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
c.	Coordinate with the Saticoy Sanitary District to determine the feasibility of installing infrastructure to allow for public and private reclamation of urban wastewater from Saticoy Sanitary District, (e.g., dual plumbing) for landscaping or other non-potable uses. Following the completion of its alternative water supply evaluation, County staff will bring forward its analysis and recommendations for the Board's consideration.		A	0-10 years
PF-P2	Ensure Adequate Sewage Treatment Capacity: The County will initiate discussions with the Saticoy Sanitary District (SSD) to evaluate options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development in Saticoy. Should the SSD agree to implement one or more of the identified options, the County would request that the SSD establish a capital improvement program that would allow SSD to construct necessary improvements to the treatment plant for the purpose of expanding its capacity to support planned development in Saticoy. Financing mechanisms for planned improvements could include grants or a fair-share contribution program applied to private development. Should the Board of Supervisors deem it necessary and appropriate for the Saticoy community, the County should seek to convert the SSD to a special district (i.e., County Service Area or Community Services District).	Saticoy Sanitary District; RMA/Planning; PWA/Water and Sanitation; Private Developers; LAFCo	A	0 -10 years
PF-P3	Community Council: Encourage the formation of a community-based neighborhood council or similar body that could provide a forum for community engagement and interface with nonprofit organizations, County government, and other public agencies.	Board of Supervisors Office (District 1); RMA/Planning	B	0-5 years

TABLE 8-1. SUMMARY OF PROGRAMS

NO.	PROGRAM DESCRIPTION	RESPONSIBILITY	PRIORITY	TIMELINE
PF-P4	County/City Collaboration on Transportation Improvements: To address the current lack of City/County agreement regarding transportation improvements identified in the City's 1996 Saticoy/Wells Capital Improvements Deficiency Study (CIDS), the County will initiate discussions with the City of Ventura regarding the feasibility of a joint agreement to fund and construct transportation improvements common to CIDS and the Saticoy Area Plan.	RMA/Planning; PWA/ Transportation; City of Ventura	B	0-10 years
PF-P5	Temporary uses in Town Center (TC) zone: The Planning Division will initiate discussions with the Transportation Department to determine whether temporary uses, such as sidewalk sales or community events, can be allowed within the public rights-of-way in Saticoy's Town Center (TC) zone. If such uses can be allowed, the Planning Division and the Transportation Department would modify existing ordinances, as needed, to facilitate such events in the Town Center (TC) zone pursuant to an Encroachment Permit.	RMA/Planning; PWA/ Transportation	B	0-5 years
Hazards Element				
HAZ-P1	Saticoy Drain: The County shall seek grants or other public and private funding for the development of technical design documents, a financing program and reconstruction of the Saticoy Drain required for: (a) adequate flood control, (b) the new east/west road link from SR 118 to L.A. Avenue (Telephone Lane), (c) a vehicular north/south road link along L.A. Avenue that crosses the Drain, (d) pedestrian access along the Drain from L.A. Avenue to Saticoy Park, and (e) any other necessary modifications to the Saticoy Drain consistent with the Area Plan.	Watershed Protection District; RMA/Planning; PWA/ Transportation; GSA/Parks Department; City of Ventura; Caltrans	A	0-5 years
HAZ-P2	Flood Control Assessment Program: The County will pursue the creation and adoption of the Integrated Watershed Management Assessment Program for the purpose of constructing critical upgrades and improvements to flood control facilities. The resultant funds will enable improvements to the Brown and Franklin Barrancas that are critical for the protection of property and structures within the Saticoy Area Plan boundary. (See RES-P2 .)	Watershed Protection District; PWA/ Administration; City of Ventura	A	0-10 years

8. SUMMARY OF PROGRAMS

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APPENDICES

SATICOY AREA PLAN

[\(Click here\)](#)

A. Zoning Classifications and Map

B. Old Town Saticoy Development Code (NCZO Sec. 8119-1)

C. Permit Processing Guide for Cultural Heritage Sites

September 22, 2015