Comprehensive Plan

Update to the Year 2010

City of San Buenaventura

COMPREHENSIVE PLAN UPDATE TO THE YEAR 2010

CITY OF SAN BUENAVENTURA

DEPARTMENT OF COMMUNITY DEVELOPMENT
PLANNING DIVISION

501 POLI STREET
VENTURA, CALIFORNIA

ADOPTED
AUGUST 28, 1989

(MP-105)

REVISIONS TO THE COMPREHENSIVE PLAN UPDATE TO THE YEAR 2010
ADOPTED AUGUST 28, 1989

1. Action:Local Coastal Program Major Amendment 1-90

   Date: Certified by California Coastal Commission on July 13, 1990 (City Council Resolution No. 90-73).

   Revision: Multiple modifications requested by the Coastal Commission in certifying Local Coastal Program Amendment for Comprehensive Plan Update to the year 2010.

2. Action: Comprehensive Plan Amendment MP-106

   Date: Adopted by the City Council on December 3, 1990 (City Council Resolution No. 90-124B).

   Revision: Change to Downtown Community Intent and Rationale Statement in Land Use Element for approximately eight-acre site between the Ventura Freeway, Southern Pacific Railroad, Sanjon Road and Ash Street (NOTE: This change was never certified by the California Coastal Commission and is superseded by the Downtown Specific Plan).

3. Action: Comprehensive Plan Amendment MP-107

   Date: Adopted by the City Council on April 5, 1993 (City Council Resolution No. 93-28).

   Revision: Added provisions to the Resource Element for the Coastal Resource Management Element, and to the Safety Element, to respond to new State law regarding hazardous waste facilities.

4. Action: Comprehensive Plan Amendment MP-108

Date: Adopted by the City Council on June 21, 1993
(City Council Resolution No. 93-68A).

Revision: Change to Catalina Community Intent and Rationale Statement in Land Use Element to allow Variances from setback requirements for Vista Del Mar Bluff area.

5. Action: Comprehensive Plan Amendment MP-112

Date: Adopted by the City Council on July 12, 1993
(City Council Resolution No. 93-82).

Revision: Changes to the Land Use Element and Design Element, the Downtown Community Intent and Rationale Statements, the Circulation Element Map, and changes to the boundaries of the Downtown, Avenue, and Catalina Communities. Also known as the Downtown Specific Plan.

6. Action: Comprehensive Plan Amendment MP-123

Date: Adopted by the City Council on October 25, 1993
(City Council Resolution No. 93-112)

Revision: Changes to the Housing Element to respond to the State Department of Housing and Community Development and to comply with new State law.

7. Action: Comprehensive Plan Amendment MP-118

Date: Adopted by the City Council on July 18, 1994

(City Council Resolution No. 94-82).

Revision: Changes to the Intent and Rationale Statements of the Saticoy Community regarding requirements for a master plan east of Saticoy Avenue at Darling Road and to provide for developments compatible with the original Saticoy townsite.

8. Action: Comprehensive Plan Amendment MP-114
(City Council Resolution No. 95-68)

Date: Adopted by the City Council on June 26, 1995

Revision: Changes to the Intent and Rationale Statements of the Avenue Community regarding the northwest corner of Stanley Avenue and Ventura Avenue, which is an approximately 58.5 acre PMXD designated area

9. Action: Ordinance of the people of the City of San Buenaventura
(City Council Ordinance No. 95-33)

Date: November 7, 1995 General Municipal Election and subsequently declared adopted by the City Council on November 27,1 995.

Revision: Changes to Section III and XI to incorporate Measure "I" (the SOAR initiative addressing Agriculturally designated lands).

10. Action: Comprehensive Plan Amendment MP-134

Date: Adopted by the City council on November 3, 1997 (City Council Resolution No. 97-98)

Revision: Added provision related to findings relative to classroom capacity and new residential development.

11. Action: Comprehensive Plan Amendment MP-109

Date: Adopted Resolution No. 98-85 amendment the Land Use designation for property located within the Ventura Harbor community.

Revisions: Added a Land Use designation that provides for the potential of residential uses and includes associated Intent and Rationale statements and policies as directed by the California Coastal Commission.

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INTRODUCTION

The City of San Buenaventura, also known as Ventura, is located in the dynamic Southern California Region. The City extends from the Pacific Ocean to scenic hillside areas. Chumash Indians inhabited the area when Mission San Buenaventura was founded in 1782. The City was incorporated in 1866. It is a charter city and is the Ventura County seat.

This Comprehensive Plan, which is the general plan for the City, was developed through the considerable efforts of the Comprehensive Plan Review Committee (CPRC), a citizens advisory group appointed by the City Council. The Committee's work extended from July 1986 to November 1987. Following preparation of a Master Environmental Impact Report (EIR), the Plan was reviewed by the City Planning Commission. The Planning Commission held public hearings, and forwarded their recommendations for adoption by the City Council. The City Council also held public hearings, made final revisions, and adopted this Comprehensive Plan Update to the Year 2010 on August 28, 1989.

The City Council has also established general statements about what the City of San Buenaventura ought to be like in the Year 2010 and beyond. These "Visions for Ventura" are included in this Comprehensive Plan to provide a framework for planning and decision-making in the City's Planning Area.

State law mandates that the Comprehensive Plan include the following seven elements: Open Space, Conservation, Land Use, Circulation, Housing, Safety, and Noise. Requirements for the Open Space and Conservation Elements are addressed in the City's Resources Element. In addition, the City's Plan includes the following "optional" elements: Park and Recreation, Economic Development, and Community Design. While there is no longer a separate Scenic Highways Element, policies relating to scenic highways are now contained in the Resources and Community Design Elements. Accompanying the written document, and an integral part of the Plan, are the Land Use

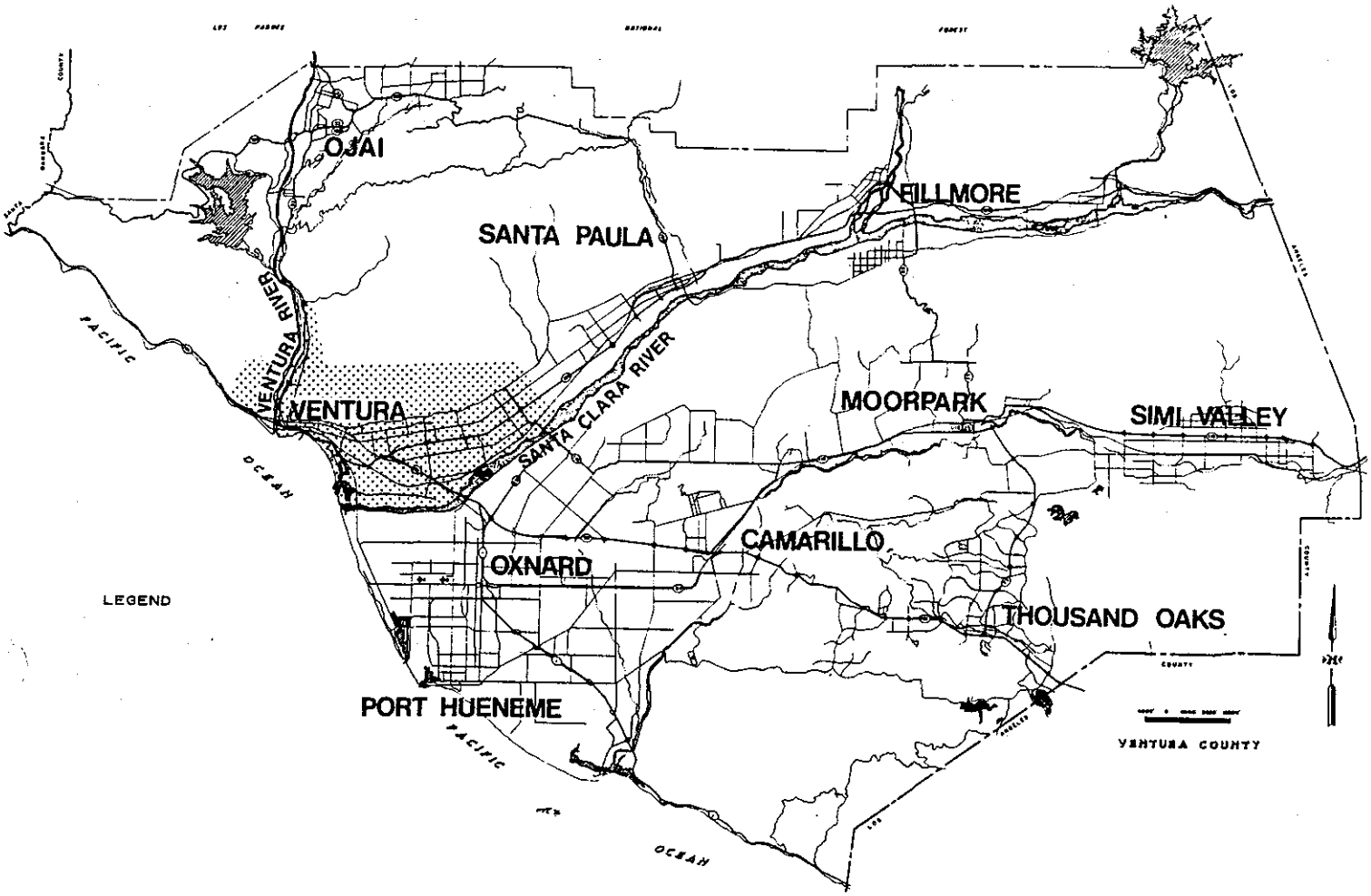
Plan and Circulation Plan Maps, and technical appendices for the Housing, Safety and Noise Elements. Other technical appendices not adopted as part of this Comprehensive Plan are available for the Park and Recreation, Economic Development and Community Design Elements. The Master Environmental Impact Report (EIR) prepared on the Comprehensive Plan Update to the Year 2010 (April 1989) also contains a great deal of background information, and was a key document leading to final preparation of this Plan.

The Comprehensive Plan addresses the City's entire Planning Area, portions of which are outside currently incorporated areas. State law allows a city to include land outside its boundaries which bears some relation to its planning within its general plan.

Because the Comprehensive Plan is intended to be a policy document which is responsive to the changing conditions and needs of the community, an amendment procedure has been separately adopted by the City Council. This procedure permits periodic review and evaluation of amendment requests, and is referenced following the discussions of Implementation Goals in the section of this document following the individual elements. The City Council Resolution adopting this Comprehensive Plan and containing necessary findings is included in an appendix at the end of this document for informational purposes.

The Comprehensive Plan includes the City's Local Coastal Program policies. *Italicized type* is used to identify text which is part of the Local Coastal Program. The Land Use Plan Map shows the coastal area boundary. Any changes to the City's Local Coastal Program must be certified by the California Coastal Commission before taking full effect. *Local Coastal Program policies control in the Coastal Zone.*

Copies of this document, accompanying maps, and supporting technical appendices and the EIR may be purchased by contacting the City of San Buenaventura, Department of Community Services, Planning Division, 501 Poli Street, Ventura, California 93001 (Mailing address: P.O. Box 99, Ventura, California 93002-0099).



LOCATION MAP

INTRODUCTION

San Buenaventura has a vision of its identity and image in the Year 2010. That vision is general enough to provide flexibility to policy makers for decision making during the full term of this Comprehensive Plan. It also contains sufficient specificity to guide the entire community in its individual and group actions to ensure that the identity and image expressed remain primary considerations.

A general or Comprehensive Plan can be viewed as a technical document, especially as it relates to several of the statutorily required elements. The elements establish goals, objectives, policies and programs for public and private entities which are statements of what the City's residents, through their elected representatives, want the City to be. The City Council recognizes the need for overall principles and philosophies to bind the statements in the various elements together. This tying together brings about a total picture of the City -- a picture best viewed from the future in order to look back at the specific decisions that are necessary to produce the desired results.

This vision of the City expresses what we want to be, and assists in pursuing the desired future from several different vantage points. The vision, together with the Plan elements, will help accomplish the generalized picture that will be the City in the Year 2010. Ultimately, the daily routine of the City organization can be structured and restructured to accomplish the principles and philosophies embodied by the vision and set forth in the Plan elements.

Before finalizing the Comprehensive Plan Update to the Year 2010, the City Council recognized a need to establish a list of generalized principles and philosophies that would serve as guidelines for long-term decision making. The result was the adoption of a list of vision statements. This activity was undertaken with the knowledge that the list would not encompass all City services, and that exclusion does not preclude City Council decision

making in the future as long as such decisions are consistent with accomplishment of the vision.

The requirements placed upon a full service City will, of necessity, create differing needs and demands. So is the case with the development of visions for the entire community of interests represented by the City Council. Therefore, statements of vision will not necessarily always fit with each other when translated literally. There is a recognition that there will have to be a melding of concepts and directions to develop the final print of our picture. Through the use of a generalized verbal picture of the Year 2010, a sense of "what we are and want to be" will permeate decision making throughout the intended life of the Comprehensive Plan.

The delineation of general principles and philosophies to form a verbal picture will establish an identity and image for the City -- one that will set Ventura apart from other cities when piecing individual decisions together throughout the life of the Plan. These principles and philosophies have been formalized by the City Council into the "Visions for Ventura." The individual statements are not intended to coincide with any specific element of the Plan, but rather are to transcend and apply in a generalized manner to all elements.

Additionally, the use of the guidelines contained in these statements is not to be restricted to land use decisions. Like the rest of the Comprehensive Plan, they are to carry forward in the development of budget programs for the future and future program design.

The generalized vision statements that follow are not in any order of priority. They are to be considered in tandem for policy, program and project decision making and implementation.

VISIONS FOR VENTURA

In 2010, Ventura Should Be A City....

- Whose low profile physical scale and predominantly lower density development is in harmony with the natural surroundings of the hills, ocean, rivers and barrancas.
- With an efficient transportation system that includes highways, mass transit, bicycle paths and pedestrian walks.
- That continues efforts to foster the development/preservation of the Downtown area.
- Where housing is available to people of all incomes.
- Where a majority of the labor force living here has opportunities to work within the City (jobs and housing balanced at least to current levels).
- With an improved Fairgrounds with facilities and events available to residents and visitors on a year-round basis.
- Whose beaches have been enhanced and well maintained for all.
- With substantial open space preserved, including parks, agricultural areas and ridge lines.
- Appealing to tourists and the tourist industry without compromising services and amenities for residents.
- With visually attractive and well defined corridors along major streets linking the City's activity areas.
- That takes pride in preserving and enhancing its neighborhoods.
- With increased cultural and recreational facilities and a diversity of cultural and recreational opportunities and programs.
- That retains its position as the area's retail hub in order to provide the revenues necessary to maintain and enhance services to residents.
- That recognizes, promotes and preserves its history and historical landmarks.
- That considers environmental quality to be of pre-eminent importance and is committed to local and regional planning policies and programs which do not adversely impact public services or physical and natural resources.

The preceding visions were formally adopted by the City Council* to serve as direction for:

1. Implementation of the elements of this Comprehensive Plan,

2. Preparation and implementation of all spending programs for the City, and

3. Design and implementation of operating activities by all City departments.

Goals, policies and programs must have flexibility to deal with future conditions. The visions statements are generalized to allow for such flexibility, while maintaining a focus and direction for City identification and image building.

*NOTE: On October 29, 1990, the City Council added the following to the Visions for Ventura.

The City of Ventura will maintain a sensitivity in its policies and programs for the effect on the current and future viability of the businesses that are desirable to residents and the well being of the community, including the provision of jobs and services necessary for a well rounded community.

A Comprehensive Plan Amendment to formally incorporate the statement in this document has not yet been adopted, however.

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INTRODUCTION

The City Council adopted an Open Space and Conservation Element in November 1974. This Comprehensive Plan Update expands the Open Space and Conservation Element into a Resources Element. In addition to the issues of open space and agricultural preservation, this Element also addresses a variety of other issues. Its adoption has established a firm commitment to initiate or continue numerous action programs embodied in the policies which address:

1. Hillside Management
2. *Flood Plain Management*
3. *Agricultural/Open Space Areas*
4. Urban Form
5. Scenic Highways
6. *Parks and Recreation Areas (including the Linear Park System)*
7. *Water*
8. Wastewater
9. Air Quality
10. Solid Waste Reduction
11. *Sensitive Habitat*
12. *Rivers and Harbor*
13. Mineral Resources
14. *Coastal Resource Management*
15. Archaeological Resources
16. Energy Resources

Special Coastal Resource Management policies apply in the coastal area to comply with the California Coastal Act, and to recognize important values and needs in this area. These policies address: energy; pipelines; hazards; beach erosion; flood plains; archaeological and paleontological resources; diking; dredging and filling; and Coastal Conservancy applications. Policies regarding BEACON (Beach Erosion Authority for Control Operations and Nourishment) programs, coastal access, and public services are also included.

GOALS

1. Preserve agricultural and open space lands as a desirable means of shaping the City's internal and external form and size, and of serving the needs of residents.

2. Conserve natural resources in the Planning Area in a manner that will ensure availability for continued use and enjoyment by the public.

3. *Assure that any development of the coastal zone preserves and maintains the natural assets of the shoreline.*

4. Manage demand in light of available water supplies and assess the full economic consequences of acquiring additional water.

5. Encourage local and regional efforts toward development of an equitable method of taxation and zoning that will ensure retention of areas appropriate for conservation throughout the region.

6. Maintain a healthful environment by intensifying local and regional efforts toward preventing and correcting all forms and levels of pollution.

7. Ensure proper treatment, disposal and/or recycling of all waste materials.

(Refer also to Land Use Goals 2 and 4, Park and Recreation Goals 2 and 3, and Community Design Goals 1, 2 and 3.)

OBJECTIVES AND POLICIES

OBJECTIVE 1 - LAND USE DESIGNATIONS

The Land Use Plan Map is intended to serve as a guide for both urban development and the provision of open space in the City.

Policy 1.1 *Adopt, as a part of the Resources Element, the Land Use Plan Map, which includes the following open space designations:*

Agricultural Use (not to be reconsidered until after 2010) Parks (park sites, school open space, and recreation areas) and Linear Park System

Linear Park Natural Area
Linear Park Study Area
Recreation
Hillside Scenic Resource Area
Flood Plain Overlay
Sensitive Habitat Overlay

OBJECTIVE 2 - HILLSIDE AREA

The Hillside Management Program should continue to be used to reasonably control future development in the Hillside Area.

Policy 2.1 Require analyses in the Hillside Area (by Planning Community as shown on the Land Use Plan Map) which relate the number and distribution of dwelling units in future hillside development to the topographical, geological, and hydrological conditions of the hillsides so that the terrain will retain its natural and scenic character and the danger to life and property by the hazards of fire, flood, water pollution, soil erosion and land slippage will be minimized. Analyses should include at least the following topics:

- Slope stability;
- Geologic conditions;
- Viable agricultural areas;
- Wildlife migration corridors;
- Oak woodlands;
- Archaeological resources;
- Land use suitability;
- Capital improvement needs and costs: circulation, drainage, sewer, fire, etc.;
- Scenic resource preservation;
- Grading/site design/landscaping standards; and
- Timing of proposed development and public improvements.

Policy 2.2 Prepare and adopt detailed hillside design standards which are consistent with the Hillside Management Program.

Policy 2.3 New development in the Hillside Area should be required to reduce storm water flow and velocity to approximate that found at the site in its natural condition.

Policy 2.4 Require, as a condition of project approval, that proposed projects in the Hillside Area, and any other proposed projects where an erosion problem is identified, implement appropriate erosion control measures, including excavation of settling ponds or temporary retention basins, seeding and mulching of bare surfaces, use of straw bales and rock dams, soil wetting during wind conditions or a combination of these or other appropriate measures.

Policy 2.5 Prior to new development in the Hillside Area, the City will identify water system needs required to serve the proposed development. Developers will be required to either construct the Hillside Area water system improvements or contribute developer fees as conditions of project approval

for hillside development, as appropriate. The City will also consider creating improvement districts, as necessary, to fund hillside water system improvements.

Policy 2.6 Develop an inventory, conservation and interpretation program that identifies and enhances appropriate recreation and natural resources in the Hillside Area.

Policy 2.7 Expand the 1977 Hillside View Analysis prepared for the Scenic Resources Section of the Hillside Management Program to include all of the Hillside Area. Based on this expanded analysis area, modify, as appropriate, standards in the Hillside Management Program to restrict development which could adversely affect scenic resources.

(Refer also to the Sensitive Habitat Objective in the Resources Element, Overall Land Use Policies and applicable Community Intent and Rationale Statements in the Land Use Element, the Hillside Development Objective and Policies in the Safety Element, and the Park and Recreation Element.)

OBJECTIVE 3 - FLOOD PLAIN AREA

The Flood Plain Overlay is intended to identify and protect lands within the 100-year flood plain.

Policy 3.1 *Implement the City's Flood Plain Regulations, which are intended to protect life and property, reduce the need for flood protection improvements, reduce public expenditures, provide open space, and protect the natural attributes and wildlife of the Ventura River, Santa Clara River and the City's barrancas. New development shall be sited and designed to minimize risks to life and property in areas of high flood hazard.*

Policy 3.2 Redesignation of lands no longer subject to flooding, as determined by the Federal Emergency Management Agency and the City and County of Ventura, may be considered for uses equivalent to adjacent land use designations as part of a Comprehensive Plan Amendment.

Policy 3.3 Consider on-site stormwater retention devices to reduce peak stormwater runoff for new development.

Policy 3.4 Flood control channel improvements should, whenever feasible, incorporate the use of environmental and aesthetic design treatments, such as the use of riprap, gabion baskets, etc. The use of open concrete channels, particularly in urbanized areas, should be discouraged. *In the coastal zone, channelization or other substantial alteration of rivers or streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.*

Policy 3.5 Drainage channels that do not create an unacceptable flood or erosion risk hazard should be considered for retention in their natural state.

Policy 3.6 Land uses considered to be appropriate in areas that are subject to 100-year floods should be consistent with the types of uses identified in the Flood Plain Ordinance.

(Refer also to the Hillside Area Objective in the Resources Element, the Agricultural/Open Space Areas Objective in the Resources Element, the Coastal Resource Management Objective in the Resources Element, the Land Use Element, and the Safety Element.)

OBJECTIVE 4 - AGRICULTURAL/OPEN SPACE AREAS

Continue to preserve agricultural and other open space lands within the City's Planning Area.

Policy 4.1 Those lands designated as Agricultural Use on the Land Use Plan Map will not be annexed unless used for public purposes or redesignated for development in accordance with the goals and policies of the Comprehensive Plan.

Policy 4.2 Encourage the use and formation of Land Conservation Act contracts and other related agreements to offset the costs to property owners of identified agricultural lands.

Policy 4.3 Investigate the problems associated with the impact of urbanization upon agricultural uses and adopt a set of policies which will aid an agricultural property owner in minimizing impacts. Such impacts include the following: vandalism, assessment practices, rising property taxes, water rates, water quality and quantity, drainage and street easements, and complaints regarding "cultural practices," such as wind machines, pesticide spraying and dust.

Measures which should be investigated by the City to address these impacts include, but are not limited to, the following: adoption of policies and regulations that protect water quality and quantity; establishment of minimum parcel sizes; and consideration of circulation routes that reduce urban- agricultural traffic conflicts.

Policy 4.4 Provide adequate buffers and fencing between residential and agricultural uses as a condition of project approval, where appropriate, in order to minimize the conflicts between urban and agricultural uses, such as pesticide spraying impacts, vandalism and pilferage.

Policy 4.5 Require construction of adequate on-site and off-site flood control and siltation control improvements as a condition of project approval, where appropriate, in order to minimize the conflicts between urban and agricultural uses.

Policy 4.6 Evaluate the feasibility of retaining open space lands (e.g., agricultural lands, hillside, flood plain area) through the establishment of land trusts, donations, purchase and transfer of development rights, or other programs. Funding mechanisms used to finance possible land acquisitions may include State and/or Federal conservation grant programs, bond issues, or other funding programs.

Policy 4.7 Continue the commitment of maintaining the existing Greenbelt Policy between Santa Paula and San Buenaventura, which was adopted by the San Buenaventura City Council, Santa Paula City Council, Ventura County Board of Supervisors and the Local Agency Formation Commission (LAFCO). The Greenbelt Area (agricultural reserve) between Santa Paula and San Buenaventura represents those lands which are between Franklin Barranca and the Adams Barranca. More specifically, the San Buenaventura boundary line of this greenbelt is coterminous with the City's eastern Planning Area boundary.

Policy 4.8 *Initiate formation of a greenbelt (agricultural reserve) to include agricultural lands not proposed for development between San Buenaventura and Oxnard, including the areas designated for Agricultural Use south of the Southern Pacific Railroad and Highway 101. Such lands within the San Buenaventura area include those along Olivas Park Drive. Establishment of this greenbelt would require approval by the Cities of San Buenaventura and Oxnard, the County and LAFCO.*

(Refer also to the Overall Land Use Policies in the Land Use Element.)

OBJECTIVE 5 - URBAN FORM

Continue to base decisions on an urban form that is efficient and economically feasible, as well as aesthetically pleasing, and ensure that urban services are available to accommodate new development.

Policy 5.1 Develop and adopt a program integrated with the Air Quality Management Program (AQMP) allocation system (and any successor program) which addresses the orderly growth of the City's urban form so as to use all of its natural and public service resources in the most efficient and economic manner.

Policy 5.2 Continue to support the Guidelines for Orderly Development as a means of implementing the Comprehensive Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura and LAFCO.

(Refer also to the Development Alternatives Objective in the Economic Development Element, and the City Identity Objective in the Community Design Element.)

OBJECTIVE 6 - SCENIC HIGHWAYS

The City should continue to recognize the importance of its Scenic Highways, Drives and Approaches, and implement programs relating to them through the Community Design Element.

Policy 6.1 Implement a program to carry out policies and programs for the Scenic Highways, Scenic Drives and Scenic Approaches described in the Community Design Element.

OBJECTIVE 7 - PARKS AND RECREATION AREAS

The City should continue to provide a variety of open space and park and recreational areas for its residents.

Policy 7.1 Continue to implement a Linear Park System as proposed on the Land Use and Circulation Plan Maps through appropriate dedications, improvements, and/or acquisitions in conjunction with new development proposals. Include, where feasible, neighborhood facilities, as well as connections between existing neighborhoods and proposed hillside developments.

Policy 7.2 Require new development containing or adjacent to agricultural windrows located within the City's existing or proposed Linear Park System to dedicate and improve a minimum 20-foot wide right-of-way adjacent to these windbreak tree rows as links in the City Linear Park System as a condition of project approval. Where agricultural windrows are not located within the City's existing or proposed Linear Park System, require, as a condition of approval, that these windrows be preserved, subject to an arborist's report, and require adequate setbacks from the windrows to any structures.

Policy 7.3 Prepare and implement a program for the development of the Southern California Edison Company utility rights-of-way for public use.

Policy 7.4 *Work with the State Department of Parks and Recreation, State Coastal Conservancy, Ventura Port District and Ventura County Fair Board to ensure continued public access to and beautification of the City's beach areas which contribute toward meeting City park needs.*

Policy 7.5 Work with the County of Ventura General Services Agency and encourage the Board of Supervisors to amend the County Regional Recreation Areas Plan to include identification of regional park and public open space areas

(e.g., parks, hiking/riding trails, natural preserves) within the City's Planning Area.

Policy 7.6 *Continue to ensure, as part of the Park and Recreation Element, that a comprehensive system of parks and public recreation facilities, including the beach area, is provided for recreation purposes.*

Policy 7.7 Establish a comprehensive process and/or funding mechanism which will ensure adequate public open space throughout the City of San Buenaventura for park and recreation purposes, as vacant urban designated lands in the Planning Area are developed with urban uses.

(Refer also to the Park and Recreation Element.)

OBJECTIVE 8 - WATER

The City should continue to conserve and monitor existing water supplies.

Policy 8.1 *Annually monitor actual water use and compare it with projected demand allowed by the Comprehensive Plan and zoning, existing water supplies, and the ability to deliver them. The monitoring of water availability should occur in conjunction with the City's Community Development Report.*

Policy 8.2 Continue to implement water conservation measures in the City's adopted Urban Water Management Plan and the City Water Conservation Program, which promotes the use of reclaimed water, efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits and public awareness and education programs; continue to enforce the City Ordinance adopted to regulate water waste.

Policy 8.3 Continue to impose, as conditions of approval for specific projects, water conservation design measures.

Policy 8.4 Encourage the use of new technology by continuing to encourage water conservation measures in residential development, as part of the City's allocation system under the Air Quality Management Program (and any successor program) project evaluation criteria, and in commercial or industrial development in the future.

Policy 8.5 Construct additional water system facilities as needed to meet demands within each of the existing water service zones. Construct any necessary new facilities through development conditions, the City's Capital Improvement Program, developer fees, assessment districts, or other appropriate funding mechanisms.

Policy 8.6 Continue to investigate acquisition and development of additional water supplies.

Policy 8.7 Review existing City water policies and revise them if necessary to ensure that water will be available on a long- term basis to land appropriate for development within the City's Planning Area.

Policy 8.8 The City will not authorize additional development beyond its safe water supply yield until there are demonstrated additional supplies of water.

Policy 8.9 The City will pursue importing water from the State Water Project system, with the goal of achieving a water quality level of 800 milligrams per liter of total dissolved solids (TDS) in the East End, with a maximum water quality level of 1,000 milligrams per liter.

Policy 8.10 The City will work cooperatively with other governmental agencies to support efforts which would reduce overdrafting of aquifers.

(Refer also to the Hillside Area Objective in the Resources Element and the Coastal Resource Management Objective in the Resources Element.)

OBJECTIVE 9 - WASTEWATER

The City should protect water quality by ensuring that wastewater collection and treatment needs do not exceed the sewage treatment system's capacity.

Policy 9.1 Commence planning studies for future expansion of the treatment system, identify funding for improvements needed to the system, and design and construct such needed improvements.

Policy 9.2 Any necessary sewer improvements to areas impacted by growth should be imposed as a condition of approval of specific projects, as appropriate, or funded through increased developer fees, creation of assessment districts, or other appropriate funding mechanisms.

(Refer also to the Coastal Resource Management Objective in the Resources Element.)

OBJECTIVE 10 - AIR QUALITY

The City should adopt regulations and programs which are intended to reduce air pollution and show progress toward compliance with Federal and State Air Quality Standards.

Policy 10.1 Continue to limit the number of residential building permits through a residential growth management program.

Policy 10.2 Require new office and industrial developers and users to incorporate transportation control measures (refer to the Circulation Element) on a project-specific basis.

Policy 10.3 Require, as a condition of approval for new development, wherever a short-term construction impact to air quality is identified, that the developers

implement dust control procedures and other measures designed to reduce the impact on ambient air quality.

Policy 10.4 Consider adoption of a separate Air Quality Element in the Comprehensive Plan to set goals and policies which reflect the City's commitment to maintaining and improving air quality.

OBJECTIVE 11 - SOLID WASTE

The City should reduce solid waste generation to extend the life of existing and proposed landfills.

Policy 11.1 Implement a public education program to educate the public on the merits of recycling and resource recovery.

Policy 11.2 Implement a curbside recycling program for residents to separate recyclable from non-recyclable materials.

Policy 11.3 Consider operation of a resource separation facility to separate recyclable from non-recyclable materials.

OBJECTIVE 12 - SENSITIVE HABITAT

Protect sensitive wetland, riparian, and oak woodland wildlife habitat areas.

Policy 12.1 *Continue to implement the Sensitive Habitat Overlay described in the Land Use Element. (Refer to policies in the Land Use Element Intent and Rationale Statements for the Santa Clara River mouth area in the Pierpont/Keys Community, the Ventura River mouth area in the Ventura River/Taylor Ranch area, Alessandro Lagoon in the Catalina Community, and any other Sensitive Habitat Overlay designations.)*

Policy 12.2 New development that could result in the elimination or conversion of biologically significant natural communities should be analyzed to include evaluation of measures to avoid or minimize the impact on sensitive habitats to the extent feasible.

Policy 12.3 Amend current landscape guidelines to recommend use of native plants adjacent to natural areas, to the extent feasible. Discourage the use of invasive exotics as detailed by the California Native Plant Society.

Policy 12.4 *The City's Linear Park System adjacent to natural areas and the Ventura and Santa Clara Rivers should be landscaped with native species, to the extent feasible.*

Policy 12.5 New development which eliminates native oaks and sycamores should be required to replace those trees with adequate sized trees on a 3:1 basis.

Policy 12.6 *New development must establish and maintain a minimum natural buffer of 100 feet from the top of the banks of blue-line streams, identified in Figure 6.3-1 of the Comprehensive Plan Update Master EIR (April 1989), to any proposed development.*

Policy 12.7 New development which is proposed to occur on lands which contain oak woodlands should be analyzed for potential adverse environmental impacts and require as a condition of approval that on-site woodlands be retained in open space. Major migration corridors linking oak woodlands and Sulphur Mountain habitat should be preserved as a condition of approval of hillside development.

OBJECTIVE 13 - RIVERS AND HARBOR

The City shall conserve and protect rivers and harbor areas which are important resources.

Policy 13.1 *To complement existing City boundary protection policies for hillsides and beaches, it is the City's intent to encourage preservation of the Ventura and Santa Clara Rivers in their present semi-natural state, and possible restoration to natural conditions. Retention of the riverscapes should serve to provide clear and attractive boundaries, as well as the potential for recreational pursuits by residents and visitors.*

Policy 13.2 *New industrial development in proximity to the Ventura and Santa Clara Rivers shall be designed to retain any potential spills of toxic material or other pollutants. Effective containment and clean-up facilities and procedures shall be provided in the event of accidental spills.*

(Refer also to policies in the Land Use Element Intent and Rationale Statements, including those for the Pierpont/Keys Community and the Ventura River/Taylor Ranch area, the Harbor Ingress and Egress Objective in the Safety Element, the Park and Recreation Element, and the Harbor Area Objective in the Community Design Element.)

OBJECTIVE 14 - MINERAL RESOURCES

The City should take steps to assure mineral resources are identified, considered in the planning and development process, and conserved. The City should also minimize conflicts with other land uses caused by mineral resources extraction activities.

Policy 14.1 If a Mineral Resource Area is annexed to the City, the City should adopt the County's Mineral Resource Protection Program, or adopt its own program, and implement State Surface Mining and Reclamation Act objectives. This should be accomplished prior to, or upon, annexation of a Mineral Resource Area. Access to mineral resources, including petroleum resources, should be protected.

Policy 14.2 If a mineral resource area is annexed to the City, the City should impose appropriate mitigation measures, as conditions of approval, that require proper reclamation of mining sites.

(Refer also to Intent & Rationale Statements for the Avenue Community and North Avenue Area in the Land Use Element, and to the Safety Element.)

OBJECTIVE 15 - COASTAL RESOURCE MANAGEMENT

The City will preserve, protect, and enhance coastal resources by continuing to carry out its Local Coastal Program (LCP).

Policy 15.1 *Energy Policy:*

Due to its built-up nature, the City shall not permit the location of non-coastal dependent energy facilities within its Coastal Zone. In the event of relocation, the City shall require consolidation of existing oil storage facilities when a coastal location is necessary. Where a coastal location is not necessary, the City shall require such facilities to relocate outside the Coastal Zone, preferably in other existing storage areas.

Policy 15.2 *Pipeline Policy:*

1) *Transshipment of crude oil through an onshore pipeline for refining shall be a condition of approval for expansion of existing processing facilities or construction of new facilities.*

2) *Except for pipelines exempted from coastal development permits under the Coastal Act, and as defined by the State Coastal Commission's Interpretive Guidelines, a survey shall be conducted along the route of any pipeline in the Coastal Zone to determine what, if any, coastal resources may be impacted by construction and*

operation of a pipeline. The costs of this survey shall be borne by the applicant. This survey may be conducted as part of environmental review if an E.I.R. (Environmental Impact Report) or M.N.D. (Mitigated Negative Declaration) is required for a particular project.

3) *When feasible, pipelines shall be routed to avoid important coastal resources, including recreation resources, sensitive habitat, and archaeological areas. Unavoidable routing through recreation, habitat or archaeological areas, or other areas of significant coastal resource value, shall be done in a manner that minimizes the impacts of a spill, should it occur, by considering spill volume, duration, and projected path. Where new liquid pipeline segments pass through sensitive resource areas, recreation areas or archaeological areas, the segment shall be isolated, in case of a break, by automatic shutoff valves or drip trays.*

4) *The City may determine whether spacing of automatic shutoff valves at intervals less than the maximum set by the Department of Transportation is required to protect sensitive coastal resources.*

5) *In sensitive habitat areas, the extent of construction and ground surface disturbance shall be reduced to a minimum by restricting construction activities and equipment with narrow, limited and staked work corridors and storage areas.*

6) *Upon completion of pipeline construction, the site shall be restored to the approximate previous grade and condition. All excavated materials shall be replaced in reverse order, with topsoil replaced at grade level and compacted, if necessary. All sites previously covered with native vegetation shall be reseeded with the same or recovered with the previously removed vegetative materials and*

shall include other measures as deemed necessary to prevent erosion until the vegetation can become established.

7) *Geologic investigations shall be performed by a qualified geologist or engineering geologist where a proposed petroleum pipeline route crosses potential faulting zones, seismically active areas, or moderately high to high risk landslide areas. This report shall investigate the potential risk and recommend such mitigation measures as pipeline route line changes and/or engineering measures to help assure the integrity of the pipeline and minimize erosion, geological instability, and substantial alterations of the natural topography. New pipeline corridors should be consolidated with existing pipeline or electrical transmission corridors where feasible unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.*

8) *All offshore to onshore pipelines should be located at existing pipeline landfall sites and should be buried from a point where wave action first causes significant bottom disturbance. In addition, landfall sites are prohibited from areas designated as Existing Urban and which are in a Residential zoning category, or shown as Sensitive Habitat Overlay areas.*

Policy 15.3 *Hazards Policy:*

New development shall be sited and designed to minimize risks to life and property in areas of high geologic, flood, and fire hazards. All new development will be evaluated in conjunction with the City's Safety Element of this Comprehensive Plan, and for its impacts to and from geologic hazards (including seismic safety, landslides, expansive soils, subsidence, etc.), flood hazards, and fire hazards. Feasible mitigation measures shall be required where necessary.

Policy 15.4 <u>Beach Erosion Policy</u>:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such construction that alters natural shoreline processes may be permitted when required to serve coastal-dependent uses or to protect existing structures or public lands in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Access to and along the shoreline shall be provided when such structures are constructed. In reviewing any such construction, relevant Coastal Act policies shall be applied.

If a revetment is constructed to protect existing residences in the Pierpont area, the revetment shall be evaluated and designed in a comprehensive manner and include within the design a lateral accessway (such as a bikeway/walkway) a minimum of five feet in width to mitigate the burden on public access caused by the construction of the revetment and the impact on public access along Shore Drive. Similar mitigation measures shall be included if protective devices are developed in front of the Fairgrounds. Lateral access shall remain unimpeded along the beachfront of the Fairgrounds property.

(Refer also to BEACON Programs Policy at the end of this section, and to Beach Protection Devices Objective in the Safety Element.)

Policy 15.5 <u>Flood Plain Policy</u>:

All new development, including construction, excavation and grading, except for flood control projects and nonstructural agricultural uses, shall be prohibited in the floodway unless offsetting improvements are provided, such as minor reshaping of topography as further delimited below. The net effect of any offsetting improvements shall be minor, and shall not reduce the cross-sectional area of the main channel and adjoining overbank areas,

in accordance with Federal Emergency Management Agency (FEMA), Ventura County Flood Control, and City regulations. If the proposed development falls within the floodway fringe, it must meet the requirements of the Flood Plain Overlay Zone. Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelization, etc.

With reference to the Ventura Beach Recreational Vehicle Resort property, the following specific policies apply.

1. *Main Channel Waterway - A change in topography by grading or use of this area for recreational vehicle parking shall not be allowed. This area must remain unobstructed to carry the 100-year flow and other more frequently occurring storms.*

2. *Floodway - Some minor amount of reshaping in this area may be allowed if the net effect does not reduce the cross-sectional area of the main channel and the overbank area. Recreational vehicle parking may be allowed if a safe route of escape is provided for parked vehicles during high flood stages. However, no permanent improvements (above grade improvements) will be allowed.*

3. *Sensitive Habitat Buffer - No active recreational uses or permanent improvements in the sensitive habitat buffer in Ventura River shall be allowed.*

4. *Floodway Fringe - In this area, development may proceed only in conformance with the City's Flood Plain Ordinance. Prior to any development, additional studies shall be conducted to determine any potential impacts to existing flood control and Caltrans improvements from the standard project flood. Secondary drainage facilities shall be designed to mitigate impacts on adjacent properties and facilities.*

(Refer also to the Flood Plain Area Objective and policies in the Resources Element, to the Land Use Element, and to the Safety Element.)

Policy 15.6 *Archaeology and Paleontological Resource Policies:*

All development located within the Coastal Zone for which CEQA clearance is required shall be evaluated for possible historic or archaeological impacts. Where a building permit or grading permit is required to do work on or upon a site known to contain an object or artifact of substantial historical and/or archaeological significance, such a permit may not be issued without appropriate environmental review, subject to City Council Resolution 85-75, as amended, except where an amendment would affect this authority. If it is determined that the site may contain items of known or potential historic, archaeological or paleontological value, mitigation measures shall require investigation of the site according to one or more of the following methods:

1. *Archaeological test excavations, including limited excavations designed and implemented by qualified archaeologists. If the test has positive results, a plan shall be prepared and implemented for the complete exploration of the site; and/or,*

2. *One or more archaeologists or archaeological observers shall be present during all excavation activity. If items of historic, archaeologic or paleontologic value are uncovered, work shall be halted for a period of time sufficient to assess, record, remove or preserve the items.*

(Refer also to Archaeological Resources Objective and policies in the Resources Element.)

Policy 15.7 *Diking, Dredging and Filling Policies:*

A. *The diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes may be permitted in accordance with other applicable provisions of this Plan where there is no feasible less environmentally damaging alternative and where mitigation measures have been provided to minimize adverse environmental effects. Diking, filling or dredging shall be limited to the following:*

1) *New or expanded port, energy and coastal dependent industrial facilities, including commercial fishing facilities.*

2) *Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*

3) *The provision of new or expanded boating facilities in open coastal waters and streams and estuaries which do not involve any wetlands.*

4) *Incidental public service purposes, including, but not limited to, burying cables and pipes, or inspection of piers, and maintenance of existing intake and outfall lines.*

5) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*

6) *Restoration purposes.*

7) *Nature study, aquaculture, or similar resource- dependent activities.*

B. *Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.*

C. *Where any dike and fill development is permitted in wetlands in conformity with this Plan, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action. Such mitigation measures are not required for temporary or short-term fill or diking, provided that a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.*

Policy 15.8 *Coastal Conservancy:*

The City should continue to request California Coastal Conservancy assistance in possible coastal projects such as agricultural preservation, coastal resource enhancement, public access and coastal restoration.

The Local Coastal Plan contained in this Comprehensive Plan represents the commitment of the City to provide continuing protection and enhancement of its coastal resources. It is recognized that certain resource areas under the City's jurisdiction may require further public attention to ensure their protection and enhancement. Such resource areas include:

- *Degraded or less than pristine wetlands of any size such as the Alessandro Lagoon and the Ventura and Santa Clara River mouth areas;*

- Lands that have a history or potential for productive agricultural uses, such as the Ventura River area;

- Sensitive coastal resource areas which are suffering some form of deterioration or development pressures;

- Areas which are appropriate for well-designed visitor and recreation facilities, such as the Fairgrounds; and

- Areas where unused and/or subdivided lots require consolidation or redesign to permit appropriate land uses.

(Refer also to Coastal Areas Policies in the Park and Recreation Element.)

Policy 15.9 *BEACON Programs:*

Continue to support the educational, legislative and research programs of the Beach Erosion Authority for Control Operations and Nourishment (BEACON).

Program 15.9.1 Provide City support and/or sponsor new legislation to mitigate regional sand transport and supply impacts.

Program 15.9.2 Provide City support for the acquisition of grant funds to conduct regional sand resource studies.

Program 15.9.3 Provide City support for sand supply research programs, such as the California Storm and Tidal Wave Study conducted in San Diego County by the U.S. Army Corps of Engineers.

Policy 15.10 *Coastal Access Program:*

The City shall continue to ensure maximum public access consistent with public safety and fragile coastal resources. To carry out its intent, the City shall implement the policies of this Comprehensive Plan.

(Refer also to the Sensitive Habitat Objective in the Resources Element, the Land Use Element, including relevant Community Intent and Rationale Statements, the Circulation Element, and the Park and Recreation Element.)

Policy 15.11 *Public Services:*

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development for uses permitted consistent with the provisions of the California Coastal Act. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce development inconsistent with the California Coastal Act or this Comprehensive Plan. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to: coastal dependent land use; essential public services and basic industries vital to the economic health of the region, state or nation; public and commercial recreation; and visitor-serving land uses shall not be precluded by other development.

Policy 15.12 *Hazardous Waste Facility Policy:*

To provide clear guidance for the location of appropriate land uses within the City, Hazardous Waste Facilities shall not be permitted in the City's Coastal Zone due to the Siting Criteria contained in the Safety Element of this Comprehensive Plan, the sensitive resources and unique character of

the City's Coastal Zone, and the lack of suitable areas in the City's Coastal Zone for Hazardous Waste Facilities.

OBJECTIVE 16 - ARCHAEOLOGICAL RESOURCES

The City should continue to identify, preserve and protect archaeological resources for their cultural, educational and scientific values.

Policy 16.1 Continue to address, during environmental review procedures, any significant impacts to Native American cultural sites that are identified on a project-by-project basis. In addition, continue to consult with the Ventura County Archaeological Society and local Native American organizations for specific project review, as appropriate, and work with those organizations in effectuating any needed mitigation measures.

Policy 16.2 Continue to require archaeological assessments to be conducted in conjunction with environmental review and permit processing for projects proposed on properties where archaeological resources are known or are likely to occur, such as adjacent to the Santa Clara and Ventura Rivers, in the Downtown, Avenue and Saticoy Communities, and in the North Avenue and Taylor Ranch Areas.

Policy 16.3 For projects proposed in the agricultural flatlands where no archaeological assessment has been prepared, the City should impose, as a condition of project approval, that if archaeological resources are discovered on-site during construction, work should be terminated and the resources must be properly protected or disposed of under the direction of an approved archaeologist in order to avoid or reduce impacts upon resources which are found to be significant.

(Refer also to Coastal Resource Management Objective and policies in the Resources Element.)

OBJECTIVE 17 - ENERGY RESOURCES

The City should encourage energy conservation and promote energy efficient design.

Policy 17.1 Encourage use of energy conserving design techniques and appliances in development through appropriate regulations or incentives.

Policy 17.2 Continue to pursue development of energy cogeneration facilities at the City's wastewater reclamation (sewage treatment) plant as an alternative energy source.

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INTRODUCTION

The Land Use Element was adopted by the City Council in 1976, and is updated as part of this Plan. This Element is intended to provide policies and criteria for all development in the City. The Land Use Plan Map is also a critical component of the Land Use Element. The Land Use Plan Map indicates what land uses are considered appropriate in particular defined areas and depicts boundaries and areas where special policies apply. The Land Use Element explains the intent and rationale for designations on the Land Use Plan Map. The Element is composed of several sections, as described below.

GOALS

Goals are general statements that provide overall direction for what the Land Use Element is intended to accomplish.

POLICIES

OVERALL LAND USE POLICIES

This section describes Overall Land Use Policies and, where applicable, the programs which implement these policies. It includes the Air Quality Management Program, and discusses Service Level Guidelines, the Hillside Management Program, Special Study Areas, Capital Improvement Deficiency Studies, and other Overall Land Use Policies. (Overall policies for the Coastal Zone are included in the Resources Element.)

LAND USE DESIGNATION DEFINITIONS AND POLICY STATEMENTS

The various land use designation definitions, including those for the Coastal Zone, are contained within this section. Along with the definitions are general policy statements which govern development City-wide.

COMMUNITY INTENT AND RATIONALE STATEMENTS

In order to allow a more in-depth examination of the existing setting, service deficiencies, and projected growth needs, a total of 17 planning communities has been identified, exclusive of the North Avenue and the Taylor Ranch/Ventura River Areas. (NOTE: The former North Bank Community from the 1976 Land Use Element was eliminated in this update, and the areas previously within it are now in the Montalvo and Olivas Communities.) The planning communities are identified on the Land Use Plan Map. The policies for development found within the discussion about each community are basic land development policies which may be further refined if the community is located in a Special Study Area, or if Coastal Zone or other governing policies are found to apply. Consequently, other such policies may be referenced in some Community Intent and Rationale Statements.

AREAS OUTSIDE CITY BOUNDARIES

There are two major areas of County land which are located at least partially within the City's Sphere of Influence and which, therefore, are expected to eventually be annexed to the City. In order to assure appropriate and orderly development of these two areas, specific development policies are presented. These two areas are the North Avenue and Taylor Ranch/Ventura River Areas. Other planning communities also contain areas which are not part of the City.

GOALS

1. Support the adoption and implementation of local and regional guidelines which encourage urban development to be located within incorporated cities.

2. Control development as a means of preserving the City's economic, social, cultural and physical amenities and community service levels, while keeping in mind the carrying capacity of the air basin, water and land resources.

3. Require that necessary public services and improvements be provided in conjunction with new development.

4. Require that development be sensitive to environmental conditions, including scenic qualities.

5. Encourage orderly growth and development, particularly through the development of vacant and unproductive properties in areas that are already developed.

6. Assure that all neighborhoods have conveniently located parks, schools and other appropriate urban services.

7. Annex unincorporated, urbanized properties in the Planning Area whenever possible.

8. Seek cooperative plans and programs with adjoining jurisdictions which will mutually benefit the jurisdictions involved and avoid unnecessary and costly competition.

POLICIES

OVERALL LAND USE POLICIES

SERVICE LEVEL GUIDELINES

A set of comprehensive Service Level Guidelines for evaluating public services, facilities and capital improvement financing needs should be established. These Guidelines should include, but not be limited to: park size and location; fire and police response times; roadway intersections/levels of service; water and air quality; water and sewer capacity; classroom size; maintenance levels of streets; landscape requirements; and other public needs. Waiver of the Guidelines for individual projects should be supported by findings of overriding needs, substantiated with appropriate data and explanations of those needs. These Guidelines, where they do not already exist, should be developed as soon as possible. The Service Level Guidelines should be reviewed as part of the City's Community Development Report to determine the extent to which they are being met. Also, these Guidelines should be possible conditions of discretionary permits for development to ensure that the standards of service are fully applied.

AIR QUALITY MANAGEMENT PROGRAM

In response to Ventura County's adopted Air Quality Management Plan, residential growth limits for the City are hereby adopted in this Comprehensive Plan as the City's Air Quality Management Program (AQMP).*[1] Procedures for administering the City's AQMP are adopted by the City Council via separate resolutions. Any residential development which occurs in the Planning Area, whether under City or County jurisdiction, is subject to the City's AQMP (or any successor program). All new residential development will be taken from the City's allocated population under the AQMP (or any successor program).

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[1]*NOTE: On November 26, 1990, the City Council adopted Resolution 90-123, which amended the City's Air Quality Management Program, and renamed it the Residential Growth Management Program (RGMP).

Maximum Population

The maximum population allocation for the Planning Area to April 1, 2010 (the Federal Census date) should not exceed 115,000 subject to available resources and indexed to the Federal Census. As of April 1, 2000, the maximum population allocation should not exceed 102,000, unless adequate water supplies are secured. If adequate water supplies are secured, the maximum population as of April 1, 2000 should not exceed 105,000, indexed to the Federal Census. Indexed to the Federal Census in this instance means that the population figures of 105,000 and 115,000 would be adjusted based on the differential between an estimated April 1, 1990 population of 94,000 and the actual population determined by the 1990 Federal Census.*[2]

Allocation Schedule And Project Evaluation Criteria

The Council should adopt, by separate resolution, an allocation schedule to distribute population in a manner that does not exceed the limits set forth in this Comprehensive Plan, and project evaluation criteria to implement the allocation schedule. Project evaluation criteria should include the following:

- A mechanism whereby affordable housing will be given priority.

- A means of addressing the orderly growth of the City's urban form to protect and enhance its natural resources, and use its public service resources in the most efficient and economic manner.

- Provisions to encourage projects to offer land for community service facilities, such as churches, facilities for youth-serving organizations and similar nonprofit organizations.

[2]NOTE: The April 1, 1990 Federal Census population for the City was 92,575, and the estimated population for the Planning Area was 98,578. Thus, with indexing, the maximum Planning Area population allocation, if adequate water supplies are secured, would be 109,578 as of April 1, 2000, and 119,578 as of April 1, 2010.

Commercial/Industrial Development

The City should investigate a targeting and allocation process, similar to its residential growth allocation process, for commercial and industrial development.

SPECIAL STUDY AREAS

Special Study Areas are shown on the Land Use Plan Map and described in the Intent and Rationale Statements for communities where such areas are located. Special Study Areas have been identified because they require additional focused attention to resolve issues specific to those particular locations.

CAPITAL IMPROVEMENT DEFICIENCY STUDIES

It is City policy to require that development patterns be orderly, efficient and economically feasible in terms of providing public facilities and services, and to ensure that urban services are available to accommodate new development. In parts of the City's Planning Area, one or more public service deficiencies exist which constrain new development. The applicable Community Intent and Rationale Statements identify where new development is subject to a Capital Improvement Deficiency Study approved by the City Council.

Capital Improvement Deficiency Studies should be carried out by the City, and paid for by property owners who would be allowed to develop as a result of the Study's recommendations being implemented.

A Capital Improvement Deficiency Study should:

- Address all applicable urban service deficiencies (e.g., roads, water, sewer, drainage, schools, parks, police and fire protection);

- Identify any needed improvements and their feasibility and cost; and

- Apportion improvement costs among benefiting property owners.

Capital Improvement Deficiency Studies should be evaluated based on established Service Level Guidelines.

The following discretionary approvals will not be allowed in an area subject to a Capital Improvement Deficiency Study until such a study is prepared and approved:

1. Annexation
2. Change of Zone
3. Parcelization (via subdivision or parcel map)
4. Use Permit
5. Planned Development Permit
6. Variance

Exceptions

The following exceptions are exempt from requirements for preparation of Capital Improvement Deficiency Studies.

1. Discretionary approvals necessary for the City, County, School District, or other governmental agency to provide public facilities or services.

2. Any discretionary approvals which may be necessary to allow construction of one single family dwelling on an existing lot of record which has an appropriate zoning designation consistent with this Comprehensive Plan.

3. Granting of a Use Permit or Planned Development Permit to legalize an existing non-conforming use if the use is consistent with this Comprehensive Plan.

4. Amendments to existing Use Permits or Planned Development Permits if the use is consistent with this Comprehensive Plan.

PUBLIC SCHOOL CAPACITY

If the City Council receives written notice from the governing board of the Ventura Unified School District indicating that conditions of serious classroom overcrowding exist in all or some of the District's classrooms; and such overcrowding is impairing the normal functioning of the District's educational programs; and that the District has taken normal and reasonable measures to mitigate such conditions, the City Council shall evaluate the potential for further residential development to have adverse impacts on the overall classroom capacities of elementary, middle and/or high schools prior to approving any legislative actions required for a proposed residential development project after such notice is received. In conjunction with the City Councils review and consideration of requests for action on Comprehensive Plan Amendments, annexations, rezonings, specific plan approvals or amendments, or development agreements after such notice is received from the District, the City Council shall require the project applicant to demonstrate, to the satisfaction of the City Council, that the proposed residential development that would be authorized by such legislative actions would not results in significant overcrowding of existing public school classrooms.

HILLSIDE MANAGEMENT PROGRAM

The Hillside Management Program was established in 1978 and has been periodically updated in response to concerns that the City's valuable Hillside Area should be safeguarded both physically and aesthetically by minimizing the effects of development. The Hillside Area is identified on the Land Use Plan Map.

All hillside development should be consistent with provisions of this Comprehensive Plan and City Zoning and Grading Ordinances, as applied to the Hillside Area, and should also be consistent with provisions of the Hillside Management Program adopted by separate

and the review process for proposed development in the Hillside Area. (Refer also to the Hillside Area Objective in the Resources Element, and Land Use Designation Definitions and Policy Statements and applicable Community Intent and Rationale Statements in the Land Use Element.)

Capital Improvement Deficiency Studies are required for undeveloped portions of the Hillside Area, and should be completed as required by this Plan and the Hillside Management Program.

The City should amend, as appropriate, its Zoning and Grading Ordinances to be consistent with the Hillside Management Program.

OTHER OVERALL LAND USE POLICIES

Other overall land use policies deal with the Land Use Plan Map, zoning consistency, Existing Urban designations, annexation, linear parks, parkways, neighborhood convenience stores, vacation condominiums and visitor-serving facilities, historic structures, greenhouses, noise exposure, sites for nonprofit organizations, and social services.

Land Use Plan Map

The Land Use Plan Map is adopted as part of this Comprehensive Plan to identify where various land use designations apply throughout the Planning Area.

All boundary lines depicted on the Land Use Plan Map are intended to follow and coincide with natural features (rivers, ridgelines, etc.), center lines of rights-of-way, and/or property lines. Where discrepancies or uncertainties arise, detailed mapping should occur sufficient to allow the City Council to make a determination. It is intended that community boundaries in the Hillside Area should be adjusted to correspond with the above noted criteria as the studies required by the Hillside Management Program occur.

Further, the City should precisely map its Planning Area boundary and seek to gain the formal recognition of the precise Planning Area boundary by the County of Ventura.

Zoning Ordinance Consistency

The City's Zoning Ordinance should be revised and reformatted to make zoning designations consistent with this Comprehensive Plan, to reflect contemporary zoning principles and techniques, and to make the Ordinance easier to implement.

Existing Urban Designation

The City should consider amending this Comprehensive Plan to eliminate the Existing Urban land use designation by categorizing all existing urban lands into other appropriate existing or new land use designations.

Annexation

Development of properties in the County which are within the City's Planning Area should not occur unless they are annexed to the City, or approvals granted by the County conform to this Comprehensive Plan.

(Refer also to the Urban Form Objective in the Resources Element which supports adherence to the Guidelines for Orderly Development in Ventura County.)

Linear Parks

Linear parks, consistent with adopted Linear Park Guidelines, should be required in all areas shown on the Land Use Plan and Circulation Plan Maps.

Parkways

Where a Linear Park segment parallels an arterial roadway based upon routes shown on the Circulation Plan Map, a parkway concept should be incorporated to provide a buffer of green space along such roadways. Sufficient right-of-way should be required to allow arterials paralleled by Linear Park segments, as shown on the Circulation Plan Map, to be developed consistent with this parkway policy.

Neighborhood Convenience Stores

Neighborhood convenience stores, defined as small retail outlets selling food and sundries, may be permitted on properties not designated for commercial use, providing there is no existing or proposed commercial center within a one-half mile radius of the site. A Use Permit (UP) must be obtained from the Planning Commission for this use. The UP should address such items as lot size, store size, parking, and on-site and off-site circulation. The Design Review Committee, when reviewing such projects, should give special consideration to the signage, lighting, colors, construction materials, and landscaping to ensure that the project is consistent with the character of the community.

Vacation Condominiums and Lower Cost Visitor-Serving Facilities

Vacation condominiums are among visitor-serving, priority coastal commercial uses. They should be designed to provide accommodations oriented primarily to the general tourist community rather than for exclusive residential purposes. All vacation condominiums shall be consistent with the provisions contained in City Council Resolution No. 81-68, relating to the regulation of time share resort facilities, as it currently exists or may be revised.

Visitor-serving facilities such as lower cost overnight accommodations and restaurants, provide an important coastal resource. In order to protect, encourage, and, where feasible, provide these facilities, the City shall:

1) *Promote the continued operation of existing facilities (including lower-cost motels and restaurants) by not permitting incompatible uses to locate adjacent to such facilities. Specifically, the City shall not permit developments which, based on physical characteristics (e.g., height, open storage) or operational characteristics (e.g., noise, traffic, hours of operation, etc.) would have a deleterious effect on existing visitor-serving uses.*

2) *Encourage and coordinate with the State Department of Parks and Recreation in its endeavor to establish a hostel facility in or near the San Buenaventura Coastal Zone.*

Historic Structures

The City should establish a program where historic structures can be relocated within the Planning Area, rather than being destroyed.

Greenhouses

Unless otherwise prohibited, greenhouses and similar agricultural buildings used for crops and flower production may be permitted within an Agricultural Use designated area subject to the following standards:

1) *Landscaping shall be installed to visually screen structures and parking from the nearest public roadway.*

2) *Such development shall not be permitted if found to adversely impact water quality, water supply, or sensitive habitat areas.*

Noise Exposure

The City should use noise contour information provided by the Community Noise Equivalent Level 2010 Map in the Noise Element Technical Appendix as a guide for land use decisions to the extent feasible. (Refer also to the Noise Element and Noise Element Technical Appendix.)

Sites for Nonprofit Organizations

The City should consider adoption of a program where new residential development is required to set aside parcels for a limited time for purchase by nonprofit organizations, such as churches and youth-serving organizations.

Social Services

During the annual budget review, the City should evaluate the availability of funds for projected increases in social service costs. The City should pursue alternative sources of funding if general fund monies are not adequate to fund increased social services expenditures.

(Refer also to requirements in the Economic Development Element under the Business Retention/Expansion Objective for preparation and approval of specific plans prior to subdivision or development of unimproved land over 25 acres in size.)

LAND USE DESIGNATION DEFINITIONS AND POLICY STATEMENTS

The land uses depicted on the Land Use Plan Map indicate what future general uses are considered appropriate on the designated parcel of land. Future land use designations are not shown on existing urban lands that are considered to be already developed with an appropriate use and/or are an integral part of the City's urban form. The allowable land uses in each area designated as Existing Urban are based on the underlying zoning or are set forth in the Intent and Rationale Statement for each community. In those instances where the existing urban uses are considered appropriate but the underlying zone is not, recommendations are made through the policy statements rather than through future land use designations. Approved Local Coastal Program policies control in the Coastal Zone.

The following are the land uses designated on the Land Use Plan Map:

DESIGNATION	SYMBOL	DENSITY
Existing Urban		*(Refer to Existing Urban Designation Definition and Policy Statement)*
Single Family	*SF*	*1-7 du/net acre*
Multi-Family	*MF*	*Range of densities (e.g., MF-28 = max. 28 du/net acre)*
Planned Residential	*PR*	*Range of densities as follows:*
	PR-8	6-12 du/net acre; average of 8 du/net acre

	PR-15	6-24 du/net acre; average of 15 du/net acre
	PR-20	*6-36 du/net acre; average of 20 du/net acre*
Transitional Residential	TR	Range of densities as follows:
	TR-15	Average of 15 du/net acre
	TR-20	Average of 20 du/net acre
Hillside Planned Residential	HPR	Range of densities based on "slope density formula" and as follows:
	HPR-4	.1-4 du/net acre; average of 4 du/net acre
	HPR-6	.1-6 du/net acre; average of 6 du/net acre.
	HPR-8	.1-12 du/net acre; average of 8 du/net acre
	HPR-15	.1-24 du/net acre; average of 15 du/net acre
	HPR-20	.1-36 du/net acre; average of 20 du/net acre
Harbor Related Mixed-Use	*HRMU*	*20 du/net acre*
Mobile Home Park	*MHP*	*Maximum of 8 du/gross acre*

Downtown Specific Plan	*DTSP*	*Variety of densities and uses*
Professional Office	*PO*	
General Commercial	*C*	
Planned Commercial	*PC*	
Planned Commercial- Tourist Oriented	*PC-T*	
Planned Commercial - Neighborhood Oriented	*PC-N*	
Harbor Commercial	*HC*	
General Industrial	M	
Industrial Planned Development	*PM*	
Oil Field Industrial	OF	
Planned Mixed Use Development	*PMXD*	*Variety of densities and uses*

Institutional

Agricultural Use (not to be reconsidered until after the Year 2010)

Parks and Linear Park System

Linear Park Natural Area

Linear Park Study Area

Recreation

Hillside Scenic Resource Area

Flood Plain Overlay

Sensitive Habitat Overlay

The Ventura River Sensitive Habitat overlay designation has been updated using the vegetative and marine flora maps developed for the California Department of Parks and Recreation. (Refer to the Taylor Ranch/Ventura River Area/Intent and Rationale Statement in this Land Use Element.)

An "H" added at the end of any of the above categories denotes an historical classification, indicating that the City wishes to preserve the historical character and significance of the area and/or property. This objective should be accomplished through the City's environmental review process under the California Environmental Quality Act (CEQA), and through the City's Historic Preservation Program. Input on potential historic

structures and resources should be sought from the City's Historic Preservation Commission.

The Land Use/Zone Compatibility Matrix identifies preferred zoning designations under each land use designation.

LAND USE/ZONE COMPATIBILITY MATRIX

Land Use Desig. / ZONE	SF	MF	PR	TR-15	TR-20	HPR	MHP	HRMU	DTSP	PO	C	PC	PC-T	PC-N	HC	M	PM	PMXD	I	AG	Exist. Urban	Parks	Rec.
A																			X	X			
R-1	X	X	X	X	X	X			X		X							X			X		
R-1-B																					X		
R-2		X		X	X						X								X		X		
R-2-B																					X		
R-3		X		X	X				X		X								X		X		
MHP		X	X	X	X		X														X		
RPD	X	X	X	X	X	X					X							X	X		X		
PO									X	X						X		X	X		X		
C-1									X		X			X		X					X		
C-1A											X			X		X					X		
C-2									X		X			X		X					X		
HC								X							X						X		
CPD									X			X	X	X				X			X		
CTO									X				X								X		
MXD									X									X			X		
M-1									X							X					X		
M-2									X							X					X		
MPD																	X	X			X		
P	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
H	X	X	X	X	X	X				X	X				X	X	X	X		X			
DR									X														
CR									X														
DC									X														

LEGEND:

Land Use Designations:

SF	Single Family (1-7 du / net acre)
MF	Multiple Family (range of densities)
PR	Planned Residential (range of densities)
TR-15	Transitional Residential (average 15 du / net acre)
TR-20	Transitional Residential (average 20 du / net acre)
HPR	Hillside Planned Residential (range of densities based on "slope density formula")
MHP	Mobile Home Park
HRMU	Harbor Related Mixed-Use (20 du / net acre)
DTSP	Downtown Specific Plan
PO	Professional Office
C	General Commercial
PC	Planned Commercial
PC-T	Planned Commercial - Tourist Oriented
PC-N	Planned Commercial - Neighborhood Oriented
HC	Harbor Commercial
M	General Industrial
OF	Oilfield Industrial
PM	Industrial Planned Development
PMXD	Planned Mixed Use Development
I	Institutional
AG	Agricultural Use
Existing Urban	The underlying zoning is considered appropriate
Parks & Linear Parks	Public recreational area
Linear Park Natural Area	Public recreational area
Linear Park Study Area	Public recreational area
Recreation	Private recreational area

Zone Designations:

A	Agricultural
R-1	Single Family
R-1-B	Single Family - Beach
R-2	Two-Family
R-2-B	Two-Family-Beach
R-3	Multiple Family
MHP	Mobile Home Park
RPD	Residential Planned Development
DR	Downtown Residential
CR	Corridor Renovation
DC	Downtown Core
PO	Professional Office
C-1	Limited Commercial
C-1A	Intermediate Commercial
C-2	General Commercial
HC	Harbor Commercial
CPD	Commercial Planned Development
CTO	Commercial - Tourist Oriented
MXD	Mixed Use Development
M-1	Limited Industrial
M-2	General Industrial
MPD	Industrial Planned Development
P	Parks
H	Hospital
HD	Historic District Overlay
CB	Coastal Bluff Overlay
SH	Sensitive Habitat Overlay
TO	Tourist Oriented Overlay
FP	Flood Plain Overlay

FP Overlay , HD Overlay, CB Overlay, SH Overlay, TO Overlay - Refer to City's Zoning Ordinance & Comprehensive Plan for particular uses allowed within each overlay zone or land use overlay designation.

Following is a brief definition of each of the land use designation categories. It is impossible to detail every specific use that would be permitted in each category or all the uses that would be prohibited. The main purpose of these definitions is to state the general intent and purpose of each of the categories. They are applicable to the entire Planning Area except as limited in the Community Intent and Rationale statements.

Existing Urban

The Existing Urban land use designation applies to lands that are considered to be already developed with an appropriate use and/or are an integral part of the City's urban form. The allowable future land uses in each area designated as Existing Urban are based upon the underlying zoning, or as set forth in the Intent and Rationale Statement for each Community.

Residential:

There are six main divisions within the residential categories: *SF, MF, PR, TR, HPR and MHP.*

SF: The SF category represents the basic single family unit and subdivision. Those lands which have the appropriate size and configuration for single family development and which are predominantly surrounded by single family development are so designated. Single family is considered to be traditional-sized lots (6,000 square feet) containing a single family dwelling which meets R-1 zoning setbacks. Residential Planned Development (RPD) zoning may, however, also be allowed under the SF designation, provided the 6,000 square foot minimum lot size requirement is met.

MF: The MF category represents a multiple family residential use of two or more units per lot. The maximum density which can be developed on such a designated property is identified by the number following the letter symbol; i.e., MF-28 means a maximum of 28 dwelling units per net acre. Lands designated MF generally are developed areas that are transitioning to higher densities. In order to help preserve the integrity of these

neighborhoods, special design criteria should be developed which include establishment of a review process.

PR: It is intended that Planned Residential (PR) designated land be developed based on an overall plan (master plan) prepared by the developers of the property and approved by the City. In instances where this designation covers contiguous parcels, all individual parcels should be included in the master planning effort. The master plan should detail site and street improvements, as well as the timing (phasing) of the project. The overall plan will be evaluated upon its adequacy in the following areas:

1. *Open Space Ratio - Amount of open space (non-vehicular) to floor area.*

2. *Location of buildings so as to mitigate noise levels, achieve an aesthetic design, take advantage of and preserve natural amenities (trees, barrancas), orient properly to conserve energy and the like.*

3. *Adequate provision for pedestrians, bicycles and vehicular traffic.*

4. *Impact on adjoining land uses (e.g., the need for setbacks, fences, landscape buffers, etc.).*

5. *Mitigation of environmental impacts based on the City's Master Environmental Impact Report for the Comprehensive Plan Update (April 1989) and, if required, the individual project EIR.*

6. *Architectural character, landscaping and recreation amenities, parking and circulation, and the like.*

In addition to the above conditions, the Planned Residential development will have to generally conform to the density designations in the Land Use Plan and Zoning Ordinance requirements.

The properties that have been given a PR designation have one or more of the following characteristics:

1. *They are in strategic locations and development proposals must, therefore, be well designed.*

2. *They need to be well buffered from surrounding uses.*

3. *They have incomplete circulation systems.*

4. *They have drainage system problems.*

5. *They could be impacted by existing or future noise.*

6. *They have unusual terrain and/or topography.*

7. *They provide an opportunity for imaginative housing solutions, perhaps including a variety of housing types in a single project.*

The PR designation is intended to give the developer the ability to be flexible and creative, while at the same time give the City adequate control over the development of its limited residential land. The PR designation allows the developer and the City the opportunity for a well integrated design which is responsive to the unique locational and physical features of a site.

TR: The TR category is intended for already developed areas which are redeveloping to a higher density. In many cases the already developed areas are characterized by small, narrow or irregularly shaped lots. In order to help ensure well planned development with sufficient usable open space and off-street parking, all Zoning Ordinance provisions, including setbacks, height, off-street parking and lot width, should be strictly adhered to. In addition, the Zoning Ordinance should incorporate a zone category which is compatible with the TR land use designations (e.g., TR-15, TR-20). For the TR designated areas,

special design criteria should be developed to help further preserve the integrity of the neighborhood.

HPR: The intent of the HPR designation is: to relate the number and distribution of dwelling units in future Hillside Area development to topographic, geologic, hydrologic, and fire hazard conditions, in order to minimize dangers to life and property; to protect the natural and scenic resources of the Hillside Area in conjunction with future hillside development; to provide a variety of housing opportunities in the Hillside Area; to preserve the residential nature and character of established Hillside Area neighborhoods; and to ensure that public access to the Hillside Area is not unduly restricted by future development.

All future residential land uses in areas designated for Hillside Planned Residential development will be subject to the provisions of the Hillside Management Program and any other applicable policies contained in this Plan. The Hillside Management Program sets forth a slope/density formula to be used in determining the appropriate density of development in the Hillside Area. In addition, this land use designation requires that any proposed project meet the objectives, policies, and submittal requirements contained in the Hillside Management Program.

The following residential density categories are established within the general Hillside Planned Residential classification:

HPR-4 (Very low density) permits single family detached homes on large lots or through clustered development.

HPR-6 (Low density) permits single family detached homes on standard sized lots or through clustered development.

HPR-8 (Low density mix) permits a mix of single family dwellings, medium-density attached dwellings, and garden apartments.

HPR-15 (Medium density mix) permits a mix of single family dwellings, medium density attached dwellings, and garden apartments, at a higher overall density than HPR-8.

HPR-20 (High density mix) permits a mix of medium density attached dwellings and higher density residential uses, such as garden apartments.

HRMU: The intent of the HRMU designation is to provide the flexibility for a mixed use development of tourist-commercial uses and/or residential uses compatible with the development of coastal dependent recreation, access and visitor-serving uses.

MHP: The MHP category represents a mobile home park residential use. The maximum density which can be developed on a property so designated is eight units per gross acre. Mobile home park development should be consistent with criteria established in the MHP zone in the Zoning Ordinance.

DTSP: (Downtown Specific Plan). The Downtown Specific Plan designation refers to the Downtown Specific Plan which is a comprehensive policy and regulatory document for development in the Downtown Community. It contains development standards and design guidelines which are needed to help realize the community's vision for the Downtown.

Professional Office:

The intent of this category is to call attention to the fact that there are problems and opportunities associated with office uses that are different from those of the commercial category and, therefore, should be treated differently. One such distinction is that a Professional Office is usually more compatible with residential uses than are most commercial establishments. It is intended that a Planned Development Permit be obtained prior to development within a PO designated area.

Commercial:

There are five categories of Commercial designations, C (General Commercial), PC (Planned Commercial), PC-T (Planned Commercial - Tourist Oriented), PC-N Planned Commercial - Neighborhood Oriented), and HC (Harbor Commercial).

The General Commercial category includes central business areas, neighborhood shopping centers, and general commercial activity areas. Permitted uses in the General Commercial designation include convenience activities which serve day-to-day needs, retail enterprises, and offices. Residential uses may also be permitted in commercially designated areas.

The intent of the Planned Commercial designation, as with the other planned development categories, is to cause the designated property to be master planned, and to provide the flexibility for and recognize the opportunity to encourage a variety of commercial and other related uses in a single complex. Such permitted commercial uses include sales and services, repair, retail, and office use.

The properties that have this designation have one or more of the following characteristics:

1. *They are in a strategic location and development proposals must, therefore, be well designed.*

2. *They need to be well buffered from surrounding areas.*

3. *They front on a major thoroughfare.*

4. *They need to dedicate land to complete the circulation system.*

5. *They are located in or near an existing activity center.*

The intent of the rest of the Planned Commercial categories, such as PC-T, PC-N, and HC, is to ensure that the City can preserve those sites best suited for specialized commercial activities (such as tourist commercial, neighborhood commercial and harbor commercial) from encroachment by general commercial activities or other uses which are not as dependent on specific site locations. Each of the special PC categories has been created to serve a specific function. It is recognized that there are specific sites which can best accommodate these specialized commercial uses, that they are a limited resource and that they should be preserved for their highest and best use. The uses allowed in each of these categories are listed in the Zoning Ordinance.

The intent of the PC-T category is to protect sites that are suitable for tourist commercial uses from encroachment by other uses, including general commercial, industrial and private residential. A Planned Development Permit shall be required prior to developing such sites. Types of uses to be permitted in the PC-T designated sites include public or private developments that provide visitor-serving facilities.

Industrial Planned Development, General Industrial and Oilfield Industrial:

The main intent of the Industrial Planned Development (PM) category is to require the preparation of a master plan prior to the development of property which is determined to be appropriate for industrial park use. The master plan should define parcel size, circulation, architectural character, landscaping and the like, and such regulations should be included in covenants, conditions and restrictions (CC&R's) prepared in conjunction with the submittal of a development proposal and recorded after its approval. It is intended that the master plan and the recorded CC&R's provide for attractive and compatible individual developments within a well located and designed industrial park. In most cases, a PM master plan would be more general than a similar plan for a PR development in that it is not always possible to identify all of the ultimate industrial users when the project is initially proposed.

The General Industrial (M) category is intended to accommodate those uses which have inherent problems relative to noise, dust, aesthetic appearance, and the like. The intent of

this category is to provide a place for this type of industry within the City that is properly segregated or buffered from other uses.

The Oilfield Industrial category is intended to designate those areas where oil extraction uses are located. Such uses include the removal, transfer and storage of crude oil and related products prior to refining. The Oilfield Industrial category does not include refining or storage of finished products. In establishing this category, it is recognized that industrial uses typically require the provision of urban public services, while Oilfield Industrial uses do not. Oilfield Industrial areas may be converted to industrial uses if the property is found to be appropriate in terms of location, size, and the provision of public services. It is the intent that any conversion of Oilfield Industrial land to industrial uses be subject to the submittal of a master plan of public services for the site, which would evaluate the availability and capacity of public services, assess the impacts of the conversion on those services and provide programs for mitigating deficiencies.

Planned Mixed Use Development:

The purpose of the Planned Mixed Use Development (PMXD) designation is to identify appropriate locations for and encourage:

- *Large scale integrated developments having three or more major uses such as Professional Office, Commercial, Residential, Industrial, and various support facilities.*

- *Intensive use of land requiring major public resource commitments over an extended period of time.*

- *Master planned urban complexes that have a significant degree of functional and physical integration of project components (e.g., interconnection of uses with pedestrian ways, common mechanical support systems, different uses housed in the same building, shared parking or common facilities).*

A master plan should be required for PMXD designated areas as a prerequisite to development and, at a minimum, set forth the architectural character, project phasing,

integration of uses, landscaping, overall circulation and parking. The master plan, where appropriate, should also be made a part of the covenants, conditions and restrictions recorded for each property in the project.

The PMXD designation has been placed on those lands which have one or more of the following characteristics:

1. *They are in need of private or public redevelopment efforts.*

2. *They are large parcels of 40 acres or more.*

3. *They are in highly visible areas.*

4. *They are in proximity to freeway and/or rail transportation corridors.*

5. *They can be developed in such a way that they are self-contained and well buffered from surrounding uses.*

6. *They are in an existing or proposed major activity center.*

The PMXD category is further refined in Intent and Rationale Statements for each of the communities where such a designation is deemed appropriate.

Institutional:

The Institutional category recognizes already established and proposed uses such as churches, government facilities, hospitals, schools, etc.

Agricultural Use

The Agricultural Use (not to be reconsidered until after the Year 2010) category identifies those lands that are designated for agricultural use on the Land Use Plan Map.

The target date of 2010 associated with the Agricultural Use designation indicates a review date after which agriculturally designated lands may be reconsidered for urban uses. However, during the life of this Plan, it is intended that only agricultural uses are permitted on these lands. Furthermore, any updates to this Plan are not intended to imply that development would necessarily be appropriate at that time.

Parks and Linear Park System:

The Parks category includes those lands which provide various outdoor park sites, school open space, and recreational areas. Commercial uses which are subsidiary to or associated with public recreational facilities may be permitted, provided they do not limit public recreational opportunities, and, in the Coastal Zone, they are directly supportive of coastal recreation or are coastal dependent. In addition to these policies, it is intended that the appropriate Community Intent and Rationale Statements be consulted for specific policies which may relate to areas designated as Parks.

The specific locations of future parks are not shown on the Land Use Plan Map. Future park commitments are dealt with through general policy statements and Service Level Guidelines, rather than through locational designations. It is through these policies and Service Level Guidelines that the Parks and Recreation Commission provides specific site selection recommendations to the City Council.

The Linear Park category shows a connected system around and through the City that is intended to link public and private open space areas, provide an alternate circulation system, protect natural values, and accommodate leisure time pursuits. Linear park segments may be improved, natural, or study areas. The natural areas and study areas have separate Land Use Plan Map designations as described below.

Linear Park Natural Area:

Segments of the Linear Park System in this category are intended to protect or restore natural resource values, as opposed to emphasizing circulation or recreational facility

improvements. The designation applies to areas such as along barranca channels with natural values, or along beach areas where restoration of sand dunes may be appropriate.

Linear Park Study Area:

This category applies to areas where additional study is required before a specific location for a linear park segment can be identified. In the Hillside Area, for instance, specific locations have not yet all been identified, but must be provided in conjunction with future development.

Recreation:

The Recreation category includes private lands which provide outdoor recreational opportunities, such as recreational vehicle parks, campgrounds, private golf courses, and horseback riding. Commercial uses which are subsidiary to or associated with private recreational facilities may be permitted provided they serve users of the recreational facility only (e.g., convenience grocery for recreational vehicle parks, pro shop for golf courses).

Hillside Scenic Resource Area:

The Hillside Scenic Resource Area designation applies to areas such as skyline ridges and significant natural landmarks. The City's intent is to maintain Hillside Scenic Resource Areas in a natural, undeveloped state. It is also the City's intent to obtain a reservation of a scenic easement from the property owner with respect to such scenic resource areas that are not intended for public access, in conjunction with any development which may occur on the remainder of the property. The granting of a scenic easement will obligate the property owner to retain, maintain, preserve, and protect the public view of these areas in their natural state, without obstruction by structures. A scenic easement is not intended to prohibit clearing of brush or planting of vegetation which is necessary to reduce fire hazards.

Flood Plain Overlay:

The Flood Plain Overlay coincides with the 100-year flood plain, which is the largest area inundated by the 100-year flood as determined by the U.S.

Department of Housing and Urban Development (HUD) Federal Emergency Management Agency (FEMA). Development which occurs within the flood plain may, however, be inundated more frequently, depending on the severity of flood conditions and the ground elevation.

The Flood Plain designation on the Land Use Plan Map is intended to be general in nature. The specific flood plain boundaries are set by the City's official Flood Plain Overlay Zone Map, which shows FEMA approved Flood Insurance Rate Map (FIRM) boundaries. The Flood Insurance Rate Map controls in the event of any uncertainty. Any properties identified as Flood Plain on the Land Use Plan Map not within the flood plain, as determined based on FEMA Flood Insurance Rate Maps, will be allowed to develop pursuant to the adjacent land use designation on the Land Use Plan Map and applicable policies in this Comprehensive Plan.

Sensitive Habitat Overlay:

The Sensitive Habitat Overlay category identifies those areas that contain rare or especially valuable habitats which could easily be disturbed or degraded by human activities and development; are important because of their existing or potential biological productivity; provide important educational values (e.g., scientific, research, nature study uses); or provide a buffer which protects sensitive habitat areas against encroaching development or disturbances. Included in this category are wetlands, dune vegetation, natural vegetation buffers, and riparian habitats.

Specific policies are contained in the Intent and Rationale Statements for each designated Sensitive Habitat Overlay area to address the individual resource protection needs. While the designation on the Land Use Plan Map represents the best available information in

terms of species and habitat areas, the designations are not definitive and may need modification in the future. Sensitive habitat boundaries should be updated periodically to reflect changes in migration of species or discovery of new habitat areas.

Sensitive habitat boundaries shown on the Land Use Plan Map incorporate both habitat areas and buffer areas. Policies set forth for Sensitive Habitat Areas shall also apply to buffer areas, unless specific buffer area policies are stated.

Coastal Zone Definitions

Wetland:

Wetland means lands within the Coastal Zone which may be covered periodically or permanently with shallow water, including saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens.

Estuaries:

An estuary is a coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by freshwater runoff from the land. The salinity may be periodically increased above the open ocean by evaporation. In general, the boundary between wetland and estuary is the line of extreme low water.

Streams and Rivers:

A stream or a river is a natural watercourse as designated by a solid line or dash and three dots symbol on the most recently published United States Geological Survey Map, or any well-defined channel with a distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scour or deposit of rock, sand, gravel, soil, or debris.

Riparian Habitats:

A riparian habitat is an area of riparian vegetation. This vegetation is an association of plant species which grows adjacent to freshwater watercourses, including perennial and intermittent streams, lakes, and other bodies of freshwater.

Open Coastal Waters and Coastal Waters:

The terms open coastal waters or coastal waters refer to the open ocean overlying the continental shelf and its associated coastline. Salinities exceed 30 parts per thousand with little or no dilution except opposite the mouth of estuaries.

Environmentally sensitive habitat areas within open coastal waters may include Areas of Special Biological Significance as identified by the State Water Resources Control Board, habitats of rare or endangered plant and animal species, near shore reefs, rocky intertidal areas (such as tidepools), and kelp beds.

BUILDING INTENSITY AND POPULATION DENSITY

In compliance with State law, information about the maximum possible build-out of the various land use designations is presented in the tables on the following pages. The table entitled Population Density for Residential Uses shows the maximum Planning Area population assuming that every property were to be developed at the maximum possible densities depicted on the Land Use Plan Map, and based on an average of 2.43 persons per dwelling unit (the average figure for the City from the 1980 Census). Likewise, the table entitled Building Intensity for Non-Residential Land Use Categories shows the maximum amount of square footage that might be constructed if all properties in the Planning Area were to be developed at the maximum possible intensity based on the land use designations shown on the Land Use Plan Map. The Notes following the tables further explain some of the assumptions used in preparing these tables. The data are based on the best available information at this time. Historical trends in the City reflect that very few existing properties or new projects are built to the maximum densities or intensities

allowed. Thus, these tables substantially overstate the future possibilities based on actual development experience in the City.

POPULATION DENSITY FOR RESIDENTIAL USES					
LAND USE DESIGNATION	ESTIMATED NET ACRES	MAXIMUM DENSITY (DU/NET ACRE)	NUMBER OF DWELLING UNITS	AVERAGE POPULATION PER DWELLING	MAXIMUM POPULATION
Single Family	363.53	7	2,545	2.43	6,184
Multiple Family	15.16	28	424	2.43	1,031
Planned Residential					
PR-8	567.00	8	4,536	2.43	11,022
PR-15	70.90	15	1,064	2.43	2,584
PR-20	120.18	20	2,404	2.43	5,841
Transitional Residential					
TR-15	70.20	15	1,053	2.43	2,559
TR-20	117.18	20	2,344	2.43	5,695
Hillside Planned Residential					
HPR-4	7,200.00	4	28,800	2.43	69,984
HPR-6	67.00	6	402	2.43	977
HPR-8	359.00	8	2,872	2.43	6,979
HPR-15	45.00	15	675	2.43	1,640
HPR-20	114.00	20	2,280	2.43	5,540
Mobile Home Park	29.00	8	232	2.43	564
Existing Urban Categories (1)					
MHP	166.25	8	1,330	2.43	3,232
R-1	3,102.97	6	18,618	2.43	45,241
R-2	54.50	10	545	2.43	1,324
R-3	73.12	54	3,948	2.43	9,595
R-3-2	44.96	36	1,619	2.43	3,933
R-3-3	48.92	27	1,321	2.43	3,210
R-3-4	2.90	22	64	2.43	155
R-3-5	198.65	18	3,576	2.43	8,689
RPD-2U	0.48	2	1	2.43	2
RPD-4U	33.13	4	133	2.43	322
RPD-6U	79.70	6	478	2.43	1,162
RPD-7U	68.01	7	476	2.43	1,157
RPD-8U	74.93	8	599	2.43	1,457
RPD-9U	2.13	9	19	2.43	47
RPD-10U	67.23	10	672	2.43	1,634
RPD-11U	1.85	11	20	2.43	49
RPD-12U	3.42	12	41	2.43	100
RPD-13U	11.11	13	144	2.43	351
RPD-14U	27.76	14	389	2.43	944
RPD-15U	15.40	15	231	2.43	561
RPD-16U	7.08	16	113	2.43	275
RPD-17U	19.90	17	338	2.43	822
RPD-18U	20.44	18	368	2.43	894
RPD-19U	2.80	19	53	2.43	129
RPD-20U	16.20	20	324	2.43	787
RPD-25U	10.24	25	256	2.43	622
RPD-28U	14.34	28	402	2.43	976
TOTALS	13,306.57		85,708		208,271

BUILDING INTENSITY FOR NON-RESIDENTIAL LAND USE CATEGORIES

LAND USE DESIGNATION	ESTIMATED NET ACRES	BUILDING COVERAGE (2) (% OF LOT AREA)	HEIGHT ALLOWABLE (STORIES) (3)	MAXIMUM FLOOR AREA (SQ. FT) (4)
Agricultural Use	6835.7	1%	2.5	7,461,166.55
Commercial	100	50%	3	6,549,000.00
Harbor Commercial	138	50%	3	9,037,620.00
Industrial	300	50%	3	19,647,000.00
Institutional	60	50%	3	3,929,400.00
Oil Field	173	25%	2	3,776,590.00
Parks	873	5%	2.5	4,764,397.50
Planned Commercial	80.5	50%	6	10,543,890.00
Planned Commercial - Tourist Oriented	53.5	50%	3	3,503,715.00
Planned Commercial - Neighborhood	40	50%	3	2,619,600.00
Planned Industrial	825	50%	6	108,058,500.00
Planned Mixed Use Development	534	50%	3	34,971,660.00
Professional Office	35.5	50%	3	2,324,895.00
Recreation	18.5	50%	2.5	1,009,637.50
Existing Urban Categories (1)				
C-1	49.62	50%	3	3,249,613.80
C-1A	144.9	50%	6	18,979,002.00
C-2	108.7	50%	6	14,237,526.00
C-P-D	89.9	50%	6	11,775,102.00
C-T-O	1.79	50%	2.5	97,689.25
D-T-R	1.99	50%	3	130,325.10
H	44.08	50%	3	2,886,799.20
M-1	117.74	50%	3	7,710,792.60
M-2	33.91	50%	6	4,441,531.80
M-P-D	437.16	50%	6	57,259,216.80
P	0.25	5%	2.5	1,364.38
PO	31.96	50%	3	2,093,060.40
TOTALS	11128.7			341,059,094.88

Notes to "Population Density for Residential Uses" and "Building Intensity for Non-Residential Land Use Categories" Tables

1. The Existing Urban land use designation applies to much of the developed area in the City. As explained elsewhere in this Element, the Existing Urban designation generally means that development is appropriate based on the underlying zoning classification. The classifications contained in the City's Zoning Ordinance (residential for population density and non-residential for building intensity) are listed in the tables to better define this broad designation.

2. Building coverages listed are based largely on assumed maximums. While several non-residential designations do have coverage limitations in the City's Zoning Ordinance (typically 50%), actual development patterns in the City reveal that most development does not approach the stated maximums due to setback, parking, landscaping or other criteria.

3. The height limits in stories that are noted for each non-residential designation were derived from height limits stated in feet in the City's Zoning Ordinance or assumptions based on similar classifications as follows:

Maximum Height in Feet	Assumed/Stated Maximum Stories
30 or 35	2.5
45	3
75	6

Actual development in the City typically reflects low scale nonresidential uses and few such projects are developed at the maximum allowed height.

4. Maximum floor area data is derived by multiplying the estimated net acres by 43,560 (the number of square feet in an acre) times the building coverage, times the height allowable. Given that most non-residential projects in the City are not developed at the maximum coverage or at the maximum height allowable, the possible maximum floor area data listed are likely overstated.

COMMUNITY INTENT AND RATIONALE STATEMENTS

ARROYO VERDE COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The majority of the development in this Community is single family residential, with a few scattered areas of higher density. The dominant features of this Community are Ventura College and Arroyo Verde Park. With the exception of the Hillside Area, the Community is almost completely developed. The intent of the Land Use Element is to preserve the stability and the character of this Community. Within the Hillside Area, the intent of the land use designations in this Community is to preserve and improve the scenic, low density residential character, to minimize the impact of hillside development on Arroyo Verde Park and residential areas south of Foothill Road, and to improve access to Arroyo Verde Park.

Residential Uses: There are four residential designations in the Arroyo Verde Community. They are: SF, HPR-4, HPR-6 and PR-15. The small, SF-designated parcel south of Foothill Road, adjacent to the Arundell Barranca, is meant to encourage the completion of the already existing single family development in the area.

The southeast-facing slope area in the southeastern portion of the Barlow Canyon drainage area is designated for very low density residential (HPR-4) development. This area should be master planned, with special attention given to preserving the scenic character of Foothill Road (see Community Design Element policies). The ridgeline extending northeast from Foothill Road (at Barlow Barranca) to Arroyo Verde Park should be preserved as a Scenic Approach area. In addition, the visual impact of development near Arroyo Verde Park should be a primary concern in evaluating proposed projects in this area.

The intent of the HPR-4 designation for other portions of the Hillside Area is to permit very low density, single family development which takes advantage of hillside views and other

amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered through a proposed Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

The HPR-6 designation in the area southeast of the Skyline Drive residential tract permits additional single family development compatible with development in the Skyline Tract and south of Foothill Road.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

The PR-15 designation adjacent to the Barlow Barranca, southerly of Loma Vista Road, is intended to provide an alternative in housing to the single family dwellings which are in proximity to Ventura College and commercial facilities. The designation is also compatible with the existing multifamily, office and commercial uses in the area.

Professional Office:

The 0.94-acre site located on Loma Vista Road east of Ashwood Avenue is distinguished from other professional office parcels along Loma Vista Road, between Mills Road and Victoria Avenue, by the surrounding uses, especially the institutional use of the historic Dudley House to the east. Any further development or redevelopment of this site should be compatible with and complement the adjoining Dudley House. Architectural design and parking lot location and design should provide the appearance of a unified development with the Dudley House.

ARUNDELL COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Arundell Community is well-served by highway and rail facilities, which has resulted in this area being the City's primary location for industrial development.

Because of traffic generated by development and the limited access into the Community, however, special attention should be devoted to evaluating and mitigating traffic impacts of new and existing development.

Residential Uses: The only area designated for residential use is an existing mobile home park located south of Main Street, east of the Arundell Barranca. This site is designated MHP and it is intended that this use be allowed to continue as a mobile home park. It should also be rezoned to a Mobile Home Park (MHP) zoning designation.

Commercial Uses: The only future commercial property in this Community is the Planned Commercial (PC) designated property on the south side of Main Street. The intent of this designation is to allow development which is compatible with and well-integrated into the existing commercial development in the area. Furthermore, development of this site should be of the highest quality design because of its prominent location and high visibility.

Industrial Planned Development Uses: Most of this Community is already developed with office and business park/industrial uses. These developed or developing areas are designated Existing Urban and zoned for either planned industrial or commercial uses. However, a large vacant site west of Knoll Drive remains undeveloped and is designated as Industrial Planned Development (PM). The intent of this designation is to assure a continuation of the adjoining business park/industrial development. All new development should be designed and landscaped in a manner that protects the scenic qualities of the area, and relates well to other development so that the area functions as an integrated unit. Some heavy industrial uses (salvage yards, etc.) may be placed along the north side of the Southern Pacific Railroad as long as they are well screened and properly sited with

respect to the balance of the area. It is recognized that the City must provide well-segregated space for the necessary, though unsightly, industrial uses that each City must have in order to provide a balanced industrial environment. This area is isolated enough that if the uses are appropriately screened, they should not adversely impact other areas of the City or the Community.

Industrial Uses: The General Industrial (M) designation applies to a small property in the southwesterly corner of the Community to indicate that the property should be rezoned consistent with adjoining properties. Other properties designated M should also be rezoned accordingly.

AVENUE COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Avenue Community is characterized by a mix of residential, commercial, industrial and institutional uses. There is a large concentration of heavy industrial uses, which constitutes a significant percentage of the City's employment base and economy. Housing in the Avenue Community tends to be older and contributes an important part of the City's supply of affordable rental and ownership housing. In some areas, there is a mix of incompatible uses, with residential, commercial and heavy industrial uses in proximity to one another. This factor has contributed to deterioration of the housing stock and the conversion of some older single family neighborhoods to higher density, and has also clouded the redevelopment potential of the area.

The goals of the land use designations in the Community are: (1) to preserve existing affordable housing; (2) to provide for the continuation and expansion of heavy industrial uses in appropriate locations; (3) and where feasible, to separate incompatible uses.

The Hillside Area of the Avenue Community is characterized by a mix of residential uses, industrial uses (such as quarrying and oil production), and an institutional use (hospital). The intent of this Plan is to provide for eventual residential development of all developable portions of the Hillside Area within this Community. Existing heavy industrial uses are not considered to be compatible with this type of development, and should be phased out whenever possible.

New development in the Avenue Community should be evaluated on a project-by-project basis, and mitigation measures imposed as appropriate to minimize land use conflicts, protect the character of neighborhoods, and preserve and buffer natural resource areas.

(Refer also to the Archaeological Resources Objective and Policies in the Resources Element and to the Community Design Element.)

Residential Uses: Residential areas were reviewed when the TR designation was established in terms of existing zoning, existing lot sizes and degree of conversion to higher density uses. Areas which were at least 75% single family were designated Single Family or TR-15 (which would accommodate a duplex on most lots). They are generally areas with smaller single family sized lots and R-2 zoning. Areas which were already nearly 50% converted to higher density were designated TR-20. These areas generally correspond closely with existing larger lots and R-3-5 or RPD-20 zoning designations.

Areas designated TR-20, and to a lesser extent TR-15, can continue to convert to higher density, provided that the requirements of the applicable zoning (and/or any established special design criteria) are strictly met, including setbacks, off-street parking, minimum lot size, lot coverage and lot width. Because these areas would be redeveloping on a lot-by-lot basis rather than by larger master-planned area, it is especially critical to maintain the zoning requirements. This should help ensure well-planned developments with sufficient usable open space and off-street parking. Where possible, adjacent lots should be assembled to form wider lots.

The area west of Ventura Avenue, east of Olive Street, from Vince to Ramona, is designated TR-15 in accordance with existing zoning. The area west of Ventura Avenue, including lots along Simpson, Center and Prospect, is designated TR-15 to help assure any residential intensification is compatible with the area's existing character. The existing residential area adjacent to Foster School (McFarlane Drive and Forbes Lane), as well as the area along Sunny Way Drive, is designated TR-15 to allow the continuation of residential uses. The remaining area, south of Ramona to the row of lots north of Simpson, south from the row of lots south of Prospect, and south of Vince and west of Olive, is designated TR-20, in conformance with existing zoning. The intent is to allow private redevelopment in this area in conformance with all requirements of the applicable zoning.

The area east of Ventura Avenue has been designated TR-20, TR-15, and SF in conformance with existing zoning, development patterns and lot sizes. The TR-15 and TR-20 designations will allow redevelopment to higher density in conformance with the

requirements of the applicable zone. The SF designations will preserve those areas as single family neighborhoods.

The Avenue Community includes three hillside residential designations. The HPR-20 designation is shown in the southeast portion of the community, in an area that is comprised of long, narrow parcels that are zoned R-3-5. The HPR-20 designation extends east of Cedar Street and north of Ferro Drive. The HPR-20 designation will continue to allow multiple family development, but will assure that it is well planned, and that the overall density is related to the terrain of the area. The HPR-20 designation does not apply to existing single family dwellings west of Cedar Place, which should be preserved.

The HPR-8 designation is similar to the PR-8 designation on the contiguous flatland property. The HPR-8 designation is compatible with existing nearby residential development, as well as the existing institutional use. The area which was used for sand and gravel quarrying is a special natural resource area. Its future use should be evaluated in relation to the availability of alternative sites for producing light-weight aggregate, and its interface with and visibility from adjoining development. The major factor to be considered in reviewing development proposals for the HPR-8 designated area is that an adequate circulation system be provided for later interior developments. In addition, the major ridgeline which runs the entire length of the Avenue Community and serves as the community's eastern boundary has been identified as a scenic resource which should be preserved.

The remaining hillside area is designated HPR-4. The intent of the HPR-4 designation is to permit very low density, single family development which takes advantage of hillside views and other amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered through a proposed Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

Commercial Uses: The General Commercial (C) designation along both sides of Ventura Avenue is intended to reinforce the existing service commercial character of the area, while discouraging any further development of incompatible industrial uses. Existing zoning is generally consistent with this designation.

A relatively small commercial area is located easterly of Ventura Avenue at Dakota Drive. The C designation in this location is intended to permit this use to continue and expand.

Planned Mixed Use Development:

The approximately 58.5 acre PMXD designation area, located northwest of Ventura Avenue and Stanley Avenue and identified as the 'Ventura/Stanley Avenue Plan Area,' should be developed with an integrated mix of uses providing a range of employment and housing opportunities and commercial services. The overall intent for this area is to create a balanced residential and business park neighborhood. Development and revitalization in this area should provide a system of pedestrian-oriented open space, park, bicycle and trail linkage among residences, businesses and community facilities.

The northern part of this PMXD area should be developed with residential uses at a density not to exceed 20 units per net acre. This residential development should be sited and designed to provide effective buffering between residences and adjoining areas designated for industrial use, particularly for the industrial properties immediately to the north of the PMXD area.

A master plan should be required as part of the submittal for Planned Development Permit in the Ventura/Stanley Avenue Plan Area that proposes substantial development or revitalization in any of the designated zoning classifications. The master plan should set forth, at a minimum, the architectural character, project phasing, integration of uses in the

project areas, landscaping, overall circulation and parking. Land use, development and design should conform with the approved master plan for the area.

Industrial Uses: With the exception of the approximately 58.5 acre area to the northwest of the intersection of Ventura Avenue and Stanley Avenue which is designed PMXD, and referred to as the 'Ventura/Stanley Avenue Plan Area', the area generally north of Vince Street, west of Ventura Avenue, is designated for General Industrial (M) uses. This designation provides an area for continuation and expansion of heavy industrial uses. The location has good access to the Ojai Freeway and is relatively isolated from areas of concentrated residential development. A 250-foot wide area easterly of Ventura Avenue, generally from the commercially designated area at Dakota Drive to 300 feet northerly of Seneca Avenue, is also designated M.

The areas easterly of Ventura Avenue, between De Anza Junior High and Comstock Drive; northerly and southerly of Kellogg Street between Ventura Avenue and Cameron Street; easterly of Ventura Avenue, southerly of El Medio Street; and westerly of Riverside Street, easterly of the Southern Pacific Railroad tracks, are also designated M. Industrial areas adjacent to residential uses are subject to the Industrial Performance Standards incorporated into the Zoning Ordinance.

A small triangular area southeasterly of the Dakota Drive residential tract is also designated M. This property contains some oil storage tanks connected with the oil drilling activity in the hills to the east.

CAMINO REAL COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Camino Real Community is essentially fully developed. It is a stable area that should be preserved. The entire Community is designated Existing Urban, except for areas with a Park and Linear Park System designation, and one site designated PMXD.

Planned Mixed Use Development: The main intent of the 9.69-acre PMXD designated land on the south side of Telegraph Road, westerly of the Arundell Barranca and across from Ventura College, is to provide the area with commercial, residential, office, and/or institutional uses which would not conflict with the existing residential and institutional community. The following specific policies relate directly to the entire PMXD designated property:

1. The PMXD designated property is divided into three distinct sites. The westerly site is a 1.95-acre parcel, and is located across from Ventura College, approximately 350 feet westerly of Day Road. A 5.22-acre site is located between the westerly and easterly sites. The easterly site is a 2.52-acre parcel located on the south side of Telegraph Road, westerly of the Arundell Barranca. In conjunction with the Planned Development Permit required for each site, architectural development plans or criteria for the site, including all structures and the linear park along the southerly property line (Arundell Barranca), should be submitted with the Planned Development Permit application, including specifications relating to building materials, roof slopes, elevations, landscaping, signage, and other requirements as may be deemed appropriate by the Planning Commission or Architectural Review Board. The intent of this requirement is that development in the entire PMXD designated area reflect a consistent theme, and that architectural and landscape design is compatible for all three of the sites.

2. No structure should exceed three stories, and the maximum height of any structure should be no greater than 45 feet above the Telegraph Road elevation.

3. Automobile related uses, assemblage uses, outdoor storage, repair, rental, or sales yard uses, industrial type uses such as plumbing and printing shops or plants, and intensive uses such as fast food restaurants should not be permitted.

4. Residential uses should be limited to a density of eighteen units per net acre and adequate noise attenuation, buffering, or separation should be provided from Telegraph Road. Residential uses which generate low traffic levels such as a retirement facility, may be considered at higher densities.

The following will apply to the westerly 1.95 and 5.22-acre sites located across from Ventura College, beginning 150 feet easterly of Day Road:

1. A maximum of two accessways to these sites will be permitted. One accessway must be aligned with Day Road. The remaining accessway should serve both sites through a mutual access agreement to be provided as part of any Planned Development Permit issued for either site. A median break on Telegraph Road in conjunction with a second access beyond the Day Road access will not be permitted.

The following will apply to the 2.52-acre property located on the south side of Telegraph Road, westerly of the Arundell Barranca and 150 feet easterly of Day Road:

1. A maximum of two accessways to the site will be permitted. No additional median breaks are permitted on Telegraph Road. Additionally, in order to unify any development on this site with the adjacent property, a mutual

access easement should be provided with the property to the west as a part of any Planned Development Permit.

2. A new building setback line from the Arundell Barranca should be provided per the Ventura County Flood Control District as part of any discretionary permits.

CATALINA COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: *The Catalina Community is essentially developed, except for the Hillside Area. The Community has some characteristics of a transitional community; it is undergoing or likely to experience change in character.* The residential areas in the hillsides, though, are very viable because of the unique character of the area (view potential, established residential character, winding streets, etc.). It is the intent to preserve the low density residential character of the Hillside Area, and to minimize the impact of future development on the hillside skyline. *The residential areas south of Main Street, however, do not enjoy all the unique assets of the Hillside Area (with the exception of Vista del Mar Drive). Because of the varied zoning patterns within residential areas, the presence of strip commercial activity on Main Street and Thompson Boulevard, and the varied types of both residential and commercial structures, there is greater pressure for changing the single family character in some of these areas. In some instances this change has already occurred or is presently occurring. The Community provides a mix of housing types, although in some cases, the mix has occurred in a piecemeal manner detrimental to the neighborhood character. It is intended that the character of those areas that are predominantly single family be preserved, and the encroachment of strip commercial and multiple family development into the single family areas be prevented.*

Existing Urban:

Commercial/Thompson Boulevard Area. *The existing urban designated area along Thompson Boulevard between Sanjon Road and Santa Cruz Avenue should preserve and protect existing visitor-serving facilities, specifically lower cost motels and eating establishments. If these facilities become economically infeasible to operate, priority for replacement shall be given to visitor-serving uses over general commercial uses.*

Residential Area. *The Catalina area between Thompson Boulevard and the railroad is developed with a mix of neighborhood commercial and residential uses, including single*

family and multi-family units. The existing urban designation recognizes this area as a fully developed mixed-use residential and neighborhood commercial area that shall be protected as such.

The Community includes areas with zoning designations that would allow multi-family development, but which still contain predominantly small, detached single family homes. These include pockets within the areas between Main and Poli, and Live Oak and Catalina; between Thompson and Main, and Hurst and Catalina; an area generally bounded by Seaward, San Marcos and the Southern Pacific Railroad; and between Thompson Boulevard and the Southern Pacific Railroad, and Ocean Avenue Park and the east end of Langdon Way. In order to protect this limited resource, a Special Study Area which includes these general locations is shown on the Land Use Plan Map. Any special study should include a survey to confirm which areas are predominantly single family in character on a block-by-block basis. Following the special study, the City should consider redesignating any such areas as Single Family on the Land Use Plan Map and rezone affected parcels accordingly.

The Existing Urban designation also applies to the Vista Del Mar area adjacent to Sanjon Road where the Pierpont Tennis Club is located, and to the City's water treatment facility adjacent to Seaward Avenue. Both facilities are special purpose uses expected to remain.

Residential Uses: An area north of Aliso Street is designated HPR-6. This property is adjacent to other low density development and should be compatible with existing development.

The HPR-4 designation provides for very low density residential uses north of existing development. This entire area should be master planned to ensure that adequate street circulation and drainage systems can be provided for the permitted number of dwelling units, and the overall design is sensitive to environmental constraints. Overall project design (particularly street design and circulation patterns) should also be made compatible with existing development in adjacent residential areas. If possible, provisions should be

made for some custom home development, as a means of encouraging variety in architectural styles similar to the existing neighborhood character.

Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered through a proposed Comprehensive Plan amendment for areas extending further into Hall Canyon determined to be suitable to support higher densities.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

The area bounded by Santa Barbara Street, San Nicholas Street on the north, Hurst Street on the east, Santa Ynez Street on the south and Chrisman Avenue on the west is designated single family consistent with the R-1 zoning.

Commercial: *The site designated Planned Commercial - Tourist-Oriented (PC-T) is developed with a hotel. The intent of this designation is to ensure that any future development or redevelopment of this site would be with commercial-tourist oriented uses.*

Vista Del Mar Bluffs:

It is intended that the Vista Del Mar bluff area be preserved in single family residential use. To ensure this, the Vista Del Mar bluffs are designated SF, except for a small area designated PR-20 which has existing multi-family uses.

The scenic qualities of the bluff area shall be preserved through such measures as the preservation and provision of adequate landscaping, selection of appropriate construction materials, and use of low profile design. New development shall not contribute significantly to bluff instability. To accomplish this, development in the Vista Del Mar bluff area shall be consistent with the following performance standards:

1. *Development which requires the construction of protective devices or which would substantially alter natural or existing landforms along the bluff areas (e.g., retaining walls, exposed pilings and foundations, cut-and-fill slopes in excess of four feet) will not be permitted. An exception to this policy may be permitted only (a) after alternatives such as redesign, modified siting, and reduction of other required setbacks are determined to be infeasible, and (b) if it is determined through a Soils and Geology report, provided by the developer or property owner and independently verified by the City, that an exception (1) is necessary to prevent loss or damage to life, health, property or essential services and (2) will not have the potential to result in the substantial alteration of natural landforms, as distinct from fill, along the bluff. Where an exception would potentially result in the alteration of filled areas, in addition to any structural device permitted, such alteration shall be limited to (a) restoring the natural contour, or (b) replacing an unengineered fill and restoring the existing contour. In any such instance, an exception may be permitted only to the extent necessary to prevent such loss or damage.*

2. *Drainage shall be directed away from the bluff face.*

3. *Buildings shall be set back a sufficient distance from the bluff edge to be protected from bluff erosion for a minimum of 75 years. The City shall determine the required setback through use of a Soils and Geology Report provided by the developer or property owner and independently verified by the City. The setback shall be a minimum of twenty-five (25) feet from the top of the bluff edge unless a Zoning Variance is granted allowing a lesser setback, but in no instance shall a setback of less than ten (10) feet be allowed. Such Zoning Variance shall only be granted if, in addition to all other findings required to grant a Zoning Variance, it is found that no other design modifications or setback reductions are feasible, and that a setback of less than twenty-five (25) feet is necessary to (a) protect an existing, validly permitted or legally nonconforming dwelling unit, (b) allow a new approved dwelling unit on a vacant lot, or (c) allow reconstruction of an*

existing dwelling unit in its existing footprint provided, however, that reconstruction in an existing footprint with a less than ten (10) foot setback will not be allowed unless the reconstruction is due to a less than 50% destruction of the structure, and will not have the potential to result in the substantial alteration of natural landforms, as distinct from fill, along the bluff. Where a Variance would potentially result in the alteration of filled areas, it must also be found that excepting any structural device permitted in accordance with the above Policies 1 and 3, the proposed development either (a) restores the natural contour, or (b) replaces an unengineered fill and restores the existing contour.

4. *In the PR-20 designated area, all new development shall be set back 25 feet from the top of the slope and shall not exceed 30 feet in height above average finished grade (AFG). No portion of the structure within the first 15 feet from the edge of the bluff setback (within 40 feet from the top of the slope) shall be more than one story in height (15 feet AFG). This standard is in addition to the above applicable performance standards which apply in the entire Vista Del Mar Bluff area.*

Alessandro Lagoon (Sensitive Habitat Area):

Alessandro Lagoon is designated as a Sensitive Habitat Area. Preservation of the wildlife habitat, protection of the lagoon from further degradation, and enhancement of nature study opportunities are the primary objectives of this designation.

Development occurring in the Alessandro Lagoon Sensitive Habitat area shall be limited to nature study facilities (e.g., viewing areas, interpretive panels) and activities which would further the preservation of the Lagoon's wildlife habitat. To achieve this, the City shall encourage implementation of the San Buenaventura State Beach General Plan, as adopted by State Department of Parks and Recreation, and coordinate with that agency to assure appropriate development. In addition, the small steeply sloping triangular area, which is owned by the City across from Alessandro Lagoon, shall remain undeveloped.

DOWNTOWN COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: *The intent of this Plan in the Downtown Community is to capitalize on the unique physical setting of the area, situated between the Pacific Ocean and the foothills of the Coastal Range. The existing land use patterns in the Downtown Community should be changed in order to eliminate use compatibility problems. The adoption of a Specific Plan for the Downtown Community will help facilitate the necessary change. The heavy industrial uses that exist should be relocated to more appropriate sites, in order to create a desirable environment for the rejuvenation of existing residential areas and for new residential development, as well as tourist oriented and general commercial uses. Historically and architecturally significant buildings should also be preserved and refurbished so that the City may take advantage of these assets and maintain its link with the past. The preservation of such resources and the elimination of land use conflicts will further enhance the Downtown as a residential and commercial area. In order to call attention to the historical significance of the entire Downtown area, an "H" (Historical) overlay is attached to the Community, except in HPR designated areas, indicating that the consideration of historic and archaeological resources is of major interest in land use changes and other City actions.*

The intent of Hillside Area land use designations in the Downtown Community is to permit additional well-planned residential development, which may capitalize on the excellent views afforded of the City, the beaches, and the Channel Islands. By placing additional residences in proximity to the Downtown Community, the City's efforts to revitalize that area will also be enhanced.

Development standards and design guidelines which will assist both public and private development in meeting the goal of restoring and reconfiguring the Downtown Community as the symbolic and social "Heart of the City" should be provided by a Specific Plan. Such a Downtown Specific Plan should promote the character of the community as a working

downtown, with a compact cluster of commercial and residential buildings converging on two central spines of activity - Main Street and California Street. These two public thoroughfares should feature a diverse and colorful array of shops, eateries, services and entertainment. The core of Downtown, centered around the intersection of Main Street and California Street, and extending from City Hall to the Pacific Ocean, should be the primary commercial and mixed use activity area. The neighborhood east of this core should provide a distinctive single family neighborhood for the Downtown, except for two mixed use areas located on East Main Street and the block south of Thompson Boulevard, west of Kalorama Street, north of Front Street and east of Ash Street. The neighborhood west of the core should be reconfigured as a new "in-town" mid and high density residential area, with the exception of the Figueroa Street area, which should be developed as mixed use.

Residential Land Uses: There are several residential designations in the Downtown Community. They are HPR-4, HPR-15, and HPR-20. As part of the adoption of a Downtown Specific Plan, a DTSP (Downtown Specific Plan) designation should be adopted. The major portion of the Hillside Area in the Downtown Community is designated HPR-4. This land is located north of the HPR-15 and HPR-20 designated areas and is intended to permit very low density, single family development which takes advantage of hillside views and other amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered through a proposed Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

Property east of Kalorama Barranca is designated for medium density development (HPR-15). Ann Street exceeds the City's 15% grade standard, presenting site access problems. Any development in this area should be required to provide a major residential street which meets all relevant hillside street standards.

One area in the Downtown Community is designated HPR-20. This area is located at the end of Kalorama Street. Development exists in this area, and any additional development

shall be designed to minimize the visual impact on the Hillside Area, and account for soil stability problems.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

The proposed Downtown Specific Plan designation should allow differing types of residential developments depending on the property location within the Downtown Community. Properties generally west of the Downtown core (area surrounding California and Main Streets) should be designated for high density residential of 12-54 units per acre. Properties generally located east of the Downtown core should be designated for lower density development and should be designed to encourage compatibility between new residential development and existing lower density single family neighborhoods. It is the intent of this Plan to increase the density in the Downtown in certain locations, and simultaneously provide the necessary capital improvements to accommodate that increased residential population. However, in order to allow higher densities, yet retain the architectural character of the neighborhood and the integrity of the existing single family homes, it is intended that new development comply with applicable zoning requirements and/or any established special design criteria, which should be developed through a Specific Plan, and with the H overlay review requirements.

<u>Commercial Uses</u>: As part of the adoption of a Downtown Specific Plan, commercial uses should be concentrated in the central or core area of the Downtown, radiating from the intersection of California and Main Street. If implemented, this proposed policy of concentrating commercial development will serve to strengthen existing and new commercial development, and is compatible with the proposed residential strategy listed above. Mixed use residential and commercial development should also be encouraged in the Downtown core, as well as the Main Street area east of the core, the block south of Thompson Boulevard and north of Front Street and the Figueroa Street area. Consideration should be given to establishing a special zoning designation through a Specific Plan for the Central Business District Area which would address such topics as

design, circulation and mixed uses, as well as unique activities including sidewalk cafes, graphic art and special events.

Portions of the area south of Thompson Boulevard, north of the Southern Pacific Railroad, have been previously designated as General Commercial. This designation reflected the desire for a commercially oriented Downtown rather than an industrial one. Should the area redevelop, and the need for housing warrant the change, the area should be reconsidered for a residential expansion in accordance with a Downtown Specific Plan designation.

The existing marine terminal, located south of Harbor Boulevard at the terminus of Figueroa Street, was previously designated as Planned Commercial Tourist-Oriented in order to protect these oceanfront sites for recreational and visitor-serving commercial uses. It is intended that this existing energy facility be permitted to operate as long as it is functional. Any re-use shall be Tourist Commercial in accordance with a Downtown Specific Plan designation.

The approximately eight-acre vacant site located west of Sanjon Road and south of the Railroad has been designated PMXD.*[3] Any Downtown Specific Plan designation on this site should emphasize tourist commercial uses. Any development on this site shall be subject to a master plan which addresses bluff stability and setbacks, views, scenic qualities, building mass and scale, noise, safety and public access issues.

Park: *The Ventura County Fairgrounds (also known as Seaside Park) are designated as Park. It is intended that this designation protect the public recreational nature of the Fairgrounds. Furthermore, it is intended that expansion or major renovation of the Fairgrounds be permitted as long as such uses are either associated with the Fair itself or are oriented to the general public. Priority shall be given to appropriate uses for oceanfront land, consistent with this Comprehensive Plan and California Coastal Act policy.*

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[3]NOTE: The certified Local Coastal Program designation for this site is Planned Commercial - Tourist-oriented (PC-T). The PC-T designation controls for this site unless or until a Local Coastal Program Amendment is certified by the California Coastal Commission.

The City and Fair Board have jointly adopted a Fairgrounds Master Plan and Implementation Program for new development and renovations. All new development and renovation shall be in accordance with the adopted Master Plan and Implementation Program. In addition, the following general coastal polices shall apply:

Land Use Policies

The Fair Board shall be encouraged to preserve and enhance present recreational and visitor-serving uses, and make these facilities more accessible to the public throughout the year. New development shall be of a recreational or public use nature.

1. *No structures, other than those incidental to general public recreational purposes, and public access to the site and along the shore and the Fairgrounds, may be permitted in the oceanfront corridor. Such a corridor shall be at least 250 feet in depth, as measured from the top of the natural embankment, as officially established through a land survey. Public uses and development, including a public roadway, walkways, bikeways, parking, camping, and the like, which do not involve permanent buildings, may be permitted in the oceanfront corridor. The public roadway has been sited to be set back sufficiently to mitigate the need for any shoreline protection device, as determined by a geotechnical study of shoreline and erosion processes, for a minimum 50-year period, as measured from the top of the natural embankment.*

2. *Drainage outlets, temporary bicycle and hiking trails, including related splash and run-up protection, and temporary parking which do not require construction of a shoreline protection device, may be permitted within the setback area referenced in Land Use Policy 1 above, subject to a geotechnical study of shoreline and erosion processes, for a minimum 50-year period as measured from the top of the natural embankment.*

3. *Signs shall be posted adjacent to Ventura River alerting the public to the sensitive nature of the area and prohibiting motorized vehicles.*

4. *General public accessibility to the existing parking lot of the Fairgrounds shall be improved in order to enhance access to the surrounding recreation areas, consistent with fragile resource protection.*

5. *Adequate ground level parking shall be provided in the oceanfront corridor for present and foreseeable coastal-dependent and coastal- related recreational use. Such parking may be preempted by the annual Ventura County Fair or evening events. All parking oceanward of the public roadway shall be available to the public at all times for day-use activities and evening events. This policy shall not preclude the Fair Board from charging a nominal fee for parking in this area.*

The following design criteria shall apply to any expansion or major renovation of the Fairgrounds:

1. *Any new development within the Fairgrounds shall be designed to protect coastal views and be compatible with the overall character of the Downtown Community. Building heights shall not exceed three stories (45 feet), except for auditorium or indoor or outdoor arena uses. In no case shall buildings exceed six stories (75 feet), and height increases must be offset through the provision of substantial view corridors. A view corridor is defined as that area between the roadway and water which is not occupied by buildings or solid walls and fences that would impede the view of the water from Harbor Boulevard, and is to be measured from the linear distance paralleling Harbor Boulevard.*

2. *All buildings outside the oceanfront corridor referenced in Land Use Policy 1 above shall be set back a minimum of 20 feet from the corridor and a minimum of 100 feet from the river levee.*

3. *Existing mature trees located within the Fairgrounds site shall not be removed except where they pose a safety hazard, when it is determined that their removal is necessary in keeping with good landscaping practices or as necessary to implement the adopted Master Plan. Whenever mature trees are removed they shall be replaced with substantially sized new trees on at least a one-for-one basis.*

(Refer also to the Coastal Resource Management Objective of the Resources Element.)

JUANAMARIA COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Juanamaria Community is primarily a low density, single family neighborhood, developed around a neighborhood commercial center and elementary school at the intersection of Telegraph Road and Kimball Road. Substantial acreages north of Foothill Road are in the Hillside Area. Land use policies for this Community are intended to maintain the residential neighborhood character of the Community.

Residential Uses: With the exception of the neighborhood commercial center at Telegraph Road and Kimball Road, all urban designated parcels in this Community are designated for residential uses. Low density, single family designations apply to those parcels that are surrounded primarily by existing single family developments.

The SF designation of the approximately 36-acre site west of Kimball Road and south of Foothill Road is based upon this rationale and would allow for the extension of the existing character of the Community. It is adjacent to Harmon Barranca, and the Linear Park System should be integrated into the design of this development.

The approximately 68.7-acre site east of Kimball Road and north of Telegraph Road is designated SF (59.5 acres) and PR-8 (9.2 acres). This site is surrounded by existing single family developments while conveniently located to the Community's existing services. Development of this site should be consistent with the following conditions and limitations:

1. *Maximum density of the PR-8 site will be limited to eight units per net acre.*

2. *The number of dwelling units for the entire 68.7-acre property, of which the 9.2-acre site is a part, will be limited to a maximum of 300 units, all of which must be detached single family.*

Kimball Road should be realigned through this site as generally shown on the Circulation Plan Map.

An SF designation is applied to an approximately 45-acre site north of Telegraph Road and east of San Mateo Avenue. This site is a logical extension of the existing single family tract to the west. The design of this property should take into account its location adjacent to the approximately 87.5-acre site to the east which is leased for farming. This 87.5-acre site is owned by the City, and has the potential to meet the need for an East End Service Area Park. The City's Sphere of Influence line should be amended to allow annexation of this City-owned parcel.

An approximately 23-acre site north of the Santa Paula Freeway and west of Sudden Barranca is also designated SF. Again, single family development of this parcel is a logical completion of existing single family development which surrounds it on two sides, and includes four stub streets. In addition, an SF designation is shown for a 3.45-acre "home piece" property located within an existing single family subdivision south of Telegraph Road between San Mateo Avenue and Menlo Park Avenue.

The approximately 45-acre site south of Telegraph Road and west of Kimball Road is designated PR-8 because it provides the best opportunity in the Community for a mixed density residential development. Lower density development should be oriented towards existing single family development on the western perimeter of the property (including the extension of stub streets from the existing subdivision), while higher density development should be designed to mitigate access and noise problems on the eastern side of the property.

The Hillside Area north of Foothill Road is designated HPR-4. The intent of the HPR-4 designation is to permit very low density single family development which takes advantage of hillside views and other amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered

through a proposed Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

Commercial Uses: The existing neighborhood shopping center at Kimball Road and Telegraph Road has been designated as Planned Commercial Neighborhood-Oriented (PC-N). The shopping center property includes a vacant area on the southern boundary, as well as an existing parking lot. Future expansion or redevelopment of this center should be designed to maintain its neighborhood commercial orientation.

LOMA VISTA COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Loma Vista Community is characterized by a large concentration of regional medical facilities and related professional offices such as the Ventura County Medical Complex and the Community Memorial Hospital, several large medical clinics, and numerous small professional offices and related commercial businesses. In the fringe areas bordering these medical facilities, many residential structures have been converted to office uses. One of the intentions of this Plan is to provide for the expansion of Professional Office use in an appropriate area, while simultaneously preventing further encroachment in other parts of the Community.

The Hillside Area north of Foothill Road is characterized by a mix of low density and high density residential uses in the Hilltop Drive area. North and east of this development is a drainage area which is currently undeveloped except for the Poinsettia Pavilion building. Land use policies for this area are designed to permit additional residential development of a character which harmonizes with the existing residential areas, minimizes visual impact on the hillside skyline, and maintains the scenic values of Foothill Road.

Residential Uses: Residential designations in the Loma Vista Community include HPR-4 and HPR-8.

The HPR-8 designation in the area northwest of Hilltop Drive is intended to permit a limited amount of additional low density, single family development adjacent to existing residential uses. Development should be designed to maintain Prince Barranca in a natural state, and public facilities should be located and designed, to the maximum extent possible, in such a manner that further development in Hall Canyon is not precluded.

The HPR-4 designation for the Loma Vista drainage area is intended to permit master planned development of very low density residential uses on more gradual slopes, while preserving the steeper slopes in the northern portion of the drainage area in a natural

state. Because this drainage area is highly visible from points throughout the City, the skyline ridges which form the boundary of this drainage area are designated as a Scenic Resource Area. These ridges should be used as a firebreak.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the community.

Professional Office: The main intent of this designation is to expand the opportunity to convert existing structures to a Professional Office use so as to meet a growing demand, primarily for medical facilities, while simultaneously containing encroachment in other areas of the Community.

The PO designated property at the northeast corner of Loma Vista Road and Mills Road is in a unique, highly visible, strategic position within the City. Development of the site should be subject to the Planned Development Permit process, which should limit the height to two stories or 30 feet, and the building coverage to 35%, so as to be compatible with the adjacent institutional and residential uses by not exceeding the limit established for these uses. In an effort to provide the most efficient means of access to the site, which is divided into two parcels, access should be limited to one driveway on Loma Vista Road near the easterly property line of the easterly parcel. In addition, mutual access agreements between the two parcels should be required, providing access across both to the private driveway on the westerly property line of the westerly parcel.

The PO designated area south and east of Community Memorial Hospital is intended to allow expansion of office facilities. Conversion of office uses, however, should be accomplished in such a manner as to maintain the integrity of the surrounding neighborhood. It is intended that there be a logical progression to PO uses, rather than spot development within the neighborhood. To help ensure this, a special study area referred to as the Loma Vista Special Study Area is identified on the Land Use Plan Map for the entire PO designated area to evaluate the location, phasing and design criteria for

new office development, as well as circulation and parking. This should occur prior to converting residential land uses.

MONTALVO COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The intent of this Plan in the Montalvo Community is to ensure that development of the remaining planned mixed use lands is compatible with the existing development in this Community. Buffers should be provided either through extensive setbacks or through extensive landscaping. Master planning of large parcels should be required in conjunction with planning for and provision of adequate public services.

It is also the intent of this Plan to ensure that new development and/or redevelopment of the older industrial area, north of the freeway, results in an upgrade of the visual character, and alleviates capital improvement deficiencies. This older developed area in the southern portion of the Community contains unattractive, scattered, and incompatible mixed uses, and most of the undeveloped land is somewhat visually obstructed from Highway 101 by present development. Although this area has favorable industrial potential by virtue of its location and physical characteristics, its present state of development detracts greatly from its immediate potential when compared with other similarly situated lands.

Planned Mixed Use Development: There are three areas designated PMXD. One is the site directly east of the County Government Center. The development of this PMXD designated site should be oriented primarily toward Professional Office use, since such development would complete a partially developed office complex and would be compatible with the surrounding multiple family residential uses. The commercial uses incorporated in the PMXD area should be designated solely for the purpose of providing support facilities to the County Government Center, to the Professional Office uses on site and to serve the higher density residential uses within the complex.

The second PMXD area is the area along Johnson Drive north of the freeway. The intent of this designation is to ensure that this entrance to the City is master planned as a unified whole. The uses in this area should be general commercial, tourist commercial and, in limited instances, industrial.

The third area with a PMXD designation is on the site directly east of the K-Mart Shopping Center adjacent to Victoria Avenue. The site is referred to as the Mound Property and is approximately 48 acres in area. The general character of development, as well as specific design of this site, should be compatible with surrounding land uses, particularly the single family residential neighborhoods. An average density of 13 units per net acre should not be exceeded for the residential portions of the site. This is to assure compatibility with the adjacent existing single family neighborhoods and to mitigate potential traffic impacts. Where development of this site abuts existing single family residences, comparable single family residences should be provided on the subject site to act as a buffer for visual and noise impacts. With regard to the commercial portion of the site, the ratio of office versus retail commercial use should be determined through traffic and design analyses.

The overall site should be designed to adequately mitigate visual and traffic impacts. The overall circulation pattern should be designed so as to minimize vehicular traffic conflicts, reduce impacts to adjacent neighborhoods, and maximize effectiveness of pedestrian/bicycle systems.

Development of the commercial portion of the site should be interrelated with the residential portion of the site in terms of bicycle and pedestrian access, landscaping, building bulk and scale, and protection of views. A neighborhood park site should be provided in conjunction with any residential development.

Commercial Uses: There is one area designated for commercial uses in the Montalvo Community. This area is on the east side of Victoria Avenue, extending from approximately 200 feet north of Eighth Street to the frontage road on the north side of Highway 101, and is designated Planned Commercial (PC).

The City and County reached an agreement in 1973 that this area should eventually redevelop, in that the existing single family residential development is not appropriate, and also agreed on some parameters as to how this area should redevelop, based on a joint study undertaken in 1972-3, known as the "Moon Drive Study," and subsequently

amended. This study specifically addressed how the small single family parcels within this area could be assembled to properly accommodate a reuse of the land.

Development and circulation policies from the Moon Drive Study are part of this Plan as indicated below, and as shown on the Moon Drive Study Area Map following.

Lot Assembly and Access Policy Guidelines for Moon Drive Area:

A. Area North of Eighth Street

- *Minimum assembly pattern of three lots should be required.*
- *Single driveway access from Eighth Street to each development should be allowed.*
- *No vehicular access from Victoria Avenue should be permitted to any development except for a right-turn exit only from the development onto Victoria Avenue.*

B. Area North of Moon Drive to Eighth Street

1. Lots Fronting on Victoria Avenue

- *Minimum assembly pattern of two lots should be required.*
- *No vehicular access from Victoria Avenue should be permitted.*
- *Single driveway access from Moon Drive and Eighth Street should be permitted.*

2. Lots Fronting on Alameda Street

- *Minimum assembly pattern of three lots should be required.*

- *No vehicular access from Alameda Street should be permitted.*

C. *Area North of Third Street to Moon Drive*

1. *Lots Fronting on Victoria Avenue/Moon Drive*

   - *Minimum assembly pattern of three lots should be required.*

   - *Moon Drive should be widened from Victoria Avenue to the rear of the three lots fronting Victoria Avenue as a part of any development which occurs on that lot combination. All widening should be done per the specifications of the City Engineer.*

   - *Vehicular access from Victoria Avenue should be limited to one two-way driveway located between Walker Street and Moon Drive and not to be located closer than 150 feet from either intersection.*

   - *Internal access to be provided at the rear of the commercial properties should be through the use of a minimum 25-foot wide, two-way mutual access driveway. Any such driveway should be installed at the rear portion of the property. A public alleyway should not be allowed.*

2. *Lots Fronting on Alameda Street*

   - *Minimum assembly pattern of two lots should be required.*

   - *Single driveway access to each development should be permitted.*

3. *Lots Fronting on Ventura Boulevard*

- *Two driveway accessways should be provided for those lots fronting on Ventura Boulevard. These driveways will link access from Ventura Boulevard to the internal driveways located at the rear of the properties.*

These lot assembly and internal access policies are intended to be flexible, but are intended to preclude individual lot commercial developments and accesses to Victoria Avenue, landlocked or residual parcels that might occur without lot assembly, and having to contend with differing lot assembly and access schemes on a case-by-case basis.

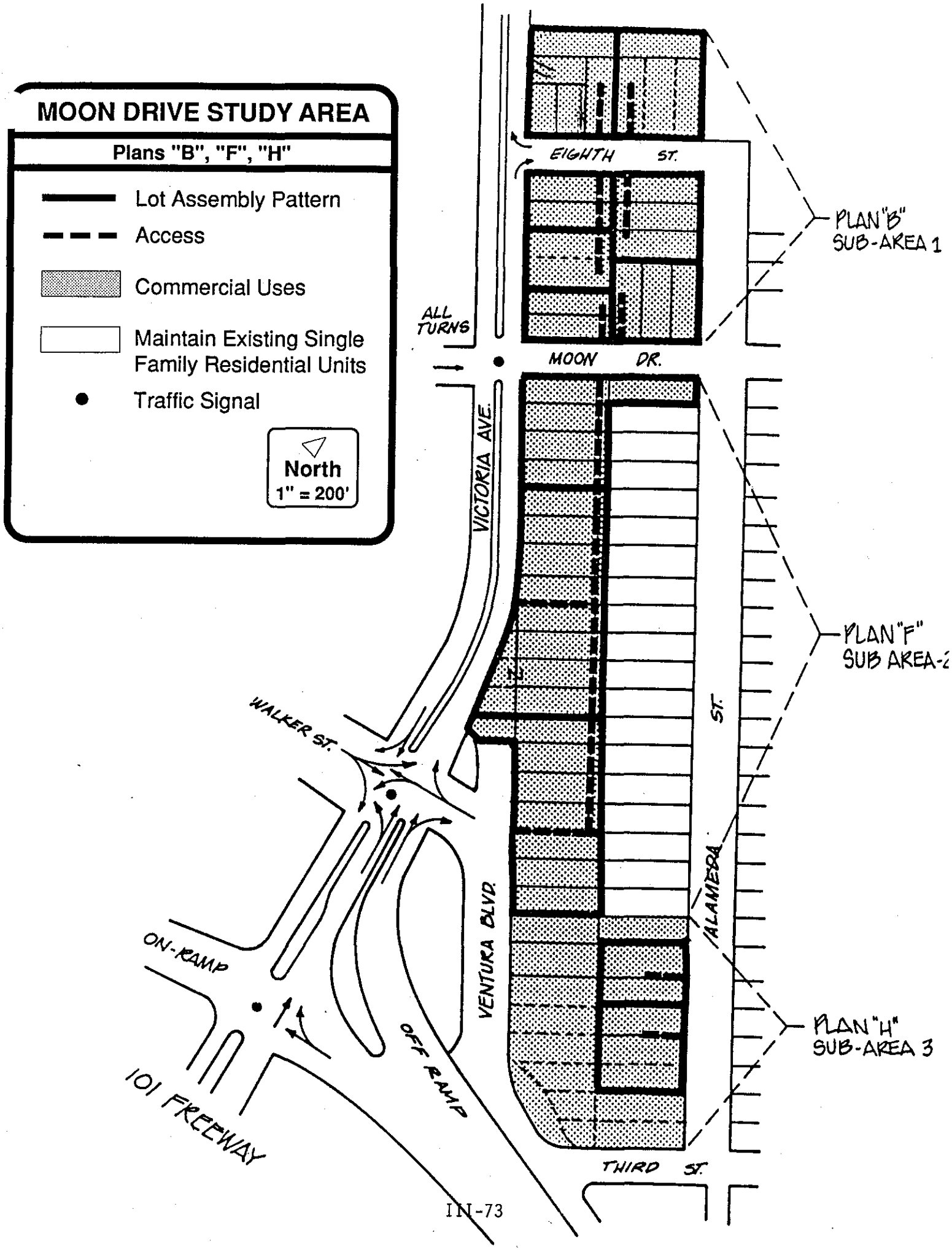
New development in this area should allow for a variety of general retail or office uses (where designated commercial) rather than transient or auto oriented uses, such as repair or storage facilities or fast-food restaurants, bars or cocktail lounges. In order to more fully meet this objective, to complement existing and future commercial and residential uses, and to minimize potentially unsightly and noisy conditions, it is the intent that all new commercial uses be compatible in character and scale with adjoining commercial and residential uses.

All properties in the area should be annexed to the City. Zoning of all parcels should be C-P-D (Commercial Planned Development). Lot assembly and access points should be determined according to the strategies for each subarea and all shared driveway accesses for internal roads should have a minimum width of 25 feet.

Where commercial property lines abut residential property lines, all parking areas should be screened from the view of adjacent residential uses by either dense landscaping or a solid masonry wall.

<u>Industrial Development</u>: The Industrial Planned Development (PM) designation north of the freeway has been placed on properties that have a variety of mixed land uses. The PM and PMXD designated areas also provide a buffer around properties designated General

Industrial (M). The intent of these designations is to make a commitment to begin to change the use and visual character of the existing development in this area. The existing character of uses in the Scenic Approach area has a definite adverse impact on the visitor to the City, and on the City's ability to attract a clean industrial and business oriented development to this area. These designations are the first steps in trying to have a coordinated land use policy in this area. In addition, it is intended that this area be considered for redevelopment in order to consolidate parcels, upgrade and provide public and private improvements, and establish uniform development standards.


MOON DRIVE STUDY AREA
Plans "B", "F", "H"
Lot Assembly Pattern
Access
Commercial Uses
Maintain Existing Single Family Residential Units
Traffic Signal
North
1" = 200'
EIGHTH ST.
ALL TURNS
MOON DR.
VICTORIA AVE.
WALKER ST.
VENTURA BLVD.
ALAMEDA ST.
ON-RAMP
OFF RAMP
101 FREEWAY
THIRD ST.
PLAN "B" SUB-AREA 1
PLAN "F" SUB AREA-2
PLAN "H" SUB-AREA 3

OLIVAS COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The majority of the property in the Olivas Community is designated for Agricultural Use (not to be reconsidered until after the Year 2010). It is the intent of this designation to preserve and protect this prime agricultural land and to ensure its agricultural viability. To enhance the scenic quality of this area, existing tree rows adjacent to the agricultural uses shall be retained. East of Victoria Avenue, the main intent is to have this area develop with a mix of high quality industrial and commercial uses in an attractive manner. The major undeveloped portion of this area, located adjacent to the Ventura Auto Center, has characteristics which make it appropriate for business park/industrial and associated commercial development; there is good visibility from and proximity to Highway 101, large landholdings, no barriers to internal circulation systems and visual attractiveness. The only drawbacks to the area's potential are the existence of unattractive development in the Santa Clara River flood plain and public works infrastructure deficiencies, especially with regard to traffic and the existing Highway 101/Johnson Drive freeway interchange.

Commercial Uses: The property at the southeast corner of Olivas Park Drive and Harbor Boulevard is designated for Planned Commercial-Tourist Oriented development. The PC-T development shall be oriented to Ventura Harbor and the Olivas Park Golf Course.

Prior to development of the PC-T area, the presence of any wetlands on or adjacent to the site which could be affected by development shall be determined. If any such wetlands are confirmed to exist, a wetlands study paid for by the developer shall be prepared, and all project design recommendations from this study incorporated into the proposed project.

There are two Planned Commercial (PC) designated sites within the Olivas Community, both of which abut Victoria Avenue. The property located at the intersection of Olivas Park Drive and Victoria Avenue is ideally suited for a commercial use. The Planned Commercial designation was placed on this property to ensure that the commercial development will be

compatible with the aesthetic qualities of the site's location at a Scenic Approach to the City. The intent for the other PC designated land at the Valentine Road and Victoria Avenue intersections is to upgrade the physical appearance of the existing commercial uses, while controlling the design of future development. This area's high visibility from Highway 101 should be taken into account as a part of any development.

Planned Mixed Use Development: The intent for the PMXD area south of Highway 101 is to allow for a continuation and expansion of the Ventura Auto Center, a variety of business park/industrial uses and some general commercial uses, in a high quality, master planned environment which is cohesive in its architectural and landscape design. Because of the area's high visibility from Highway 101, development and public improvements should provide a high quality, positive image for the City. In this context, the Auto Center area is intended to be developed on larger parcels, available for new car sales and service dealerships. This area should be designed in a unified fashion that will integrate any new dealerships with the existing auto sales facilities located along Leland Street and Perkin Avenue.

The PMXD designation extends southeast to the alignment of the Olivas Park Drive extension as generally shown on the Circulation Plan Map. The Olivas Park Drive extension is intended to be constructed in a manner so that it will serve as a levee on the north side of the Santa Clara River, and provide flood protection to properties north and west of the roadway. The Olivas Park Drive extension should be constructed as a parkway which includes a linear park paralleling the roadway, with a bike path separated from vehicular traffic. In order to protect public safety, development of any area in the Flood Plain is subject to obtaining a Letter of Map Revision from the Federal Emergency Management Agency.

Due to the large public service infrastructure and circulation deficiencies in this area, no further development, parcelization or expansion of development should occur outside the existing Ventura Auto Center Specific Plan Area until a new specific plan is approved which includes the remaining PMXD and adjacent PM designated areas to the east, or an amendment to the Specific Plan for the Auto Center is approved which includes these

areas. At a minimum, this new or amended plan should address the following major components:

1. *Capital Improvements/Financing;*

2. *Zoning and land use, including area devoted to open space;*

3. *Parcel size, type and size of anticipated users;*

4. *Traffic and internal circulation, including pedestrian and bikeways;*

5. *Freeway interchange study for provisions of a new off-ramp/on-ramp in the vicinity of Leland Street and Sherwin Avenue;*

6. *Public infrastructure requirements, including sewage, drainage, water, street lighting, etc;*

7. *Overall architectural controls, including building design, landscaping and signage;*

8. *Air Quality Maintenance Plan to indicate maximum feasible reduction of emissions; and*

9. *A traffic study and recommended solution for the area bounded. The General Commercial area designated along Main Street between Kalorama Street and Crimea Street is intended to allow the area to further develop with business and commercial enterprises while simultaneously preventing further encroachment into surrounding residential areas by the Santa Paula Freeway on the north, Telephone Road to the Harbor on the west, the Santa Clara River on the southeast, and Montgomery Avenue on the east. This study should take into account existing and potential development and*

should also review the traffic capacities of Highway 101 bridges over the Santa Clara River.

Overall, the specific plan should ensure that the area is developed in an integrated and high-quality manner.

Industrial Planned Development: The area west of Palma Drive is designated PM and is developed with industrial uses. The intent of this designation is to ensure any new development or redevelopment be designed and landscaped in a manner similar to and compatible with the industrial uses north of the railroad. Properties which have new development should be rezoned to an MPD zoning designation.

The Industrial Planned Development (PM) designation applies to three areas south of Highway 101, and east of Victoria Avenue: one involving a parcel of land adjacent to Victoria Avenue and the railroad; another involving an approximately one-acre site surrounded by Highway 101 and the Railroad, north of Leland; and the other involving a portion of existing developed land adjacent to Ventura Road, south of Highway 101. This latter area is unsightly and has been developed mainly in the Santa Clara River flood plain. It is the intent of these policies that the latter area be redeveloped, consistent with the specific plan requirements described in the Intent and Rationale Statement for the adjacent PMXD land.

Agricultural Use: The majority of land east of Harbor Boulevard is designated for Agricultural Use and shall not be considered for urban uses until after the Year 2010. (Refer also to the Agricultural/Open Space Areas Objective in the Resources Element, which contains a policy supporting inclusion of this area in an Agricultural Reserve/Greenbelt Agreement.)

Flood Plain: This designation means that the Flood Plain Overlay Zone applies in these areas. Uses allowed within the 100-year flood plain shall be compatible with the Flood Plain Ordinance and the underlying land use designation. Management of the river should involve the coordinated efforts of the Cities of Oxnard and San Buenaventura, Ventura

County Flood Control District, State Department of Parks and Recreation, and any other agencies with jurisdiction over the Santa Clara River.

PIERPONT/KEYS COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Pierpont/Keys Community is a unique, beach-oriented, residential area, which includes support commercial facilities and an elementary school. This Community also includes a tourist-oriented commercial area at the Ventura Harbor, and a freeway-oriented commercial area generally north of Seaward Avenue. The proposed land use policies for this Community are intended to preserve the character of the existing residential development in this area, while promoting commercial uses which are compatible with the Community's existing tourist-commercial orientation and Coastal Act policies.

Parking, for both residential and commercial uses, is generally inadequate throughout the Community. In order to mitigate the impact of development on parking, the City shall strictly enforce all parking standards. In order to relieve existing limited public access conditions, the City shall require that provisions for public parking be incorporated with development whenever appropriate and feasible to enhance public access. This requirement, however, shall not apply to small residential projects such as single family and duplex development.

Residential Uses: There are two distinct residential sectors within the Pierpont/Keys Community: the Pierpont Bay area and the Ventura Keys area (which includes a large mobile home park near the Harbor).

***Pierpont Bay:** To preserve the unique character of the Pierpont Bay area, a special beach zone has been applied including an R-1-B Zone (single family beach zone) and an R-2-B Zone (two family beach zone). These beach-oriented zones reflect Coastal Commission and City development guidelines designed to preserve the single family and two family character of the area, and recognize small lot widths and areas and other problems.*

Illegal conversions of single family units into duplexes should continue to be addressed through an active inspection and zoning enforcement program. Mechanisms for relieving existing residential parking problems, such as the formation of a special parking district, or the possible acquisition and improvement of undeveloped lots for parking purposes, should also be investigated.

Ventura Keys: *The existing character of the Ventura Keys Tract is that of an exclusive, water-oriented low and medium density residential neighborhood. To achieve consistency between zoning and existing development, and thus preserve the neighborhood character of the Keys, rezoning of this tract shall also be undertaken. R-3-5 and R-3-3 zoned parcels, which have developed generally as duplexes and triplexes, shall be rezoned to a more appropriate multiple family designation which reflects the existing development. Otherwise, at some point in the future, there may be pressure to increase the number of units on certain properties because the present zoning permits a higher density.*

Commercial Uses: The intent of the Planned Commercial - Tourist-Oriented (PC-T) designations, in the area west of Harbor Boulevard and south of San Buenaventura State Beach, is to ensure that the potential for high quality tourist-oriented commercial development in this Community is fully realized and not diminished by the establishment of general commercial or service commercial uses (e.g., real estate offices, neighborhood commercial stores, etc.). Because of the developed nature and visitor-serving potential of the Seaward Avenue commercial strip area west of Pierpont Boulevard, existing non-tourist oriented uses (e.g., general offices) shall not be permitted to encroach into this area beyond existing ratios when the City's Local Coastal Program (LCP) was first adopted. Based on front footage calculations to determine these ratios, this area was comprised of 38.7% (525 linear foot frontage) of non-tourist oriented uses and 61.3% (833 linear foot frontage) of tourist oriented uses. New commercial developments should be designed to complement the visual character of the adjacent Pierpont Bay neighborhood (being of a bulk, height, and color that is compatible with that character), thereby enhancing the unique locational characteristics which cause this area to be designated as a Scenic Approach.

The intent of the Planned Commercial Neighborhood (PC-N) designation at the southwest corner of Seaward Avenue and Harbor Boulevard is to provide for the continuation and/or expansion of the existing neighborhood shopping center.

Sensitive Habitat: The intent of the Sensitive Habitat designation for the wildlife lagoon southerly of Spinnaker Drive is to protect that habitat, which supports animal life including rare and endangered species, from urban disturbances. All development in the area surrounding the wildlife lagoon sensitive habitat area shall be reviewed to mitigate any potential impacts on the sensitive areas. Development within or adjacent to the wildlife lagoon sensitive habitat area shall be subject to the following criteria:

General Criteria:

1) *Any development adjacent to this area shall be suitably buffered from the sensitive habitat areas and shall incorporate measures to mitigate any potential adverse impacts.*

2) *Public access to the lagoon and river mouth shall be limited to nature study purposes. Fencing, signage, and other measures shall be used to inform the public of the sensitive habitat and the need for restricted access.*

Wildlife Lagoon:

1) *The existing vegetative screen and berm shall be maintained and enhanced, where feasible, to separate the lagoon from surrounding uses.*

2) *No development, except for facilities necessary to the functioning of the City's Wastewater Treatment Facility, or for interpretive facilities, shall be allowed.*

3) *Visual access into the lagoon area may be provided to enhance nature study opportunities by locating observation and interpretive facilities along the perimeter of the lagoon.*

<u>River Mouth</u>:

1) *The river mouth area shall be retained in as natural a state as possible and no development, other than interpretive facilities for nature study purposes, shall be allowed.*

2) *The City should consider entering into a joint use agreement with the State Department of Parks and Recreation for management of the river mouth.*

3) *The City should consider the expansion of the Santa Clara River Estuary Natural Preserve into the City-owned portion of the river mouth.*

4) *The City should encourage any agencies having jurisdiction over the river mouth to prepare or participate in preparation and updates of habitat identification and mapping.*

<u>Energy Facilities</u>: It is intended that the existing oil storage facility, located adjacent to Ventura Harbor, be permitted to operate as long as it is functional. If the existing operation should be terminated, the site shall be used for Harbor Commercial uses. It is further intended that the vacant portion of the oil storage site be used for Harbor Commercial uses unless the site is essential to coastal-dependent industry.

In order to buffer surrounding uses from development on this site, any new coastal-dependent industrial development shall provide adequate buffering (e.g., landscaping, wall) around the perimeter of the site to mitigate potential adverse visual impacts. Further, any new coastal-dependent industrial or harbor commercial development shall be designed to minimize impacts that could adversely affect the sensitive habitat area through such measures as setbacks, screening, landscaping, and limited access points.

Wastewater Treatment Plant: The Existing Urban area located along Harbor Boulevard south of and adjacent to the Ventura Harbor is the City's Wastewater Treatment Facility. This plant will remain as the only permitted land use in this location, and the facility should be allowed to expand as necessary to meet City needs, consistent with Coastal Resource Management and other policies of this Comprehensive Plan for public works facilities.

San Buenaventura State Beach: It is intended that the San Buenaventura State Beach General Plan, prepared by the State Department of Parks and Recreation and adopted July, 1979 (and as it may be subsequently amended), be used as a policy guide by the City in conjunction with this Plan, except for the following change:

> *Page 28, Local Coastal Plan Recommendation No. 2: "The Department recommends that Harbor Boulevard remain a two-lane road (one lane each way) the entire length of San Buenaventura State Beach except as may be necessary to accommodate improvements such as turning lanes, sidewalks, and bike paths." (change underlined)*

Development plans for the State Beach shall be reviewed by the City for conformance with this adopted Plan. The City and State shall coordinate during the development review process with particular attention being given to: (1) maximum numbers of vehicles allowed for any camping purposes; and (2) landscaping plans, especially along Harbor Boulevard and any overnight camping area.

VENTURA HARBOR

The Ventura Harbor area of the Comprehensive Plan includes the waters of Ventura Harbor and the land immediately surrounding these waters. The Ventura Harbor area, as defined, is limited to the jurisdictional boundaries of the Ventura Port District. Within the Ventura Port District jurisdictional boundaries, the harbor has been divided into four subareas. These subareas are referred to as the South Peninsula, Southwest Harbor, Central Harbor, and Northeast Harbor.

Each of the subareas is subject to one or more of three land use designations which establish basic land use policy for the Harbor. This section of the Comprehensive Plan first describes the land use designations and general provisions which apply to all development within the harbor, followed by discussions of Harbor subareas and maps.

Intent and Rationale for Land Use Designations:

Land Use Designations: Harbor Commercial (HC), Harbor Related Mixed Use (HRMU), Mobile Home Park (MHP).

Harbor Commercial (HC)

The Harbor Commercial (HC) designation in the Ventura Harbor area is intended to cause any new development in that area to be compatible with existing and proposed uses in the Harbor complex (as described below). Development in this area, which is also designated as a Scenic Approach to the City, should be designed to complement the existing visual and structural character of the Harbor complex, and the development should be oriented toward recreation, visitor-serving, marina, and commercial fishing uses.

To facilitate the recreation, tourist and commercial fishing opportunities within the Harbor complex, the Harbor Commercial (HC) designation shall give priority to visitor-serving commercial recreational uses over general commercial development, but not over commercial fishing, and shall protect coastal recreational land suitable for such uses.

Because of the specific function of the Harbor, private residential and general industrial uses are not appropriate in the HC designated area.

Uses within the Harbor Commercial area shall be designated as either priority or non-priority uses. Priority uses include those uses listed in the Harbor Commercial (HC) section of the City's Zoning Ordinance under the headings of: (1) commercial visitor-serving, (2) recreation, boating, fishing, (3) commercial fishing, and (4) public service facilities. Non-priority uses include general commercial retail and offices. To ensure that a minimum number of priority land uses and coastal facilities are provided in the Harbor complex: (1) non-priority residential uses consistent with the Local Coastal Program and the criteria of the Land Use Plan shall be allowed in the HRMU designated category; (2) non-priority general retail and office uses for the 111.39 acres land in the Harbor shall be limited to 5 acres (this is exclusive of streets (17.29 acres), and the existing mobile home park (41.66 acres); and (3) dependent and harbor-oriented facilities described later in this section shall be required.

As Planned Development Permits are approved, the City shall make findings as to the adequate provision of minimum numbers or types of coastal facilities described later in this section, in terms of their consistency with this Plan.

Harbor Related Mixed Use (HRMU)

The purpose of the Harbor Related Mixed Use (HRMU) designation category is to ensure that the City and Port District obtain the best suited mixed-use development for the last remaining large parcel in Ventura Harbor. To encourage continued coastal-dependent recreation and tourist opportunities within the water front areas of the harbor, the HRMU designation category shall require that public amenities, such as a public accessway, public parking, a public park and restrooms and harbor oriented recreational and visitor serving facilities are included on the site. Residential development, which is considered a non-priority use within the harbor, shall be limited to the HRMU designation on the upper story (or stories) and the existing Mobile Home Park (MHP) designation and all other references to non-priority uses elsewhere in the Harbor shall mean general commercial

and office uses only. Development of this property shall be subject to the preparation of a master plan. The master plan shall, at a minimum, meet the criteria set forth in the Area Location and Intensity policies for the Northeast Harbor, as well as any pertinent standard set forth in the Zoning Ordinance. All coastal-dependent and, visitor-serving development shall be integrated with the overall character of the harbor and continue to encourage tourist activity consistent with the goals of the City's Local Coastal Program.

Mobile Home Park (MHP)

The existing mobile home park provides affordable housing and is designated MHP for mobile home park use. It is intended that this use be allowed to continue as a mobile home park, and the site be rezoned accordingly. In the event that redevelopment of the mobile home park occurs, an amendment to this Comprehensive Plan and Local Coastal Program will be necessary. Unless adequate, affordable, low and moderate income housing exists nearby, redevelopment must include one-to-one ratio replacement housing and housing assistance for low and moderate income tenants. If redevelopment occurs, at least 90% of the land area shall be devoted to priority uses.

To ensure that lower cost recreational and visitor-serving facilities are available to all income groups, picnic tables, public rest rooms, pedestrian and bicycle access ways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas, and at least two lower cost eating establishments of at least 2,000 square feet each shall be provided. In addition, the Harbor beach area, which provides a lower cost recreational activity, shall be preserved for general public recreational use.

In order to encourage recreational boating, non-water dependent land uses shall be limited within the Harbor's water area complex so as to not congest access corridors and preclude recreational boating support facilities. In addition, a minimum number of recreational boating facilities available to the general public shall be provided and/or protected, including at least 1,500 recreational boat slips, public launch facilities, dry boat storage and fuel dock facilities.

Recreational boating and commercial fishing shall be located and designed so as to not interfere with one another. Potential impacts from commercial fishing or general boat repair and construction operations shall be mitigated. Mitigation measures shall include locating such facilities away from existing residential areas.

Conversion of existing commercial slips to recreation use shall not be permitted unless the Port District, in conjunction with the City of San Buenaventura, determine that all current and foreseeable future demand has been satisfied. Should any future conversion of commercial slips reduce the minimum berthing space that exists in the Harbor which is required by the City's Land Use Plan, an amendment to the Land Use Plan will be required. Any future determination of whether conversion of commercial slips to recreational slips will adversely impact the demand of the commercial fishing industry shall be based on the following: future evidentiary data regarding commercial fishing industry needs at the Ventura Harbor presented by the Ventura Port District in consultation with the Ventura County Fisherman's Association and reviewed and approved by the City of Ventura, demonstrating that a minimum number of boat slips are provided to serve the needs of the commercial fishing industry needs. All future determinations described in the preceding sentence shall take into consideration the cyclical changing conditions of the industry.

A minimum number of facilities serving the commercial fishing industry, adequate to meet the industry demand demonstrated in the Ventura Harbor, shall be provided within the Harbor complex. These include the existing 4,200 slip feet or berthing for at least 90 permanent and 15 transient commercial fishing boats, whichever is greater, a boat repair yard, ice facilities, fuel facilities (24 hours/day), laundry, shower and rest room facilities, two or more fish receiving facilities, a net repair area, hoists, wharfage of additional docking space and, cold storage facilities. In order to meet the changing technological needs of the commercial fishing industry, the following developments shall be given priority in the southwest harbor area and in other harbor areas compatible with commercial fishing as demand is demonstrated: the development of approximately 40 additional commercial boating slips (60-80 foot range and 45-55 foot range) while retaining the existing 4,200 slip feet which serves permanent and transient fishermen. Uses oriented toward commercial

fishing, such as fish processing facilities, additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over redevelopment of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Alternatively, such uses may be provided in close proximity to the commercial fishing facilities provided that they are in a location that is easily and readily accessible without adversely impacting other priority activities in the Harbor.

The location and intensity of all land and water uses must be specifically defined to ensure no significant adverse cumulative impacts on coastal resources or access by existing or permitted development.

To ensure that the visual character of the Harbor is maintained, structures located on the South Peninsula shall be limited to two stories, not exceeding 30 feet in height except for such structures as theme towers, observation decks and radio antennas. The South Peninsula is defined as that area located on either side of Spinnaker Drive and north of an imaginary line drawn 2,400 feet south of the terminus of Spinnaker Drive.

To enhance visual quality and ensure that new development does not impede views to the water area from the roadway or to and from the beach and inland harbor area, the policies listed below apply. A view corridor is defined, for purposes of enforcing these policies, as that area between the roadway and water which is not occupied by buildings or solid walls and fences that would impede the view of the water from the roadway. View corridors shall be measured from the linear distance paralleling the nearest public road. (See Maps following this section for delineation of Harbor areas.)

<u>South Peninsula</u>

For development on the South Peninsula, the following criteria shall be applied to each lot, except for the National Park Service site.

1. *Buildings and other structures shall not occupy more than 25% of the lot area.*

2. *At least 50% of each lot shall provide a view corridor as measured from Spinnaker Drive.*

3. *A view corridor shall provide a single unobstructed view, except that on Parcel 5 this requirement may be satisfied by the provision of two corridors, if one corridor has a minimum width of 375 feet and the other corridor a minimum width of 125 feet.*

4. *All structures shall be limited to two stories, not exceeding 30 feet in height, except for a possible aquarium/research center which shall be limited to 45 feet in height.*

Southwest Harbor

For new development in the Southwest Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. *Buildings and other structures shall not occupy more than 25% of the total area.*

2. *At least 30% of the area shall provide view corridors to be measured from Spinnaker Drive.*

3. *All structures shall be limited to three stories, not exceeding 45 feet in height, except for theme towers and observation decks which shall not exceed 55 feet in height, and antennas and masts which shall not exceed 70 feet in height.*

Central Harbor

For development in the Central Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. *Buildings and other structures shall not occupy more than 25% of the total area.*

2. *At least 50% of the area shall provide view corridors to be measured from Spinnaker Drive or Navigator Drive as appropriate.*

3. *All structures shall be limited to three stories, not exceeding 45 feet in height.*

Northeast Harbor

For development in the Northeast Harbor area, the following criteria shall be applied except for the mobile home park.

1. *Buildings and other structures shall not occupy more than 25% of a given project.*

2. *Views corridors of the harbor from Anchors Way Drive shall begin at Schooner Drive and continue generally unobstructed for approximately 1,500 feet to the western terminus of the boat launch area. At least 50 percent of this portion of Anchors Way shall preserve views of harbor waters.*

   Development of vacant properties south of the boat launch area shall provide public pedestrian access and a bicycle path adjacent to and along the entire length of the waterfront and from the terminus of Schooner Drive through the area designated HRMU to the waterfront path. These accessways to the water frontage and the development of a public park in concert with any residential land use shall offer additional enhanced views of the harbor.

3. *All structures shall be limited to three stories, not exceeding 45 feet in height, except theme towers and observation decks which shall not exceed*

58 feet, and antennas, masts and flagpoles which shall not exceed 85 feet in height.

Harbor activities shall be clustered into locations appropriate to their use to further Coastal Act policies. More intensive and higher density activities shall be concentrated on the inland side of the Harbor. The South Peninsula shall contain less intensive and dense uses, recognizing its unique character between two water bodies, its predominant water-oriented public recreational character, its effect on views to and from the beach, channels and towards the ocean and Channel Islands, and the need to ensure that development and parking do not impact the sandy beach area. The National Park Headquarters has increased the significance of the South Peninsula as a use of greater than local importance and a visitor destination.

To further define location and intensities, the following policies shall be followed in all permit decisions in the Harbor. (See Maps following this section for delineation of Harbor areas.)

Area Locational and Intensity Policies

1. *Northeast Harbor Area: This area shall be developed primarily with commercial visitor-serving uses and, for the portion designated HRMU, with a master-planned residential/commercial mixed use development. Uses allowed in this area include the following: (1) commercial visitor-serving uses; (2) recreational boating; (3) non-priority uses limited to public facilities and general retail and offices; (4) non-water oriented commercial; (5) public park and recreation; (6) residential uses limited to a maximum of 300 units and limited to the upper story (stories) of any development; and (7) mobile homes for the Mobile Home Park area (MHP). Commercial fishing facilities are not intended uses in the Northeast Harbor Area. Coastal-dependent and coastal-related recreation and visitor-serving uses shall be developed adjacent to the harbor front and shall have priority over residential and general commercial development.*

Development on the HRMU designated parcel shall be subject to the preparation of a master plan. The master plan shall include, at a minimum, the following:

1) Land Use and Development Standards

a) Architectural criteria, landscaping criteria, circulation requirements, public view protection of the harbor.

b) Any residential development proposed for the HRMU area shall not detract from or interfere with the harbor oriented coastal visitor-serving uses, tourist activity and public recreational boating uses. New residential development within the Ventura Harbor shall be limited to the HRMU designated area and a maximum of 300 dwelling units all be permitted providing such development is located on upper story (or stories) and is consistent with all other applicable policies. The water frontage area shall be reserved for tourist-serving and recreational uses. Residential units shall only be allowed on the upper story (or stories) of development located in the HRMU area. Should any residential units be developed on the HRMU designated site, the 2.44 acre waterfront area, identified as Parcel 16 shall be developed as a public park.

c) In addition to the requirement of 1b above (development of the public park), the entire water frontage area, to include not less than 200 feet in width as measured from the landward extent of the 50 foot wide public access and recreation improvement, within the HRMU designated area shall provide any one or combination of the following uses: a) public amenities; b) commercial visitor-serving; and c) water-oriented recreational facilities.

2. *Land Use Buffer/Public Use Zone*

   a) *In conjunction with any residential development that occurs within the HRMU designation, a public park shall be developed on the 2.44 acre parcel described as Parcel 16.*

   b) *Public access and public recreation improvements a minimum of 50 feet in width, shall be sited along the water front. The improvements shall include a pedestrian and bicycle accessway. In addition, such improvements shall include, but are not limited to the following: picnic tables, benches, public restrooms, landscaping, bicycle storage racks, fountains, public parking and improvements that would encourage use of this zone by the general public.*

   c) *To further Policy 8.24. of the Circulation Element, a pedestrian and bike path, that incorporates public use areas shall be located along the harbor water frontage. Connection of the pathway to the adjacent public areas shall be provided so that there is a continuous route around the Harbor water channel.*

   d) *Residential areas that abut the pedestrian and bike path shall incorporate design elements such as fencing, landscaping, signage and elevation changes, to prevent the public area from becoming used exclusively by such development.*

3. *Recreation and Visitor Serving*

   a) *Public access and recreation improvements described in Master Plan Policy 2, Land Use Buffer/Public Use Zone, shall be constructed concurrent with any development of the site and be available for public use prior to occupancy of any residential or commercial development.*

   b) *At a minimum, a 20 foot wide vertical public accessway from the approximate terminus of Schooner Drive through Parcel 18 and connecting to the harbor front accessway shall be provided. The public accessway shall be conspicuously*

signed for public use and incorporate design elements such as those specified in 2d above, to buffer the path from site development. The existing walkways along the perimeter of this site shall not be used to satisfy this requirement.

c) *Adequate commercial facilities and dry boat storage facilities, necessary to support the needs of any proposed residential development shall be either within the portion of the site developed with residential use or within close and convenient proximity to the HRMU designated area.*

4) *Parking and Circulation*

a) *Public parking lot(s) shall be provided in locations convenient to key visitor attractions, public access and public park area on the site. If parking fees are charged, parking fees shall be kept low so that the general public may use the Harbor facilities at nominal rates.*

b) *All residential and commercial development shall provide adequate on-site resident, visitor and customer parking in addition to the required public parking lot(s).*

c) *All development proposals shall submit for the appropriate planning and approving body, supplemental traffic analysis containing appropriate mitigation measures relative to project specific trip generation estimates. Said supplemental information shall demonstrate that the average daily trips (ADT) do not exceed those estimated for currently permitted Harbor Commercial shopping center development which are estimated at 9,505 ADT. All development proposals shall be designed to ensure that traffic generated by the project will not adversely impact the City's street system within the Pierpont/Ventura Keys and Ventura Harbor Community for area residents and members of the public accessing the Ventura Harbor and Surfer's Knoll Beach. Measures*

necessary to mitigate traffic impacts from development of the site shall be required and completed concurrent with site development. Restrictions limiting general public use of the street system shall not be permitted. If a reduction in traffic ADT is necessary, non-priority uses shall be removed from the development proposal.

d) *Site development shall provide an internal circulation system that does not rely on the public street system and insures a continuous flow of vehicle and pedestrian traffic throughout the HRMU designated area regardless of development patterns.*

e) *Ingress and egress of the site shall not adversely impact the public's ability to access any public facilities, including, but not limited to the existing public boat launch facility that abuts the HRMU designated area.*

2. *Central Harbor: This area shall contain uses oriented toward or serving recreational boating. All other uses are prohibited, except that a 50-unit boatel, and two full service restaurants may be permitted, provided that adequate on-site parking is provided. Where compatible, coastal dependent or coastal-related commercial fishing uses shall be permitted.*

3. *Southwest Harbor Area: This area shall contain uses oriented toward or serving commercial fishing, recreational boating, and visitor-serving commercial uses and may include general office uses above the first floor. Water dependent uses shall include at least 4,200 lineal feet of slip and wharf space for commercial vessels such as fishing boats and oil crew boats, and may include fish receiving facilities, ice facilities, fuel facilities, a boat lift, a full service boat yard and a self service boat yard. No additional, new, visitor-serving, commercial use projects may be developed in this area. Uses supportive of commercial fishing, such as fish processing facilities,*

additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over re-development of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Within the existing, visitor-serving, commercial projects, a maximum of 33,000 square feet may be devoted to restaurant space. Restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchen and related areas, and outdoor seating. At least 2,000 square feet of the authorized restaurant area shall be devoted to lower-cost eating establishments.

4. *South Peninsula Area: This area shall be oriented toward water-oriented recreational activities, including recreational and public beach use. General office uses may be permitted above the first floor. An aquarium/research center, the Channel Islands National Park Service Headquarters, tour boat services, recreational marinas and a yacht club are permitted uses. The water area shall also include berthing space for transient as well as permanent commercial fishing vessels. Two full service restaurants may be permitted and at least one lower-cost eating establishment shall be provided (minimum 2,000 square feet). A lower-cost restaurant is defined as a high or medium turnover sit-down or take-out restaurant with a turnover rate of less than an hour. Examples include delicatessens, fast-service food restaurants, coffee shops or cafeterias. Total restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchens, and related areas and outdoor dining areas. Visitor parking and public restrooms are the only permitted uses on the ocean side of Spinnaker Drive.*

General Location Policies

1. *Ancillary buildings such as maintenance buildings and restrooms, serving the general public and Harbor users, may be permitted throughout the*

Harbor. More intensive public service buildings, such as police and fire stations and utility stations, shall be confined to the Northeast Harbor Area.

2. *Existing facilities serving recreational boaters and commercial fishermen shall be retained, unless documentation, consistent with that described under the Intent and Rationale Statement demonstrates that there is no longer a demand for facilities is provided or equivalent facilities are constructed elsewhere in the Harbor in conjunction with the redevelopment of existing facilities.*

3. *Non-conforming uses may be permitted to continue in their present locations in conformance with present lease arrangements. Expansion of a non-conforming use shall be subject to the regulations set forth in the City's Ordinance Code; however, in no case shall expansion be permitted where such expansion has the potential to displace harbor-dependent commercial fishing or recreational-boating uses.*

4. *Dry boat storage areas shall be located inland of the first public road from the water's edge, because an oceanfront site is not essential for such uses.*

Any development proposals for Ventura Harbor shall be designed to ensure that future water development near the north end of the South Peninsula (i.e., Parcels 7 and 9) not interfere with boats that require tacking maneuvers when entering and leaving the Harbor's interior channels. However, such limitations shall not interfere with berthing for visitor-serving uses, such as the Channel Islands National Park Headquarters and commercial tour boats, unless equivalent berthing is provided nearby.

All new development in the Ventura Harbor shall include measures consistent with the policies contained herein, to reduce contaminated runoff into the Harbor waters, including filtration of low flows, control and filtration of runoff form parking lots and roofs, reduction of impervious surfaces, and provision of pump out facilities, and other necessary measures to reduce harmful pollutants from storm drain waters.

The Ventura Harbor Maps which follow are intended to supplement the Land Use Plan Map and Circulation Plan Map which cover the City's entire Planning Area. Because the Ventura Harbor Maps provide greater detail to better interpret and enforce the policies of this Plan, they supersede the Land Use Plan Map and Circulation Plan Map in cases where any uncertainty or apparent discrepancies may exist.

The Ventura Harbor area of the Comprehensive Plan includes the waters of Ventura Harbor and the land immediately surrounding these waters. The Ventura Harbor area, as defined, is limited to the jurisdictional boundaries of the Ventura Port District. Within the Ventura Port District jurisdictional boundaries, the harbor has been divided into four subareas. These subareas are referred to as the South Peninsula, Southwest Harbor, Central Harbor, and Northeast Harbor.

Each of the subareas is subject to one or more of three land use designations which establish basic land use policy for the Harbor. This section of the Comprehensive Plan first describes the land use designations and general provisions which apply to all development within the harbor, followed by discussions of Harbor subareas and maps.

Intent and Rationale for Land Use Designations:

Land Use Designations: Harbor Commercial (HC), Harbor Related Mixed Use (HRMU), Mobile Home Park (MHP).

Harbor Commercial (HC)

The Harbor Commercial (HC) designation in the Ventura Harbor area is intended to cause any new development in that area to be compatible with existing and proposed uses in the Harbor complex (as described below). Development in this area, which is also designated as a Scenic Approach to the City, should be designed to complement the existing visual and structural character of the Harbor complex, and the development should be oriented toward recreation, visitor-serving, marina, and commercial fishing uses.

To facilitate the recreation, tourist and commercial fishing opportunities within the Harbor complex, the Harbor Commercial (HC) designation shall give priority to visitor-serving commercial recreational uses over general commercial development, but not over commercial fishing, and shall protect coastal recreational land suitable for such uses. Because of the specific function of the Harbor, private residential and general industrial uses are not appropriate in the HC designated area.

Uses within the Harbor Commercial area shall be designated as either priority or non-priority uses. Priority uses include those uses listed in the Harbor Commercial (HC) section of the City's Zoning Ordinance under the headings of: (1) commercial visitor-serving, (2) recreation, boating, fishing, (3) commercial fishing, and (4) public service facilities. Non-priority uses include general commercial retail and offices. To ensure that a minimum number of priority land uses and coastal facilities are provided in the Harbor complex: (1) non-priority residential uses consistent with the Local Coastal Program and the criteria of the Land Use Plan shall be allowed in the HRMU designated category; (2) non-priority general retail and office uses for the 111.39 acres land in the Harbor shall be limited to 5 acres (this is exclusive of streets (17.29 acres), and the existing mobile home park (41.66 acres); and (3) dependent and harbor-oriented facilities described later in this section shall be required.

As Planned Development Permits are approved, the City shall make findings as to the adequate provision of minimum numbers or types of coastal facilities described later in this section, in terms of their consistency with this Plan.

Harbor Related Mixed Use (HRMU)

The purpose of the Harbor Related Mixed Use (HRMU) designation category is to ensure that the City and Port District obtain the best suited mixed-use development for the last remaining large parcel in Ventura Harbor. To encourage continued coastal-dependent recreation and tourist opportunities within the water front areas of the harbor, the HRMU designation category shall require that public amenities, such as a public accessway, public parking, a public park and restrooms and harbor oriented recreational and visitor

serving facilities are included on the site. Residential development, which is considered a non-priority use within the harbor, shall be limited to the HRMU designation on the upper story (or stories) and the existing Mobile Home Park (MHP) designation and all other references to non-priority uses elsewhere in the Harbor shall mean general commercial and office uses only. Development of this property shall be subject to the preparation of a master plan. The master plan shall, at a minimum, meet the criteria set forth in the Area Location and Intensity policies for the Northeast Harbor, as well as any pertinent standard set forth in the Zoning Ordinance. All coastal-dependent and, visitor-serving development shall be integrated with the overall character of the harbor and continue to encourage tourist activity consistent with the goals of the City's Local Coastal Program.

Mobile Home Park (MHP)

The existing mobile home park provides affordable housing and is designated MHP for mobile home park use. It is intended that this use be allowed to continue as a mobile home park, and the site be rezoned accordingly. In the event that redevelopment of the mobile home park occurs, an amendment to this Comprehensive Plan and Local Coastal Program will be necessary. Unless adequate, affordable, low and moderate income housing exists nearby, redevelopment must include one-to-one ratio replacement housing and housing assistance for low and moderate income tenants. If redevelopment occurs, at least 90% of the land area shall be devoted to priority uses.

To ensure that lower cost recreational and visitor-serving facilities are available to all income groups, picnic tables, public rest rooms, pedestrian and bicycle access ways, pedestrian furniture, bicycle storage racks, small boat sailing, renting and berthing areas, and at least two lower cost eating establishments of at least 2,000 square feet each shall be provided. In addition, the Harbor beach area, which provides a lower cost recreational activity, shall be preserved for general public recreational use.

In order to encourage recreational boating, non-water dependent land uses shall be limited within the Harbor's water area complex so as to not congest access corridors and preclude recreational boating support facilities. In addition, a minimum number of recreational

boating facilities available to the general public shall be provided and/or protected, including at least 1,500 recreational boat slips, public launch facilities, dry boat storage and fuel dock facilities.

Recreational boating and commercial fishing shall be located and designed so as to not interfere with one another. Potential impacts from commercial fishing or general boat repair and construction operations shall be mitigated. Mitigation measures shall include locating such facilities away from existing residential areas.

Conversion of existing commercial slips to recreation use shall not be permitted unless the Port District, in conjunction with the City of San Buenaventura, determine that all current and foreseeable future demand has been satisfied. Should any future conversion of commercial slips reduce the minimum berthing space that exists in the Harbor which is required by the City's Land Use Plan, an amendment to the Land Use Plan will be required. Any future determination of whether conversion of commercial slips to recreational slips will adversely impact the demand of the commercial fishing industry shall be based on the following: future evidentiary data regarding commercial fishing industry needs at the Ventura Harbor presented by the Ventura Port District in consultation with the Ventura County Fisherman's Association and reviewed and approved by the City of Ventura, demonstrating that a minimum number of boat slips are provided to serve the needs of the commercial fishing industry needs. All future determinations described in the preceding sentence shall take into consideration the cyclical changing conditions of the industry.

A minimum number of facilities serving the commercial fishing industry, adequate to meet the industry demand demonstrated in the Ventura Harbor, shall be provided within the Harbor complex. These include the existing 4,200 slip feet or berthing for at least 90 permanent and 15 transient commercial fishing boats, whichever is greater, a boat repair yard, ice facilities, fuel facilities (24 hours/day), laundry, shower and rest room facilities, two or more fish receiving facilities, a net repair area, hoists, wharfage of additional docking space and, cold storage facilities. In order to meet the changing technological needs of the commercial fishing industry, the following developments shall be given priority

in the southwest harbor area and in other harbor areas compatible with commercial fishing as demand is demonstrated: the development of approximately 40 additional commercial boating slips (60-80 foot range and 45-55 foot range) while retaining the existing 4,200 slip feet which serves permanent and transient fishermen. Uses oriented toward commercial fishing, such as fish processing facilities, additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over redevelopment of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Alternatively, such uses may be provided in close proximity to the commercial fishing facilities provided that they are in a location that is easily and readily accessible without adversely impacting other priority activities in the Harbor.

The location and intensity of all land and water uses must be specifically defined to ensure no significant adverse cumulative impacts on coastal resources or access by existing or permitted development.

To ensure that the visual character of the Harbor is maintained, structures located on the South Peninsula shall be limited to two stories, not exceeding 30 feet in height except for such structures as theme towers, observation decks and radio antennas. The South Peninsula is defined as that area located on either side of Spinnaker Drive and north of an imaginary line drawn 2,400 feet south of the terminus of Spinnaker Drive.

To enhance visual quality and ensure that new development does not impede views to the water area from the roadway or to and from the beach and inland harbor area, the policies listed below apply. A view corridor is defined, for purposes of enforcing these policies, as that area between the roadway and water which is not occupied by buildings or solid walls and fences that would impede the view of the water from the roadway. View corridors shall be measured from the linear distance paralleling the nearest public road. (See Maps following this section for delineation of Harbor areas.)

South Peninsula

For development on the South Peninsula, the following criteria shall be applied to each lot, except for the National Park Service site.

1. *Buildings and other structures shall not occupy more than 25% of the lot area.*

2. *At least 50% of each lot shall provide a view corridor as measured from Spinnaker Drive.*

3. *A view corridor shall provide a single unobstructed view, except that on Parcel 5 this requirement may be satisfied by the provision of two corridors, if one corridor has a minimum width of 375 feet and the other corridor a minimum width of 125 feet.*

4. *All structures shall be limited to two stories, not exceeding 30 feet in height, except for a possible aquarium/research center which shall be limited to 45 feet in height.*

Southwest Harbor

For new development in the Southwest Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. *Buildings and other structures shall not occupy more than 25% of the total area.*

2. *At least 30% of the area shall provide view corridors to be measured from Spinnaker Drive.*

3. *All structures shall be limited to three stories, not exceeding 45 feet in height, except for theme towers and observation decks which shall not exceed 55 feet in height, and antennas and masts which shall not exceed 70 feet in height.*

Central Harbor

For development in the Central Harbor area, the following criteria shall be applied to the entire area taken as a single unit.

1. *Buildings and other structures shall not occupy more than 25% of the total area.*

2. *At least 50% of the area shall provide view corridors to be measured from Spinnaker Drive or Navigator Drive as appropriate.*

3. *All structures shall be limited to three stories, not exceeding 45 feet in height.*

Northeast Harbor

For development in the Northeast Harbor area, the following criteria shall be applied except for the mobile home park.

1. *Buildings and other structures shall not occupy more than 25% of a given project.*

2. *Views corridors of the harbor from Anchors Way Drive shall begin at Schooner Drive and continue generally unobstructed for approximately 1,500 feet to the western terminus of the boat launch area. At least 50 percent of this portion of Anchors Way shall preserve views of harbor waters.*

Development of vacant properties south of the boat launch area shall provide public pedestrian access and a bicycle path adjacent to and along the entire length of the waterfront and from the terminus of Schooner Drive through the area designated HRMU to the waterfront path. These accessways to the water frontage and the development of a public park in concert with any residential land use shall offer additional enhanced views of the harbor.

3. *All structures shall be limited to three stories, not exceeding 45 feet in height, except theme towers and observation decks which shall not exceed 58 feet, and antennas, masts and flagpoles which shall not exceed 85 feet in height.*

Harbor activities shall be clustered into locations appropriate to their use to further Coastal Act policies. More intensive and higher density activities shall be concentrated on the inland side of the Harbor. The South Peninsula shall contain less intensive and dense uses, recognizing its unique character between two water bodies, its predominant water-oriented public recreational character, its effect on views to and from the beach, channels and towards the ocean and Channel Islands, and the need to ensure that development and parking do not impact the sandy beach area. The National Park Headquarters has increased the significance of the South Peninsula as a use of greater than local importance and a visitor destination.

To further define location and intensities, the following policies shall be followed in all permit decisions in the Harbor. (See Maps following this section for delineation of Harbor areas.)

Area Locational and Intensity Policies

4. *Northeast Harbor Area: This area shall be developed primarily with commercial visitor-serving uses and, for the portion designated HRMU, with a master-planned residential/commercial mixed use*

development. Uses allowed in this area include the following: (1) commercial visitor-serving uses; (2) recreational boating; (3) non-priority uses limited to public facilities and general retail and offices; (4) non-water oriented commercial; (5) public park and recreation; (6) residential uses limited to a maximum of 300 units and limited to the upper story (stories) of any development; and (7) mobile homes for the Mobile Home Park area (MHP). Commercial fishing facilities are <u>not</u> intended uses in the Northeast Harbor Area. Coastal-dependent and coastal-related recreation and visitor-serving uses shall be developed adjacent to the harbor front and shall have priority over residential and general commercial development.

Development on the HRMU designated parcel shall be subject to the preparation of a master plan. The master plan shall include, at a minimum, the following:

1) *Land Use and Development Standards*
   a) *Architectural criteria, landscaping criteria, circulation requirements, public view protection of the harbor.*
   b) *Any residential development proposed for the HRMU area shall not detract from or interfere with the harbor oriented coastal visitor-serving uses, tourist activity and public recreational boating uses. New residential development within the Ventura Harbor shall be limited to the HRMU designated area and a maximum of 300 dwelling units all be permitted providing such development is located on upper story (or stories) and is consistent with all other applicable policies. The water frontage area shall be reserved for tourist-serving and recreational uses. Residential units shall only be allowed on the upper story (or stories) of development located in the HRMU area. Should any residential units be developed on the HRMU*

designated site, the 2.44 acre waterfront area, identified as Parcel 16 shall be developed as a public park.

c) *In addition to the requirement of 1b above (development of the public park), the entire water frontage area, to include not less than 200 feet in width as measured from the landward extent of the 50 foot wide public access and recreation improvement, within the HRMU designated area shall provide any one or combination of the following uses: a) public amenities; b) commercial visitor-serving; and c) water-oriented recreational facilities.*

5. *Land Use Buffer/Public Use Zone*

e) *In conjunction with any residential development that occurs within the HRMU designation, a public park shall be developed on the 2.44 acre parcel described as Parcel 16.*

f) *Public access and public recreation improvements a minimum of 50 feet in width, shall be sited along the water front. The improvements shall include a pedestrian and bicycle accessway. In addition, such improvements shall include, but are not limited to the following: picnic tables, benches, public restrooms, landscaping, bicycle storage racks, fountains, public parking and improvements that would encourage use of this zone by the general public.*

g) *To further Policy 8.24. of the Circulation Element, a pedestrian and bike path, that incorporates public use areas shall be located along the harbor water frontage. Connection of the pathway to the adjacent public areas shall be provided so that there is a continuous route around the Harbor water channel.*

h) *Residential areas that abut the pedestrian and bike path shall incorporate design elements such as fencing, landscaping, signage and elevation changes, to prevent*

the public area from becoming used exclusively by such development.

6. *Recreation and Visitor Serving*

   d) *Public access and recreation improvements described in Master Plan Policy 2, Land Use Buffer/Public Use Zone, shall be constructed concurrent with any development of the site and be available for public use prior to occupancy of any residential or commercial development.*

   e) *At a minimum, a 20 foot wide vertical public accessway from the approximate terminus of Schooner Drive through Parcel 18 and connecting to the harbor front accessway shall be provided. The public accessway shall be conspicuously signed for public use and incorporate design elements such as those specified in 2d above, to buffer the path from site development. The existing walkways along the perimeter of this site shall not be used to satisfy this requirement.*

   f) *Adequate commercial facilities and dry boat storage facilities, necessary to support the needs of any proposed residential development shall be either within the portion of the site developed with residential use or within close and convenient proximity to the HRMU designated area.*

5) *Parking and Circulation*

   f) *Public parking lot(s) shall be provided in locations convenient to key visitor attractions, public access and public park area on the site. If parking fees are charged, parking fees shall be kept low so that the general public may use the Harbor facilities at nominal rates.*

g) *All residential and commercial development shall provide adequate on-site resident, visitor and customer parking in addition to the required public parking lot(s).*

h) *All development proposals shall submit for the appropriate planning and approving body, supplemental traffic analysis containing appropriate mitigation measures relative to project specific trip generation estimates. Said supplemental information shall demonstrate that the average daily trips (ADT) do not exceed those estimated for currently permitted Harbor Commercial shopping center development which are estimated at 9,505 ADT. All development proposals shall be designed to ensure that traffic generated by the project will not adversely impact the City's street system within the Pierpont/Ventura Keys and Ventura Harbor Community for area residents and members of the public accessing the Ventura Harbor and Surfer's Knoll Beach. Measures necessary to mitigate traffic impacts from development of the site shall be required and completed concurrent with site development. Restrictions limiting general public use of the street system shall not be permitted. If a reduction in traffic ADT is necessary, non-priority uses shall be removed from the development proposal.*

i) *Site development shall provide an internal circulation system that does not rely on the public street system and insures a continuous flow of vehicle and pedestrian traffic throughout the HRMU designated area regardless of development patterns.*

j) *Ingress and egress of the site shall not adversely impact the public's ability to access any public facilities, including, but not limited to the existing public boat launch facility that abuts the HRMU designated area.*

2. *Central Harbor:* *This area shall contain uses oriented toward or serving recreational boating. All other uses are prohibited, except that a 50-unit boatel, and two full service restaurants may be permitted, provided that adequate on-site parking is provided. Where compatible, coastal dependent or coastal-related commercial fishing uses shall be permitted.*

3. *Southwest Harbor Area:* *This area shall contain uses oriented toward or serving commercial fishing, recreational boating, and visitor-serving commercial uses and may include general office uses above the first floor. Water dependent uses shall include at least 4,200 lineal feet of slip and wharf space for commercial vessels such as fishing boats and oil crew boats, and may include fish receiving facilities, ice facilities, fuel facilities, a boat lift, a full service boat yard and a self service boat yard. No additional, new, visitor-serving, commercial use projects may be developed in this area. Uses supportive of commercial fishing, such as fish processing facilities, additional ice and cold storage facilities and additional commercial fishing boat slips shall be given priority over re-development of existing visitor-serving commercial projects, consistent with the needs of the commercial fishing industry. Within the existing, visitor-serving, commercial projects, a maximum of 33,000 square feet may be devoted to restaurant space. Restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchen and related areas, and outdoor seating. At least 2,000 square feet of the authorized restaurant area shall be devoted to lower-cost eating establishments.*

4. *South Peninsula Area:* *This area shall be oriented toward water-oriented recreational activities, including recreational and public beach use. General office uses may be permitted above the first floor. An aquarium/research center, the Channel Islands National Park*

Service Headquarters, tour boat services, recreational marinas and a yacht club are permitted uses. The water area shall also include berthing space for transient as well as permanent commercial fishing vessels. Two full service restaurants may be permitted and at least one lower-cost eating establishment shall be provided (minimum 2,000 square feet). A lower-cost restaurant is defined as a high or medium turnover sit-down or take-out restaurant with a turnover rate of less than an hour. Examples include delicatessens, fast-service food restaurants, coffee shops or cafeterias. Total restaurant space includes, but is not limited to, dining, bar and lounge areas, kitchens, and related areas and outdoor dining areas. Visitor parking and public restrooms are the only permitted uses on the ocean side of Spinnaker Drive.

General Location Policies

1. *Ancillary buildings such as maintenance buildings and restrooms, serving the general public and Harbor users, may be permitted throughout the Harbor. More intensive public service buildings, such as police and fire stations and utility stations, shall be confined to the Northeast Harbor Area.*

2. *Existing facilities serving recreational boaters and commercial fishermen shall be retained, unless documentation, consistent with that described under the Intent and Rationale Statement demonstrates that there is no longer a demand for facilities is provided or equivalent facilities are constructed elsewhere in the Harbor in conjunction with the redevelopment of existing facilities.*

3. *Non-conforming uses may be permitted to continue in their present locations in conformance with present lease arrangements. Expansion of a non-conforming use shall be subject to the regulations*

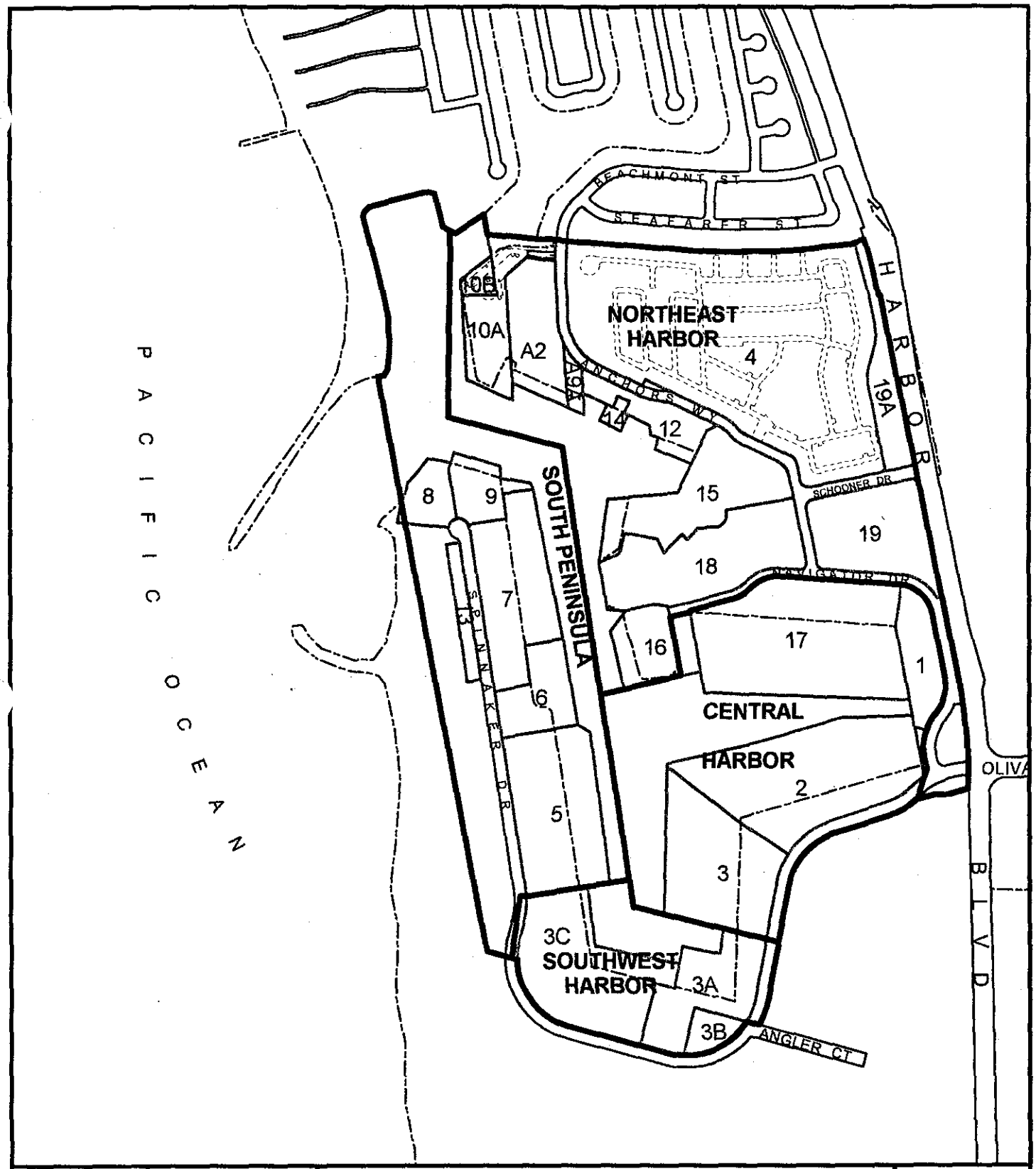
set forth in the City's Ordinance Code; however, in no case shall expansion be permitted where such expansion has the potential to displace harbor-dependent commercial fishing or recreational-boating uses.

4. *Dry boat storage areas shall be located inland of the first public road from the water's edge, because an oceanfront site is not essential for such uses.*

Any development proposals for Ventura Harbor shall be designed to ensure that future water development near the north end of the South Peninsula (i.e., Parcels 7 and 9) not interfere with boats that require tacking maneuvers when entering and leaving the Harbor's interior channels. However, such limitations shall not interfere with berthing for visitor-serving uses, such as the Channel Islands National Park Headquarters and commercial tour boats, unless equivalent berthing is provided nearby.

All new development in the Ventura Harbor shall include measures consistent with the policies contained herein, to reduce contaminated runoff into the Harbor waters, including filtration of low flows, control and filtration of runoff form parking lots and roofs, reduction of impervious surfaces, and provision of pump out facilities, and other necessary measures to reduce harmful pollutants from storm drain waters.

The Ventura Harbor Maps which follow are intended to supplement the Land Use Plan Map and Circulation Plan Map which cover the City's entire Planning Area. Because the Ventura Harbor Maps provide greater detail to better interpret and enforce the policies of this Plan, they supersede the Land Use Plan Map and Circulation Plan Map in cases where any uncertainty or apparent discrepancies may exist.



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Department: A.S.			
Division: I.T.			
Section: I.S.		Prepared For: PLANNING DEPARTMENT	
20 AUG 1999	This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.		1" = 800'

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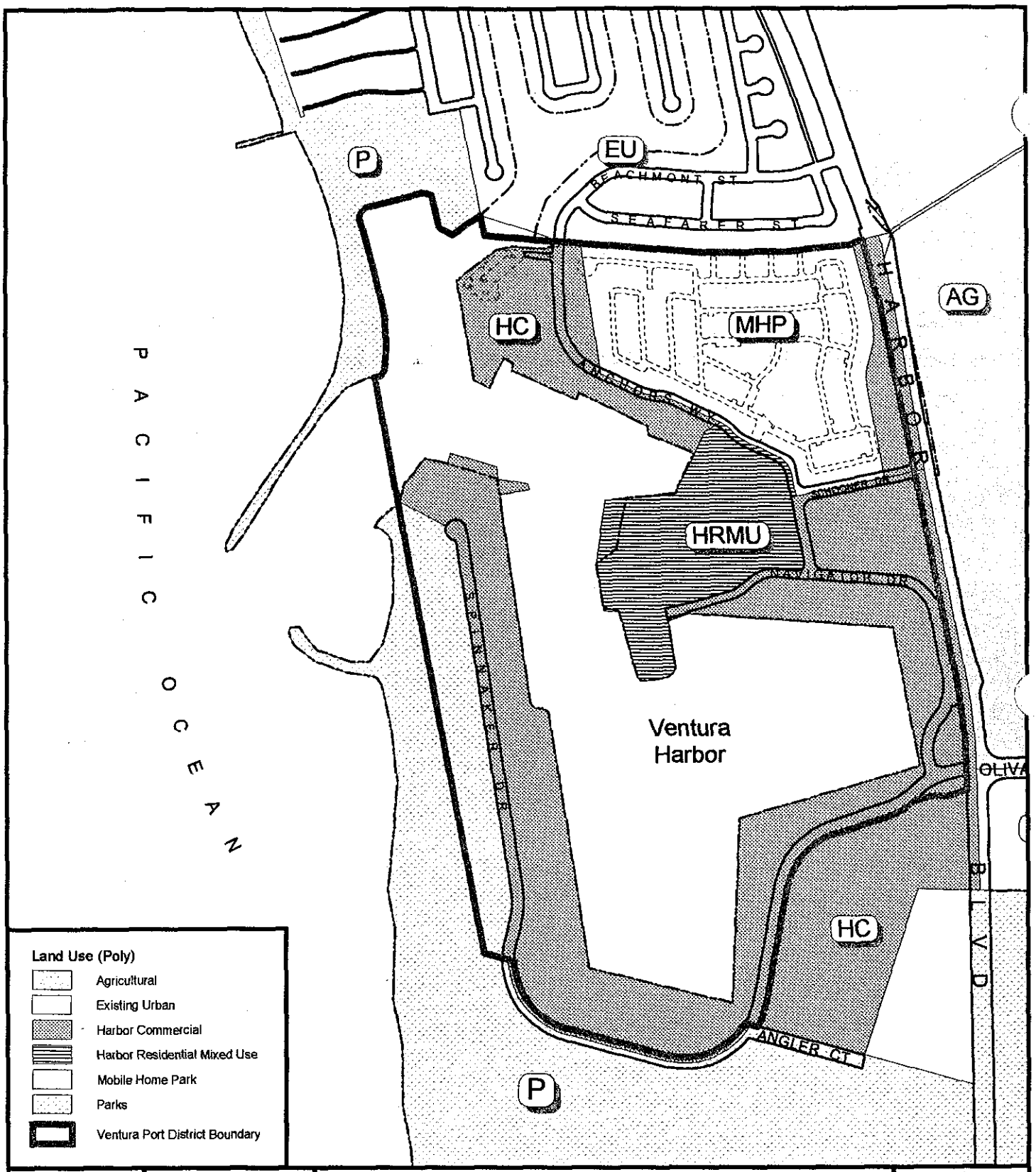

Prepared By: Geographic Information Systems

Department: A.S.

Division: I.T.

Section: I.S.

CITY OF SAN BUENAVENTURA · FOUNDED 1782

Title:

Ventura Harbor LAND USE PLAN

Prepared For: Planning Division

NORTH

23 AUG 1999

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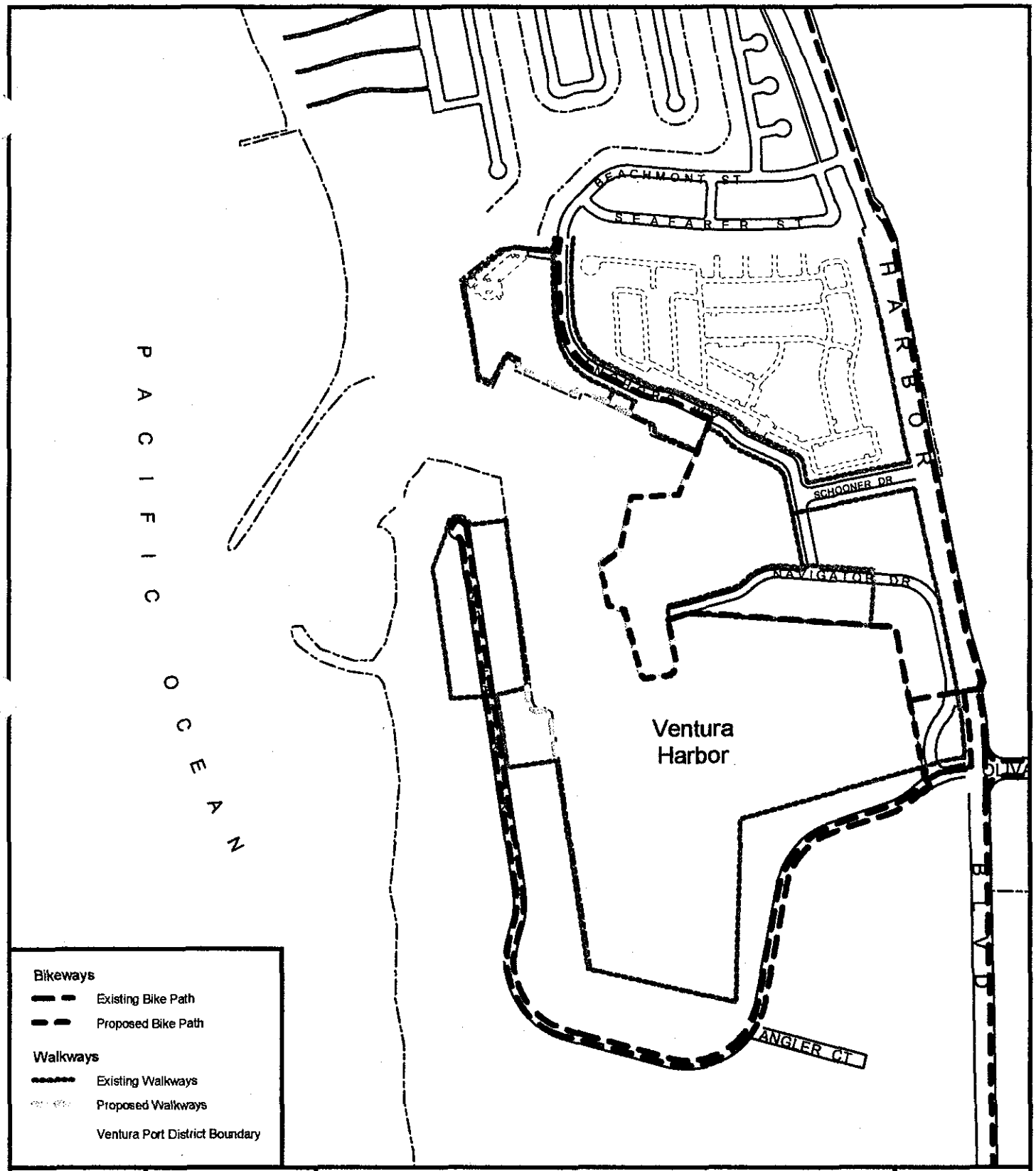

Prepared By: Geographic Information Systems

Department: A.S.

Division: I.T.

Section: I.S.

CITY OF SAN BUENAVENTURA · FOUNDED 1782

Title:

Ventura Harbor CIRCULATION PLAN

Prepared For: Planning Department

NORTH

24 AUG 1999

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POINSETTIA COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Poinsettia Community has a distinctive development pattern where the majority of development has occurred in the Hillside Area, and the level terrain has primarily remained in agricultural production. The intent of this Plan is to keep the existing character of the Community intact.

The lower reaches of the Hillside Area in the Poinsettia Community are already extensively developed, and include three distinct residential areas.

1) The Hidden Valley tract in Sexton Canyon, a single family subdivision in a relatively flat portion of the canyon;

2) Ondulando, a large residential area, containing both very low density estate homes, and standard lot single family development, and

3) Clearpoint Tract, a developed area containing standard and larger lot single family dwelling units.

The land use designations in this Community are intended to preserve and improve the unique residential character of each of these residential areas, and to establish stable long-term community boundaries.

Residential Uses: There are two residential designations in the Poinsettia Community: HPR-4 and HPR-6.

The HPR-4 designation in the area immediately north of the Hidden Valley tract is intended to limit the impact of development in this area on existing residential development. The HRR-6 designation south of the Hidden Valley tract permits standard

lot single family hillside development; realignment of Victoria Avenue should be accomplished in conjunction with this development.

Similarly, the HPR-4 designation at the northern end of Via Arroyo Drive is intended to permit very low density development compatible with the adjacent residential area; the number of dwelling units permitted in this area may be further reduced after detailed analysis of site problems.

The HPR-4 designation in the remaining Hillside Area of the Community is to permit very low density, single family development which takes advantage of hillside views and other amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Plan and the Hillside Management Program, other HPR designations may be considered through a proposed Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the Community.

Agricultural Use: The 222.5-acre site between Foothill Road and Telegraph Road, west of Harmon Barranca, and the 143.5-acre site between Telegraph Road and Highway 126, west of Harmon Barranca, are designated Agricultural Use (not to be reconsidered until after the Year 2010) to preserve their existing agricultural character.

PREBLE COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: *The Preble Community is essentially fully developed, except for one Agricultural Use area. The general character of the Community is considered transitional -- an area where little land is available for new development, but where private redevelopment potential exists.* The Preble Community has a unified neighborhood commercial center and conveniently located schools and play areas, similar to newer neighborhoods in the east end. Changes in the Community (such as intrusion of higher density residential, strip commercial, or industrial uses) that would jeopardize its existing character should not be allowed.

Residential Use: The only residential designation is PR-15 next to the Southern Pacific Railroad. The present use of this property, industrial and warehouse facilities, is incompatible with the residential character of the area. The PR-15 category complements the R-3-5 zoning to the north. The Planned Development Permit process should assure that private redevelopment of this area is compatible in scale with residential uses nearby, and that the noise from the railroad is mitigated. The property is currently zoned M-1 and should be rezoned so as to make the existing uses non-conforming.

Agricultural Use: *This property is approximately 55 acres in size, is prime agricultural land, and is separated from surrounding uses by the railroad right-of-way and Highway 101. It is the intent of this Plan to preserve and protect these prime agricultural lands from urban development. The site is not to be reconsidered for urban uses until after the Year 2010. (Refer also to the Agricultural/Open Space Areas Objective in the Resources Element, which contains a policy supporting inclusion of this area in an Agricultural Reserve/Greenbelt Agreement.)*

Commercial Uses: *Property bounded by Highway 101 and Vista Del Mar Drive is designated PC-T (Planned Commercial-Tourist Oriented) and is developed with restaurant*

uses. It is intended that any new development or redevelopment of this site be with tourist commercial uses.

Industrial Planned Development Uses: *This PM area is an approximately 24-acre triangular shaped site. The site is bounded on the north by the Southern Pacific Railroad and Seaward Avenue, on the south by Vista Del Mar Drive, and on the east by the easternmost property line as it currently exists, which separates the PM designated land from the Agricultural Use designated land. This line is approximately 1,920 feet east of the intersection of Seaward Avenue and the Southern Pacific Railroad crossing.*

The westerly 14.5-acre portion of the site is occupied by a lemon processing plant, which has a general appearance incompatible with its location near a Scenic Approach to the City. Any expansion or improvement of the site shall be accompanied by heavy screening or improvements to the visual appearance of the facility. The easterly 9.6-acre portion of the site is occupied by office uses.

Any redevelopment or reuse of the westerly 14.5-acre portion of the site shall be limited to an agriculturally related industry (e.g., lemon processing). Any redevelopment or reuse of the easterly 9.6-acre portion of the site shall be limited to large, single-tenant office uses. A landscape buffer shall be required between the lands designated for Agricultural Use and PM use as part of any redevelopment or reuse of the 9.6-acre site in order to further protect the agricultural lands. Any redevelopment or reuse of the entire 24-acre site shall be pursuant to a master plan for the entire area that protects the adjacent agricultural uses and takes into account the high visibility from Highway 101 and Seaward Avenue.

Linear Park System: *It is intended that the linear park segments that are shown on the Land Use Plan Map be developed under the City's Linear Park Guidelines, and that adjacent tree rows be preserved.*

SATICOY COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Saticoy Community includes the Saticoy townsite in the southeast section of the Community, and the areas to the north and west.

The townsite was laid out in the late 1800's, and developed as a small agricultural town including residential, commercial and industrial uses. The Saticoy townsite developed as an unincorporated community, under County zoning and a separate sanitary district. A joint City/County plan should be prepared and approved for the Saticoy Townsite Special Study Area, as shown on the Land Use Plan Map. The plan should establish development standards for this area, given its existing, partially developed character within the County. The plan is subject to adoption by amendment to this Plan and the County General Plan.

The remaining area of the Saticoy Community has developed in a similar manner to other east end communities, with a mix of residential development (primarily single family) and support facilities. Land use policies for this area are intended to encourage infilling of urban designated parcels in a manner consistent with the original townsite pattern. Given the substantial area previously designated for commercial uses, it is anticipated that a Saticoy "Downtown" district serving a large area of East Ventura will result.

All development in the Saticoy Community in areas east of Saticoy Avenue and/or south of the Southern Pacific Railroad is subject to completion and approval of a Capital Improvement Deficiency Study as described in the Overall Land Use Policies in this Plan. These policies also describe any exceptions to this requirement.

New development in the Saticoy Community, outside of the Saticoy Sanitary District boundaries, should be required, as a condition of approval, to connect to the City sewer system.

Residential Uses: All but two of the major residentially designated sites in the Saticoy Community have been designated for low density planned residential development (PR-8). This designation permits development of detached single family homes, clustered detached units, patio homes, mobile home parks, or higher density attached units with substantial open space dedications. Specific sites which are designated PR-8 include those described below.

1. The 6-acre site south of Henderson Road and west of Saticoy Avenue is adjacent to existing single family development and an existing church facility, and should be designed to mitigate freeway noise problems and access problems at Saticoy Avenue, as well as incorporating a linear park segment.

2. The approximately 20.4-acre area south of Telephone Road and west of Saticoy Avenue should be designed to complete existing east/west stub streets, and mitigate railroad noise problems through site design.

3. The area northwest of Darling Road and Wells Road, which contains a mix of residential and vacant parcels, and is largely under County rural-residential zoning, is designated PR-8. This area should develop under a master plan which addresses access problems, compatibility of existing rural uses, and proximity to existing institutional uses (e.g., schools, church, fire station).

4. The properties between the Santa Clara River and the Railroad, to the east of Saticoy Avenue and west of Cabrillo Village, are also designated PR-8. Residential densities should not exceed an average of eight dwelling units per acre, and access to the site should not be allowed through Agricultural Use lands.

5. The approximately 95-acre site located south of the Southern Pacific Railroad right-of-way, east of Saticoy Avenue, and west of the Brown Barranca, is designated PR-8. The intent of this designation is to allow a

density similar to other residential developments along the Santa Clara River.

Sites 4 & 5 may only be developed if they provide 100% Affordable Housing projects subject to a development agreement under the City Affordable Housing Program, or the projects are otherwise found by the City Council to be of great benefit to the City.

Any development of sites 4 & 5 should incorporate:

- Extension of North Bank Drive;

- Development of a linear park along the Santa Clara River and Brown Barranca;

- Mitigation measures to attenuate noise generated by the railroad;

- A design which takes advantage of the open space provided by the river;

- Establishment of structural setbacks or other mitigation measures designed to keep existing drainage areas in a natural state and prevent erosion; and

- Establishment of setback areas from the Santa Clara River flood plain boundary to prevent erosion and protect the natural features of the river.

6. Approximately eight acres of property north of Darling Road, which should be developed at a scale compatible with adjoining mobile home parks.

Only one small parcel is designated for single family residential (SF) development. The property, a small "home piece" parcel, adjacent to an existing single family subdivision on the north side of Telephone Road and east of Gardner Avenue, should be developed as a single family subdivision.

Approximately 53 acres of property south of Saticoy Regional Golf Course is designated for medium density planned residential development (PR-15). This property is appropriate for a mixed density development, with higher density units oriented toward the park. Site design should mitigate noise problems along the railroad frontage, and a linear park should be developed along the eastern border of the property. Development of this property at a higher density than that permitted on PR-8 designated parcels should be allowed in order to provide an opportunity for a mix of housing types in this Community.

A two-acre site just northeast of the junction of Saticoy Avenue and the Southern Pacific Railroad is designated PR-20 to conform with the density of a Housing Authority project located there.

Planned Mixed Use Development: The 29-acre site located east of Wells Road between the Santa Paula Freeway and Darling Road and the 24-acre site located at the southeast corner of Darling Road and Wells Road should be developed under master plans which include neo-traditional development criteria for buildings and street patterns and types. The two master plans should address the following issues:

- The uses allowed on these two sites should include commercial uses, professional offices, residences, and/or institutional uses.

- The master plans for the two sites should be compatible.

- Non-residential uses adjacent to the existing residential properties to the east should be designed such that they do not conflict with those properties.

- The number of access points along Wells Road will be limited and access must be aligned between the two properties along Darling Road.

- New streets should connect to and align with the existing Townsite streets whenever possible.

- Traditional neighborhood street sections should be utilized, including sidewalks, linear street tree plantings, on-street parking and a minimal number and width of traffic lanes.

- Placement of buildings and parking lots should be consistent with the original Townsite whenever possible. Buildings built on the street frontage line are encouraged. Parking should be behind or beside buildings whenever possible, not in front.

- When large parking lots on a street frontage are necessary to support a commercial use, they should be divided by major drive aisles spaced and detailed as streets, similar in pattern and design to the Townsite streets. These primary aisles should include sidewalks and "street tree" plantings, and should include parallel or diagonal parking wherever possible.

Commercial Uses: The 5-acre site at the southwest corner of Telephone Road and Wells Road is designated PC, and intended to provide commercial and/or office uses which serve local needs. Any development on the site must address the issue of adequate access.

Industrial Uses: Land located south of Rosal Lane and east of Los Angeles Avenue has been designated General Industrial (M). It is intended that this area be master planned because of the site's high visibility from Highway 118; surrounding sensitive uses such as residential uses, the Santa Paula Greenbelt and the Santa Clara River; and capital improvement deficiencies such as water, sewer and adequate circulation. The master plan for this area should provide for redevelopment of the developed properties along Los

Angeles Avenue. Adequate buffering around the entire perimeter of this area should be incorporated into any development plan through the use of extensive setbacks, landscaping, fences and/or walls in order to minimize impacts on the above-mentioned uses. The internal circulation system should also be designed to minimize impacts on surrounding uses.

An approximately 3/4-acre parcel between Brown Barranca, the Southern Pacific Railroad and a rail spur is designated General Industrial (M) to reflect its existing use and proximity to the rail system. Any redevelopment or expanded use of this site should mitigate barranca flood hazards, while maintaining a natural appearance in the drainage channel. Landscaping or other measures should be incorporated to provide a buffer with the Linear Park designation and Bikeway route west of the site.

SERRA COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The Serra Community contains large Agriculture Use areas, and a developed area with perhaps the best mix of housing types in the eastern section of the Planning Area. It is the intent of these policies to preserve the agricultural areas and the stable residential character of the developed areas of this Community.

Residential Uses: There are three residential categories designated in the Serra Community: SF, PR-8, and PR-20.

The SF category is applied to an approximately 3-acre site at the southeast corner of Henderson Road and Petit Avenue, and a 1.7-acre site southerly of Darling Road extended.

Approximately 50 acres southerly of the Southern Pacific Railroad right-of-way and westerly of the Sudden Barranca is designated PR-8. The intent of this designation is to allow a density similar to other residential development along the Santa Clara River. Any development on this site is subject to completion and adoption of a Capital Improvement Deficiency Study as described in the Overall Land Use Policies in this Plan, and should incorporate the following:

- Extension of North Bank Drive;

- Development of a linear park along the Santa Clara River;

- Mitigation measures to attenuate noise generated from the railroad;

- A design which takes advantage of the open space provided by the river;

- Establishment of structural setbacks or other mitigation measures designed to keep existing drainage areas in a natural state and prevent erosion; and

- Establishment of setback areas from the Santa Clara River flood plain boundary to prevent erosion and protect the natural features of the river.

This site may only be developed if it provides a 100% Affordable Housing project subject to a development agreement under the City Affordable Housing Program, or the project is otherwise found by the City Council to be of great benefit to the City.

A three-acre site located west of Petit Avenue, north of Darling Road extended, and south of Henderson Road, is designated PR-20 to provide for a senior citizens' residential development.

Professional Office: A two-acre site, containing the Kimball House, is located on the northeast corner of Telephone Road and Kimball Road. The intent of the plan for this site is to ensure the preservation of the Kimball House as a valuable City historic resource, and to protect the character of the surrounding neighborhood from potential impact of office use. Development of the site should be subject to the incorporation of the Kimball House as an integral part of the project, including such portions of the gardens as are necessary to preserve the setting and character of the house. Development should also be subject to the Planned Development Permit process, which should limit the height of any structure to two stories or 30 feet, provide minimum 20-foot setbacks from Telephone Road, Kimball Road and Emerald Street, and a minimum 20-foot setback between any building on the site and any adjacent residential structure so as to be compatible with the adjacent residential uses. In addition, the entire site should be developed as a single, unified center in terms of architecture, parking and circulation.

Institutional Use: There are two Institutional designations in the Community which include future junior and senior high school sites owned by the School District. These school sites may not be used for some time, and if they are ever sold by the School District, their land use designation should be reconsidered to allow some form of residential land use.

Agricultural Use: A 100-acre site at the northwest corner of Kimball Road and Telephone Road, a 297-acre area between Telephone Road and the Southern Pacific Railroad, and a 172-acre area between Bristol Road and the Santa Clara River are designated Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their existing agricultural character.

Parkways: A parkway concept should be incorporated along Kimball Road and Telephone Road where they cross Agricultural Use lands, and North Bank Drive, as these streets are widened or extended. The intent of this policy is to require substantial additional areas on both sides of these streets, in addition to what is necessary for right-of-way and basic circulation purposes. This additional area should be landscaped with trees, form a visual barrier to and from adjacent future development, and should in most instances be dedicated to the City. (Refer also to the Overall Land Use Policies dealing with Parkways.)

THILLE COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: Development in the Thille Community has occurred primarily along the frontage of Telephone Road and Victoria Avenue, and along Highway 101. This development pattern has left large parcels of agricultural lands within the center of urban uses. The intent of this Plan is to provide a high density residential environment within the Thille Community, in proximity to industrial and commercial uses. Extensive buffers, either through setbacks and/or landscaping, should be used throughout the Community to reduce conflicts between residential and commercial land uses and to provide noise and visual barriers from Telephone Road.

Residential Land Uses: PR-20 and MHP are the only residential categories in the Thille Community. The higher density PR-20 residential category exists here to provide higher density housing near commercial uses and employment centers, and especially the County Government Center. Development in the PR designated areas in the Thille Community should provide a high ratio of open space area (non-vehicular) to floor area.

The MHP category is applied to an existing mobile home park located near Victoria Avenue and Moon Drive. It is intended that this use be allowed to continue as a mobile home park, and the site be rezoned accordingly.

Commercial Uses: There are two areas of Planned Commercial (PC) use in the Thille Community. There is a PC designated area at the intersection of the freeway off-ramp and Telephone Road (101 Drive-In Theater). This property has been designated for PC use because it fronts a major thoroughfare and is in a strategic location in regard to design considerations. Any future development of the site should consider potential impacts of or on traffic, noise and surrounding uses.

The other PC designation identifies an area on the west side of Victoria Avenue north of Highway 101, which has a mixture of existing uses. The number of ingress and egress points on Victoria Avenue should be limited in this area, and new development should be of a higher quality visually than what already exists.

Professional Office: The area designated for Professional Office uses in the Thille Community is located on the south side of Ralston Street, west of Victoria Avenue, with a small four-acre portion on the north side of Ralston Street. Because of the character of existing, high density, multiple family development within the vicinity of Ralston Street, new Professional Office uses should be buffered from residential uses through extensive setbacks and landscaping. Any Professional Office development must be reviewed through the Planned Development Permit review process.

Planned Mixed Use Development: The site directly west of the County Government Center, across Victoria Avenue and north of Telephone Road, is designated PMXD. This designation is intended to reflect the character of the nearly complete County Square development. This development is a mixture of professional office, commercial, and residential development. It has been master planned and many of the aspects of the plan are written into the covenants, conditions and restrictions and zoning conditions.

The area at the northeast corner of Walker Street and Mesa Verde Avenue is also designed PMXD. The site contains several family recreation/amusement uses and two undeveloped sites. Although the PMXD designation allows a variety of uses, it is intended that any future development on the already developed 10.6-acre portion be limited to family recreational uses. Future development of the vacant parcels (i.e., a 1.0-acre parcel adjacent to Walker Street and a 3.4-acre vacant parcel north of the existing recreational development) is to be limited to either family recreational uses or business park/industrial uses. The City should carefully review any future development of the two undeveloped sites or the redevelopment of existing uses, in terms of traffic, accessibility, and design. Uses that have a high peak hour generation rate, which would impact congested traffic conditions, should be discouraged. Future pole signs will not be allowed, as the site is located within a scenic highway corridor, is highly visible from the freeway, which would

avoid the need for pole signage, and pole signage would not be compatible with the adjacent industrial park character of the area. As the areas near the freeway are extremely visible, the City should carefully consider the quality of building design, setbacks, and landscaping of any development on the site. To ensure compatibility with surrounding development, the maximum height of any future building on the vacant site fronting on Walker Street should not exceed 34 feet.

Industrial Planned Development: There is a large amount of land designated for Industrial Planned Development between Ralston Street and Highway 101 for business park/industrial uses. Access to Ralston Street should be limited, with activity oriented to the other industrial or recreation uses to the south. Uses which could generate high truck traffic on Ralston Street should be limited.

WELLS COMMUNITY

Intent and Rationale for Land Use Designations:

General Character: The eastern half of Wells Community includes a scattered mix of single family, apartment, and mobile home residences, served by a limited convenience-commercial center. Land use policies for this Community are intended to encourage residential infilling, and create a semi-rural residential environment that is functionally complete, though it may be more limited in services than other communities.

All development in the Wells Community is subject to completion and approval of a Capital Improvement Deficiency Study, as described in the Overall Land Use Policies of this Plan. Any exceptions to this requirement are also described in the Overall Land Use Policies.

Residential Uses: Three of the largest undeveloped parcels in the flatlands portion of the Wells Community which are included in urban land use categories are designated for lower density planned residential development (PR-8).

Any development of the two large sites south of Telegraph Road, between Saticoy Avenue and Wells Road (approximately 36 acres and 50 acres respectively), should provide setbacks and open space buffer areas to mitigate freeway noise. Extensive common open space and private recreational facilities should be provided as means of mitigating the lack of public parks in the Wells Community.

The PR-8 area east of Wells Road, between Telegraph Road and the Santa Paula Freeway (48 acres), borders on the Santa Paula Greenbelt. Potential urban/agricultural conflicts with the Santa Paula Greenbelt should be mitigated in the design of this development, through setbacks and buffer areas, as well as proper fencing of the development.

The property located at the northeast corner of Saticoy Avenue and Telegraph Road is designated PR-15. Development of this property should be designed to mitigate noise and access problems at this intersection.

Hillside areas north of Foothill Road are designated HPR-4. The intent of the HPR-4 designation is to permit very low density, single family development which takes advantage of hillside views and other amenities, while also reflecting design which is sensitive to environmental constraints. Upon completion of analyses required by this Comprehensive Plan and the Hillside Management Program, other HPR designations may be considered through a Comprehensive Plan amendment for areas determined to be suitable to support higher densities.

Undeveloped sites in the Hillside Area with an HPR land use designation are subject to requirements for completion and approval of a Capital Improvement Deficiency Study for the entire undeveloped hillside portions of the community.

Commercial Uses: Approximately 10 acres at the northwest intersection of Wells Road and Telegraph Road are designated for a Planned Commercial Neighborhood- Oriented development (PC-N). Approximately 10 acres at the northeast intersection of Wells Road and Santa Paula Freeway are designated for a Planned Commercial - Neighborhood Oriented (PC-N) development to serve the existing population and are partially developed with a neighborhood commercial use. Both of these areas should be developed as integrated commercial centers with primarily neighborhood service and retail uses.

Professional Office: A three-acre site adjacent to the neighborhood commercial site is designated for professional office use. Further development on this site should be integrated with the adjoining commercial center in terms of design, access, parking and landscaping.

Agricultural Use: Large areas south of Foothill Road, between the Sudden Barranca and Saticoy Avenue, and between Wells Road and the Franklin Barranca, are designated

Agricultural Use, not to be reconsidered until after the Year 2010, to preserve their agricultural character.

PMXD: A Southern California Edison facility is located south of Telegraph Road, between the Sudden Barranca and Saticoy Avenue. Most of the area occupied by this facility is designated Existing Urban, but an approximately five-acre area approximately 200 feet in width immediately to the south is designated PMXD. This designation is intended to allow expansion of the Edison facility. Comprehensive Plan amendments may be considered for other adjacent properties to the south or the east to accommodate specific expansion needs of the Edison facilities when any such needs are documented. Expansion must be in a contiguous area designed to minimize conflicts with surrounding agricultural uses, and any storage areas or other unattractive features screened from the view of passing motorists.

OTHER AREAS INTENT AND RATIONALE STATEMENTS

NORTH AVENUE

The North Avenue is a community located outside the City's corporate boundaries but within the City's Planning Area. In order to establish mutually acceptable development policies, a plan for the North Avenue Area has been jointly prepared and adopted by the City and County. This jointly adopted North Avenue Plan is incorporated directly into the City's Land Use Element.

This Comprehensive Plan includes amendments to the North Avenue Plan. Below is a listing of amendments to the North Avenue Plan adopted by this Plan. These revisions also include changes to the flood plain policies for this area which were previously approved by the City. The City will request the County of Ventura to bring its General Plan into consistency with these revisions.

New additions to the North Avenue Plan are shown by underlining, while deleted language is struck out.

TEXT REVISIONS ADOPTED BY THE CITY COUNCIL

Page 4

Revise section "Ia" as follows:

a. Residential, Single Family

The existing single family residential areas to the east of Ventura Avenue are stable neighborhoods and should remain in residential use. New residential development would be appropriate in the area to the east of Ventura Avenue, in proximity to the existing residential areas, and designated "Existing Community" (County) and "~~phased~~ urban" (City), (see County General Plan). The ~~only~~ parcels which meet these criteria are two 5-acre parcels north of Bard

Lane and a 12-acre parcel south of Cañada Larga Road. The remaining scattered residential uses are surrounded by industrial development and should be gradually phased out. The density of the existing and future residential areas should be primarily single family (maximum density - 7 D.U./Acre), to reflect the character of the area.

Page 5

Revise section "e" (paragraph 5) as follows:

e. Agriculture

The Agriculture designation should be applied to those lands identified for agricultural use on the City's Land Use Plan Map. ~~Open Space Element (see discussion in Section II, Conservation and Open Space Element).~~

Page 7

Change Appendix G to Appendix F in the last line on the page.

Page 8

Add a new section "g" after section "f" as follows:

g. Petroleum Resources

New development in the North Avenue should be evaluated on a case-by-case basis, and mitigation measures imposed where appropriate that would achieve the same objective as creation of a Petroleum Resource Protection Area, as described in the City's Comprehensive Plan Update to the Year 2010 Master EIR (April 1989) Geology Section. These measures should adequately alleviate any potential land use conflicts between petroleum extraction operations and new development.

Page 8

Revise section "B" (paragraphs 3 & 4) as follows:

B. CITY LAND USE ELEMENT AND ~~CONSERVATION AND OPEN SPACE~~ RESOURCES ELEMENT~~S~~/COUNTY GENERAL PLAN

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

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

Page 8

Revise paragraphs 6 and 7 as follows:

City - The City's ~~Open Space Element~~ Land Use Element designates land which is either urban (e.g., industrial, residential) or open space (e.g., flood plain) ~~contains three primary designations which apply to the North Avenue: "Agricultural Use, "Phased Urban," and "Flood Plain" (see Appendix D). The Agricultural Use" designation applies to areas which have agricultural viability and should be withheld from urbanization.~~ The ~~"Phased Urban"~~ urban designation is applied to areas which are suitable for eventual urban development, subject to the provisions of the ~~Phasing Program~~ City's Air Quality Management Program (AQMP) (applicable to residential projects), and any successor program. "Flood Plain" relates to those areas within the 100-year flood plain of the Ventura River, ~~and which are not~~

~~available for urban use until the Flood Plain Ordinance is adopted~~ which are subject to the provisions of the "FP" Overlay Zone.

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

Page 9

Revise the second paragraph in section "1. Open Space/Agriculture" as follows:

Based on these criteria, one area was identified as appropriate for a County "Open Space" and City "Agriculture~~al~~ Use" designation. The area is located south of Bounds Road, north of Bard Lane and east of Ventura Avenue. It contains a total of 71 acres; approximately 38 acres are in an LCA contract, although a Notice of Non-Renewal was filed in 1983. ~~and 33 acres are in citrus groves.~~

Page 9

Revise paragraph 5 as follows:

2. Open Space/Flood Plain (Areas Subject to Flooding)
   ~~The County and City recognize that the U.S. Department of Housing and Urban Development has developed~~ The Federal Flood Insurance Administration has issued Flood Insurance Rate Maps for the Federal Flood Insurance Program. These maps indicate the boundaries of the floodway, and the 100-year and 500-year flood plain of rivers in Ventura County and elsewhere. The boundaries have been used to determine the floodway and flood plain areas of the Ventura River for purposes of this plan.

Page 10

Revise paragraph 1 as follows:

The City's ~~Open Space and Conservation~~ Land Use Element designates certain areas of the City as "Flood Plain." ~~and indicates that these are "not to be considered for urbanization until a flood plain ordinance is adopted."~~ Consistent with this policy, the ~~Open Space~~ Land Use Plan ~~Element~~ Map (Appendix ~~D~~ G) specifically designates the 100-year flood plain of the Ventura River as "Flood Plain." In "Flood Plain" areas containing existing development, additional development may occur only if it can ~~be shown through updated information that such areas are currently protected from a 100-year flood~~ meet requirements of the City's "FP" Overlay Zone.

Page 10

Revise section "3" (paragraph 2) as follows:

3. Open Space/~~Phased~~ Urban (Hillside Oilfield)

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

Page 10

Revise paragraph 3 as follows:

4. Existing Community/~~Phased~~ Urban

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

Page 10

Revise paragraph 5 as follows:

~~Phased~~ Urban (City) - Those portions of the North Avenue which do meet the criteria for continued agricultural use, which are not in the flood plain of the Ventura River, are then appropriate for ~~a "Phased Urban" designation.~~ immediate development subject to compliance with all applicable City ordinances and policies.

Page 10

Revise paragraphs 6, 7 and 8 as follows:

5. ~~Phasing Program~~ AQMP (city)

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

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

~~The Phasing Program also includes the City's AQMP Implementation Program. Any residential development which occurs in the North Avenue, whether under City or County jurisdiction, will be taken from the City's allocated population. It would, therefore, be logical to make~~ Residential development is subject to the City's AQMP (and any successor program) provisions. ~~This would not require~~

~~a Comprehensive Plan Amendment, but could be accommodated through changes to the Evaluation Guidelines.~~

Page 11

Revise "C. CIRCULATION ELEMENT (CITY)," paragraphs 3 and 4, as follows:

C. CIRCULATION ELEMENT (CITY)

The City's Circulation Element (Appendix ~~F~~ D), was amended with respect to circulation features, but not the County's Circulation Element. The following is a discussion of the City's Circulation Element as it applies to the North Avenue Area: The North Avenue EIR indicates that as development proceeds in the community, improvements to the circulation system will be necessary. A greater level of design detail was presented in the EIR than is necessary in the City's Circulation Element; those types of mitigation measures would be placed upon individual projects as they are proposed. However, the general level of improvement suggested would be best addressed by extending the City's Circulation Plan designation of "Future Improvement Collector" currently placed on Ventura Avenue, through the community from Gosnell Bend to the northern community boundary, as well as on Shell Road and Crooked Palm Road (see Appendix ~~F~~ D). As noted previously, future development of the oilfield industrial area will require an expanded road system and another north/south street. Portions of this north/south street were installed in the Valley Vista Tract and could be extended along the base of the foothills from Canada Larga Road to an extension of Shell Road. This road would also be designated as a "Collector Street, Future Extension," with its width and configuration determined as projects are proposed. ~~The portions which traverse "Agricultural Use" designated parcels should be shown on the long range system as a "Collector, Future Extension," in keeping with the City's Comprehensive Plan policies.~~

The City's Circulation Element also ~~includes~~ references a Select System of Bikeways Map which indicates the general routes and classifications of bikeways.

Currently, a Class II Bike Lane terminates at the southerly boundary of the community. It would be logical to extend the system through the North Avenue. The Select System also shows a Class I bike path extending along the Ventura River levee. It is proposed to show a route through the community for this bike path. The City Parks Division has reviewed the physical constraints of the area and suggests that the route extend north, adjacent to the freeway right-of-way, then transition to Crooked Palm Road and Ventura Avenue as a Class III bike route (see Appendix ~~G~~ E). The City's Select System of Bikeways also proposes a "long range system extension" for a Class I bikeway generally following the Southern Pacific Railroad right-of-way southerly until it intersects with Crooked Palm Road.

Page 12

Revise paragraph 1 and 2 as follows:

D. SCENIC HIGHWAYS ~~ELEMENT~~ (CITY)

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

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

Page 12

Change Appendix H to Appendix F on the last line of the page.

Page 13

Delete the reference to Appendix I in paragraph 4.

Page 17

Revise "7. Agriculture" (paragraph 3) as follows:

7. Agriculture - The Agricultural Use ~~"1990"~~ "2010" category identifies those lands that are designated for agricultural use based on the City's ~~Open Space Element~~ Land Use Plan Map and the Important Farmlands Inventory Map. The designation has been applied to approximately ~~70~~ 71 acres of land located south of Bounds Road, north of Bard Lane, and east of Ventura Avenue.

Page 17

Substitute paragraph 4 of "Flood Plain" with the following:

~~8~~7. Flood Plain - Lands adjacent to the Ventura River which have been designated as "Flood Plain" ~~are generally not appropriate for urban uses until a Flood Plain ordinance is adopted by the City.~~ may be developed consistent with the requirements of the city's "FP" Overlay Zone. The areas designated as the 100-Year Flood Plain are based on the Flood Insurance Rate Maps prepared for the United States Department of Housing and Urban Development's Federal Insurance Administration. The Flood Plain boundaries shown on the City's adopted Flood Plain Map and the Flood Insurance Rate Maps for the County will be used for planning purposes.

Page 17

Revise "City Policy" (paragraph 7) with the following:

City Policy:

An expansion of existing industrial or oilfield industrial urbanization may occur only if ~~it can be shown through additional analysis that~~ such areas are ~~currently protected from a 100-year flood~~ not designated "Flood Plain" on the City's Flood Plain Map.

Page 20

Revise "8. Collector Streets" (paragraph 5) to reference Appendix D instead of Appendix F.

Page 20

Revise "9. Bikeways" (paragraph 6) to reference Appendix E instead of Appendix G.

Page 20

Revise "10. Scenic Approach" (paragraph 7) as follows:

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

Page 23

The Appendix text on pages 23-24 is largely duplicative of other parts of the North Avenue Plan, and in several instances is outdated. As a result, the text applicable to the City can be deleted, except that the following language under A.I.b.(2) should

be included at the end of Section II.A.I.d., "Industrial and Oilfield Industrial," on page 5:

Any oilfield conversion to general industrial use will require preparation of a master plan of public services to ensure that adequate services are available.

MAP REVISIONS ADOPTED BY THE CITY COUNCIL

Page 21

Figure 4 North Avenue Plan
Bikeways

- Add a "Class I - Long Range System Extension" to the legend.
- Designate the route generally following the Southern Pacific Railroad line as "Class I - Long Range System Extension."

Page 32

Appendix D North Avenue Area
City of San Buenaventura
Open Space and Conservation Element

- Delete map. Open space areas are duplicated on the Land Use Map (Figure 2) and official City and County Flood Plain Maps.

Page 33

Appendix E North Avenue Area
City of San Buenaventura
Phasing Map

- Delete map. Phasing Program terminology no longer applicable, and other information included on Land Use Plan Map.

Page 34

Appendix F North Avenue Area
City of San Buenaventura
Circulation Element

- Retitle Appendix F to D.

Page 35

Appendix G North Avenue Area
City of San Buenaventura
Select System of Bikeways

- Add a "Class I - Long Range Extension System" to the legend.
- Designate the route generally following the Southern Pacific Railroad line as "Class I - Long Range Extension System."
- Retitle Appendix G to E.

Page 36

Appendix H North Avenue Area
City of San Buenaventura
Scenic Highways Element

- Delete the word "Element" in the title.
- Retitle Appendix H to F.

Page 37

Appendix I North Avenue Area
City of San Buenaventura
Land Use Element

- Retitle Appendix I to G.

Note: References to maps or appendices in the text should be retitled accordingly.

ventura county general plan

area plan
for the
north ventura ave. area

the n. ventura ave. plan

1982

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1984

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VENTURA COUNTY GENERAL PLAN

NORTH VENTURA AVENUE AREA PLAN

Adopted by the Ventura County Board of Supervisors - April 17, 1984

Amended - May 24, 1988

Amended - December 19, 1989

Amended - December 11, 1990

VENTURA COUNTY GENERAL PLAN

AREA PLAN FOR THE

NORTH VENTURA AVENUE AREA

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VENTURA COUNTY NORTH VENTURA AVENUE AREA PLAN

CITY OF SAN BUENAVENTURA NORTH AVENUE AREA COMPREHENSIVE PLAN AMENDMENT

I. INTRODUCTION

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

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

A. STUDY AREA

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

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

Parcels identified as APN 063-03-05, 06, 07, and APN 063-04-01 (located generally north of the City's sanitation plant), have been omitted from the City's Comprehensive Plan Amendment so as to be consistent with their adopted Sphere of Influence boundary. (These properties will not be eligible for water service based on the City's present water policy).

Parcels identified as APN 068-01-01 and 02, APN 068-02-01 and 02, APN 068-03-01, 02, 03, 04, 05, 07, and APN 068-04-01, 02, 05, 08, 12, 13 (located generally south of Gosnell Bend), have also been omitted from the City's Comprehensive Plan Amendment as they are located within the City's "Avenue Community." The City has designated these properties "Industrial" while the County's designations are "Industrial" and "Floodplain."

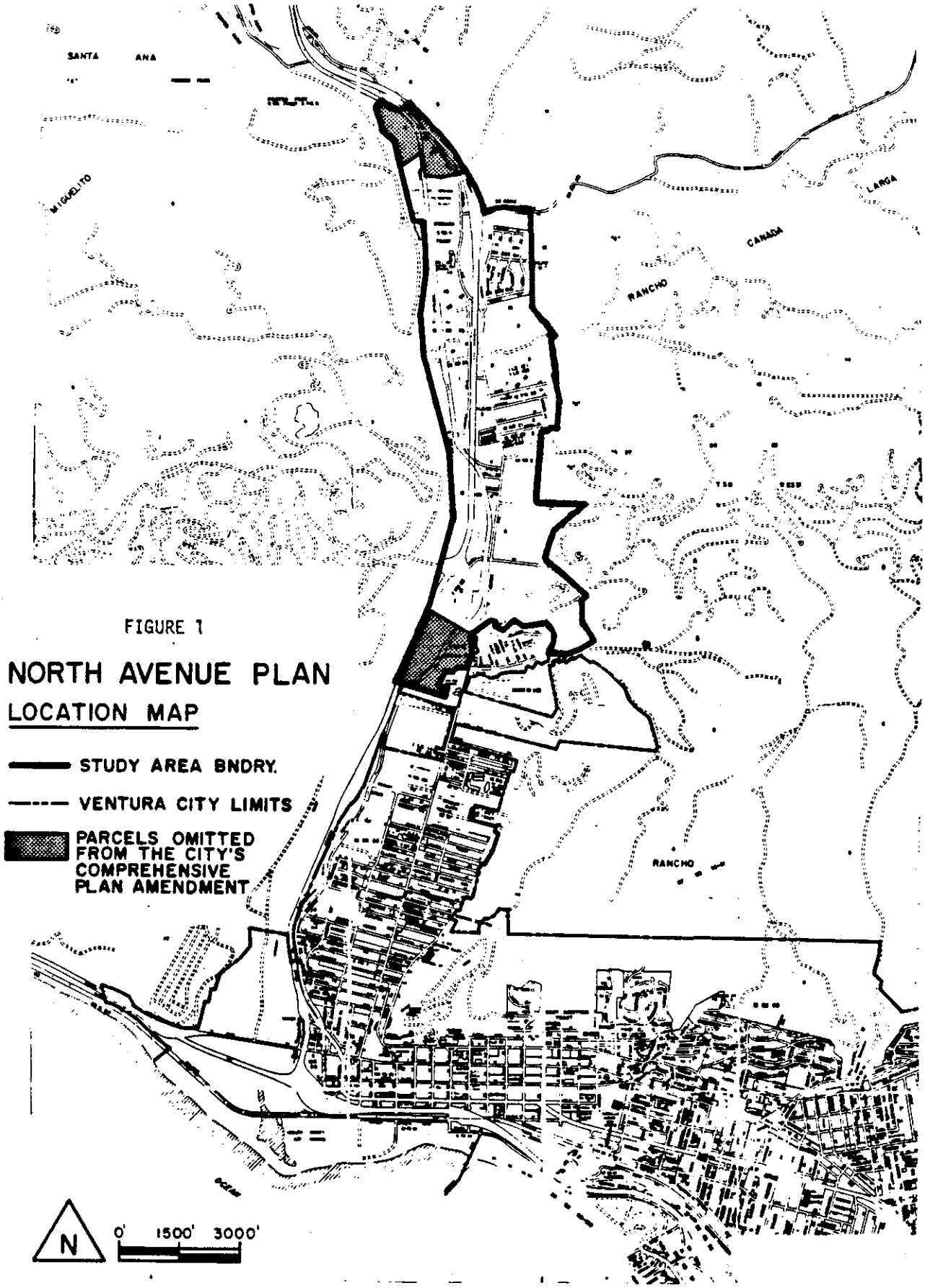


FIGURE 1

NORTH AVENUE PLAN

LOCATION MAP

B. BACKGROUND

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

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

C. REPORT FORMAT

Section I of this document explains the area under consideration, the purpose, and the previous work done on the subject. Section II contains a discussion of each plan element, the issues involved, and generalized recommendations on how each element should be structured or changed. Section III is composed of the plan maps and the specific policies and programs recommended as appropriate in Section II.

II. DISCUSSION OF THE PLAN AND SUPPORT ELEMENTS

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

A. LAND USE PLANS

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

1. Land Use Categories

a. Residential, Single-Family

The existing single-family residential areas to the east of Ventura Avenue are stable neighborhoods and should remain in residential use. New residential development would be appropriate in the area to the east of Ventura Avenue, in close proximity to the existing residential areas, and designated "Existing Community" (County) and "phased urban" (City), (see County General Plan). The only parcels which meet these criteria are two 5-acre parcels north of Bard Lane, and a 12 acre parcel south of Canada Larga Road. The remaining scattered residential uses are surrounded by industrial development and should be gradually phased out. The density of the existing and future residential areas should be primarily single-family (maximum density - 7 D.U./Acre), to reflect the character of the area.

b. Residential, Multiple Family

There are two mobilehome parks in the planning area which should, at this time, be designated Residential, Multiple Family (maximum density - 13 D.U./Acre). Thirteen dwelling units per acre was selected, as this represents the existing density of the mobile home parks. The Magnolia Mobile Home Park, located west of Ventura Avenue, is surrounded by industrial use. For this reason, it is appropriate that the plan designation be changed from "Residential, Multiple Family" to "Industrial" at such time as the park ceases to exist, so as to ensure that any new use is compatible with surrounding land uses. The Las Encinas Mobile Home Park, located east of Ventura Avenue, and

north of the Las Encinas Barranca, should remain in multiple family residential use in the event the existing park ceases to exist.

c. General Commercial

Commercial development currently exists in the area of Ventura Avenue and McKee and Holt Streets, and at the intersection of Highway 33 and Canada Larga Road. These areas should be retained with a general commercial designation which would permit the development and continuation of commercial services for the residential neighborhoods and support commercial uses for the industrial areas.

d. Industrial and Oilfield Industrial

The community contains a significant amount of general Industrial and Oilfield Industrial development. Including oilfield uses under the "Industrial" designation would not be appropriate, since oilfield areas are substantially different from most general industrial areas. The primary distinction between oilfield industrial and general industrial uses is the need for public services. Oilfield uses do not require extensive use of water, sewers and roads. Distinguishing between the two uses will allow specific policies to be developed for each use. A new land use designation should be developed that would be appropriate for oil extraction uses.

The EIR projected a limited amount of conversion from oilfield extraction to general industrial use, due to the expected lifespan of 30 to 40 years of the oilfields. Therefore, the impacts of large scale conversion on public services were not evaluated and any conversion should be subject to the development of a master plan for public services.

General industrial development should be "manufacturing" rather than "office park" in character. Any new or altered industrial development of either type should provide adequate buffers to protect adjacent residential areas, and should not have an adverse effect on the Ventura River.

e. Agriculture

The Agriculture designation should be applied to those lands identified for agricultural use on the City's Open Space Element (see discussion in Section II, Conservation and Open Space Element).

f. Floodplain

The Floodplain designation should be applied to those lands affected by the 100 year floodplain of the Ventura River (see discussion in Section B, Conservation and Open Space Element).

2. General Implementation

a. Rezoning Program (County)

The County should institute a rezoning program so as to bring the zoning of the community into conformance with the adopted land use designations.

b. County/City Coordination

The Plan would require all ministerial projects (those requiring only a zone clearance), to meet the development standards established by the County of Ventura's Zoning Ordinance Code. However, the Plan would require discretionary projects (those requiring a Planned Development Permit, Conditional Use Permit, etc.) in the North Avenue Area, to meet County and City development standards (if there is a difference in the standards between the two jurisdictions, the more stringent of the two standards would apply). "Standards," as used herein, involve permitted uses, parking requirements, signs, building setbacks, lot coverage, landscaping and building height. Facilities such as streets, bikeways, secondary drainage facilities, and water systems should conform to the City of Ventura's standards.

In order to implement this, a method of City and County development review coordination should be established. A County procedure requesting review and comments on projects in unincorporated areas and within a City Sphere of Influence currently exists. A policy statement, which would specify the County/City project review system, should be adopted by the County and the City.

c. Water Policy (City)

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

d. Barrancas

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

e. Circulation System

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

Collector Streets

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

Bikeways

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

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

A Class III Bike Route is a paved right of way identified by "Bike Route" guide signing or permanent lane line markings. Bicycles must share the facility with motor vehicles and pedestrians.

The County is in the process of developing a bikeway system, which will extend from the Pacific Ocean to Ojai. The integration of the County's bikeway system with the City's bikeway system is recommended (see Figure 4 and Appendix G).

f. Scenic Features

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

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

B. CITY CONSERVATION AND OPEN SPACE ELEMENT/COUNTY GENERAL PLAN

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

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

County - The County's General Land Use Map contains two primary designations which apply to the North Ventura Avenue area: "Existing Community" and "Open Space" (see Appendix C). The "Existing Community" designation is applied to areas which are suitable for eventual urban development, subject to the provisions of the Area Plan's Land Use Plan. The "Open Space" designation applies to properties within the study area which have agricultural viability, have severe topographic constraints, or are located within the Ventura River Floodway and should be withheld from urbanization.

City - The City's Open Space Element contains three primary designations which apply to the North Avenue: "Agricultural Use," "Phased Urban," and "Floodplain" (see Appendix D). The "Agricultural Use" designation applies to areas which have agricultural viability and should be withheld from urbanization. The "Phased Urban" designation is applied to areas which are suitable for eventual urban development, subject to the provisions of the Phasing Program. "Floodplain" relates to those areas within the 100-year floodplain of the Ventura River, and which are not available for urban use until the Floodplain Ordinance is adopted.

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

The land use categories listed below describe the type and density of land use permitted within each category. A Summary Table (Figure 2.1) lists each land use designation and its total area, building intensity, population and employment capacity, and population and employment density. The purpose of each of the land use categories is described below:

1. Open Space/Agriculture

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

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

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

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

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

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

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

3. Open Space/Phased Urban (Hillside Oilfield)

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

4. Existing Community/Phased Urban

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

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

Phased Urban (City) - Those portions of the North Avenue which do not meet the criteria for continued agricultural use, which are not in the floodplain of the Ventura River, are then appropriate for a "Phased Urban" designation.

5. Phasing Program (City)

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

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

keeping with City policy, development must be required in the phasing policies to provide the needed capital improvements in accordance with an adopted capital improvement program.

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

C. CIRCULATION ELEMENT (CITY)

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

> The North Avenue EIR indicates that as development proceeds in the community, improvements to the circulation system will be necessary. A greater level of design detail was presented in the EIR than is necessary in the city's Circulation Element; those types of mitigation measures would be placed upon individual projects as they are proposed. However, the general level of improvement suggested would be best addressed by extending the City's Circulation Plan designation of "Future Improvement-Collector" currently placed on Ventura Avenue, through the community from Gosnell Bend to the northern community boundary, as well as on Shell Road and Crooked Palm Road (see Appendix F). As noted previously, future development of the oilfield industrial area will require an expanded road system and another north/south street. Portions of this north/south street were installed in the Valley Vista Tract and could be extended along the base of the foothills from Canada Larga Road to an extension of Shell Road. This road would also be designated as a "Collector Street, Future Extension," with its width and configuration determined as projects are proposed. The portions which traverse "Agricultural Use" designated parcels should be shown on the long range system as a "Collector, Future Extension," in keeping with the city's Comprehensive Plan policies.
>
> The City's Circulation Element also includes the Select System of Bikeways which indicates the general routes and classifications of bikeways. Currently, a Class II Bike Lane terminates at the southerly boundary of the community. It would be logical to extend the system through the North Avenue. The Select System also shows a Class I bike path extending up the Ventura River levee. It is proposed to show a route through the community for this bike path. The City Parks Division has reviewed the physical constraints of the area and suggests that the route extend north, adjacent to the freeway right-of-way, then transition to Crooked Palm Road and Ventura Avenue as a Class III bike route (see Appendix G).

D. SCENIC HIGHWAY ELEMENT (CITY)

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

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

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

III. IMPLEMENTATION

Introduction

The Implementation Section contains the operative policies, programs, and maps which guide land use decisions in the North Avenue Community. This section includes the Land Use Element designations and policies, the plan maps (see Figures 2 and 4), and the zoning compatibility matrix (see Figure 3).

Contents of Plan

This Section has been adopted by both the County and the City for placement in their respective General (Comprehensive) Plans. The section provides a new community in the City's Comprehensive Plan. The County's North Avenue Area Plan also includes Sections I and II which function as an introduction and overview to the adopted policies. More specifically, the County and City have adopted the following:

County - The North Ventura Avenue Area Plan consists of Sections I, II, and III (text), Figure 1 "Location Map", Figure 2 "Land Use", Figure 2.1 "Summary Table - Building Intensity/Population Density Standards", Figure 3 "Zoning Compatibility Matrix", and Figure 4 "Bikeways".

City - The North Avenue Comprehensive Plan amendment consists of Section III (text), the accompanying map entitled "North Avenue Plan, Land Use" (Figure 2), and Appendix A, D, E, F, G, H and I.

A. INTENT AND RATIONALE FOR LAND USE DESIGNATIONS

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

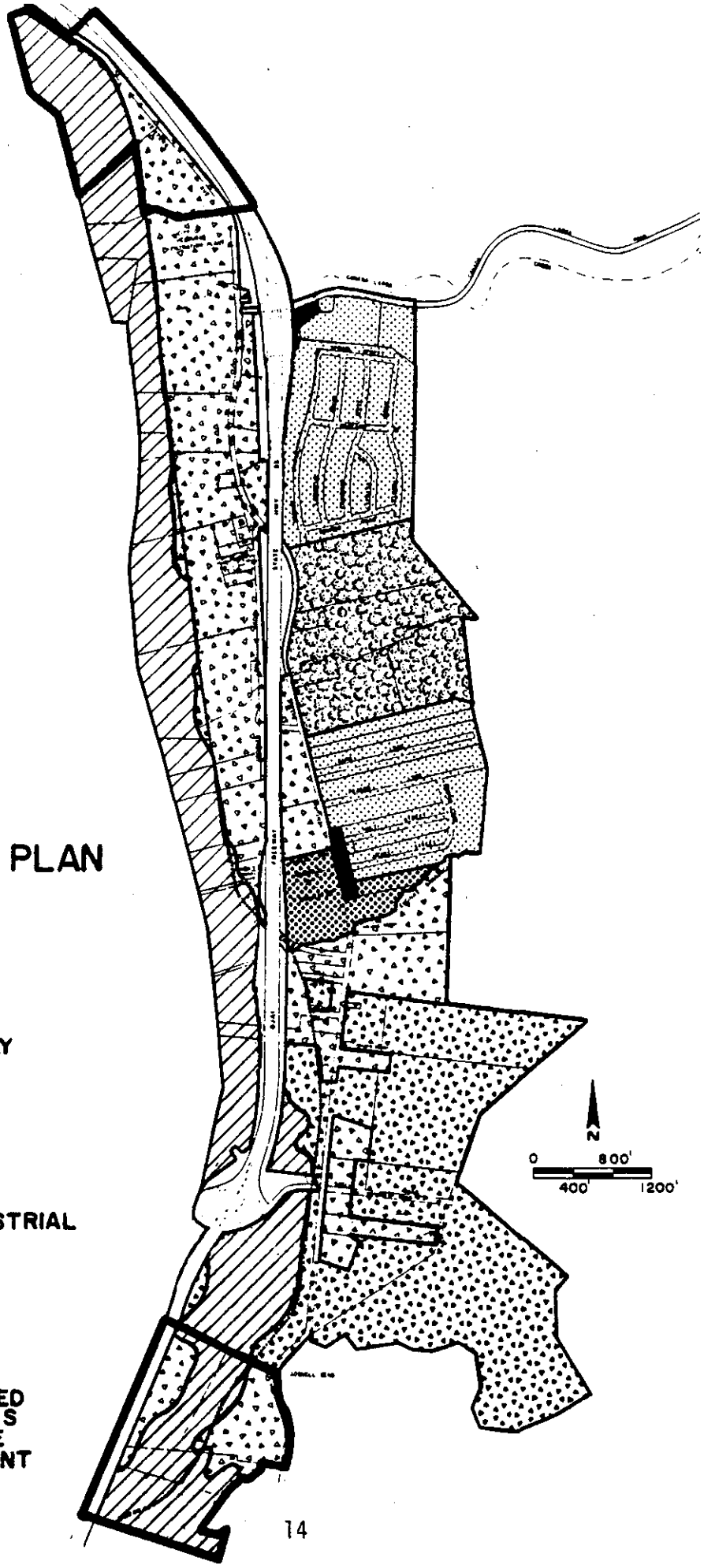
   The entire area, other than the Water Filtration Plant, is unincorporated County territory. Annexation of the area to the City is encouraged, but will be hindered by the existing oilfield development adjacent to the City and current annexation law. This situation will require much of the development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

FIGURE 2

NORTH AVENUE PLAN

LAND USE

- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIPLE FAMILY
- GENERAL COMMERCIAL
- INDUSTRIAL
- OIL FIELD INDUSTRIAL
- AGRICULTURE
- FLOOD PLAIN
- PARCELS OMITTED FROM THE CITY'S COMPREHENSIVE PLAN AMENDMENT



SOURCE:
VENTURA COUNTY
PLANNING DIVISION

Figure 2.1

SUMMARY TABLE
BUILDING INTENSITY/POPULATION DENSITY STANDARDS

NORTH VENTURA AVENUE AREA PLAN

RESIDENTIAL

Designation	Net Acres	Max. Bldg. Coverage (% of Lot Area)	Maximum Intensity (DU/Ac)*	DU's	Average Pop/DU**	Population	Average Pop. Density (Pop/Acre)
Single Family	106.0	44%	7.00	769	2.34	1,799	16.97
Multi. Family	17.0	55%	13.00	221	2.34	517	30.41
	123.0			990		2,316	

COMMERCIAL/INDUSTRIAL

Designation	Net Acres	Max. Bldg. Coverage (% of Lot Area)	Projected Floor Area (x1000 SF)	Average Employees/ 1000 SF	Employees	Average Employees/ Acre
General Commercial	3.0	60%	19.6	2.0	39	13.0
Industrial	205.0	40%	357.0	2.0	714	3.5
Oil Field Industrial	173.0	20%	75.4	2.0	151	0.9
	381.0		452.0		904	

*Excludes second dwelling units per Section 65852.2 of the State Government Code.
**Year 2000 Forecast for Ventura Growth Area

County Planning Division, March 1988
Revised, December 19, 1989

2. Residential, Single-Family - The existing residential development in the Community is primarily single-family. The intent of the single-family designation is to emphasize the continuation of single-family development in those areas, and to encourage the upkeep and maintenance of these neighborhoods (maximum permissible density - 7 D.U.'s/Acre).

3. Residential, Multiple Family - The two existing mobile home parks are designated Residential-Multiple Family (maximum permissible density - 13 D.U.'s/Acre). The Magnolia Mobile Home Park shall be redesignated "Industrial" at such time as the park ceases to exist so as to ensure that any new use is compatible with surrounding land uses. The Las Encinas Mobile Home Park, located east of Ventura Avenue, and north of the Las Encinas barranca, shall remain in multiple family residential use in the event the existing park ceases to exist.

4. General Commercial - This designation is intended to encourage the development and continuation of commercial services for the residential neighborhoods and support commercial uses for the industrial areas.

5. Industrial - The North Ventura Avenue Community contains a substantial amount of oil related manufacturing, light manufacturing and open storage facilities. These uses are appropriate, and the Industrial designation is intended to allow their continuation and expansion, as well as the construction of new facilities consistent with the County's M-2 and M-3 zoning and the City's M-1 and M-2 zoning. The impacts of new or expanded industrial uses shall be evaluated on a case-by-case basis to ensure that no significant adverse impacts are generated.

6. Oilfield Industrial (Oil Extraction Industrial) - The new Oilfield Industrial category is intended to designate those areas where oil extraction uses are located. Such uses would include the removal, transfer and storage of crude oil and related products prior to refining. The Oilfield Industrial category does not include refining or storage of finished product. In establishing this category, it is recognized that industrial uses typically require the provision of urban public services, while Oilfield Industrial uses do not. Oilfield Industrial areas may be converted to industrial uses if the property is found to be appropriate in terms of location, size, and the provision of public services. It is the intent that any conversion of oilfield industrial land to industrial uses be subject to the submittal of a master plan of public services for the site, which would evaluate the availability and capacity of public services and the impacts of the conversion on those services and provide programs for mitigating deficiencies.

   Areas which are converted should be located such that they can be annexed to the City and make adequate provision for access to the remaining oilfields. The gradual development of a narrow strip of converted properties along the Ventura Avenue frontage is not appropriate.

The 67 acre hillside parcels located south of Shell Road (extended) and east of Ventura Avenue are designated "Oilfield Industrial." Most of the area is in oil production and is characterized by severe topographic constraints. The oilfield industrial category shall apply only after annexation to the City. The County's "Open Space" designation, as noted on the General Land Use map (Appendix C), shall control until annexation takes place.

All new or expanded oilfield development shall meet County standards for oil drilling and extraction uses until such time as the City may adopt oilfield development standards, and any other requirement that may be necessary to adequately buffer and protect surrounding areas.

7. Agriculture - The Agricultural Use "1990" category identifies those lands that are designated for agricultural use based on the City's Open Space Element and the Important Farmlands Inventory Map. The designation has been applied to approximately 70 acres of land located north of Bard Lane and east of Ventura Avenue.

8. Floodplain - Lands adjacent to the Ventura River which have been designated as "Floodplain" are generally not appropriate for urban uses until a Floodplain ordinance is adopted by the city. The areas designated as the 100 Year Floodplain are based on the Flood Insurance Rate maps prepared for the United States Department of Housing and Urban Development's Federal Insurance Administration.

The underlying land use designations outside the floodway but within the 100 Year Floodplain are "Industrial," generally located north of Shell Road or south of Gosnell Bend, and "Oilfield Industrial," generally located north of Gosnell Bend and south of Shell Road.

County Policy:

New industrial or oilfield industrial development or an expansion of existing industrial or oilfield industrial development may occur only if it can be shown through additional analysis that such areas will be protected from a 100 year flood.

City Policy:

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

Any flood protection measures necessary to protect existing development in the Floodplain shall minimize adverse impacts and changes to the river channel.

B. OTHER LAND USE ELEMENT POLICIES

1. Zoning Compatibility Matrix (See Figure 3) The Matrix identifies zones in the Ventura County Zoning Ordinance which are consistent with the North Avenue Plan. After adoption of the North Ventura Avenue Plan, the County shall pursue a rezoning program to bring the zoning of the area into conformance with the General Plan, as required by State law.

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

   a. Pre-application meeting

   b. Application review period

   c. New case committee meetings (application completeness and environmental determination)

   d. Development Advisory Committee meetings and permit hearings

   e. Environmental document hearings

   f. Notification of final decision

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

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

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

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

FIGURE 3

NORTH VENTURA AVE. PLAN

ZONING COMPATIBILITY MATRIX

COUNTY OF VENTURA ZONES

PLAN MAP LAND USE DESIGNATIONS	O-S (10 AC. MIN.)	A-E (40 AC. MIN.)	R-A (1 AC. MIN.)	R-E (10,000# MIN.)	R-O (20,000# MIN.)	R-1 (6,000# MIN.)	R-2 (3,500#/DU)	R-P-D	P-C	T-P	C-O	C-1	C-P-D	M-1	M-2	M-3
RESIDENTIAL - SINGLE FAMILY				○		○		7U								
RESIDENTIAL - MULTIPLE FAMILY								13U								
COMMERCIAL												○	○			
INDUSTRIAL															○	○
OILFIELD INDUSTRIAL	○														○	○
FLOOD PLAIN	○	○													○	○
AGRICULTURE	40 AC.	○														

NOT COMPATIBLE WITH PLAN

COMPATIBLE WITH PLAN

7U — COMPATIBLE ONLY WITH ZONE SUFFIX EQUAL TO OR MORE RESTRICTIVE THAN THAT SHOWN (GREATER LOT AREA OR LOWER DENSITY)

X AC = X ACRE MINIMUM LOT SIZE

X = X THOUSAND SQUARE FEET MIN. LOT SIZE

X U = X UNITS PER ACRE MAXIMUM

REVISED DEC. 1969

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

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

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

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

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

9. Bikeways - A Class II Bikeway along Ventura Avenue, a Class III bikeway along Crooked Palm Road, and the Ojai/Ventura River Class I Bike Path as shown on the "Bikeways Map" (Figure 4), should be established. (The Bikeway system is also reflected on the City's "Select System of Bikeways" (Appendix G).

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

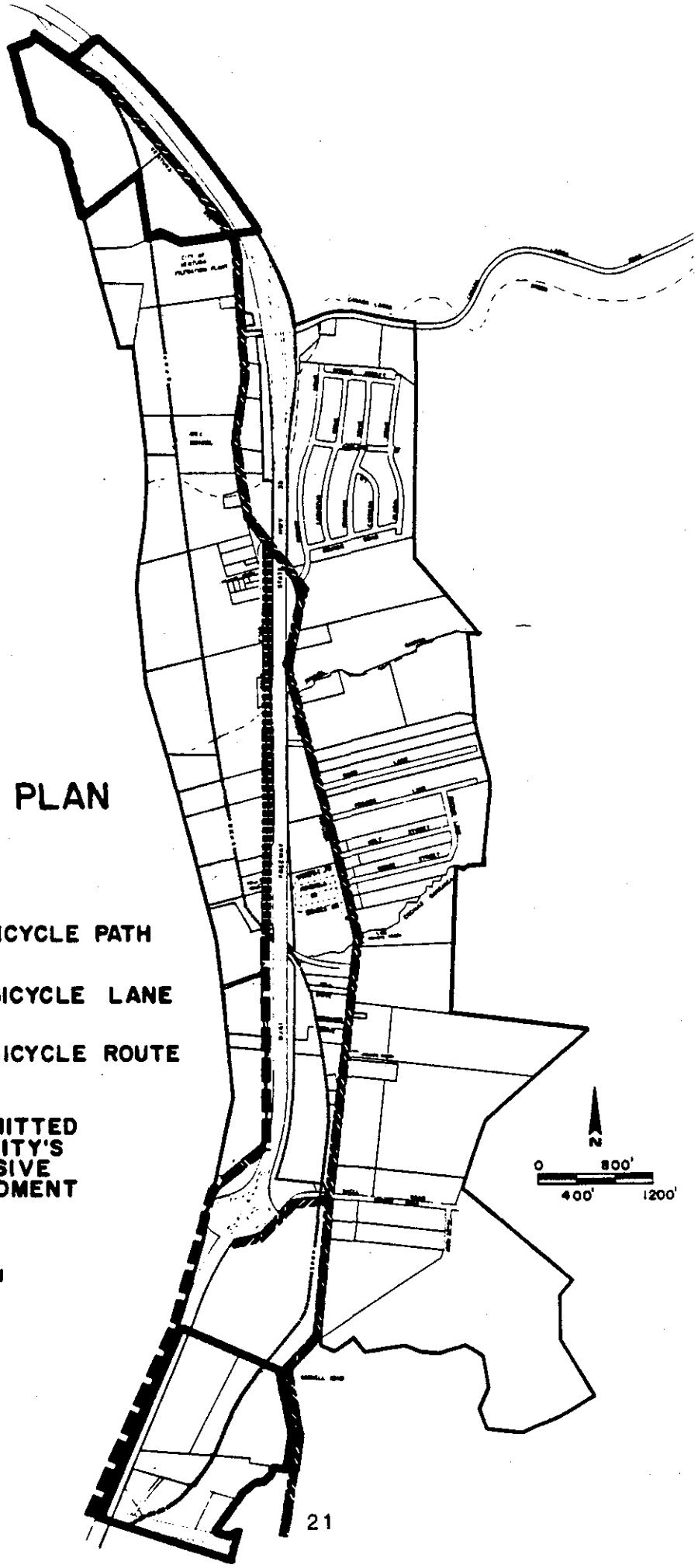


FIGURE 4

NORTH AVENUE PLAN

BIKEWAYS

CLASS I BICYCLE PATH

CLASS II BICYCLE LANE

CLASS III BICYCLE ROUTE

PARCELS OMITTED FROM THE CITY'S COMPREHENSIVE PLAN AMENDMENT

SOURCE: VENTURA COUNTY PLANNING DIVISION

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

APPENDIX

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

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

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

1. Open Space Element (County)

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

2. Open Space Element (City)

a. Open Space Plan Map

(1) Amend the Open Space Map to include the North Avenue Area (Appendix D) within the City's planning area.

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

b. Phasing Program

(1) Amend the Phasing Program to designate all "Phased Urban" areas within the North Avenue Community "Phase I - North Avenue," as shown on Appendix E, Phasing Map.

(2) Add a policy to the program as follows: "All those areas shown as "Phased Urban" in the North Avenue Community are hereby designated as "Phase I - North Avenue," and are available for immediate development in accordance with all applicable City ordinances and policies. Development in the "Phase I - North Avenue" will be required to provide capital improvements in accordance with a capital improvement funding program to be adopted by the City. In addition, any oilfield conversion to general industrial use will require the preparation of a master plan of public services to ensure that adequate services are available.

Explanation: Deficiencies in the water system in particular, as well as in streets and drainage will be created by further development which must be corrected by the involved project proponents. Conversion of oilfield areas to general industrial use may require additional capital improvements which must be evaluated in a public service master plan.

B. City Circulation Element/County Regional Road Network

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

2. City

a. Amend the Circulation Element map to designate Ventura Avenue and Crooked Palm Road as collector streets and designate a future collector street extending from Floral Drive to Shell Road as shown on Appendix F, Circulation Element Map.

b. Amend the Select System of Bikeways to place a Class II bikeway on Ventura Avenue, a Class III bikeway on Crooked Palm Road, and extend the Ojai/Ventura River Class I bike path, as shown on Appendix G, Select System of Bikeways.

C. City Scenic Highways Element

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

D. Policy Resolution (City)

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

DP:bb/I140

APPENDIX A

RESOLUTION NO. 82-151

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

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

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

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

A. Pre-application meeting (if one is necessary);

B. Application review period;

C. New case committee meetings (application completeness and environmental determination);

D. Development Advisory Committee meetings;

E. All other points where notice is now required by Procedure No. 4.1.

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

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

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

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

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

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

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

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

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

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

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

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

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

City Clerk

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

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

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

NOES: None.

ABSENT: None.

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

City Clerk

RESOLUTION NO. 222

A RESOLUTION OF

THE BOARD OF SUPERVISORS

OF VENTURA COUNTY

ADOPTING GENERAL PLAN AMENDMENT NO. 88-1

TO THE VENTURA COUNTY GENERAL PLAN

AND ZONE CHANGE NO. Z-2806

AND CERTIFYING THE PROJECT EIR

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

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

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

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

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

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

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

a. Cannot be so avoided or reduced because they are within the responsibility and jurisdiction of another public agency and not the County; or

b. Are acceptable by reason of the overriding considerations set forth in Section X of the staff report to the Planning Commisison (Exhibit "1" of the Board transmittal of May 3, 1988); and

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

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

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

a. Policy 1.2.2.1 shall be deleted.

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

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

c. Add new goal 3.1.1.6 to read as follows:

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

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

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

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

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

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

h. Revise Policy 4.2.2.3b to read as follows:

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

i. Revise policy 4.2.2.3e to read as follows:

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

j. Revise Policy 4.2.2.4 to read as follows:

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

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

FURTHER BE IT RESOLVED that the Board directs staff to:

a. Present to the Board a work program and budget request to revisit and revise the Ojai Area Plan in order to reduce the density of development in the Ojai Valley commensurate with the carrying capacity of public facilities and natural resources, and

b. Restudy the "C-P-D" area of the Santa Susana Knolls and prepare a General Plan Amendment for Board consideration.

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

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

Chair, Board of Supervisors

ATTEST:

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

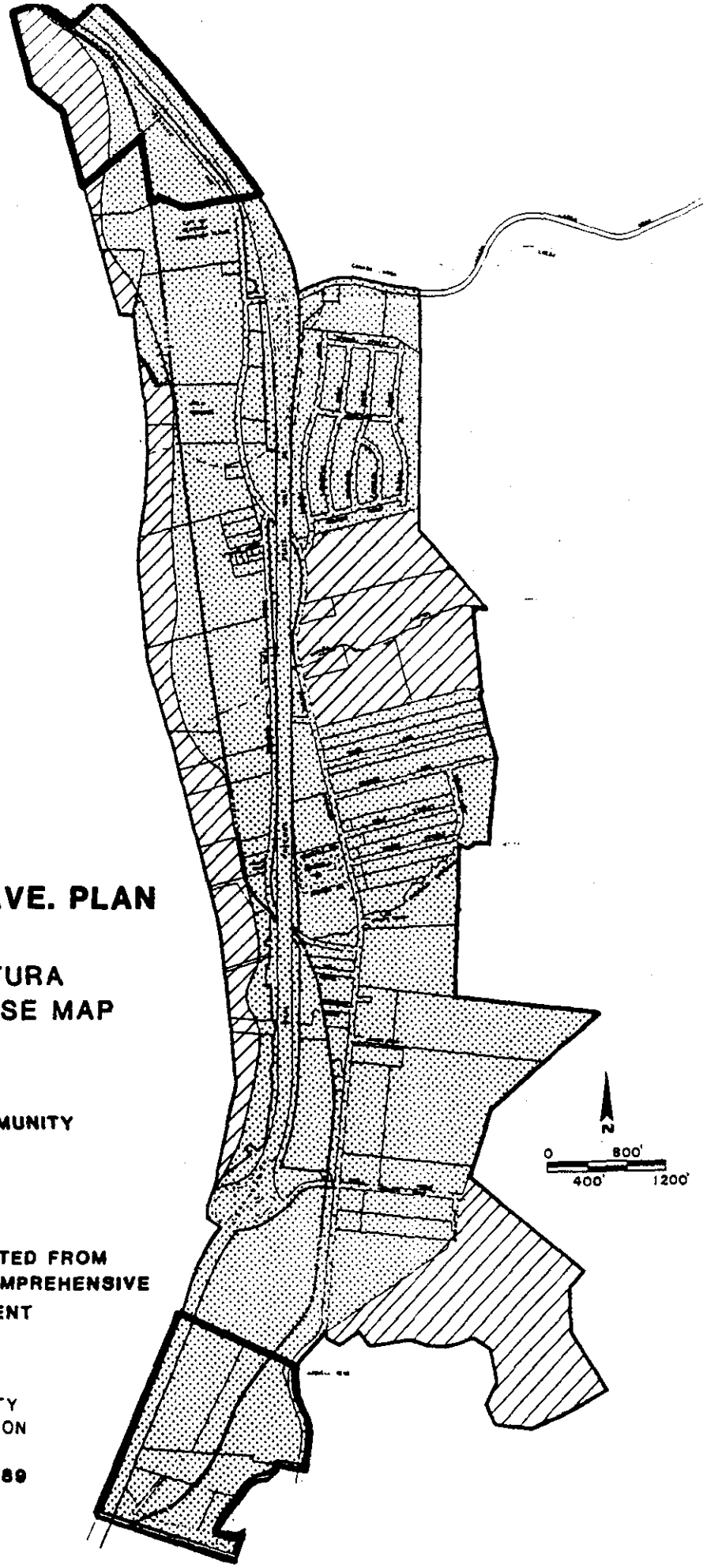
By Deputy Clerk

BS:bb/D236

APPENDIX C

NORTH VENTURA AVE. PLAN

COUNTY OF VENTURA GENERAL LAND USE MAP



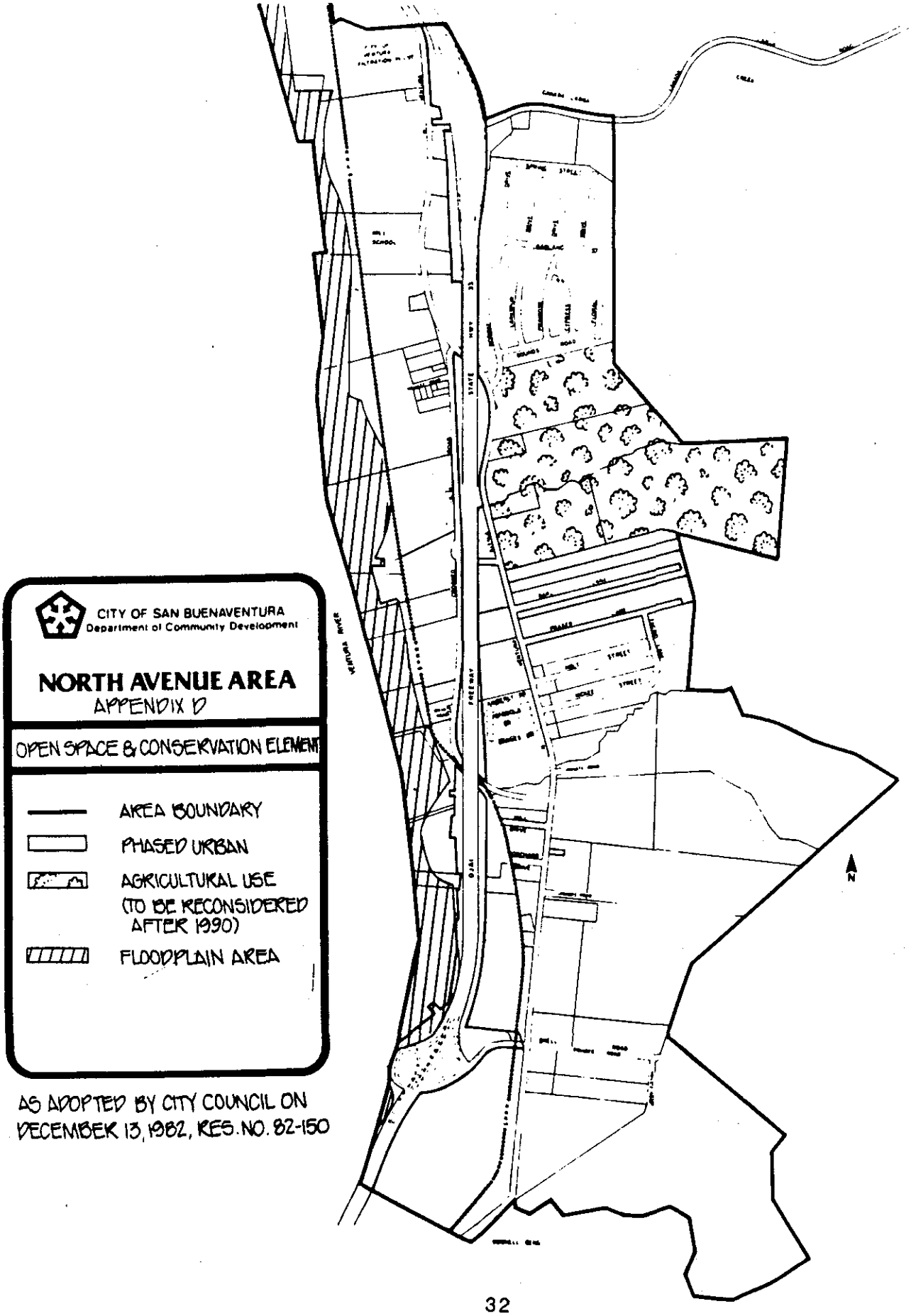
EXISTING COMMUNITY

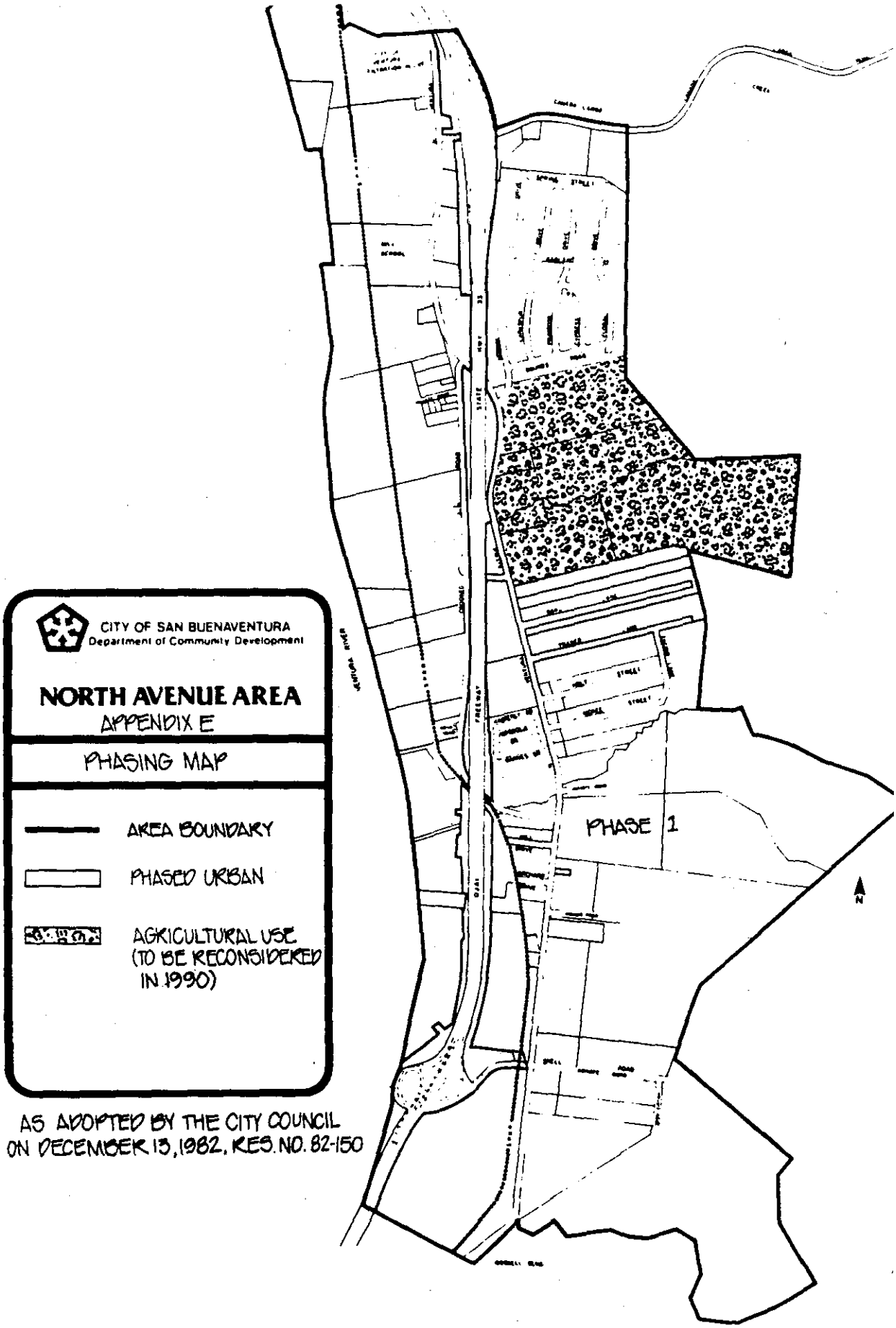
OPEN SPACE

PARCELS OMITTED FROM THE CITY'S COMPREHENSIVE PLAN AMENDMENT

SOURCE: VENTURA COUNTY PLANNING DIVISION

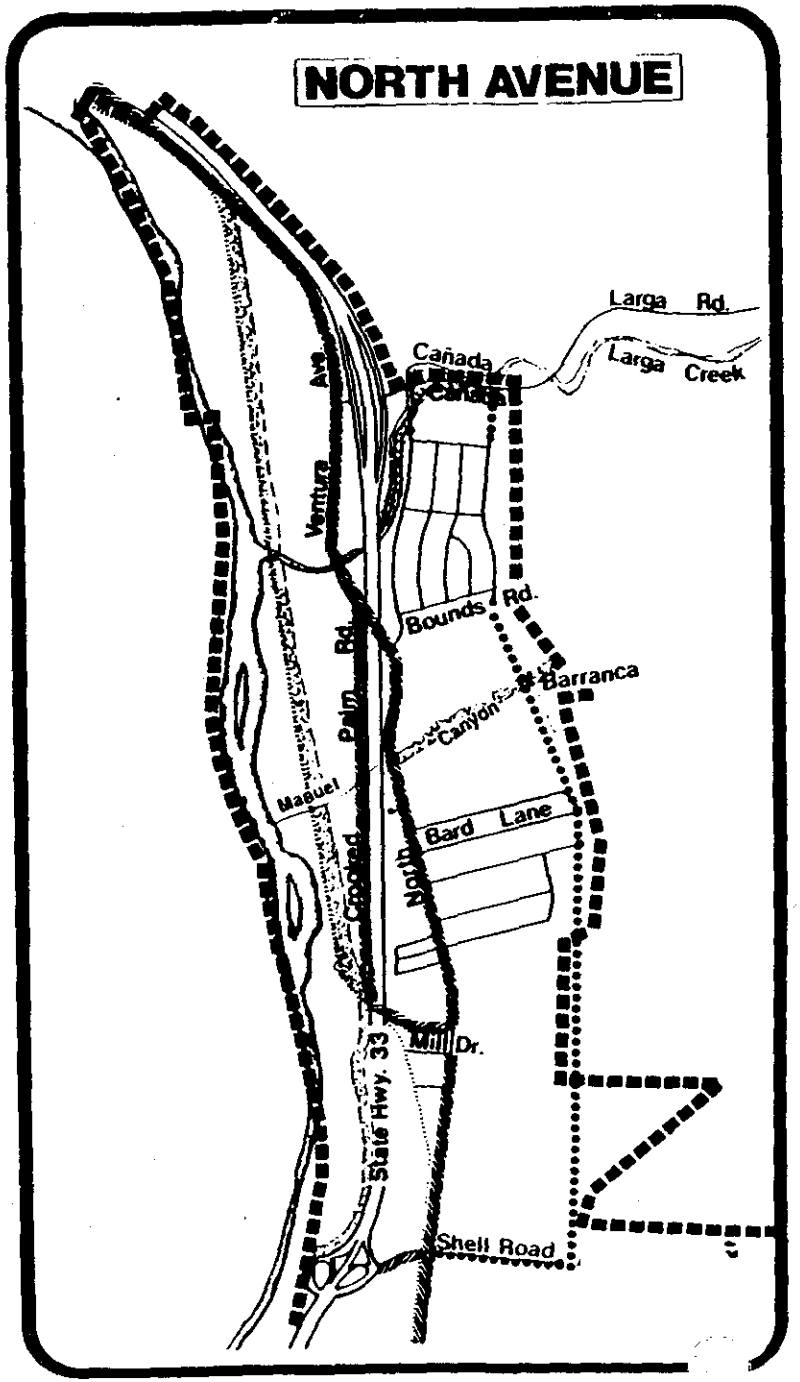
REVISED: DEC. 1989


CITY OF SAN BUENAVENTURA
Department of Community Development
NORTH AVENUE AREA
APPENDIX D
OPEN SPACE & CONSERVATION ELEMENT
AREA BOUNDARY
PHASED URBAN
AGRICULTURAL USE
(TO BE RECONSIDERED AFTER 1990)
FLOODPLAIN AREA
AS ADOPTED BY CITY COUNCIL ON
DECEMBER 13, 1982, RES. NO. 82-150
N



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

NORTH AVENUE



LEGEND

Planning Area Boundary

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

Parks (Park sites, school open space and recreation areas) and Linear Park System

Linear Park Natural Area

Linear Park Study Area

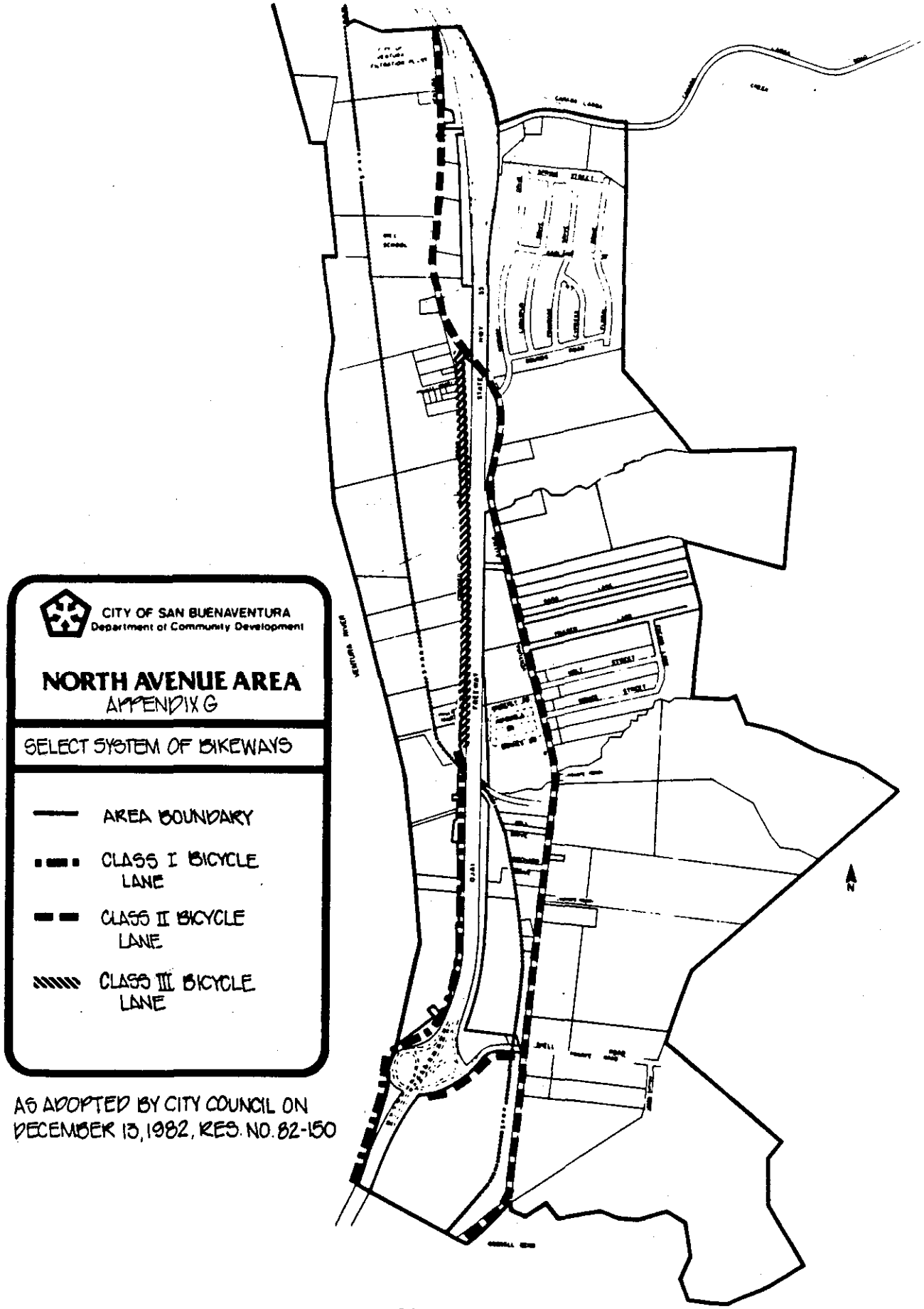
* **PRIMARY ARTERIAL** - A major street designed to expedite through traffic with intermittent access to freeways, other primary arterials, secondary arterials and collector streets. Access to abutting property is generally restricted.

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

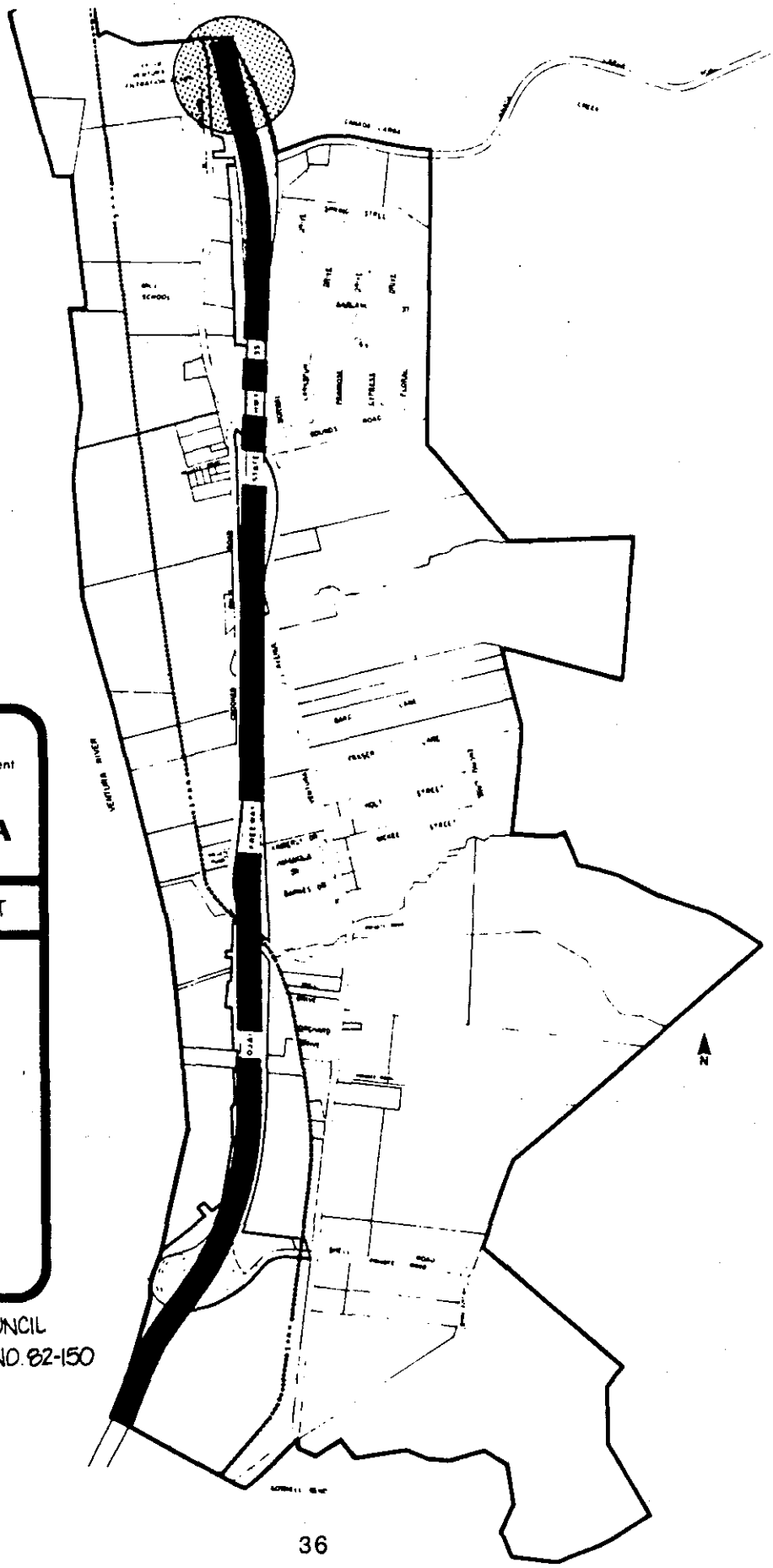
*** **COLLECTOR** - A street that provides both land access and movement within residential, commercial and industrial areas as well as connects the local areas with the arterial street system.

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

APPENDIX "F"



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



CITY OF SAN BUENAVENTURA
Department of Community Development

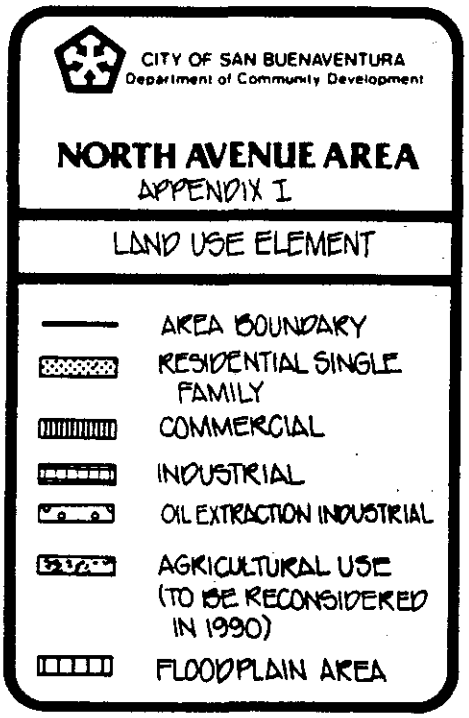
NORTH AVENUE AREA
APPENDIX H

SCENIC HIGHWAYS ELEMENT

- AREA BOUNDARY
- ADOPTED STATE SCENIC HIGHWAY
- ADOPTED CITY SCENIC APPROACH

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

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



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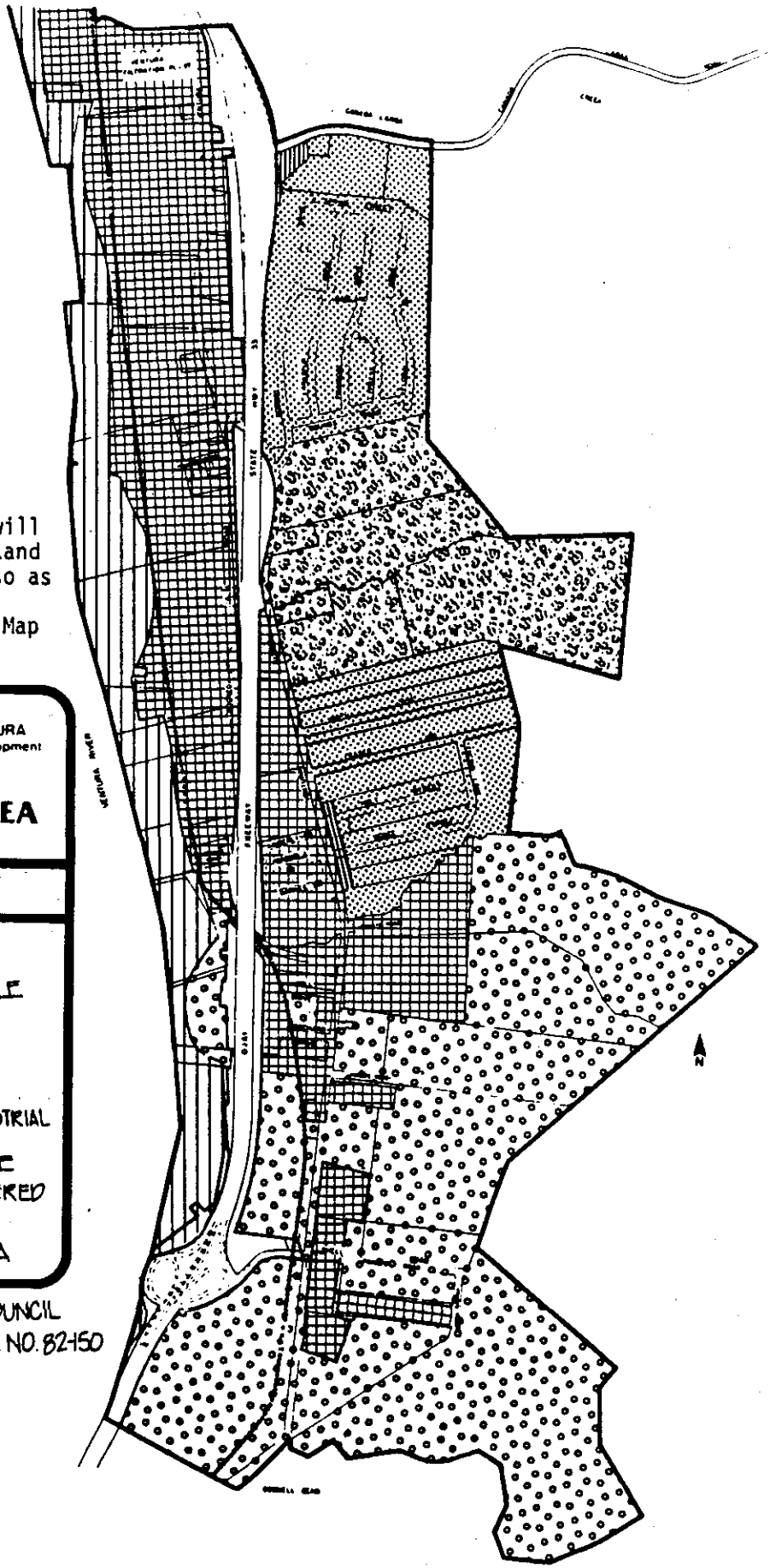


TAYLOR RANCH/VENTURA RIVER AREA

Intent and Rationale for Land Use Designations:

General Character: *This area consists of two distinct geographic regions, the Taylor Ranch area and the Ventura River basin, of which only a portion is under City jurisdiction. Essentially undeveloped, the major activities in the area are agricultural and recreational uses. The area includes a sensitive habitat in and around the river, and is partially located within the flood plain.*

The Coastal Resource Management Polices of the Resources Element and coastal policies elsewhere in this Plan are applicable to and control all portions of the Coastal Zone in this area.

Agricultural Use: *It is the intent of this Plan to preserve and protect those areas designated for agricultural use from urban development.*

Recreation: *Because of the smaller size of the Ventura Beach Recreational Vehicle Park property and constraints to agricultural production, recreational uses may be continued on this site provided that adequate landscaping, flood plain mitigation measures, and measures to protect the adjacent sensitive habitat area are maintained. No diking or levee facilities shall be permitted.*

Parks: Emma Wood State Beach Park General Development and Resource Management Plan, as adopted by the State Parks Commission or as it may be subsequently amended by the State, shall be used as a policy guide in conjunction with this Plan, and development of the park should proceed in accordance with the State Beach Plan. Development of the day-use and overnight camping facility should incorporate measures to minimize flood hazards. Development within Hobo Jungle (Seaside Wilderness Park) shall be limited to nature study purposes and passive recreation. Nature study and interpretive opportunities in Hobo Jungle shall be coordinated with facilities in Emma Wood State Beach. Should development and management of Hobo Jungle by the City be

infeasible, the City should coordinate with the State Department of Parks and Recreation regarding development, management, and future ownership.

Sensitive Habitat: *The intent of the Sensitive Habitat designation is to protect habitats which support the vegetative and animal species in the area from urban disturbances. All development surrounding the Ventura River Sensitive Habitat area shall be reviewed to mitigate any potential impacts on the area. Development within the Ventura River Sensitive Habitat area shall be subject to the following criteria:*

1) *The area shall be retained in as natural a state as possible. Development shall enhance and restore the natural habitat values of the area whenever possible. In Hobo Jungle, the effort should include methods of protecting and restoring the existing grove of Monterey Cypress trees or replacing these trees with native species appropriate to the location and site conditions.*

2) *Activities shall be limited to passive recreation, nature study, and educational and scientific research.*

3) *Development shall be limited to facilities necessary to the functioning of the allowable activities (e.g., trails, blinds); no buildings shall be allowed.*

4) *Access to the area shall be limited to foot traffic and non-motorized vehicles, except for maintenance vehicles. Fencing, signage and other measures shall be used, where appropriate, to inform the public of the sensitive habitat and the need for restricted access.*

5) *Any development surrounding the Sensitive Habitat area shall be suitably set back and buffered from the habitat area. This buffer shall extend at least 100 feet in depth from the Ventura River Sensitive Habitat area shown on the Land Use Plan Map. The Sensitive Habitat Overlay Map for the Ventura River area has been updated based on a survey and inventory prepared for the California Department of Parks and Recreation. However, because the Sensitive Habitat*

boundary is not the result of precise mapping, the precise location of the furthest extent of sensitive habitat and riparian vegetation from which the minimum 100-foot buffer would be measured shall be established prior to the approval of any permits for development proposals adjacent to habitat areas, consistent with recommendations from the California Department of Fish and Game. In no case shall development (including agricultural development) be allowed to encroach closer than the current location of the western edge of the access road north of Main Street. On the Emma Wood State Beach property, the buffer area shall be coterminous with the western edge of the area aidentified as "nature study area" on Map 1 of the Emma Wood State Beach General Development Plan and Resource Management Plan adopted by the California Parks Commission in July 1976 in response to Coastal Permit 25-78.

Uses within the buffer area shall be limited to agricultural activities, recreation, nature study, and educational and scientific research. No structures shall be permitted. Access to the beach from the Ventura Beach R.V. Park property shall be obtained via Emma Wood State Beach.

6) *In order to protect the anadromous fish run in the Ventura River and the biological productivity of the Ventura River lagoons and sensitive habitats, the City shall consider effects of all of its actions affecting the Ventura River in order to assure the maintenance of adequate flows within the river to maintain in-stream flows as well as stream productivity within the Coastal Zone. Developments shall not adversely impact the water supply groundwater levels, or water quality of the river within the Coastal Zone. The potential impacts shall be evaluated and mitigated as required in conjunction with environmental review procedures for a particular project, in a manner consistent with any determination of the State Water Resources Control Board.*

7) *Stream alterations will be permitted for the purpose of exercising water rights to irrigate agricultural lands. Such alterations shall be guided by and incorporate the following principles and mitigation measures:*

a) *Stream alterations shall minimize the disruption of riparian vegetation.*

b) *Stream alterations shall be conducted in a manner which will minimize downstream sedimentation through the use of such techniques as at-grade culverts for repeated stream crossings; silt curtains; silt catchment basins; use of indigenous construction materials.*

c) *Stream alterations made for the purposes of diverting flow for water shall use the existing low flow channels whenever possible.*

d) *All flows from stream diversions returned to the stream shall be routed back into the original low flow channel; where there are multiple or braided channels downstream of the diversion, the channel possessing the greatest wildlife value shall be used, as determined in consultation with the State Department of Fish and Game.*

e) *All water diversion intakes shall be screened with a minimum mesh of one-fourth inch to prevent the induction of fish.*

f) *Return or excess flows shall be routed back into the stream in such a manner as to provide for the unimpeded passage of fish, both upstream and downstream of the diversion. Diversions using a gravel training dike shall incorporate an inclined chute of indigenous rock material. In no case shall a suspended outlet pipe or culvert be used as a spillway.*

Flood Plain Area: *The intent of the Flood Plain designation is to minimize the risk to life and property in areas subject to flooding. The City has adopted flood plain regulations which govern the use of property in the flood plain. Developments exempt from those regulations are those which received their planning permit approvals prior to the enactment of the flood plain regulations, and for which valid permits are still in effect. It is intended that uses allowed within the 100-year flood plain shall be compatible with the policies of this Plan, the Flood Plain Ordinance, and the underlying land use designation.*

Energy Facilities: *The Ventura River basin area contains a former saltwater pump station, oil pipelines, and undeveloped oil drilling sites. Due to the proximity of these facilities to recreation and Sensitive Habitat areas, no new energy or industrial facilities, except for pipelines, shall be permitted between Highway 101 and the shoreline. No such facilities shall be permitted within a Sensitive Habitat area. Oil pipelines may be allowed to cross the portion of Ventura River located within the Coastal Zone even though they may pass through a Sensitive Habitat area. Mitigation measures, such as shut-off valves, should be incorporated to provide environmental protection.*

EMMA WOOD STATE BEACH AND THE VENTURA RIVER ESTUARY APPENDIX II: MAP OF THE VEGETATION

Wayne R. Ferren Jr. and Colin Steele
Herbarium of the University of California, Santa Barbara. August 1989.

LEGEND

Vegetation or habitat classification terminology is based in part on Holland (1986) for upland and Cowardin *et al.* (1979) for wetland. Dominant or characteristic genera or species are listed for most vegetated areas, but not all species listed are found at all sites. Refer to Appendix I, VIII, and IX for a more thorough classification of the vegetation and for a catalogue and checklist of the species.

I. Wetlands and Deepwater Habitats

A. Marine Wetlands and Deep Water Habitats

Intertidal Wetlands

- see Appendix III

B. Estuarine Wetlands and Deepwater Habitats

Subtidal Deepwater Habitats

- Channels
- A — Aquatic Bed (*Ruppia*)

Intertidal Nonvegetated Wetlands

- Flats and Bars

Intertidal Emergent Wetlands

- Nonpersistent Emergent Wetland (*Atriplex, Chenopodium, Spergularia*)

Persistent Emergent Wetlands

- (*Scirpus maritimus*)
- (*Scirpus californicus, Typha domingensis*)
- (*Salicornia, Jaumea, Frankenia, Scirpus*)

Scrub/Scrub Wetlands

- (*Atriplex lentiformis, Salix, Tamarix*)

C. Riverine Wetlands and Deepwater Habitats

Permanently Flooded Wetlands and Deepwater Habitats

- Channels
- Riffles (Transition between River and Estuary)

Seasonally/Permanent Flooded Wetlands

- Nonpersistent Emergent Wetland (*Rorula, Ludwigia, Veronica*)

D. Palustrine (Vegetated) Wetlands and Transitional Habitats

Persistent Emergent Wetlands

- River Channel Margins (*Scirpus, Typha*)[1]
- Dune Swale Wetland (*Juncus, Elymus, Salicornia*)
- River Mouth Swale Wetland (*Juncus, Salicornia, Scirpus*)
- A — *Arundo donax* (also see Appendix IV)

[1] Vegetation unit too narrow to map at this scale.

Scrub/Shrub Wetlands (and Transitional Wetland/Upland Habitats)

- Exposed Riverbed and Bar (*Baccharis salicifolia, Lepidospartum, Salix*)
- Beach Swale Wetland (*Atriplex, Baccharis* spp., *Isocoma*)
- Dune Swale and Saltbush Wetlands (*Atriplex lentiformis*)
- Riverbed and Dune Swale (*Baccharis* spp., *Salix lasiolepis*)
- Floodplain Mixed Scrub (*Atriplex, Artemisia, Baccharis* spp., *Ceanothus, Salix*)
- Floodplain Mixed Scrub and Grassland
- Temporary River Channel (*Atriplex, Baccharis* spp., *Isocoma, Salix*)

Forested Wetlands (and Transitional Wetland/Upland Habitats)

- River Channel Margin (*Salix* spp., *Alnus*)
- Floodplain Mixed Forest (*Juglans, Populus, Salix lasiolepis*)
- Floodplain Willow Forest (*Salix lasiolepis*)
- Exposed Riverbed Forest (*Salix lasiolepis*)

II. Uplands

Coastal Habitats/Vegetation

- Nonvegetated Sand/Cobble Beach
- Vegetated Beach Cobble
- *Carpobrotus* (also see Appendix IV)
- Southern Coastal Dunes (*Abronia, Ambrosia, Camissonia*)
- Coastal Sage Scrub (*Artemisia, Baccharis pilularis, Eriogonum*)

III. Ruderal Habitats

Nonvegetated

- Paths, Unpaved Roads, etc.

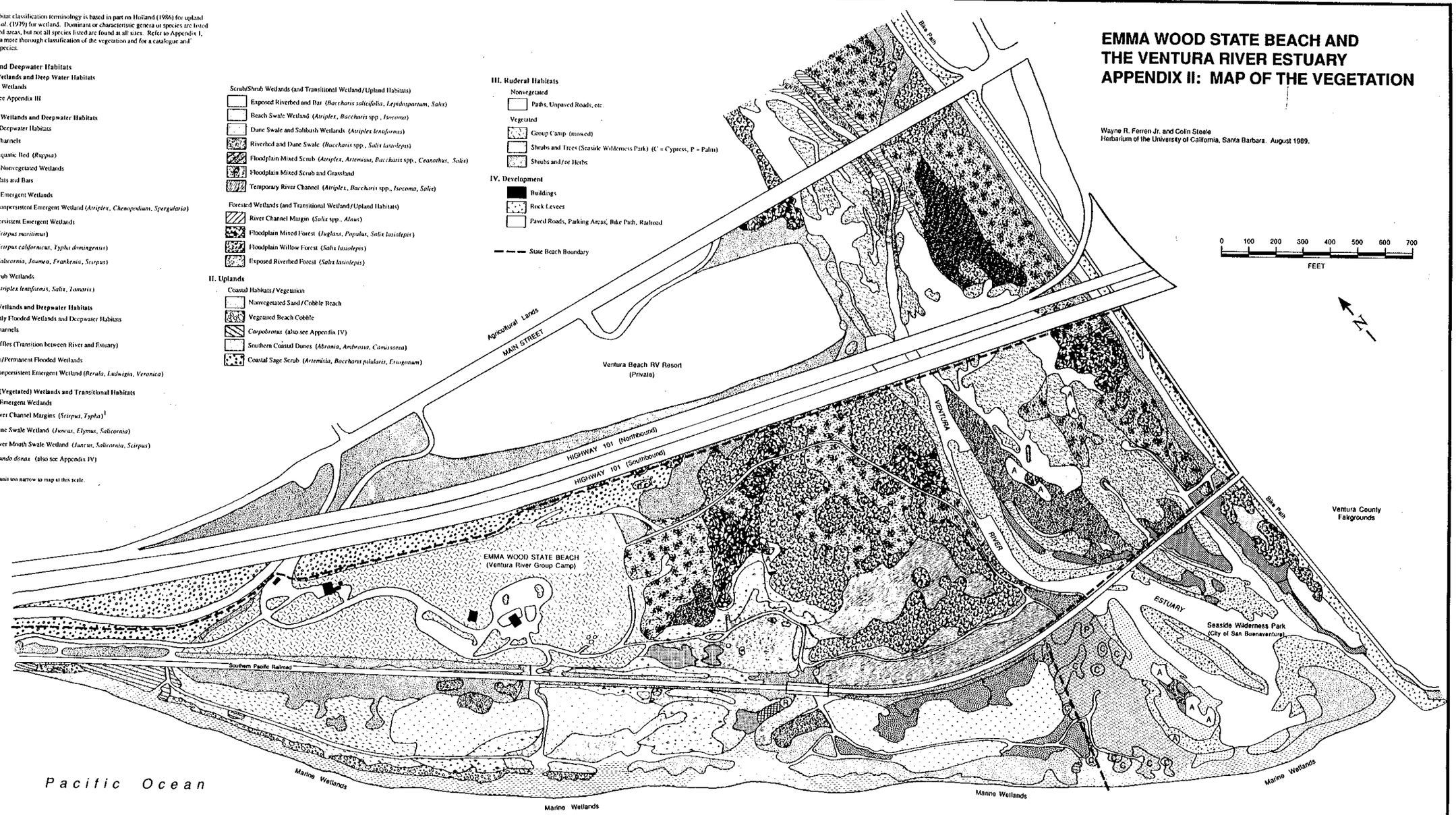
Vegetated

- Group Camp (mowed)
- Shrubs and Trees (Seaside Wilderness Park) (C = Cypress, P = Palm)
- Shrubs and/or Herbs

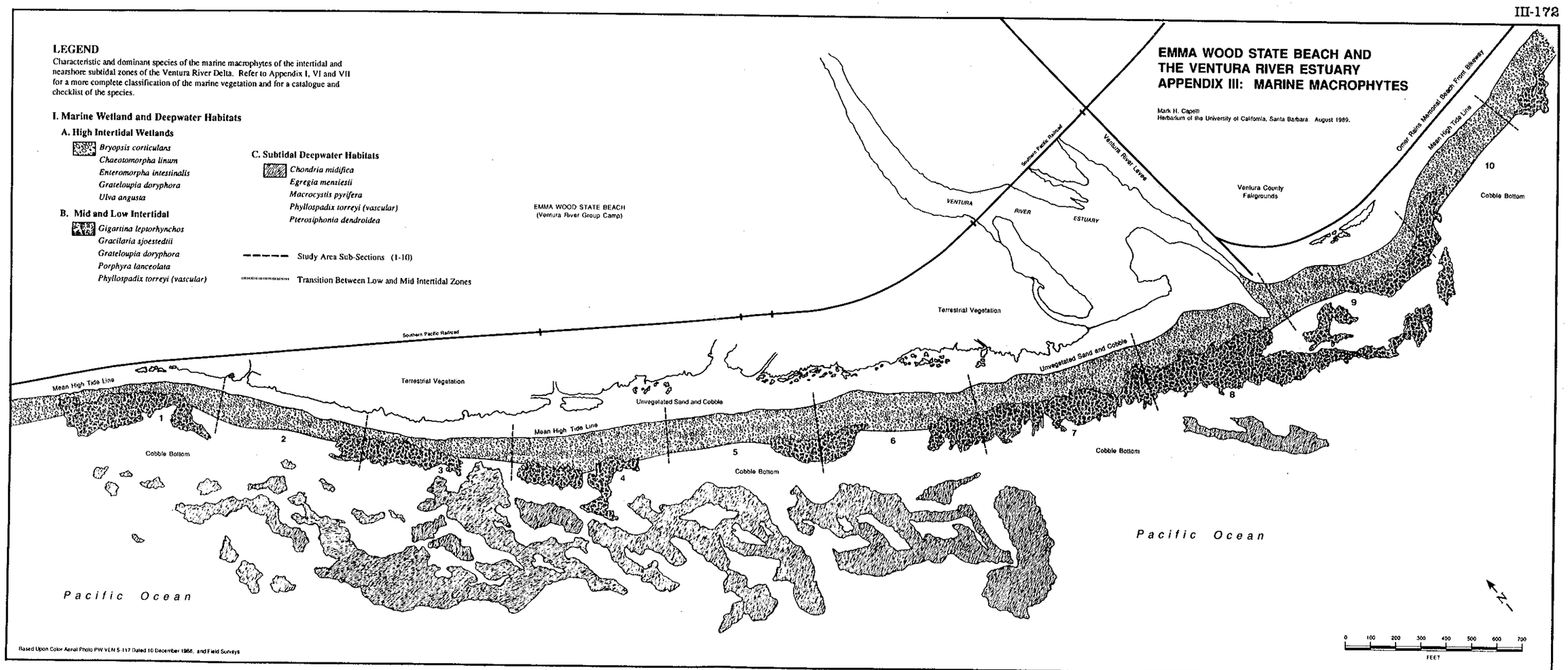
IV. Development

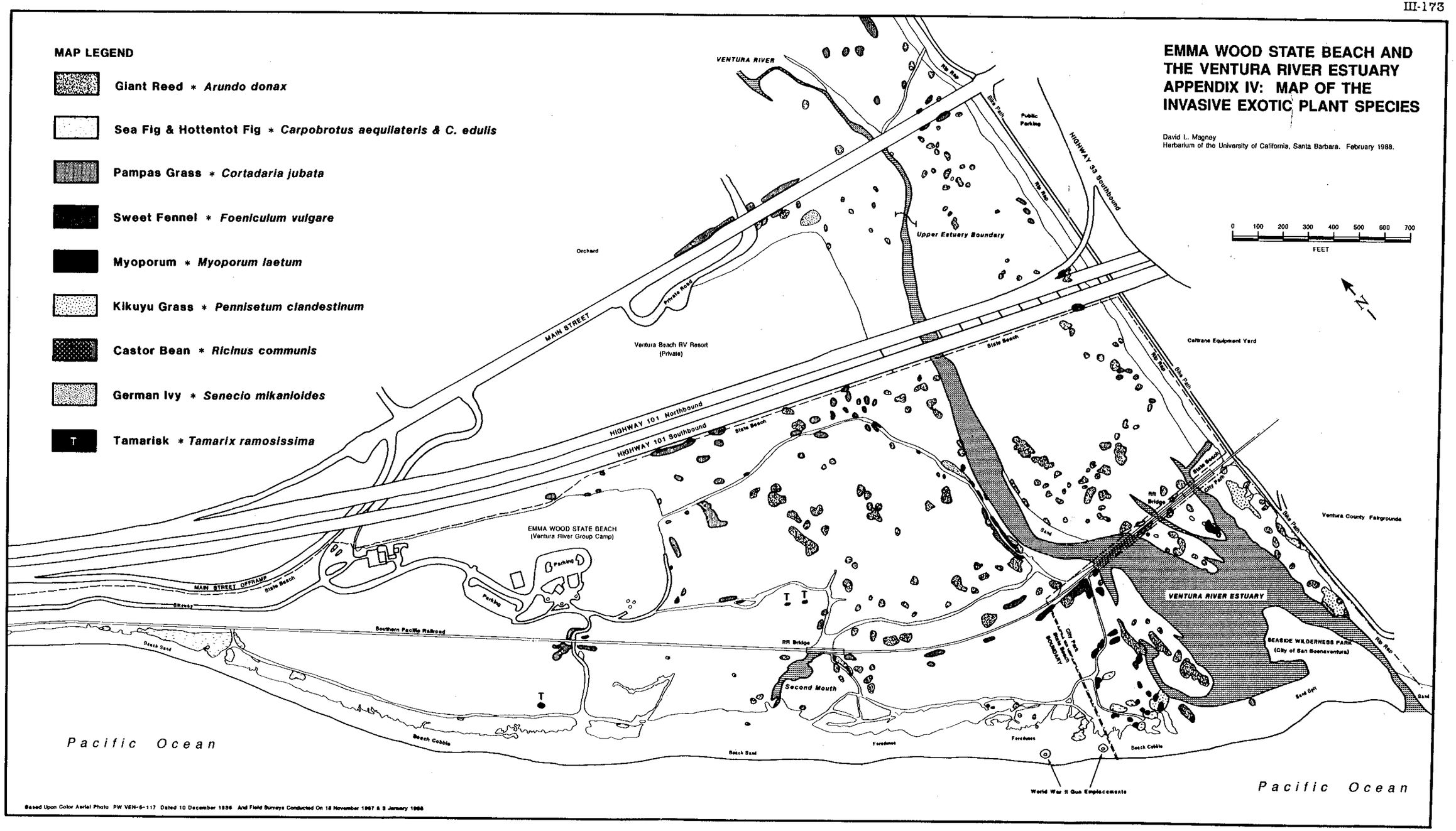
- Buildings
- Rock Levees
- Paved Roads, Parking Areas, Bike Path, Railroad

State Beach Boundary



Based upon Color Aerial Photo PW VEN-5-117 Dated 10 December 1986, and Field Surveys


EMMA WOOD STATE BEACH AND
THE VENTURA RIVER ESTUARY
APPENDIX III: MARINE MACROPHYTES
Mark H. Capelli
Herbarium of the University of California, Santa Barbara. August 1989.
LEGEND
Characteristic and dominant species of the marine macrophytes of the intertidal and nearshore subtidal zones of the Ventura River Delta. Refer to Appendix I, VI and VII for a more complete classification of the marine vegetation and for a catalogue and checklist of the species.
I. Marine Wetland and Deepwater Habitats
A. High Intertidal Wetlands
Bryopsis corticulans
Chaeotomorpha linum
Enteromorpha intestinalis
Grateloupia doryphora
Ulva angusta
B. Mid and Low Intertidal
Gigartina leptorhynchos
Gracilaria sjoestedtii
Grateloupia doryphora
Porphyra tanceolata
Phyllospadix torreyi (vascular)
C. Subtidal Deepwater Habitats
Chondria midifica
Egregia menziesii
Macrocystis pyrifera
Phyllospadix torreyi (vascular)
Pterosiphonia dendroidea
Study Area Sub-Sections (1-10)
Transition Between Low and Mid Intertidal Zones
EMMA WOOD STATE BEACH
(Ventura River Group Camp)
Southern Pacific Railroad
Ventura River Levee
VENTURA
RIVER
ESTUARY
Ventura County
Fairgrounds
Omar Rains Memorial Beach Front Bikeway
Mean High Tide Line
Terrestrial Vegetation
Unvegetated Sand and Cobble
Cobble Bottom
Pacific Ocean
1
2
3
4
5
6
7
8
9
10
N
0 100 200 300 400 500 600 700
FEET
Based Upon Color Aerial Photo PW VEN 5-117 Dated 10 December 1988, and Field Surveys


EMMA WOOD STATE BEACH AND THE VENTURA RIVER ESTUARY APPENDIX IV: MAP OF THE INVASIVE EXOTIC PLANT SPECIES
David L. Magney
Herbarium of the University of California, Santa Barbara. February 1988.
MAP LEGEND
Giant Reed * Arundo donax
Sea Fig & Hottentot Fig * Carpobrotus aequilateris & C. edulis
Pampas Grass * Cortadaria jubata
Sweet Fennel * Foeniculum vulgare
Myoporum * Myoporum laetum
Kikuyu Grass * Pennisetum clandestinum
Castor Bean * Ricinus communis
German Ivy * Senecio mikanioides
T
Tamarisk * Tamarix ramosissima
0 100 200 300 400 500 600 700
FEET
N
VENTURA RIVER
Upper Estuary Boundary
Orchard
Private Road
MAIN STREET
Ventura Beach RV Resort
(Private)
HIGHWAY 101 Northbound
HIGHWAY 101 Southbound
State Beach
Bike Path
Public Parking
HIGHWAY 33 Southbound
Caltrans Equipment Yard
EMMA WOOD STATE BEACH
(Ventura River Group Camp)
Parking
MAIN STREET OFFRAMP
Stress
Southern Pacific Railroad
Beach Sand
Beach Cobble
RR Bridge
Second Mouth
City Park
State Beach
BOUNDARY
VENTURA RIVER ESTUARY
BEASIDE WILDERNESS PARK
(City of San Buenaventura)
Ventura County Fairgrounds
Sand Spit
Foredunes
Pacific Ocean
World War II Gun Emplacements
Pacific Ocean
Based Upon Color Aerial Photo PW VEN-6-117 Dated 10 December 1986 And Field Surveys Conducted On 18 November 1987 & 3 January 1988

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- Transportation Control Measures IV-10
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INTRODUCTION

The Circulation Element was adopted by the City Council in 1976 and updated in 1989. It is intended to provide the City with policies for dealing with a wide range of circulation issues, including street improvements, bikeway planning, parking, pedestrian movement, and public transit.

The Element has, as its main policy tool, a Circulation Plan Map which designates future road improvements and extensions. The Circulation Plan Map is intended to show the future extent of all arterial and collector streets and linear park connections in the Planning Area, except in the hillsides, where such needs will be determined through Capital Improvement Deficiency Studies. Thus, not all the routes shown may be required by the Year 2010. Further, the roadway improvements shown on the Circulation Plan Map are generalized, and are not intended to show specific alignments. Where required, specific alignments will be determined through further environmental and engineering studies.

The changes or increases in demands on the City's roadways and circulation system that may result from land use changes in implementing this Plan are described in the Traffic and Circulation Section (6.18) of the Master Environmental Impact Report (EIR) for the Comprehensive Plan Update to the Year 2010 (April 1989). This section of the EIR is incorporated in this Plan by reference. The Circulation Plan Map reflects the analysis of impacts resulting from potential changes in land use.

GOALS

1. Create an integrated transportation system which considers safety, convenience, the environment, effectiveness and efficiency.

2. Develop alternative transportation measures designed to reduce traffic volumes and improve traffic flow.

3. Participate in regional efforts which integrate the City's transportation system with the broader regional transportation system.

OBJECTIVES, POLICIES AND PROGRAMS

OBJECTIVE 1 - LONG-RANGE CIRCULATION PLAN

The long-range Circulation System Plan is intended to optimize available resources for planning, implementing and maintaining City-wide transportation facilities to maximize safety and efficiency of travel within the City.

Policy 1.1 Adopt the Circulation Plan Map as the official circulation plan of the City.

Policy 1.2 The long-range circulation system depicts proposed roadway extensions across areas reserved as agricultural lands. These proposed roadways are not intended to be extended until development which is consistent with the Comprehensive Plan occurs, or until they become necessary to accommodate traffic. Such roads should be designed as urban parkways.

(Refer also to the Overall Land Use Policies on Parkways in the Land Use Element.)

OBJECTIVE 2 - SHORT-RANGE CIRCULATION PROGRAM

The short-range circulation program is intended to guide the City on future traffic systems, their cost and location prior to or upon future development projects.

Policy 2.1 Develop a short-range circulation program that is supportive of and coordinated with the land use designations and policies in the Land Use Element.

Policy 2.2 Prioritize needed improvements based on the short-range circulation program and current needs relating to safety and public benefit to optimize capital improvement resources. This short-range circulation program and

improvement priorities will be reviewed annually as part of the Capital Improvement Program.

Policy 2.3 The City Council should adopt an acceptable level of service (LOS) for the circulation system. The level of service criterion will be applied at intersections to determine the need for and extent of street improvements to meet existing and anticipated conditions, and to guide decisions concerning development.

Program 2.3.1 Continue to impose a cumulative traffic mitigation fee program to fund improvements necessary to maintain acceptable levels of service.

Program 2.3.2 Consider updating and revising the cumulative traffic mitigation fee program to include the road segment and intersection improvements necessary to maintain a LOS C or better, except for intersections near U.S. Highway 101, where improvements to maintain LOS D or better are acceptable, and to make any necessary adjustments in the amount of the fee to be imposed.

Program 2.3.3 Construct road segment improvements and road expansions as indicated on the Circulation Plan Map and as identified in the Comprehensive Plan EIR to provide a level of service of C or better at such time as traffic requires improvement or expansion.

Program 2.3.4 Widen approaches and make any other necessary intersection improvements to achieve a level of service of C or better to those intersections identified in the

Comprehensive Plan EIR which would be impacted by proposed development.

Policy 2.4 Minimize the potential for conflict between pedestrians, bicycles and automobiles in all future design and improvements to existing facilities.

Policy 2.5 Address the impacts on the City's circulation system when considering the location of new or expanded development, including improvement costs to mitigate the direct and cumulative traffic generated by the development and the impacts on the maintenance of the existing roadway system.

Program 2.5.1 Continue to require developers to construct, as a condition of approval, all feasible roadway and intersection improvements that are warranted by the new development.

Policy 2.6 Conduct alignment studies for new roads and roadway extensions or improvements. Such studies should include, but not be limited to, the establishment of street plan lines, right-of-way widths, center line grades and improvement cost estimates. The cost of these studies should be borne by the City for existing streets where no new private development is proposed. Where new private development is proposed or is possible, the cost of any alignment studies should be borne by the owners of properties which may benefit from the road improvements. Possible exceptions might include developers of subsidized/low cost housing or extensions through non-developing agricultural lands.

Policy 2.7 Develop an equitable method of financing new roads and roadway extensions or improvements, whereby the costs of the improvements would be borne by the property owners benefitting from the improvements.

Policy 2.8 Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods.

Policy 2.9 Private streets should not be allowed in detached single family home subdivisions. A guideline should be developed and adopted to identify possible exceptions to this policy and to provide subsequent standards.

Policy 2.10 Providing the County adopts and implements similar provisions in the County General Plan for projects in unincorporated areas, the City will deny or condition projects to contribute funds toward necessary roadway improvements in the County unincorporated area whenever it is determined, through appropriate studies, that development will either individually or cumulatively cause a County thoroughfare or intersection to drop below the County's adopted acceptable level of service.

Policy 2.11 Require dedication of linear parks as a condition of development to provide an alternate circulation system.

(Refer also to policies dealing with linear parks under the Parks and Recreation Areas Objective in the Resources Element, Overall Land Use Policies and Land Use Designation Definitions and Policy Statements in the Land Use Element, and the Park and Recreation Element.)

OBJECTIVE 3 - SELECT SYSTEM OF BIKEWAYS

The Select System of Bikeways will be used to evaluate bikeway improvement needs and to provide a basis for application of State and Federal bikeway improvement funds.

Policy 3.1 *Adopt the Select System of Bikeways Map by resolution separately from the Comprehensive Plan.*

Policy 3.2 Continue to update and use the Select System of Bikeways as the long-range tool for bikeway planning.

Develop a short-range (to coincide with the Capital Improvement Program) bikeway improvement plan, with the assistance of the Bicycle Technical Advisory Committee (BTAC), which will recommend priorities for City bikeway and linear park improvements. This plan will delineate existing bicycle routes and identify high-priority projects to complete significant bicycle circulation links.

Policy 3.3 Implement the Class II bicycle lanes shown on the City's Select System of Bikeways Map by imposing the dedication and construction of such lanes as conditions of approval for specific projects, as appropriate.

Policy 3.4 Continue to consider bicycle circulation and the provision for bicycle storage facilities in the design of public and private development.

Policy 3.5 Minimize pedestrian/bicycle/automobile conflicts wherever possible in the improvement of existing facilities and the design of future streets, side paths, bikeways, and sidewalks. Bicycles and pedestrians should not be required to share a given right-of-way (e.g., sidewalk) unless no alternative exists.

Policy 3.6 Coordinate with the County of Ventura, City of Ojai, Southern Pacific Railroad, and other related public and private agencies to develop the Ventura/Ojai Bikeway, which will connect the existing Omer Rains Bikeway (Ventura River levee bikeway) in the City's Planning Area to a proposed bike path along an abandoned railroad right-of-way extending to Ojai.

OBJECTIVE 4 - PARKING

The role of parking is to provide adequate space for stationary vehicles without conflicting with traffic movement in the circulation system.

Policy 4.l Recognize that the primary function of the City's street system is for traffic movement. However, where appropriate, provision of on-street parking may be allowed, provided that it does not interfere with traffic movement, and is compatible with the surrounding land uses in the area.

Policy 4.2 Maximize off-street public parking in special areas, such as tourist areas, parks, historical sites, and the Downtown area. Maximize private off-street parking to the extent feasible.

Policy 4.3 Conduct periodic parking studies for specified land uses to assure that City parking standards are adequate. Such studies should include, but not be limited to, number and size of parking-spaces and ratios between regular and compact spaces.

OBJECTIVE 5 - PUBLIC TRANSIT

The role of public transit is to provide an alternative means of transportation and also to relieve traffic congestion in the circulation system.

Policy 5.1 Consider availability and accessibility of public transit in the design and location of future development and improvements to existing facilities, including, but not limited to, the following:

a. New or expanded activity centers (e.g., commercial centers, offices, etc.) should be serviceable by public transit wherever possible;

b. Bus turnouts should be integrated in the design of new or reconstructed street projects, where deemed necessary by the City and South Coast Area Transit District (SCAT); and

c. Adequate curb returns for high-capacity buses should be constructed where necessary to facilitate bus service.

Policy 5.2 *Coordinate with public transit systems for the provision of additional routes as demand and funding allow.*

Policy 5.3 Coordinate with public and private transit providers to enhance public transit service.

OBJECTIVE 6 - PEDESTRIAN MOVEMENT

It is intended that the design of new developments or redeveloped areas should maximize safe and direct pedestrian movement to encourage pedestrian travel.

Policy 6.1 Minimize pedestrian/bicycle/automobile conflicts wherever possible in the improvement of existing facilities and the design of future streets, side paths, bikeways, and sidewalks. Bicycles and pedestrians should not be required to share a given right-of-way (e.g., sidewalk) unless no alternative exists.

Policy 6.2 Encourage the construction of sidewalks in all residential subdivisions, commercial and retail areas, and business and industrial parks, as a condition of approval of specific projects, as appropriate.

OBJECTIVE 7 - TRANSPORTATION CONTROL MEASURES

Transportation Control Measures should be used to reduce air pollution and relieve traffic congestion during peak traffic volume periods.

Policy 7.1 Cooperate with other local jurisdictions and the Ventura County Air Pollution Control District to encourage transportation control measures, and alternate modes of transportation for shopping, recreational and other types of activities. Such measures should be applied to new development and encouraged within existing developed areas.

Program 7.1.1 The following Transportation Control Measures (TCMs) and implementation mechanisms have been endorsed by the City:

CONTROL MEASURE	IMPLEMENTATION
Areawide Carpool Programs	Required as part of development approval where appropriate.
Park and Ride facilities	Required as part of development approval where appropriate.
Employer Programs to encourage car and vanpooling, mass transit, bicycling and walking	Required as part of development approval where appropriate.
Bicycle Lanes and Storage and/or Facilities	Funded through the City Capital Improvement Program (CIP) and/or required as part of

	development approval consistent with City Select System of Bikeways Map and City Bicycle Parking resolution.
Staggered Work Hours	Required as part of development approval where appropriate.
Traffic Flow Improvements	Required as part of development approval and/or funded through the City's Capital Improvement Program (CIP).

Program 7.1.2 Other Transportation Control Measures have been identified by the County Board of Supervisors and Ventura County Air Pollution Control District to partially address Federal air quality requirements. The City should implement these other measures as necessary and appropriate on either a case-by-case or areawide basis, including:

On-Street Parking Controls
Land Use Strategies such as:

Development of Design Criteria
Jobs/Housing Balance Criteria
Growth Management Program(s)

Transit measures, such as:

Short- and Long-Range Transit

Programs
Transit/Land Use Planning

Non-Motorized Strategies such as the provision of bicycle and pedestrian facilities

Program 7.1.3 Other Transportation Control Measures may be implemented by the City in the future if they become necessary. These other options should be considered, along with the Short-Term Circulation Program, for possible future adoption:

Parking Management Programs
Development Incentives
Telecommunications
Control of Extensive Idling
Alternative Fuel Use
Commuter Transportation Center Using Existing Railway System

OBJECTIVE 8 - HARBOR CIRCULATION AND ACCESS

This Plan is intended to provide adequate public access to coastal areas.

Policy 8.1 *Evaluate specific projects for incorporation into an Implementation Plan which includes the following programs that specifically address future development of the Ventura Harbor.*

Program 8.1.1 *Continue to improve the intersection of Harbor Boulevard and Seaward Avenue, and coordinate with Caltrans toward the development of design and*

funding alternatives that would improve circulation of the Highway 101/Seaward Avenue interchange.

Program 8.1.2 *Coordinate with public and private transit systems to develop additional or expanded bus routes to the Harbor area as demand and funding allow. Expansion of bus service may include special, seasonal or weekend routes, and possible shuttle or mini-bus service.*

Policy 8.2 *Planning for Ventura Harbor shall provide for the following:*

Parking

Program 8.2.1 *Mitigate the impacts of overcrowding or overuse of any single area by the public by distributing parking areas and facilities throughout the Harbor.*

Program 8.2.2 *Require adequate parking and ensure that all new development provide and maximize public off-street parking within the Harbor area.*

Program 8.2.3 *Maintain a minimum of 162 car and 20 recreational vehicle/bus public parking spaces for the public beach area. Public beach parking shall be free, unless the City and Port District determine that moderate fees are necessary to recoup maintenance or public safety costs. In the event that parking by others interferes with public beach users, the hours of parking shall be limited to prevent longer term parking by non-beach users. Alternative sites for future parking shall be*

designated along the South Peninsula in order to meet potential parking needs for the public beach area and adjacent uses.

Pedestrian and Bicycle Access

Program 8.2.4 *Require shoreline pedestrian access by incorporating shoreline pedestrian walkways into all new shoreline development and expansion of existing uses. Where existing buildings are found to interfere with lateral shoreline access, walkways shall be located as adjacent to the water as possible. All walkways are to be linked with adjacent walkways to ensure uninterrupted pedestrian movement. Where accessory structures, such as hoists, fences, and the like, interfere with lateral pedestrian access, access shall be rerouted around such accessory structures or such structures modified or relocated.*

Program 8.2.5 *Require a bikeway system that incorporates access to the street system and, where feasible, along the shoreline.*

Program 8.2.6 *Minimize conflicts between pedestrians, bicyclists and autos by separating pedestrian and bicycle lanes, and by requiring sidewalks in con-junction with the street system.*

Posting of Signs

Program 8.2.7 *Provide maximum public access and/or protect areas, public safety and fragile resources by conspicuously*

posting well-designed directional and informational signs. Directional signs shall also be posted throughout the Harbor to designate points of interest, public view areas, the public beach area parking, and pedestrian and bicycle accessways. Signage necessary to inform the public of hazardous swimming conditions should be posted along the South Jetty Beach Area.

Boat Circulation

Program 8.2.8 *Retain an adequate portion of the water area within Ventura Harbor for the purpose of small boat sailing. Approximately 50% of the water surface area of the Harbor shall be retained as open water channels and sailing areas. An area north of the entrance channel of approximately eight acres shall be retained for small boat sailing.*

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INTRODUCTION

The purpose of a Housing Element is to identify housing needs, resources, and constraints, and to provide general policy direction for meeting identified needs. The Housing Element presents the City's goals, objectives and policies for meeting housing needs.

In conjunction with the Housing Element, a Technical Appendix is incorporated in the Comprehensive Plan by reference.

The Housing Element Technical Appendix:

- Discusses existing housing characteristics and existing and future housing needs;
- Provides an inventory of land for future residential development;
- Analyzes governmental and non-governmental constraints;
- Reviews progress in meeting previous objectives;
- Discusses existing and new housing programs intended to preserve, improve and develop housing;
- Presents numerical objectives, and evaluates them against Regional Housing Needs Assessment (RNHA) objectives; and
- Addresses other requirements, including energy conservation, needs of the homeless and other special groups, equal housing opportunity, conversion of

assisted units, citizen participation, Comprehensive Plan consistency, and housing in the coastal area.

The California Department of Housing and Community Development has specific requirements for Housing Elements that are contained in Section 65583 of the Government Code. A copy of these legal requirements is in the Housing Element Technical Appendix.

GOALS

STATE HOUSING GOALS

The State's housing goals are stated in the form of findings, in Section 65580 of the Government Code. The State Housing Goals are:

1. The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.

2. The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.

3. The provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government.

4. Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.

5. The Legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the State in addressing regional housing needs.

CITY HOUSING GOALS

1. Ensure that every resident has the opportunity to obtain adequate housing and is not subjected to segregation by area, regardless of age, gender, social, ethnic, or economic factors.

2. Provide a choice of housing types and neighborhoods for all residents, whether renters or owners.

3. Strive to maintain a jobs/housing balance consistent with accepted regional standards.

OBJECTIVES AND POLICIES

OBJECTIVE 1 - RENTAL HOUSING/PRIVATE SECTOR

The City should encourage the construction of new rental units by the private sector.

Policy 1.1 Continue to provide incentives to private housing developers to construct the types of housing required to meet identified needs.

Policy 1.2 Continue to implement the Residential Growth Management Program (RGMP) Allocation Process in a manner which allows developers to significantly improve their chances for project approval by providing some type of needed housing.

Policy 1.3 Continue to implement the Density Bonus Program, in conformance with State Law, which offers developers an increase in density and an additional incentive, in exchange for providing, on a long-term basis, a portion of the project as low-income, very low income or senior housing.

Policy 1.4 Encourage development of affordable housing by providing incentives to developers, through the Affordable Housing Program, which include among other things streamlined permit processing and exemption from the required competition for RGMP allocations.

Policy 1.5 Consider allowing innovative alternatives to the conventional single family detached unit to encourage affordable housing construction.

Policy 1.6 Consider requiring all new commercial, industrial and private institutional development to pay a fee to fund construction of affordable housing, if any such fee is established.

Policy 1.7 Consider adoption of an inclusionary zoning requirement in order to integrate affordable housing into new residential development projects. The requirement would be implemented in conjunction with approval of discretionary permits, so that a specified percentage of the units remain affordable to designated income groups for the life of the project.

Policy 1.8 Consider waiving or reducing planning processing fees for 100% affordable residential developments.

OBJECTIVE 2 - RENTAL HOUSING/PUBLIC SECTOR

The City should encourage the construction of new rental units for low and moderate income residents through public sector programs.

Policy 2.1 Continue to work in conjunction with the Housing Authority to assist in the provision of rental units for low and moderate income households through the use of Federal and State funded housing programs.

Policy 2.2 Work through local representatives in the State and Federal legislatures to secure funding for low and moderate income housing programs.

Policy 2.3 Consider using City or Redevelopment Agency funds to assist the Housing Authority via land writedowns or other forms of assistance, if the U.S. Department of Housing and Urban Development (HUD) ceases to provide funding to Housing Authorities for new housing projects.

Policy 2.4 Provide public information about successful, innovative, compatible, visually attractive existing projects after which a proposed development could be modeled in order to increase community acceptance of affordable housing production.

Policy 2.5 Refer to Policy 1.3.

Policy 2.6 Refer to Policy 1.4.

Policy 2.7 Refer to Policy 1.5.

Policy 2.8 Refer to Policy 1.6.

Policy 2.9 Refer to Policy 1.7.

OBJECTIVE 3 - RENTAL HOUSING REHABILITATION

The City should maintain and expand its programs to conserve and rehabilitate rental housing.

Policy 3.1 Continue to implement the Rental Rehabilitation component of the City Housing Preservation Program, which provides for the rehabilitation of affordable rental housing units as long as funds are available.

Policy 3.2 Consider revising the Zoning Ordinance to permit health and safety related rehabilitation of existing residences which are non-conforming as to density and parking, without requiring that these residences meet current standards. This revision should specify limits as to how far a property may exceed the permitted lot coverage and the lack of required parking, while still being allowed to be rehabilitated.

OBJECTIVE 4 - CONDOMINIUM CONVERSION

The City should strive to protect the rights of both tenants and buyers involved in a condominium conversion.

Policy 4.1 Permit the conversion of apartments to condominiums only when such conversion would not adversely affect the overall supply and availability of rental units, particularly low and moderate income units.

OBJECTIVE 5 - HOUSING FINANCING

The City should encourage private lending institutions and other private organizations to develop methods for moderate income households to purchase homes in order to continue to provide affordable housing. (Please refer to Program #7, page 92.)

Policy 5.1 Continue to participate in the issuance of mortgage revenue bonds to provide low-interest home mortgages to financially qualified households as long as such bonds met State and Federal criteria for issuance.

OBJECTIVE 6 - DEVELOPMENT OF NEW AFFORDABLE OWNER-OCCUPIED HOUSING

The City should encourage new construction of affordable owner-occupied housing.

Policy 6.1 Continue to facilitate the use of factory built housing and mobile homes as affordable housing units.

Policy 6.2 Encourage the continuation and expansion of Federal and State subsidy programs.

Policy 6.3 Refer to Policy 1.1.

Policy 6.4 Refer to Policy 1.2.

Policy 6.5 Refer to Policy 1.3.

Policy 6.6 Refer to Policy 1.4.

Policy 6.7 Refer to Policy 1.5.

Policy 6.8 Refer to Policy 1.6.

Policy 6.9 Refer to Policy 1.7.

Policy 6.10 Refer to Policy 1.8.

Policy 6.11 Refer to Policy 2.4.

OBJECTIVE 7 - MAINTENANCE AND REHABILITATION OF LOW/MODERATE INCOME OWNER-OCCUPIED HOUSING

The City should continue the use of local programs to address rehabilitation and conservation needs of low and moderate income owner-occupied households.

Policy 7.1 Continue and expand programs to conserve and rehabilitate housing owned and occupied by low and moderate income families.

OBJECTIVE 8 - HOMELESS SHELTER

The City should work with other governmental and non-profit agencies to find suitable sites and establish emergency and transitional shelters in the City's Planning Area for homeless families and persons.

Policy 8.1 Assist in the establishment of shelter programs for the homeless that specialize in assisting families with children, or others with specific needs.

OBJECTIVE 9 - SPECIAL HOUSING NEEDS

The City should encourage the provision of housing opportunities for those with special housing needs.

Policy 9.1 Work in conjunction with the Housing Authority to encourage the construction of housing for the elderly and families.

Policy 9.2 Emphasize the need to provide rental and ownership housing for large households.

Policy 9.3 Continue to maintain and increase the supply of housing for the disabled, in conjunction with the Housing Authority.

Policy 9.4 Work to meet the needs of single-parent households, including rentals available to families with children, affordable housing in general, and child care which is convenient to housing and employment centers.

OBJECTIVE 10 - INFORMATIONAL REFERRAL SERVICE

The City should initiate an information and referral service to deal with fair housing and tenant-landlord problems.

Policy 10.1 Provide information and referral services for problems between tenants and landlords and persons with fair housing complaints, through the City or a non-City agency.

OBJECTIVE 11 - ENERGY CONSERVATION TECHNIQUES

The City should provide information on new energy conservation techniques for existing housing and encourage new units to be built with energy conserving designs.

OBJECTIVE 12 - HOUSING PROGRAMS

The City should continue to implement existing housing programs evaluate the need for new programs as necessary.

Policy 12.1 Undertake periodic monitoring of housing and employment trends in order to determine any significant imbalances in housing and employment, and to develop and maintain an inventory of housing by community and tenure.

Policy 12.2 Continue current programs and consider new programs that require replacement housing.

Policy 12.3 Continue to provide staff support to coordinate the City's housing policies and programs.

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INTRODUCTION

PURPOSE AND AUTHORITY

Section 65300 of the California Government Code requires every city and county to adopt a comprehensive, long-term Comprehensive Plan for the physical development of land under its jurisdiction. The Code requires the Comprehensive Plan to include several elements, one of which is a Safety Element.

The purpose of the Safety Element is to reduce loss of life, injuries, and property damage, and economic and social dislocation resulting from fire, geologic hazards, and other public safety hazards. To accomplish this purpose, the Safety Element must identify and evaluate all potential public safety hazards within the planning area and include policy and programs for the protection of the community from unreasonable risks associated with any hazard. Section 65302(g) of the California Government Code requires the potential hazards addressed in the Safety Element to include:

> Seismically-induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure;
>
> Slope instability leading to mudslides and landslides, subsidence and other geologic hazards;
>
> Flooding; and
>
> Wildland and urban fires.

Once adopted, a copy of the Safety Element must be submitted to the California Division of Mines and Geology.

RELATIONSHIP TO OTHER COMPREHENSIVE PLAN ELEMENTS

The Safety Element is one of several elements that comprise this Comprehensive Plan. Section 65300.5 of the California Government Code requires the comprehensive plan and its elements to be "an integrated, internally consistent and compatible statement of policies . . ."

The Safety Element is closely linked to the Land Use Element and Resources Element of the Comprehensive Plan. The Land Use Element designates the general distribution of land uses within the Planning Area, as well as standards for population density and building intensity. To avoid unreasonable public risk, land use decisions should take into account the public safety hazard identification and evaluation discussed in the Safety Element. One of the purposes of the Resources Element is to preserve open space for public health and safety, including areas that require special management and regulation because of hazardous or special conditions (e.g., earthquake fault zones, flood plains, unstable soil areas, high fire risk areas, etc.).

LIMITATIONS

The Safety Element is a general discussion of potential public safety hazards on a city-wide basis. The hazard identification and evaluation is based on general literature available at the time of plan preparation. No site specific evaluation was performed for this Plan.

The maps in the Safety Element Technical Appendix show the general areas of potential hazards, but should not be interpreted to precisely define hazard areas. <u>The maps in the Safety Element Technical Appendix are intended to be used for general land use planning and should not be used as a substitute for detailed site investigations normally required for new development</u>.

ORGANIZATION

The Safety Element contains goals, objectives and policies incorporated into the City's Comprehensive Plan for the physical development of the City. The Technical Appendix discusses geologic and safety hazards in the City, standards and objectives for new development, and existing programs to reduce the risk presented by identified geologic and safety hazards. The Safety Element Technical Appendix is incorporated into this Comprehensive Plan by reference.

GOALS

1. Promote programs and actions that will minimize loss of life, injuries, and property damage resulting from seismic and geologic hazards, water-related hazards, fires, structural failures, natural and man-made disasters and the adverse effects of hazardous substances.

2. Promote programs that provide quantitative measures, wherever possible, to evaluate and establish acceptable levels of risk.

SEISMIC & GEOLOGIC HAZARDS: OBJECTIVES & POLICIES

OBJECTIVE 1 - EXISTING PROGRAMS & REGULATIONS

The City should continue to implement and enforce existing geologic and seismic hazard identification, abatement programs, regulations and appropriate construction techniques.

Policy 1.1 Adopt updated editions of the Uniform Building Code, published by the International Congress of Building Officials.

Policy 1.2 Continue enforcement of the geologic reporting and study requirements of the Alquist-Priolo Fault-Rupture Hazard Zone legislation.

Policy 1.3 Continue to cooperate with State officials regarding ongoing studies and redefinition of the Alquist-Priolo Fault-Rupture Hazard Zone located in the City's Planning Area.

Policy 1.4 Ensure that other appropriate State regulations regarding the identification and mitigation of geologic, seismic and construction hazards are implemented.

Policy 1.5 Continue to require that adequate soils, geologic and structural evaluation reports are prepared when deemed appropriate by the Building Official. All reports submitted to the City for review shall be prepared by registered soils engineers, engineering geologists and/or structural engineers.

Policy 1.6 Require that measures identified in any soils, geologic, geotechnic, and/or any structural reports to adequately mitigate liquefaction or other geologic hazards be imposed as conditions of project approval, to the extent feasible.

OBJECTIVE 2 - NEW PROGRAMS

The City should encourage and promote new programs to identify and mitigate geologic and seismic hazards.

Policy 2.1 Promote and encourage additional geologic and seismic investigations within the City by Federal, State and local agencies and organizations.

Policy 2.2 Encourage the use of Geologic Hazard Abatement Districts (GHADs) consistent with Improvement Act of 1911 requirements to abate identified geologic hazards.

Policy 2.3 The City should consider adopting more stringent Grading Ordinance provisions for identified areas with geologic and seismic hazards.

Policy 2.4 Geologic reports, building plans and environmental impact reports prepared for major construction projects (i.e., all critical facilities or uses with large human occupancies in recognized or suspected hazard areas) should be reviewed by registered engineering geologists and structural engineers.

Policy 2.5 Require, as a condition of approval, for all structures proposed to be located along potentially active or active fault traces, the preparation of a geologic investigation and the provision of a 50-foot minimum setback from active and potentially active fault traces.

OBJECTIVE 3 - LAND USE MEASURES

The City should consider and implement appropriate land use measures to reduce potential loss of life, injury and property damage due to geologic and seismic hazards.

Policy 3.1 Land uses considered to be appropriate in areas that are subject to and/or have the potential to be subject to geologic or seismic hazards should be consistent to the extent feasible with the types of land uses identified in the Land Use Acceptability Matrix contained in the Safety Element Technical Appendix.

OBJECTIVE 4 - HILLSIDE DEVELOPMENT

New development in the Hillside Area should ensure the maximum levels of safety for both existing and future hillside development to reduce seismic and seismically-induced hazards.

Policy 4.1 Soils and geologic reports for hillside construction shall be prepared for all new development in the defined Hillside Area, and reviewed for adequacy by appropriate City staff or consultants selected by the City at the applicant's expense.

Policy 4.2 Appropriate drainage, grading, site design and landscaping requirements contained in the City's Hillside Management Program should be applied to all new hillside development. The Hillside Management Program should be evaluated to determine which aspects should be codified as mandated development criteria.

Policy 4.3 Periodically review the City's grading ordinance to ensure the application of current state-of-the-art grading policies.

Policy 4.4 Whenever there is a substantial landslide or significant damage to a foundation or structure occurs as a result of a landslide, the City should require a detailed study of the geologic materials, foundations, or structures involved to be prepared.

Policy 4.5 After a major earthquake, conduct inspections of the Hillside Area to identify any potential landslides that could be triggered by aftershocks.

WATER-RELATED HAZARDS: OBJECTIVES & POLICIES

OBJECTIVE 5 - TSUNAMIS AND SEICHES

The City should take appropriate actions to reduce potential damage resulting from tsunamis and seiches to an acceptable level.

Policy 5.1 *Develop and maintain a tsunami warning plan to alert affected governmental agencies, beachside residents and businesses, harbor facilities, and boat owners. This tsunami alert plan should be coordinated with local television and radio media.*

Policy 5.2 *To the extent feasible, new critical facilities should not be located in areas with the potential to be adversely affected by tsunamis and/or seiches. If a critical facility must be located in a tsunami hazard zone, its design shall incorporate "tsunami-proof" design and construction principles so that it can resist tsunami damage, and facilitate evacuation on short notice.*

Policy 5.3 *Continue participation in the Seismic Sea Wave Warning System.*

OBJECTIVE 6 - 100-YEAR FLOOD PLAIN

The City shall ensure that any new development proposed within a 100-year flood plain conforms to the requirements of the City's Flood Plain Ordinance and this Comprehensive Plan.

OBJECTIVE 7 - FLOOD PREVENTION MEASURES

Where an unacceptable flood risk hazard is posed by drainage ways, barrancas, ditches, etc., the City shall require mitigation of this hazard in conjunction with new development.

(Refer also to the Hillside Area Objective, the Flood Plain Area Objective and the Coastal Resource Management Objective, including the Beach Erosion Policy, Flood Plain Policy and BEACON Policy, in the Resources Element.)

OBJECTIVE 8 - FLOOD PLAIN HAZARDS

The City should cooperate with the Ventura County Flood Control District to identify and mitigate potential flood plain hazards such as inadequate flood control channels; loose, unanchored structures and objects located on flood plains; and illegal dumping in drainage channels.

Policy 8.1 *Require new development to pay a fee to mitigate cumulative impacts to existing drainage facilities, if one is established.*

Policy 8.2 *Cooperate with the Ventura County Flood Control District in their efforts to establish a funding mechanism to provide structural improvements to major watercourses.*

OBJECTIVE 9 - FLOOD INSURANCE PROGRAM

The City should continue its participation of the Federal Emergency Management Agency's National Flood Insurance Program.

OBJECTIVE 10 - BEACH PROTECTION DEVICES

The City shall give consideration to potential downcoast beach and sand migration impacts in evaluating the construction of beach protection devices (i.e., groins, revetments, breakwaters, seawalls, etc.).

Policy 10.1 *Protection of new shoreline structures shall be provided by increased setbacks from the mean high tide line.*

Policy 10.2 *Protection of existing shoreline structures by the construction of beach protection devices shall be consistent with the requirements of this Plan, the Local Coastal Program and their implementing ordinances and permitting processes.*

Policy 10.3 *Land uses considered to be appropriate in areas that are subject to beach erosion hazards should be consistent with the types of uses identified in the Land Use Acceptability Matrix contained in the Safety Element Technical Appendix.*

Policy 10.4 *Implement specific beach erosion management measures such as construction, restoration, and maintenance of revetments and groins, and periodic beach renourishment, where analysis warrants these measures.*

(Refer also to the Coastal Resource Management Objective, including the BEACON Policy, in the Resources Element.)

OBJECTIVE 11 - HARBOR INGRESS & EGRESS

The City should cooperate with the Ventura Port District and the U.S. Army Corps of Engineers to provide adequate waterway ingress and egress to the Harbor.

OBJECTIVE 12 - DAM FAILURE AND INUNDATION

The City should take appropriate actions to reduce potential damage resulting from dam failure and inundation to an acceptable level.

Policy 12.1 Develop and maintain a dam inundation warning plan to alert affected governmental agencies, residents, and businesses located in the potential hazard areas. This dam inundation plan should be coordinated with local television and radio media.

Policy 12.2 Land uses considered to be appropriate in areas that are subject to dam inundation hazards should be consistent with the types of uses identified in the Land Use Acceptability Matrix contained in the Safety Element Technical Appendix

FIRE-RELATED HAZARDS: OBJECTIVES & POLICIES

OBJECTIVE 13 - FIRE PREVENTION PROGRAMS

The City should continue to implement and enforce fire prevention programs to minimize fire hazards to an acceptable level of risk.

Policy 13.1 Fire prevention programs shall continue to include:

Public Education Programs
Annual Fire Prevention Inspections
Smoke Detector Ordinance
Fire Retardant Roofing Ordinance
Automatic Sprinkler Ordinance
Weed Abatement Ordinance

OBJECTIVE 14 - APPLICATION REVIEW BY FIRE DEPARTMENT

All applications for new subdivisions, development plans, conditional use permits, environmental impact reports and business license applications, should be made available for review and comment by the City's Fire Prevention Division to ensure compliance with fire safety regulations.

OBJECTIVE 15 - STRUCTURAL MODIFICATIONS TO FIRE STATIONS

The City should proceed with appropriate cost-effective measures to make required structural modifications to Fire Station Numbers 2, 3, and 4, unless they are relocated, to ensure that these stations remain operational after a major earthquake.

Policy 15.1 Adopt a priority schedule to conduct structural modifications to the stations considered to be in most need of structural modifications.

OBJECTIVE 16 - RESPONSE TIMES

The City should take the appropriate actions to relocate and construct new fire stations as deemed necessary to ensure satisfactory Fire Department response times throughout the City.

Policy 16.1 Relocate Station No. 3 to a location near the intersection of Telegraph Road and Kimball Road.

Policy 16.2 Relocate Station No. 4 closer to the new development occurring in the Johnson Drive/U.S. Highway 101/Montalvo area.

Policy 16.3 Require new development in the areas served by Stations No. 3 and No. 4 and the area to be served by Station No. 7 to pay a facilities fee or participate in an assessment district or other funding mechanism to help finance the relocation/construction of these stations, if any such funding mechanism is established.

OBJECTIVE 17 - DEVELOPMENT LIMITATIONS: HIGH RISK AREAS

The City should not allow new development to encroach into high fire hazard areas nor areas that are considered to have inadequate fire protection service (i.e., inadequate fire flows, distance from fire station, etc.) that creates the potential for unacceptable fire risk for either the new or existing development in the vicinity. New development should provide adequate mitigation to reduce potential fire hazard risk to an acceptable level.

Policy 17.1 The Fire Prevention Bureau of the City's Fire Department should review all applications for new development in the Hillside/Canyon areas to assess potential impacts to existing fire protection services.

Policy 17.2 The City should consider adoption of an automatic sprinkler ordinance for structures used for human occupancy in the Hillside/Canyon High Fire Hazard zone.

Policy 17.3 New subdivisions in the Hillside/Canyon areas of the City should be designed to facilitate brush clearance around structures.

Policy 17.4 The City should establish a priority list to be included in the Capital Improvement Program for upgrading fire flow capabilities in neighborhoods that currently have inadequate fire flows.

Policy 17.5 Land uses considered to be appropriate in areas that are subject to high fire hazards should be consistent with the types of uses identified in the Land

Use Acceptability Matrix contained in the Safety Element Technical Appendix.

OBJECTIVE 18 - MUTUAL AID AGREEMENTS

The City should maintain and support mutual aid agreements to improve fire protection service levels.

OBJECTIVE 19 - FIRE TRAINING FACILITY

The City should consider relocation of the existing fire training site to a larger and more appropriate site, and the provision of adequate training facilities at that site.

OBJECTIVE 20 - FIRE PROTECTION FUNDING

Policy 20.1 Continue to allocate funds to hire additional Fire Department staff which may be needed in order to provide for the changing service needs of new development and an increased population.

Policy 20.2 Require new development to pay a fee for Fire Department equipment, facility expansions, and other capital improvements when the need arises to accommodate the increased service demand of new development, if such a fee is established, and/or provide for needed capital improvements through future Capital Improvement Programs.

HAZARDOUS SUBSTANCES: OBJECTIVES & POLICIES

OBJECTIVE 21 - CONTROL OF USE

The City should take appropriate actions to reduce and control the use, generation, storage and transport of hazardous substances, and to minimize accidental exposure of humans and wildlife to these hazards.

Policy 21.1 Continue implementation and enforcement of State chemical disclosure laws and regulations.

Policy 21.2 Provide information and assistance to residents, businesses, and industry that request information regarding the proper use, storage, transportation, handling, and disposal of hazardous substances.

Policy 21.3 Conduct and/or support the operation of household hazardous waste collection programs to be conducted to benefit the City. The City should also provide educational programs regarding the proper use and disposal of hazardous substances.

Policy 21.4 Continue the existing practice of Fire Department annual inspections of hazardous material users and hazardous waste generators to comply with State and local regulations.

OBJECTIVE 22 - FACILITY SITING CRITERIA

The City shall regulate the location of the facilities which store, generate, treat, handle, and recycle hazardous wastes to ensure that these facilities are sited in the most suitable locations and that public health and the environment are protected. *Hazardous waste facilities are prohibited in the City's Coastal Zone.* The City shall ensure appropriate

mitigation for protection of public health and the environment and encourage waste reduction.

OBJECTIVE 23 - EMERGENCY SERVICES

The City should continue to provide emergency response services in the event of uncontrolled releases of hazardous materials.

Policy 23.1 Coordinate with the Ventura County Environmental Health Department regarding the City responsibilities and appropriate actions to be taken in the event of a hazardous material release incident.

Policy 23.2 Coordinate with other agencies that have emergency response responsibilities in the event of a hazardous material release (i.e., California Highway Patrol, Southern Pacific Railroad).

Policy 23.3 Conduct periodic reviews and updates of the City's hazardous materials incident response plan. This review should be conducted in conjunction with a simultaneous review of the hazardous materials users list compiled and maintained by the Fire Department in compliance with chemical disclosure laws.

OBJECTIVE 24 - JOINT PLANNING EFFORTS

The City should continue to participate in County and State-wide planning efforts to reduce hazardous waste generation, enforce regulations regarding the use, storage, transportation and disposal of hazardous substances and respond to hazardous substance State laws and regulations.

STRUCTURAL HAZARDS: OBJECTIVES & POLICIES

OBJECTIVE 25 - STRUCTURAL HAZARD ORDINANCE

The City should adopt a structural hazard identification and abatement ordinance consistent with the requirements of State laws and regulations.

Policy 25.1 The Building and Safety Division should maintain an inventory map of existing unreinforced masonry structures.

Policy 25.2 Adopt a priority or ranking system to ensure that structures that pose the greatest potential safety risk to occupants and surrounding properties are the first to be considered for structural rehabilitation.

Policy 25.3 The City should participate in available State or Federal funding programs and/or establish its own low-cost loan program for owners of structurally unsafe buildings to modify their structures to mitigate potential seismic safety hazards.

OBJECTIVE 26 - STRUCTURAL STANDARDS

The City should implement appropriate actions to ensure that all existing new, expanded, or relocated structures that house critical services can withstand ground shaking resulting from a maximum credible earthquake and still be in operational condition.

Policy 26.1 Implement the provisions of State law that require the State Architect's office or an on-staff registered structural engineer to review all new critical service structures.

Policy 26.2 New critical service structures should not be located in the Alquist-Priolo Fault-Rupture Hazard Zone or wherever potential geologic/seismic hazards

may result in unacceptable damage to the structures (see Safety Element Technical Appendix, Figure 1).

OBJECTIVE 27 - BUILDING INSPECTION AGREEMENTS

The City should maintain, support and, whenever necessary and deemed appropriate, effect new building inspection mutual aid agreements to provide emergency service.

DISASTER PREPAREDNESS: OBJECTIVES & POLICIES

OBJECTIVE 28 - EMERGENCY PREPAREDNESS PROGRAM

The City should periodically review and update, as needed, the required elements of its Emergency Preparedness Plan in compliance with California Office of Emergency Services requirements.

OBJECTIVE 29 - DISASTER PREPAREDNESS EXERCISES

The City should undertake periodic disaster preparedness exercises in cooperation with appropriate State and Federal agencies.

OTHER SAFETY OBJECTIVES AND POLICIES

OBJECTIVE 30 - ABANDONED OIL AND GAS WELLS

The City should implement provisions to address abandoned oil and gas wells.

Policy 30.1 Require an applicant for new development on property containing abandoned well sites, as a condition of approval, to relocate the abandoned well, or otherwise mitigate any potential adverse impacts from the existence of the abandoned well site on the property proposed for development.

Policy 30.2 Any development project or structure proposed to be located over or in the proximity to an abandoned oil and gas well site must be approved by the State Division of Oil and Gas. Reabandonment may be required. If construction over an abandoned oil and gas well is unavoidable, any gas venting system over the well recommended by the State Division of Oil and Gas must be installed and approved to the satisfaction of the State Division of Oil and Gas.

OBJECTIVE 31 - POLICE PROTECTION

The City should continue to address evolving police service, personnel and equipment needs to protect life, safety and property.

Policy 31.1 Continue to allocate funds to hire additional police officers and provide additional patrol units as they may be needed to provide for the changing service needs of an increased population.

Policy 31.2 Continue to use the beat alignment review process, and realign police beats if necessary to accommodate the changing service needs of the planning area.

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INTRODUCTION

The Noise Element addresses the issue of noise in the planning process. It examines noise related issues and their effect on the City. Also, it includes a public policy statement addressing problems of excessive noise. The Element does not address air operations as no airports or heliports exist within the Planning Area, with the exception of emergency helipads at Ventura County Medical Center and Southern California Edison. However, the Noise Element Technical Appendix provides information concerning the effects of airport and heliport noise on human habitation.

The Noise Element provides guidelines to ensure that proposed land uses are compatible with stationary sources of noise, such as highways, major arterial streets, railroad operations and local industry. Additionally, it presents policies designed to prevent, control and/or mitigate exposure of people to excessive noise levels. In concert with mitigation efforts, the Element establishes baseline or ambient noise levels that provide the basis for noise control policies and guidelines for the City's noise control enforcement efforts.

The Noise Element includes the Goals, Objectives and Policies that serve as a local program to guide land use decisions and control and abate excessive noise levels. Together the Goals, Objectives and Policies comprise the public policy statement which addresses the problem of excessive noise. The companion Technical Appendix has two purposes. First, the Appendix serves as the background and data base for the Goals, Objectives and Policies of the Noise Element. Second, it serves as a tool for developers and City staff to use in determining whether a noise problem exists for a proposed project and suggests types of noise mitigation to use in remedying such problems.

AUTHORITY

State law requires development of a Noise Element to the Comprehensive Plan. Specific authority may be found in Section 65302(f) of the State of California Government Code. In

addition, "General Plan Noise Element Guidelines" prepared by the State Office of Planning and Research have been consulted, as were Noise Insulation Standards of Title 24, California Administrative Code.

ORGANIZATION

As mentioned above, noise is addressed in the Noise Element and the companion Technical Appendix.

1. The Element contains Overall Goals, Objectives, and Policies that:

   a. Address land use compatibility with existing and projected noise sources;

   b. Address citizen complaints regarding noise.

2. The Technical Appendix of the Noise Element contains the following information:

   - A description of the characteristics of noise;
   - A description of the effects of noise;
   - Existing noise standards;
   - An inventory of existing and projected noise sources for the City; and
   - An inventory of noise sensitive areas.

In addition, the Technical Appendix presents information concerning:

   - An analysis of the sound levels emitted by existing noise sources, such as highways, freeways, arterials, railroads and local industry;

- An analysis of complaints received by City departments to identify the particular issues which are relevant to citizens; and

- Specific measures which may be taken to mitigate existing and future noise problems.

Overall, the Technical Appendix comprises the background, data base and rationale for the Goals, Objectives, and Policies presented in the Noise Element. The Noise Element Technical Appendix is incorporated herein by reference as part of this Comprehensive Plan.

RELATIONSHIP TO OTHER COMPREHENSIVE PLAN ELEMENTS

All elements of the Comprehensive Plan are related and interdependent. However, of all the elements in the Plan, the Noise Element is most closely related to those for Land Use, Circulation and Housing. Below is a description of that relationship for each of these three elements:

LAND USE: A primary objective of the Noise Element is to provide noise exposure information for use in the Land Use Element. The Noise Element identifies noise sensitive land uses, and suggests standards for the development in high noise impact areas.

CIRCULATION: Transportation systems are the dominant sources of noise in Ventura. Their location, capacity, and design determine the extent of noise impacts on surrounding land uses. The Noise Element affects the Circulation Element by suggesting that noise evaluations be included in the analysis of location and design alternatives for new roadways.

HOUSING: The Housing Element is concerned with the provision of adequate housing of acceptable quality. Noise exposure is an important factor in the quality of housing. The

Noise Element sets forth policies consistent with Noise Insulation Standards adopted by the City of San Buenaventura and with the State of California Noise Insulation Standards.

Identification of high noise impact areas will speed the adoption and integration of noise policies into the planning process, which may affect the cost and possibly the location of new or rehabilitated housing.

GOALS

1. Ensure that all citizens within the City are provided a safe, healthy noise level such that noise levels will not be physically or psychologically detrimental.

OBJECTIVES, POLICIES & PROGRAMS

Existing and anticipated noise conditions can only be dealt with through a comprehensive noise element that is based on realistic goals, objectives and policies. The following is intended to establish the City's policy direction on noise standards and enforcement.

OBJECTIVE 1 - NOISE POLICIES

The City should adopt attainable and enforceable land use and community-wide noise policies and standards that protect persons within the community from the effects of excessive noise.

Policy 1.1 Require an acoustical analysis for all new residential structures which will be built within a CNEL contour of 60 dB or greater as shown on the projected City's Community Noise Equivalent Level 2010 Map in the Noise Element Technical Appendix. (Exception: This policy should not apply to single family dwellings which are built on lots of record existing prior to February 17, 1978.)

Policy 1.2 Ensure that interior noise standards for any habitable room of a new dwelling unit should not exceed 45 dB with all windows closed.

Policy 1.3 Exterior noise levels for outside spaces of new single family and multi-family dwellings which are used for recreation (i.e., patios, garden areas, etc.) should not exceed a projected CNEL of 65 dB. Exterior noise levels are not applicable to upper floor balconies.

Policy 1.4 Adopt a noise ordinance which addresses maximum permissible noise levels impacting on and from within a residential area and permits City personnel to deal effectively with noise complaints.

Program 1.4.1 Funds should be budgeted for purchasing necessary noise enforcement equipment, such as noise meters, and for hiring additional personnel to help enforce the ordinance.

Program 1.4.2 The City should be encouraged to establish an ongoing policy of vehicle noise abatement through the use of noise meters and issuance of citations, consistent with the Noisy Vehicle Section of the California Vehicle Code. The program should depend on the availability of City personnel.

Policy 1.5 Discourage commercial trucks, except for emergency and delivery vehicles, in residential neighborhoods during Monday light hours.

OBJECTIVE 2 - NOISE AS A COMPONENT OF LAND USE PLANNING

The City should consider the noise environment as part of land use planning.

Policy 2.1 Apply noise mitigation measures, identified by an acoustical analysis, in planning residential developments when the units will potentially be impacted with noise. Such mitigation measures may include, but are not limited to: building setbacks; proper building orientation; natural berming; walls/fences; and the use of building insulation materials. If walls or fences are constructed, they should be designed to appear unobtrusive and to be aesthetically pleasing.

Policy 2.2 Apply noise mitigation measures or allow only nonresidential uses on land within the 65 dB CNEL contour.

Policy 2.3 Planning and design of major transportation routes and facilities should carefully consider noise impacts on existing or planned land uses to minimize noise related land use conflicts.

Policy 2.4 Locate and design any future helipads and/or heliports to minimize the impact of noise on surrounding existing and/or future residential uses and sensitive uses.

Policy 2.5 Discourage potential land use noise generators from locating adjacent to noise sensitive uses through the discretionary permit process.

Policy 2.6 Exterior noise levels outside of any new noise sensitive land uses, including hospitals, rest homes, clinics, schools, churches and libraries, should not exceed 60 dB to help ensure acceptable interior noise levels.

Policy 2.7 Planning for new parks and designating sensitive habitat areas should consider existing or potential noise impacts on the park use when locating active and passive recreational activities.

Policy 2.8 New or expanded uses in all industrial and commercial zones shall conform to the City's Industrial Performance Standards which address potential impacts of industrial uses on residentially zoned and designated uses.

Program 2.8.1 Expand performance standards to include all industrial and commercial zoned property.

(Refer also to the Overall Land Use Policy on Noise Exposure in the Land Use Element.)

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PREFACE

The role of parks and recreation within the community is diverse and many faceted. The leisure experience can be as unique as the individual, and as traditional as the family. Parks provide the physical space for a broad range of activities, shaded spots for quiet times, areas for active games, facilities for large gatherings and open space. Recreation services provide instruction, competition, challenge, and opportunities for creative expression and socialization. Parks and recreation ensure and build a community's quality of life.

The City of San Buenaventura is proud of the parks and recreation services it offers to its residents. The City has employed an aggressive approach in acquiring and developing neighborhood and service area park facilities. Innovative management practices such as contract maintenance, the use of concessionaires, volunteerism and corporate sponsorship have added to the City's ability to maintain a growing level of service. Recreation and leisure activities have expanded services for youth, adults and special populations. Unique approaches such as target marketing and flexible pricing strategies have been used to try to better meet the City's service needs.

The City's continuing goal is to provide quality park and recreation experiences for its residents; thus, a review of the Park and Recreation Element was initiated. This Element and the accompanying Workbook, which serves as a technical appendix (but is not part of the adopted Element), reflect the City as it is today and where it might be in the future. The Park and Recreation Element and Workbook are designed to serve as guides for the City in planning to meet the needs of San Buenaventura through the Year 2010.

The process which created the Workbook and Element was designed to be easily initiated, updated and evaluated. The various tools used in data gathering can be re-administered individually or as a group in order to maintain a current representative data base.

Guidelines to be used in the evaluation of service and facility provision are presented and discussed. Great care has been taken in the development of these guidelines since the ultimate goal of the City is to maintain a flexible and dynamic approach to satisfying needs. Every attempt is made to present a philosophy which drives the provision of services, and present the criteria to be weighed in decision-making.

The Park and Recreation Element and Workbook should act as the flexible framework from which to do business and take the City forward to meet community leisure needs.

INTRODUCTION

The Park and Recreation Element is divided into four sections: the Mission Statement, Goals, Policies, and Implementation Plan. Each section serves to define a framework for the planning and development of park and recreation areas and facilities, and a system of operation for the Parks and Recreation Department over the next 10 to 20 years.

Details specific to the type of service delivery systems employed by the Parks and Recreation Department should be developed from the information contained in this Element. Opportunities for further definition of this information comes during the Maintenance and Operations and the Capital Improvement budgeting processes. The need for and appropriateness of specific programs can be evaluated using tools such as the Strategic Planning Model contained in the Workbook.

To facilitate a common understanding of the role and purpose of each of the sections of the Park and Recreation Element, the following definitions are provided:

Mission Statement - This is a statement of charge that defines the overall direction for service provision by the Parks and Recreation Department.

Goals - Goals are broad statements that outline desired systems of operation and achievable future positions.

Policies - Policies set parameters for service. They may be broad, providing general direction, or they may be specific, clearly stating an expected service. These statements help define the more task oriented implementation plan. They support the process of meeting identified goals.

Implementation Plan - This plan contains task related statements which specify the accomplishment of certain activities. They are product related. The statements focus on studies and recommendations that call for later formal action or encourage an approach for ongoing programs. The results of these studies and

recommendations provide a link between the Element and the budgeting process. They are used by the Parks and Recreation Department in the development of its biennial work program.

Maps - The Workbook includes a Park and Recreation Facilities Map which serves as a reference for park and recreation areas and facility planning. The adopted Linear Park System is shown on the Land Use Plan and Circulation Plan Maps.

Park and Recreation Facilities Map

To aid in future park siting, this map identifies existing parks, schools, linear parks and recreation facilities. It shows Urban and Agricultural Use designations and Service Area Park Zone boundaries. In this way, a comprehensive look at existing resources and available sites is provided. (Neither the Workbook nor this Map are adopted as part of this Comprehensive Plan, however.)

Linear Park System

Identifies the Linear Park System (existing and future) within the City.

The System includes at least three types of linear parks:

(1) Improved Linear Parks with bikepaths and/or hiking trails
(2) Linear Park Natural Areas
(3) Linear Park Study Areas

MISSION STATEMENT

The mission of the City of San Buenaventura and its Parks and Recreation Department is to provide quality services, areas and facilities which are accessible to residents and visitors, and which meet recreational, community service, and cultural, as well as aesthetic needs, while helping to shape and improve the City's form and environment.

GOALS

1. Provide diverse, quality leisure opportunities and facilities accessible to all City residents and visitors. Encourage individuals to develop and enhance their human potential through creative, experience oriented services and facilities.

2. Pursue a stewardship philosophy for park areas and facilities that ensures long-term effective resource management while focusing on the issues of access, public safety, resource conservation, rehabilitation and evolving community needs.

3. Facilitate, coordinate and, when feasible, provide for the identification, preservation, development and interpretation of natural, historic and cultural resources of the City for the enjoyment of both residents and visitors.

4. Participate in the drafting and supporting or opposing of local, State and Federal legislation relating to the functions and purposes of the City of San Buenaventura in the achievement of the City's parks, recreation and community service goals.

5. Encourage and cooperate with other agencies, organizations, businesses and industries to support and provide for the maximum effective use of public and private community facilities and resources for the provision of community services.

6. Identify, use and promote innovative and dynamic management methods necessary to meet the operating responsibilities of the Parks and Recreation Department.

POLICIES

1. Service Provision

1.1 Leisure services in the Planning Area are offered by a wide range of service providers. The City should maximize resources and deliver the widest spread of compatible, complementary and unique leisure opportunities reflective of community needs.

1.2 Creative operational and financial mechanisms should be employed in order to ensure a well-rounded service profile. Appropriate use of the Provider, Facilitator, Partner and Outreach roles, coupled with the Basic, Sponsor Assisted and Entrepreneurial Service approaches, should provide needed leisure services within the City.

1.3 Fair and equitable access to leisure opportunities should be available to City residents. When individuals encounter social, economic or physical barriers in obtaining leisure experiences, special efforts should be made to overcome such barriers.

1.4 The City should promote and support private, nonprofit, and public programmatic and facility development that leads to the satisfaction of community service needs.

1.5

2. Parks Standards, Acquisition and Development

2.1 The City should establish acquisition and development standards and require residential, commercial and industrial developers to accept the responsibility for provision of park and recreation areas and facilities pursuant to those standards.

2.2 The City recognizes the need to establish park acreage standards for the purpose of establishing adequate park areas to meet resident needs and for identifying park deficiencies, as required for grant purposes. To that end, the following standards have been established for the City.

Neighborhood Parks - two acres per 1,000 population
Service Area Parks - three acres per 1,000 population
City-Wide Parks - five acres per 1,000 population

2.3 The City recognizes the need for safety in the design and development of park areas and facilities, and should actively promote and support the implementation of accepted standards in the design and development of parks, facilities, play areas, landscaping, and other appropriate development features.

2.4 Renovation and infrastructure maintenance of parks and facilities should be considered a priority for commitment of City resources.

2.5 The City Council, in conjunction with the Parks and Recreation Commission, should review the acquisition and development schedule for neighborhood parks, service area parks, and special use facilities. This review should coincide with the Capital Improvement Program budgeting process.

2.6 Linear parks should be provided within the City as a means to protect and preserve natural areas such as barrancas, ridgelines, tree rows, and river and ocean corridors, for public enjoyment. Linear parks are also considered a valuable component of the City's alternate circulation system by including trails and bikeways, as appropriate, for commuting and recreational linkages.

(Refer also to the Short-Range Circulation Program Policy on Linear Parks in the Circulation Element.)

2.7 To ensure an alternate circulation system and desirable leisure experiences within the City, linear parks should be provided as a condition of development pursuant to this Comprehensive Plan.

2.8 It is the City's intent to create a circular linear park around the perimeter of the City which preserves public access and views of the ridgeline, river and ocean corridors. This circular system, with complementary links to barrancas and other linear parks, will provide unique leisure opportunities for residents and visitors. If any portion of this linear park is determined to be infeasible, it is the City's intent to maintain that area in a natural state.

2.9 Build-out of the parks/facilities per adopted master plans and/or renovation of parks/facilities to meet the needs of current and future residents should be considered a means to meet increased demand for park and recreation services. No new construction should occur until a comprehensive planning process has taken place and identified current and future needs of the area to be served.

2.10 Parks and linear parks can play an important role in the City's effort to maintain greenbelts, preserve habitat areas, ridgelines, and view areas in the City. Application of the park and linear park land use designations to complement growth in the City, while preserving areas for public use and view shed protection, is to be encouraged.

2.11 The City should continue to develop action programs that generate new park and recreation facilities.

2.12 The City should continue to pursue grants for park facility development and lobby for the passage of legislation to finance additional parkland development.

2.13 The City should consider incorporating neighborhood and service area facilities into existing city-wide parks that are under-used.

2.14 Require appropriate dedications and improvements for the bicycle system in conjunction with subsequent development approvals and within budget limitations.

3. Resource Management

3.1 Park and recreation areas should be maintained so that the special and important natural, historic and cultural resources which they contain, and which constitute a public trust, are protected and interpreted for the benefit of future generations. Development adjacent to these properties should be compatible and not conflict with the purpose of protecting the nature of the park and/or recreation area.

3.2 *Stewardship of natural, historic and cultural resources should be directed towards conservation, preservation, restoration, interpretation, and programming to the benefit of the resource and the public.*

(Refer also to Rivers & Harbor Objective in the Resources Element.)

4. Special Use Services and Facilities

4.1 Operation of special use facilities such as golf courses, tennis courts, ballfields, community centers, and group barbecue areas should be designed so as to maximize public accessibility and use. Attention should be paid to sound financial strategies and energy efficient measures in

operation. Marketing of special use facilities should focus on the broadest possible audience. The use of concessionaire or service contract agreements should be pursued where appropriate and where the provision of services can be enhanced.

4.2 To meet special use facility needs within the community, the City should recognize, facilitate, and promote cooperative agreements between private and public sectors.

4.3 When considering the provision of new City-wide parks or special use facilities, the potential of that park or facility to create a regional draw should be examined. It is the intent of the City to maximize such development for its attraction as a destination location.

4.4 The City recognizes that it is not the sole provider of recreation and park services and facilities and that other providers offer viable and desired services and facilities (e.g., State and County Parks, commercial recreation providers, Young Men's Christian Association [YMCA], Boys and Girls Clubs, Girl Scouts and Boy Scouts, American Youth Soccer Association [AYSO]). These other services and facilities are needed within the community, but at no time should it be presumed that private services and facilities meet the needs fulfilled by public services and facilities.

5. City Trees and Landscaping in Public Rights-of-Way

5.1 Development and maintenance of the City's urban forest and landscaped parkway areas (roadway medians, planters and linear parks) should first consider the aesthetic and recreational benefits to the community as a whole and, secondarily, the benefits to or impact on adjacent properties. Development should be directed by the City's Park Development Guidelines and the City's Irrigation and Landscape Guidelines.

5.2 Tree windrows and other significant trees or stands of trees in the City's Planning Area should be preserved and maintained. Tree windrows, or other landmark type trees, can serve as reference points or demarcation lines within a community. They preserve a sense of the City's heritage as well as contribute to the aesthetics of the community.

5.3 The City should place a high priority on quality tree maintenance. Prioritization will consider potential hazards and trimming to encourage well-structured, safe trees. Standards and policies, as called out in the City Tree Master Plan, should guide operations.

5.4 Landscaped areas should be maintained in accordance with standards identified in the City's Park Maintenance Standards Manual.

6. **Coastal Areas**

6.1 *Accessibility, maintenance and quality development along the seven-mile coastal strip that forms the western boundary of the City is a high priority. Cooperative working relationships and agreements with the State Department of Parks and Recreation, the Ventura Port District, and the 31st Agricultural District, to ensure a pleasing, comfortable environment, are encouraged.*

6.2 Stabilization and/or preservation of resources and facilities in the coastal area is critical. Amenities along the coast catering to both residents and visitors experience heavy usage on a year-round basis. In recent years, these amenities have experienced significant impacts from natural forces. The City should employ necessary stabilization and/or preservation measures to ensure that such parks and associated improvements do not suffer significant losses.

(Refer also to the Coastal Resource Management Objective, including the Beach Erosion Policy and the BEACON Policy, in the Resources Element.)

IMPLEMENTATION PLAN STATEMENTS

1. Evaluate trends, resident and visitor demographics, leisure preferences and community needs. Integrate these data into a Department marketing plan and a service delivery system.

   Knowledge of potential users and their interests is the key to success in meeting service needs. Examination of these data will yield information that can be used in planning services and facilities. Decisions on what services and facilities might be needed and what category of service or facility might be employed should be driven by these data.

2. Monitor participant satisfaction with City park and recreation services and incorporate this feedback into service delivery planning.

   Active solicitation of feedback on City offerings is essential to providing services that meet the needs of the user population. Integration of this information into service delivery planning ensures a responsive approach to users.

3. Evaluate and amend, as appropriate, pricing and marketing strategies for park and recreation services to ensure equitable and consistent pricing schedules.

   The ability to offer special interest classes, activities, programs, and facilities hinges on participant/ user fees. The ability to attract participants/users depends on the selection of offerings, the quality of programming and the pricing schedule. Each must be competitive and current with the existing market for similar activities. A current pricing and marketing strategy will keep the City "in the black" and on the leading edge of these types of offerings.

4. Develop and implement a comprehensive plan to secure ongoing individual and corporate financial and volunteer support for parks, facilities and community services.

   The City Parks and Recreation Department must take a proactive approach in developing a strong volunteer and sponsorship program. An aggressive effort to secure ongoing corporate sponsors will be crucial to the City's ability to expand quality leisure opportunities for residents. Some events will expand to their full potential only when supported by a major sponsor. The training, retention and recognition of volunteers needs to be addressed in order to ensure the vital support needed to offer and expand such programs as the Ventura Youth Basketball Association (VYBA), the Posada, the Special Olympics, and Children's Celebration of the Arts.

5. Foster cooperation among City departments, community organizations and businesses to create and distribute information which orients, introduces and identifies for residents and visitors, the recreational, natural, historic and cultural resources of the City.

   Unique resources should be used to promote the tourism potential of the City. It is not a singular job and should be done in cooperation and coordination with a broad spectrum of organizations and businesses.

6. Review and amend existing joint use agreements and, where appropriate, develop new joint use agreements with facility providers in the community (e.g., Ventura Unified School District, Ventura College, YMCA, etc.) for the purpose of maximizing public use of community facilities.

The City is facility poor with respect to indoor space for recreation activities. Part of the philosophy of not being the sole service provider includes accepting this fact and working with other facility providers to make indoor recreational time and space available. Joint use agreements have opened up a wide range of facilities for general public use. Issues such as maintenance, increased operating costs, use priority, capital improvements and supervision all need to be addressed and handled.

7. Support the efforts of local organizations (e.g., the Ventura Arts Council, Buenaventura Art Association, Ventura County Symphony Association, Ventura Tennis Club, Ventura Youth Sports Association) through the commitment of appropriate resources, in order to further their ability to offer quality services to the community, and of arts organizations to secure an appropriate performing arts/cultural arts facility.

   In many cases, only ancillary support is needed to offer or expand offerings by local organizations. As appropriate, to meet identified community needs, the City should commit staff time, money, the City's name or other similar in-kind services to support the delivery of quality, non-governmental services to residents and visitors.

8. To meet the cultural arts needs of the community, the City should prepare a Cultural Arts Plan which identifies existing services, programs and facilities, surveys and projects current and future cultural arts needs, and recommends appropriate actions.

   A comprehensive analysis of the existing arts needs and resources within the City and the County would provide essential information for planning future services and facilities.

Determining the role of the City and other providers, such as the Ventura Arts Council, the Community College District, the Ventura Unified School District and various private and nonprofit arts organizations, in providing appropriate services and facilities, should result in a more focused, well-designed and cost-effective approach to meeting identified needs and enriching the cultural life of the City.

9. Evaluate adopted maintenance schedules, standards and priorities and develop an operational schedule which emphasizes highly visible and widely used public areas.

The degree to which parks and public areas are maintained is related to adopted Park Maintenance Standards and budget appropriations for such purposes. As new areas are added, the need for additional resources or revised standards becomes apparent. As change occurs, it is important to conduct an evaluation of standards so that those areas which best display the City will continue to receive appropriate attention.

10. Identify a long-range schedule that targets needed parks and recreation infrastructure maintenance repairs, redesign and renovations, and integrate this schedule into work programs and the budgeting process.

The City has an aging park system. The average age of the City's parks is 22 years old. As of 1987, the oldest park was 118 years old and the newest was just one year old. The City and its residents have made a considerable investment in its parks and there is a responsibility to maintain those parks in a safe fashion. It is also important that the design of City parks continues to meet the needs of the user. This long-range

schedule will encourage a comprehensive look at real needs and create a priority listing of needed actions.

11. Incorporate water and energy savings designs and devices into park and facility construction whether it is a renovation or a new park. Monitor and audit these systems to maintain efficient use of resources.

    Growing demand for use of limited resources is a reality for the State and the City. Every effort should be made to wisely use water and energy resources in the design and redesign of all parks and facilities. Water conserving landscaping should be planted in new and existing facilities and in medians. This will ensure the conservation of resources and, in most cases, contribute to a wiser commitment of the operating budget.

12. Develop a long-term funding strategy for the provision of park and recreation capital projects. Include consideration of acquisition, development, maintenance and renovation of parks, facilities, and public landscaped rights-of-way.

    Using data collected in the Services and Facilities Inventory, the Leisure Preference Survey, the park renovation schedule and data from other sources, a long-term financial plan to keep pace with aging parks and a growing population should be developed. A focused review of the Parks and Recreation Improvement Fund, its investments and revenue potential should be made to enable the City to continue to cover the responsibilities of the Fund.

13. Conduct meetings with owners and developers of properties that have been targeted as possible sites for City parks. Identify the park needs, development agreements and understandings needed to ensure future provision of these park facilities.

In an effort to make clear the City's continuing intent to meet neighborhood and service area park needs as new development occurs, staff should be aggressive in scheduling and holding meetings with landowners and future developers to discuss and reach agreement on needed land acquisition and development for parks.

14. Assess possible locations and financing plans for an East End Service Area Park. Based on the findings, create a plan and move forward with its implementation.

The City has taken steps to provide an East End Service Area Park by confirming financing through the Service Area Park Mitigation Fee, and purchasing an 87.5-acre parcel currently held in farm lease. The City should evaluate this parcel and other parcels which may be available to determine appropriate siting of the park. Once a site is confirmed, creative approaches for covering development costs should be explored.

15. Evaluate and, as needed, amend the adopted Linear Park System.

It is the intent of the City to create a linear park around the perimeter of the City which preserves public access and viewscapes, and provides complementary links to other linear park segments within the Linear Park System. Portions of the system are designated as study areas to determine their feasibility for future development as linear park segments. As these determinations are made, or as the City's boundaries change and new communities are created, appropriate amendments to Linear Park System should be made.

16. Evaluate the linkages between the Select System of Bikeways and the Linear Park System and make amendments, as needed, to ensure viable alternate transportation routes in the City.

> The Linear Park System is an important component of the City's alternate transportation network. Its most appropriate linkage would be with the Select System of Bikeways. The compatibility of both should be examined with attention given to priority routes to move both recreational and commuter users.

17. *Create a joint agency committee to review and provide recommendations relative to the concept of a beach corridor/linear park along the coastline connecting the Santa Clara River and Ventura River mouths.*

> *The State Department of Parks and Recreation, the Ventura Port District and the City all have jurisdiction over various portions of the seven-mile coastal strip. A committee, composed of these and possibly other groups and organizations, charged with an examination of the potential for the coastal area and the amenities located within it, can develop a well thought out plan to direct development, or restoration of natural areas such as sand dunes, for the greatest benefit to residents, visitors and businesses.*

18. *Pursue the development and adoption of boundary protection measures to ensure the preservation of the Ventura River and Santa Clara River corridors in their natural/semi-natural state, and possible restoration to their natural state. Particular attention should be paid to the protection of sensitive habitat areas.*

The City's existing Flood Plain Ordinance requires that the rivers be retained in as natural a state as possible. Development of boundary and riparian habitat protection policies will take the current ordinance requirements a step further and help to ensure preservation of these sensitive habitat areas.

19. Work with appropriate City and County departments and appropriate property owners to evaluate and, if feasible, develop a plan for the Hillside Trail System in the hills and along the ridgelines of the City.

    Cooperation on many levels and with a variety of agencies and property owners will be needed in order to assess the feasibility of a Hillside Trail System. This assessment should occur prior to any actual acquisition, planning or development. Alternatives to create a viable trail system, as well as a means to preserve the viewscape of the ridgeline, should be identified.

20. The City should work with the County to develop a policy and procedure that would allow for the preservation of tree windrows and significant trees or stands of trees within the unincorporated portions of the City's Planning Area.

    The City places a high value on the benefits that tree windrows and significant trees provide to the visual appearance of the community. To more effectively preserve these resources, it is the City's intent to develop a procedure that will allow for review of all proposals within the area which address removal of windrows and significant trees.

21. Work with the County of Ventura General Services Agency and encourage the Board of Supervisors to amend the County Regional Recreation Areas Plan to

include identification of a regional park and public open space areas within the City's Planning Area.

> Currently, the County Regional Recreation Areas Plan does not address the need for a regional park within the City's Planning Area. Efforts should continue to be made to convince County staff and the Board of Supervisors of this need.

(Refer also to the Parks and Recreation Areas Objective and Policies in the Resources Element.)

22. Conduct a review of the service provider data base established in preparing this Element. Using these data, publish a service and facility directory.

> A broad base of data has been collected as part of the Services and Facilities Inventory. Publication and distribution of that information would provide a valuable resource to residents of the City.

23. Use a strategic planning model in evaluating expansions, changes and new park and recreation services.

> A strategic planning model will help assess and direct the form and nature of new services, and has the potential to provide a creative perspective when examining the value of existing offerings. Use of the model will be key to the decision-making process for service delivery questions. Additional information on a strategic planning model is contained in the Park and Recreation Element Workbook.

24. Develop a biennial Parks and Recreation Department work program that ties together this Element's Implementation Plan with the City's Maintenance and Operations and Capital Improvement Budget process.

In order not to lose sight of the policies and framework presented in the Park and Recreation Element, a definitive link between this Plan and the budgeting process should exist. This implementation statement provides for that link and ensures that the Parks and Recreation Commission and administrative staff will continually look to the Element for guidance and direction.

25. Conduct periodic reviews of, and, if needed, revise the Park and Recreation Element.

This Element is designed to be a dynamic tool for use by the City in the provision of park and recreation services. It needs to be current in order to be effective. Three years between revisions is being proposed as a reasonable time frame. Changes in the way to do business, economics and politics will drive the exact time frame for this activity.

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INTRODUCTION

The City recognizes the importance of examining the economic implications of its decisions. Therefore, an Economic Development Element has been included in this Comprehensive Plan. This Element complements other Comprehensive Plan Elements by considering the economic effects of land use policies and providing for the enhancement and preservation of existing commercial and industrial areas. The evaluation of land use decisions should encourage development which will improve and maintain a viable economy.

Economic development is a dynamic process which increases the wealth of the community by raising incomes and reducing unemployment. The intent is to promote and maintain a sound economic base by encouraging land uses which will recruit and retain specific segments of the market, concurrently enhance the regional economic position of the community, and undertake other programs that are necessary to support and encourage sound economic development planning.

The City is concerned with the availability of job and income opportunities for its citizens and the necessity to support an adequate level of community services and standard of living. The City plays a vital role in developing an economic strategy which promotes the community, providing assistance to local businesses and recognizing and seeking businesses which are needed to provide a balanced economic base, while remaining sensitive to environmental concerns. A responsive city government can create a stable, confident atmosphere for potential investors with long-term commitments to the community.

Economic development planning is not new to the City. Several economic studies have already been performed to better understand the City's economic situation. These past studies have included the 1975 "Economics" chapter from the "Land Use Workbook," the 1983 "Downtown and Avenue Study," the 1984 "Economic Development Annual Report," and the 1985 "Tourism Report and Policy." In addition, the economic focus of the

Community Development Report has expanded over the years in order to more completely analyze Ventura's current economic status.

The evolution of these studies has resulted in this Economic Development Element, which presents goals and their corresponding objectives, policies and programs for future implementation. The existing setting, the regional context which affects the local economy, conditions and trends of the community and current local issues are analyzed and discussed in the Economic Development Element Technical Appendix.

This Economic Development Element is intended to guide the City's efforts in the area of economic growth. The goals and policies are a guide to local decision-making, while the background information found in the Technical Appendix (which is not part of the adopted Element), is a broad and comprehensive discussion. However, other, more detailed studies are required to carry out specific implementation programs, and translate goals, objectives and policies into productive results which will enhance the community on a case-by-case basis.

GOALS

1. Attain a balance and diversity of income-producing activities which will provide residents with a variety of employment and investment opportunities.

2. Reduce unemployment and provide employment opportunities for the City's poor and disadvantaged residents.

3. Strive for an economy which provides upward mobility and advancement for area youth so that they may find opportunities for employment in the community upon their reaching adulthood.

4. Promote equal employment opportunities regardless of age, sex, race, creed, religion or ethnic background.
5. Plan for high quality, diverse and orderly economic development of the City.

6. Establish a unique identity for the City by encouraging economic development that takes advantage of the City's location, natural setting, history and labor force.

7. Assist local business and industry to expand and remain in the City.

8. Promote tourism, which also benefits local residents, and recognize its importance to the economy.

9. Establish policies that will provide an opportunity for the majority of the City's residents to be employed in the City.

OBJECTIVES, POLICIES & PROGRAMS

OBJECTIVE 1 - BUSINESS RETENTION/EXPANSION

The City should retain viable businesses and industries within its jurisdictional boundaries and promote their expansion and growth.

Policy 1.1 Communicate with the business community to better assess their needs, and respond as appropriate.

Program 1.1.1 Design an economic development program that would include the selection of an ombudsperson, who would serve as a liaison between the City and business community.

Program 1.1.2 Establish a method for communication on an ongoing basis between the City and business community throughout the County, using the expertise of realtors, bankers, financiers, utility companies and others, to establish an early warning system about economic changes that can potentially impact the City's land resources, tax base or employment base.

Program 1.1.3 Maintain and distribute information regarding Federal, State and local programs that may provide financing for business operation or expansion, job training and other technical assistance which can assist business operations.

Program 1.1.4 The City should participate, if necessary, in the assembly of land for businesses to assist them to remain in the City.

Policy 1.2 Accommodate a variety of business needs by providing a range of parcel sizes through public and private development and redevelopment.

Program 1.2.1 Require specific plans with stringent development criteria prior to the subdivision or development of all unimproved land over 25 acres in size. Any subdivision or development of Industrial Planned Development (PM), Planned Mixed Use Development (PMXD) or Planned Commercial (PC) areas should provide for a mix of parcel sizes (e.g., one to 20 acres). Additional subdivision of the large parcels should be restricted for a specific period of time.

Program 1.2.2 Encourage the private and public redevelopment of underused commercial and industrial land, such as in the Montalvo and Ventura Avenue areas.

Program 1.2.3 The City should maintain the integrity of existing and future planned industrial areas by limiting the introduction of non-industrial or non-industrial serving uses into these areas through adoption of appropriate zoning regulations.

Program 1.2.4 The City should encourage and maintain high-quality development, such as single user business and industrial sites along scenic corridors and entries to the City, insuring they meet strict design and maintenance standards established in a unified set of development regulations and standards.

Policy 1.3 Encourage tourism, movie and television production, and other initiatives and programs, such as world trade, which will increase demand for goods and services produced or offered by local entrepreneurs.

OBJECTIVE 2 - DEVELOPMENT ALTERNATIVES

The City should encourage alternatives to new development in order to reduce the need to develop open space for industrial or commercial purposes.

Policy 2.1 Set priorities, based in part on the availability of services, that identify communities or areas where the City wishes to encourage business recruitment efforts and rehabilitate and upgrade existing developments in order to postpone the conversion of open space.

Program 2.1.1 The City should encourage and support the refurbishment and upgrading of existing commercial areas and retail centers prior to development of new retail centers.

2.1.1.1 The City should encourage private redevelopment and revitalization of existing older commercial strip areas of the City.

2.1.1.2 The City should encourage recruitment of an upscale merchandising anchor to locate in a regional shopping center.

Program 2.1.2 The City should monitor and keep data on industrial and commercial development, absorption and vacancy of buildings.

Program 2.1.3 The City should encourage consolidation of industrial uses on underdeveloped land to intensify the industrial use of the site.

Program 2.1.4 The City should require substantial development projects that involve discretionary permit approval from the City to provide an independent economic analysis which addresses costs and benefits to the City. The analysis should be required in conjunction with environmental review. It should be administered by the City, and paid for by the applicant. Any commercial or industrial project over 25 acres is considered substantial. Projects of 25 acres or less may also be considered substantial by the City if they are likely to have significant fiscal or economic effects.

(Refer also to Program 6.2.1 of this Economic Development Element.)

OBJECTIVE 3 - ENTREPRENEURSHIP

The City should encourage and facilitate entrepreneurship and the formation and development of new businesses.

Policy 3.1 Encourage a diversity of businesses that will help balance the City's economy.

Program 3.1.1 The City should maximize the use of Federal, State and local private grant programs, whenever possible, to assist in promoting a balanced economy.

Program 3.1.2 The City should assist businesses with information and referral in matters pertaining to intergovernmental

permit and approval processes (e.g., hazardous material/waste storage and disposal education, especially for small businesses).

Program 3.1.3 The City should consider assisting in the provision of low interest, tax exempt or taxable financing for business operations where public benefits can be expected to arise.

Policy 3.2 Ensure that activities and operations best performed by the private sector be executed by the private sector.

OBJECTIVE 4 - BUSINESS RECRUITMENT

The City should recruit businesses and industries which are consistent with the goals of the City and which have a likelihood of prospering and benefitting this community.

Policy 4.1 Develop an aggressive, but selective, business recruitment campaign based on an economic base analysis.

Program 4.1.1 The City should prepare an economic base analysis of the attributes and constraints of the Planning Area, evaluate locational criteria for businesses, develop a Gross City Product (GCP) analysis, and establish a list of industry types which could be supported with available resources and names of businesses which could be recruited to Ventura.

Program 4.1.2 Develop a targeted advertising campaign and follow-up system directed at the businesses identified in the locational study.

Program 4.1.3 Cooperate with the State Department of Commerce and other regional and local economic development associations that can serve as referral agencies capable of generating new business leads for the City.

Policy 4.2 Respond to the needs of business and industry interested in evaluating the City as a possible location.

Program 4.2.1 The City should distribute, upon request, information about the City, including land use, permitting process, economics and demographic data.

Program 4.2.2 Maintain a data base of land available for commercial or industrial uses.

Policy 4.3 Selectively recruit retail, tourist and office uses to the Downtown Community.

Program 4.3.1 The City should target businesses for recruitment to the Downtown based on the existing and future updates of the "Retail Market Study of the Downtown."

Program 4.3.2 The City should cooperate with property owners in the Downtown Community to identify space available and other information about vacancies, terms and conditions of sale or lease.

OBJECTIVE 5 - COMMUNITY SUPPORT

The City should encourage and support physical, social and economic systems, programs and projects (such as schools, transportation, etc.) which support a healthy business community and make the City a desirable place to live, work and visit.

Policy 5.1 Cooperate and participate with other governmental jurisdictions in the planning and provision of major community facilities.

Program 5.1.1 The City should participate in such projects as the Fairgrounds Master Plan, enhancement of the State beaches and Pier, development of a performing arts and/or a cultural center, and any other activity that enhances facilities and services available to local residents.

Policy 5.2 Maintain a clear and concise set of development standards and provide for a coordinated review process to benefit the public and those who propose development projects in the City.

Policy 5.3 Cooperate with the private sector in the establishment of economic development programs and initiatives.

Program 5.3.1 The City should take an active role in the development of an expanded or new commercial airport in Ventura County.

Policy 5.4 Encourage community, cultural and civic programs and projects that enhance the role of the Downtown as the historic and cultural heart of the City.

Program 5.4.1 The City should encourage merchant and property owner associations in the Downtown.

Program 5.4.2 The City should encourage efforts to provide cultural programming in the Downtown.

Program 5.4.3 The City should enhance and maximize the use of public property and rights-of-way in the Downtown Area in a manner which facilitates business growth compatible with the historic and natural setting.

Program 5.4.4 The City should continue to support programs such as redevelopment, parking development, commercial rehabilitation and others that help revitalize the Downtown.

Policy 5.5 *Encourage development of unique visitor and resident serving commercial establishments which provide a link between Downtown, the oceanfront promenade, and the marina, in order to create a lively urban flavor in those areas, and promote the historic heritage of the City.*

Policy 5.6 Promote tourism which can be accomplished by supporting public and private sector efforts to provide entertainment, cultural activities and facilities for residents and visitors.

Policy 5.7 Strive to maintain adequate land resources to achieve a balance among the population's needs for residential, commercial and industrial uses, and recognize regional resources as well.

Policy 5.8 Encourage the retention of the University Center and development to its full potential as a four-year university.

Policy 5.9 Encourage the provision of employee support amenities such as child care and recreational facilities whenever appropriate.

OBJECTIVE 6 - EMPLOYMENT OPPORTUNITIES

The City should encourage and promote employment opportunities for low income and unskilled residents so that they may more fully participate in the social and economic systems of the City.

Policy 6.1 Encourage and support job training and placement programs directed at serving low income and unskilled residents.

Program 6.1.1 The City should cooperate with agencies which provide job training and referral services.

Policy 6.2 Encourage businesses which receive City financial assistance to develop affirmative action plans and to set goals for the hiring of local residents.

Program 6.2.1 The City should require substantial development projects, in conjunction with the economic analysis requirement in Program 2.1.4 of this Element, to identify jobs available to local residents, and describe how affirmative action plans will be met.

(Refer also to Program 2.1.4 of this Economic Development Element.)

Policy 6.3 Promote affirmative action and discourage job discrimination in the public and private sectors.

Program 6.3.1 The City should maintain an affirmative action plan and encourage the provision of affirmative action plans in the private sector.

Policy 6.4 Encourage higher paying job opportunities for the City's employment base through its business recruitment programs and activities.

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INTRODUCTION

A community's identity is a visual collage of natural surroundings and built environments. Ventura's identity begins with the natural surroundings of the Pacific Ocean, the coastal foothills, two rivers, and a score of barrancas. Completing the picture of the City is the built environment, ranging from agricultural preserves to major highways/roadways, and commercial, industrial and residential developments. The City's development reflects a variety of components which together shape Ventura's identity. These components should create an identity which brings pleasure, enjoyment and a sense of quality to the viewer.

Both the natural setting and economic trends will shape and direct future growth and development. Economic goals influence the design of buildings and on-site features. Highly visible projects make statements about the building owners, tenants, neighborhood and community. The premise of the Community Design Element is that the City must protect the features that define the City's identity and demand the highest possible quality in all development.

In the 1954 Supreme Court landmark case of Berman vs. Parker, Justice Douglas wrote,

> "The concept of public welfare is broad and inclusive....The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of a legislature to determine that the community should be beautiful as well as healthy, spacious, as well as clean, well balanced as well as carefully patrolled."

The Community Design Element provides the tools to create a beautiful, spacious, healthy, clean and safe community. This Element contains Goals, Objectives, Policies and Programs deemed necessary to ensure quality, excellence and diversity in design throughout the City. The companion Technical Appendix (which is not adopted as part of this Element) provides the background information for general design in the City, and

defines specific Special Design Districts. The Appendix also includes maps that show the location of the Special Design Districts.

The Community Design Element is the result of an evaluation of the City, its visual resources, liabilities and potentials. This Community Design Element presents considerations and requirements for new development, while communicating the "spirit" of the City's design objectives.

In some cases, this Element authorizes the preparation of guidelines for private and public developments that address size, scale, design and site details. These additional guidelines should ensure a blend and balance that reinforce and enhance the City's identity. The Element calls for development that blends successfully with the City's natural vistas and corridors, and redevelopment and expansion that enhances the character and integrity of historic and transitional neighborhoods. Together these design guidelines should foster a City that is visually pleasing, with a distinct identity.

New development should positively enhance the character of its setting by not contributing to confusion, creating disharmony or perpetuating visual hardscapes. As the impacts of development are viewed immediately, the image created by future development should blend and age gracefully with the existing community.

GOALS

1. Maintain a community identity that preserves the open space and natural viewscapes/resources that surround and traverse the City so as to promote and sustain a liveable environment for residents and visitors alike.

2. Sustain an identity for the City that integrates its diverse natural environment with the built environment to define the richness and variety of the City.

3. Create a visually pleasing City that is compatible with the optimum environmental values of residents and the needs of visitors.

4. Revitalize existing developed areas within the City which have deteriorated, placing particular emphasis on vitality, neighborhood integrity, preservation and rehabilitation.

5. Establish community pride through building a City in which people may live in harmony with the natural and the built environment.

GENERAL DESIGN: OBJECTIVES, POLICIES AND PROGRAMS

OBJECTIVE 1 - CITY IDENTITY

All public and private development should be planned, sited, designed and landscaped to promote and enhance the City's identity as a visually unique place.

Policy 1.1 *Recognize and protect agricultural preserves and natural features of the City, including views of the ocean, islands, hillsides, rivers, barrancas, and tree rows.*

Policy 1.2 Encourage design compatible with the positive characteristics of existing development.

Policy 1.3 Retain historic structures and facilitate the preservation and rehabilitation of existing neighborhoods and commercial areas. Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.

Policy 1.4 Continue to consider potential historical landmarks and districts and designate them where appropriate.

Policy 1.5 Explore possible funding sources and economic incentives to preserve historic structures and districts.

Policy 1.6 Increase the awareness among property owners of the economic incentives for preserving their buildings through the use of various funding methods or through State or Federal tax incentives.

Policy 1.7 Establish and enforce detailed design standards for developing areas.

Policy 1.8 Recognize and improve vehicular and pedestrian views of the City.

Policy 1.9 Designate and develop design criteria for the City's entries and major freeway accesses and streets.

Policy 1.10 Continue to review proposed projects on a project-specific basis and determine whether they could result in significant adverse visual impacts. If such impacts are identified, the environmental analysis should identify and evaluate measures to avoid or minimize the visual impacts.

Policy 1.11 Pursue the creation of incentives to encourage provision of public views through construction of outdoor plazas and creation of view corridors to middle and distant views.

Policy 1.12 Use trees and other plant material in public and private development to visually link and blend projects, areas and communities.

Policy 1.13 Limit public and private signage so that they are secondary elements in the visual image of the City and of any individual development.

Policy 1.14 Establish and enforce criteria which ensure the continued maintenance, upkeep and design quality of public and private projects approved by the City.

Policy 1.15 Investigate and establish a vehicle or mechanism to allow creation of a public/private effort directed at community improvement, rehabilitation and enhancement of streetscapes.

OBJECTIVE 2 - SITE DESIGN

The City should ensure that design and construction of any development or redevelopment positively enhance the natural and built environments of the City.

SITING

Policy 2.1 Orientation of structures on a site should consider views, energy conservation, natural features and visual relationships with the surrounding areas, and functional planning of the site.

Policy 2.2 Location and orientation of structures should be in harmony with a site's soils, drainage, water courses and geology.

Policy 2.3 Sites should be planned and designed to be within the context of established or adopted streetscapes.

SETBACKS

Policy 2.4 Develop guidelines which encourage fluctuation in setbacks to encourage diversity and enliven the streetscape, except in areas where a dominant setback pattern has been established.

Policy 2.5 Setbacks and building separation should acknowledge the need for adequate natural light and air.

Policy 2.6 Develop guidelines which encourage the use of setback areas in excess of the required minimum.

Policy 2.7 Encourage both passive and active private and public outdoor spaces in setback areas.

OPEN SPACE

Policy 2.8 Site design should enhance open space for active and passive uses. The design of the open space can function as a control of site users, enhance the streetscape and combine with pedestrian furniture to create passive recreation areas.

Policy 2.9 Limit impacts of development on open space to preserve the natural contour of the ridgelines and other sensitive viewshed areas.

Policy 2.10 Paved areas and areas of open space should complement one another with the paved areas acting to define and highlight landscaped and open areas. Paved areas should be adequately modulated by landscaping such that pavement becomes a secondary element to landscaping.

Policy 2.11 Integrate access points to a site as part of the streetscape and of individual projects. They should be limited in number to ensure the safety of site users and minimize visual impacts on the site.

Policy 2.12 Consider all principal vehicular and pedestrian ingress and egress points as "entrances" with all visual elements combined in a defined fashion to welcome the user.

Policy 2.13 Screen vehicular loading areas from public roadways through various site design measures such as: setbacks from street frontages, landscaping, pull throughs, screen walls and/or truckwells.

Policy 2.14 Design pedestrian walkways for safe movement around the site connecting parking with passive areas, building entrances and public rights-of-way.

Policy 2.15 Pedestrian circulation plans should include low level lighting, directional signs and seating areas compatible with a site's major architectural theme(s).

Policy 2.16 Appearance, convenience and safety of parking spaces/areas should be added to the key criteria of location and quantity when evaluating projects.

Policy 2.17 Establish guidelines that evaluate and encourage the use of public places and streetscapes for celebrations and special events.

MATERIALS & STYLE

Policy 2.18 Selection of the style and materials for a site's development should harmonize with existing surroundings and enhance or improve the existing setting.

Policy 2.19 In areas where a predominant style has not been established, new development should be of the highest quality possible to encourage future excellence in design for the area.

Policy 2.20 Enhance walls and fencing with plant material.

Policy 2.21 Building elevations and freestanding walls should incorporate varying heights with details, textures and colors to create an attractive visual image from public rights-of-way.

Policy 2.22 Where screening of noise or undesirable views is not a factor, open decorative fencing which provides security, and an appearance of depth and interest is encouraged.

LANDSCAPING

Policy 2.23 Retain existing vegetation when it contributes to a site's character or acts as a reference or landmark point.

Policy 2.24 Landscaping should be compatible with the shape and topography of the site and the proposed built environment. It should be used to relieve building elevations.

Policy 2.25 Encourage and maximize in non-view areas the use of all types of trees including City trees. In view areas trees should be carefully selected to frame views.

Policy 2.26 Landscaping should "wrap-around" and integrate with structures maintaining continuity on all sides of the site.

Policy 2.27 Landscape design should illustrate a concern for design features such as balance, scale, form, texture and unity. It should address ancillary issues such as drainage, erosion prevention, water conservation, wind and noise barriers, shade, sound absorption, dust abatement, glare and passive and active solar needs.

Policy 2.28 Encourage use of landscape materials that are resistant to air pollution and that are drought tolerant.

Policy 2.29 In newer developing areas where the urban design setting is intended to be park-like, the City should pursue guidelines that provide and maintain appropriately designed landscaping in the public and private streetscapes to enhance such a setting.

LIGHTING

Policy 2.30 Incorporate exterior lighting into the architectural and landscape design of a project. Overall lighting levels should be compatible with the neighborhood's ambient light level in all cases. Area lighting should be screened or "down-directed" and should be designed so that there is no play of light off the site. Roof mounted fixtures should be avoided. Lighting should be used to highlight positive aspects of the site.

Policy 2.31 Consider the height, intensity, angle of illumination and overall foot candles produced in evaluating the appropriateness of pole mounted lights in parking lots and storage yards. Lighting of large areas should be accomplished through good design, rather than through high poles with large wattage lights.

Policy 2.32 Lighting fixtures should take into account energy efficiency, but not to the extent that it is disruptive to a site's design or safety considerations.

PROGRAMS

Program 2.0.1 Develop a process that strongly encourages conceptual project review between developer, architects and City representatives. Issues to be addressed in any project review should include site, neighborhood and community analyses.

Program 2.0.2 Develop further City design guidelines consistent with this Element.

OBJECTIVE 3 - BUILDING DESIGN

The design of any structure should enhance the community environment, be compatible with existing structures in the adjacent/surrounding neighborhood and/or community, establish a high standard for future structures and/or act as a transitional step between existing structures.

Policy 3.1 Heights, sizes and shapes of buildings should gradually transition from lower to higher heights and from lesser to greater bulk while maintaining the existing character of the neighborhood.

Policy 3.2 Blend rooflines and apparent density of a development with adjacent/surrounding development.

Policy 3.3 In areas characterized by numerous small structures, more massive buildings should be articulated to support the existing scale of development.

Policy 3.4 Architectural detailing should "wrap-around" all building elevations.

Policy 3.5 Encourage the use of architectural materials, colors, and textures to enliven simple masses, and to relate the structure to its environment.

Policy 3.6 Orient windows and doors to conserve energy, complement building design and provide light, air and views for building occupants.

Policy 3.7 The shape, design and materials used for windows and doors should complement the style of the building and the surrounding development.

Policy 3.8 Functional details (air conditioning systems, satellite dishes and trash bins) should be completely screened and integrated into the building design.

PROGRAM

Program 3.0.1 Periodically review actions taken by the Design Review Committee to assess trends and significant decisions. Incorporate this evaluation into usable criteria for the Committee, developers, designers and the public.

OBJECTIVE 4 - SIGNAGE

Signage for locational, directional and identification purposes should be compatible in style with the design and character of the site and/or neighborhood, integrated into the building design and sensitive to the marketing objectives of the user.

Policy 4.1 Develop special sign guidelines to meet the needs of sign conformance in Special Design Districts.

Policy 4.2 Limit the number, height and placement of all public and private signs based on the context of the existing and proposed environments.

Policy 4.3 All signage shall be carefully integrated into the architectural fabric of the building or site. Signage shall have a secondary design emphasis.

Policy 4.4 Limit decorative devices of all types to non-recurring special events, with the exception of theme devices oriented toward public holidays.

Policy 4.5 Except where necessary for identification of highway oriented uses from the freeway, all freestanding signs should be of a low scale "monument" type.

PROGRAMS

Program 4.0.1 Periodically review the City's Sign Ordinance to maintain strict limits while allowing flexible design.

Program 4.0.2 Design a comprehensive public signage program.

OBJECTIVE 5 - ART IN PUBLIC PLACES

The City should develop policies and procedures for the implementation of an Art in Public Places Program.

Policy 5.1 Conduct a review of Art in Public Places programs and a survey of local commercial and industrial developers and the arts community to determine potentials and interests. Develop program alternatives based on community needs and public support.

Policy 5.2 Explore and identify criteria for an Art in Public Places Program. Pursue adoption of the criteria.

Policy 5.3 Consider allowing Art in Public Places to enhance projects.

PROGRAMS

Program 5.0.1 Identify potential funding mechanisms to support the Art in Public Places program.

Program 5.0.2 Develop an organizational base/committee for the purpose of implementing the Arts in Public Places Program within the City.

OBJECTIVE 6 - CIRCULATION CORRIDORS

Views from and along roadways and highways should be preserved and enhanced to create a sense of open space and to present a pleasingly unique identity for the City.

Policy 6.1 Designate circulation corridors, including freeways and arterial streets.

Policy 6.2 Buildings, structures and landscaping should be added to a scenic corridor so that they contribute positively to the identity of the City.

Policy 6.3 Street trees along scenic corridors should receive preferred maintenance.

Policy 6.4 Encourage public and private park areas, such as linear parks, along scenic corridors.

Policy 6.5 Soundwalls that may be required to mitigate noise impacts should be set back from the right-of-way to allow for landscaping and mounding. The design of soundwalls should provide visual interest and variety through texture, color and varying offsets.

Policy 6.6 Preservation of views and existing natural vegetation and incorporation of complementary landscaping should be important criteria for projects located in scenic corridors of the City.

Policy 6.7 Protect and reinforce positive landmarks, nodes and vistas by careful review of land use development design within or adjacent to major circulation corridors.

Policy 6.8 Given its natural vistas (e.g., ocean, mountains, rivers, and open areas) and views of the scenic urban design qualities of the City, consider the following routes Scenic Drives within the City's Planning Area:

Poli Street/Foothill Road
Brakey Road, Summit Drive and Ferro Drive in Grant Park
Figueroa Street
North Bank Drive
Olivas Park Drive
Spinnaker Drive
Schooner Drive
Anchors Way
Navigator Drive
Loop drive around the Fairgrounds
Harbor Boulevard
Wells Road
Telegraph Road east of Victoria Avenue
Victoria Avenue south of Highway 101
Main Street

Policy 6.9 Incorporate landscaped medians where feasible along designated scenic drives, with the exception of any portion of Poli Street, Figueroa Street, and Main Street within the boundaries of the Downtown Specific Plan.

Policy 6.10 Require new public parkways with extra wide landscaped areas for select arterial streets such as Olivas Park Drive, North Bank Drive and any future extension of Kimball Road.

Policy 6.11 To convey the City's identity to the passing motorist through aesthetic treatment of its natural attributes, the following Scenic Approaches have been identified for the City's Planning Area:

West - the Ventura River crossing
North -the City entry from the Ojai Freeway near Canada Larga

East - Foothill Road and the Santa Paula Freeway at Wells and the Santa Clara River and Highway 118

South - the Santa Clara River crossing, Harbor Boulevard Victoria Avenue and Olivas Park Drive

The Highway 101 North and Southbound off-ramps at Seaward Avenue

The Highway 101 Northbound off-ramp at California Street.

The Highway 101 North and Southbound off-ramps at Johnson Drive

Policy 6.12 Require the use of wide/dense landscaped buffers along identified scenic routes within the City.

Policy 6.13 Where safe and appropriate, landscaping should be used to complement features such as medians, intersections, freeway ramps and entries.

Policy 6.14 Undertake a study to identify roadways within the City which might highlight or showcase certain entryways or thoroughfares through the use of wide medians and/or parkways/linear parks. Public and private projects built along these routes should provide these features.

Policy 6.15 All freeway off-ramps are also identified as important entries to the City. These, as well as all major intersections, should be carefully designed and landscaped.

PROGRAMS

Program 6.0.1 *Work in cooperation with the County of Ventura and the State of California to integrate and support efforts to create Scenic Roads and Scenic Highway Programs.*

a. Work with local legislators to have Route 126 from Highway 101 to Santa Paula identified as eligible for State Scenic Highway designation.

b. *Work with Caltrans to conduct a survey of the scenic corridors along Highway 101 and Routes 126 and 33. Develop a program which when implemented will allow for State Scenic Highway designation of the Ventura portions of Highway 101 and Routes 126 and 33 (includes the North Avenue Area).*

Program 6.0.2 Prioritize the identified scenic approaches and begin work on a program to improve the approach views. Use the following as guidelines for program development:

Establish specific boundaries for the scenic approach corridor.

As feasible, retain and incorporate natural topography, vegetation and site features into corridor boundaries.

Provide identification markers within the scenic approaches.

Program 6.0.3 Pursue discussions with Caltrans regarding securing a commitment to landscape the State right-of-way along Highway 101 from the Santa Clara River to the 101 Drive-In.

Program 6.0.4 Develop boundary statements for all scenic corridors within the City and implement a landscape program to increase screening and provide for beautification of these corridors.

Program 6.0.5 Develop specific plans for the circulation corridors to guide future development and improvements, to integrate the

separate and distinct features and to realize the urban design potential of this open space resource.

Program 6.0.6 Develop criteria to ensure proper maintenance of private properties along scenic corridors.

Program 6.0.7 Develop compatible landscape palettes which can be used along scenic streets and drives to provide a harmonious and unified parkway treatment.

Program 6.0.8 Develop a viable street tree replacement program which addresses tree replacement along arterial streets throughout the City.

Program 6.0.9 Develop an amortization program for signs which will ensure the removal of all off site advertising (billboards, etc.) from scenic corridors of the City.

Program 6.0.10 Designate a portion of available street improvement funds to be spent on landscaping, enhanced paving, and other elements that improve the visual appearance of the streets.

SPECIAL DESIGN DISTRICTS: OBJECTIVES, POLICIES AND PROGRAMS

OBJECTIVE 7 - DOWNTOWN AREA

The City should maintain and enhance the unique identity of the Downtown Area through strict design standards and through the preservation of existing siting and design elements and natural and historic features.

Policy 7.1 Establish architectural design guidelines for the Downtown Area through the adoption of a Downtown Specific Plan. Special consideration should be given to the establishment of an easily identifiable design theme which emphasizes the area's history.

Policy 7.2 Protect view corridors and overall views to and from the Downtown Area.

Policy 7.3 Re-establish and encourage the historic character of the Downtown in the design and renovation of structures located in the Downtown Special Design District.

Policy 7.4 Provide for the integration of the streetscape with functional, decorative and landscape features. Emphasis should be placed on pedestrian scale improvements.

Policy 7.5 Develop and institute a planting program for future landmark vegetation (e.g., Star Pines as at the Mission or in Plaza Park).

Policy 7.6 Visually enhance open space/passive pedestrian areas and pedestrian and vehicular circulation areas in the Downtown and evaluate the role circulation patterns have on the design and function of Downtown features.

Policy 7.7 Development of parking structures should consider visual impacts and be screened with plant material.

Policy 7.8 Establish pedestrian linkages between the Downtown Area and the beach/coastal area of the City.

PROGRAM

Program 7.0.1 Implement a "Downtown Specific Plan" which will allow special features such as outdoor eating/cafes, banners, and design features necessary to foster an environment oriented toward pedestrians.

OBJECTIVE 8 - HARBOR AREA

The City should ensure that stabilization and enhancement of design forms in the Harbor occur through design standards to create a specific identity consistent with recreational, visitor-serving, marina and commercial fishing orientations.

Policy 8.1 Establish architectural design guidelines for future development and redevelopment in the Harbor Area to create a unifying design theme via building design, landscaping, open areas and pedestrian/vehicular circulation areas.

Policy 8.2 *Preserve view corridors and viewsheds of and from the water within the Harbor Area.*

Policy 8.3 Landscaping should consist primarily of native species capable of surviving in the Harbor Area's marine environment.

OBJECTIVE 9 - TRANSITIONAL AREAS

New development or redevelopment within transitional areas characterized by conversion of single family areas to multi-family development, or other intensification of land use, should be sensitive to the existing built environment and preserve the integrity of the area. (The Community Design Element Technical Appendix shows the location of these

transitional areas. Definition of the boundaries of these areas will be accomplished through the special studies required to develop design guidelines.)

Policy 9.1 Revise the Zoning Ordinance for transitioning neighborhoods, where appropriate, to control and ensure that new development blends and respects the original architecture of the neighborhood in form, scale and density. Ordinance revisions should be directed at maintaining a pleasing and interesting streetscape.

Policy 9.2 Establish architectural design guidelines for future residential development and redevelopment applicable to the portion of the Avenue area designated TR-20 (Transitional Residential – an average of 20 units per net acre) and TR-15 (15 units per net acre).*

Policy 9.3 Consider the establishment of architectural guidelines for future development and redevelopment on Ventura Avenue from Thompson Boulevard to Dakota Street. *

Policy 9.4 Establish architectural design guidelines for future residential development and redevelopment in the Santa Clara/Ann Street area.*

Policy 9.5 Establish architectural design guidelines for future residential development and redevelopment in the multi-family zoned portions of the Catalina Community.*

Policy 9.6 Establish architectural theme and design guidelines for future new commercial construction, redevelopment, remodeling and signage in the Thompson Boulevard and Main Street Corridors.*

Policy 9.7 Consider the establishment of architectural guidelines for future industrial development and redevelopment in the Montalvo Community.

Policy 9.8 Establish architectural design guidelines for future commercial development and redevelopment in the Pierpont Beach area. Efforts should be made to establish a theme for the area, reflective of the existing natural and built environment.

Policy 9.9 Pursue the creation of incentives to encourage renovation of existing urban areas and retention of historic features in Special Design Districts.

* Architectural Design Criteria for Special Design Districts and Transitional Areas should preserve the integrity of the referenced neighborhoods through consideration of the following:

a. establishment of minimum lot size and/or width
b. establishment of maximum lot coverage
c. establishment of setbacks and height limits
d. parking lot location and design
e. landscaping
f. lighting
g. general building design, bulk and scale
h. relationship to the street
i. establishment of a review process
j. color, trim, detail, and signage

PROGRAMS

Program 9.0.1 Develop guidelines and an implementation program for streetscape improvements in the Pierpont Beach area, with a particular emphasis on Harbor Boulevard, Seaward Avenue and the freeway interchange. Special consideration should be

given to this area because it serves as a major entry to the City.

Program 9.0.2 Work with property owners within the Arundell/Olivas/ Montalvo Area to develop entry elements, a reference point/landmark, landscape palettes and overall landscape and pedestrian circulation/use plans for the commercial and industrial center.

IMPLEMENTATION GOALS

Goals for this Comprehensive Plan are contained within each individual Element. In addition, overall Implementation Goals are set forth below to ensure recommendations in the Plan are addressed.

1. List all mandated tasks associated with the goals, objectives, policies and programs contained in the Comprehensive Plan, and develop an implementation program for accomplishing them in an orderly and timely manner.

2. Every two years, the implementation program should be presented to the City Council for authorization and funding of tasks that should be carried out during the next two years.

Use of the word "shall" in any provision of this Comprehensive Plan is not to be construed to create any liability for damage to persons or property, on the part of the City, or any of its officers or employees, for a failure to comply with any such provisions.

COMPREHENSIVE PLAN AMENDMENT PROCEDURES

This Comprehensive Plan is a document designed to be flexible in order to accommodate the changing policies, goals, and needs of the community. In keeping with this intent, the City Council has adopted, by separate resolution, procedures and requirements for processing and review of Comprehensive Plan amendment requests. These procedures and requirements are in City Council Resolution 94-83 as it currently exists, or may subsequently be replaced or amended.

Limitations on General Plan Amendments Relating to "Agriculture Use"

a) Until December 31, 2030, the provisions and designations governing the intent for lands designated "Agricultural Use" of the Land Use Element and

Resource Element adopted on August 28, 1989, as amended through February 1, 1995, shall not be amended unless such amendment is approved by vote of the people.

b) All those lands designated as "Agricultural Use" in the City of Ventura Comprehensive Plan "Land Use Plan Map" adopted by the City Council on August 28, 1989, as amended through February 1, 1995, shall remain so designated until December 31, 2030 unless redesignated to another general plan land use category by vote of the people, or redesignated by the City Council pursuant to the procedures set forth insubsections c) or d), below.

c) Except as provided in subsection d), below, land designation as "Agricultural Use" may be redesignated by the City Council to a land use other than "Agricultural Use" as defined by the Comprehensive Plan adopted by the City Council on August 26, 1989, as amended through February 1, 1995, only if the City Council makes all of the following findings supported by the evidence.

i) The land is immediately adjacent to areas developed in a manner comparable to the proposed use.

ii) Adequate public services and facilities are available and have the capacity and capability to accommodate the proposed use;

iii) The proposed use is compatible with agricultural uses, does not interfere with accepted agricultural practices, and does not adversely affect the stability of land use patterns in the area;

iv) The land proposed for redesignation has not been used for agricultural proposes in the past two years and is unusable for

agriculture due to its topography, drainage, flooding, adverse soil conditions or other physical reasons; and

v) The land proposed for redesignation pursuant to this subsection (c) does not exceed 40 acres for any one landowner in any calendar year, and one landowner may not obtain redesignation in the Comprehensive Plan of "Agricultural Use" land pursuant to this subsection (c) more often than very other year. Landowners with any unity of interest are considered one landowner for purposes of this limitation.

d) Land designation as "Agricultural Use" on the Land Use Plan Map may be redesignated to another land use category by the City Council if each of the following conditions are satisfied:

i) The City Council makes a finding that the application of the provisions of Section 2 (a) would constitute an unconstitutional taking of the landowners' property; and

ii) In permitting the redesignation, the City Council allowed additional land uses only to the extent necessary to avoid said unconstitutional taking of the landowners' property.

e) Approval by a vote of the people is accomplished when a Comprehensive Plan amendment is placed on the ballot through any procedure provided for in the Election Code, and a majority of the voters vote in favor of it. Whenever the City Council adopts an amendment requiring approval by a vote of the people pursuant to the provisions of this subsection, the City Council's action shall have no effect until after such a vote is held and a majority of the voters vote in favor of it. The City Council shall follow the provisions of the Election Code in all matters pertaining to such an election.

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN UPDATE

This Appendix includes the City Council Resolution Adopting the Comprehensive Plan Update to the Year 2010. This Resolution No. 89-103, adopted August 28, 1989, contains findings required under the California Environmental Quality Act (CEQA).

This Appendix also includes the California Coastal Commission Resolution Certifying the Local Coastal Program Major Amendment for the Comprehensive Plan Update to the Year 2010, the City Council Resolution Acknowledging Receipt of the Coastal Commission Resolution of Certification, the City Council Resolution Adopting Comprehensive Plan Amendment MP-106, and the City Council Resolution Adopting Comprehensive Plan Amendment MP-108.

These Resolutions are provided for informational purposes, and are not part of this Comprehensive Plan.

MAPS

This section of the Comprehensive Plan Update to the Year 2010 also includes the Land Use Plan Map, the Circulation Plan Map, and the Select System of Bikeways Map. The Land Use Plan Map and Circulation Plan Map are adopted as part of this Comprehensive Plan. The Select System of Bikeways Map is adopted by separate City Council Resolution, but is included in this document for informational and reference purposes.

Plan99/COMPREHENSIVE PLAN UPDATE-4-99

RESOLUTION NO. 89-103

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA ADOPTING THE COMPREHENSIVE PLAN UPDATE TO THE YEAR 2010

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

SECTION 1: The Comprehensive Plan Update to the Year 2010 ("Comprehensive Plan"), attached hereto as Exhibit "A", is hereby adopted as the City's general plan. The following additional documents, attached hereto as Exhibits B to E, are hereby adopted as part of the Comprehensive Plan:

Exhibit B	Housing Element Technical Appendix
Exhibit C	Safety Element Technical Appendix and Noise Element Technical Appendix
Exhibit D	Land Use Plan Map
Exhibit E	Circulation Plan Map

SECTION 2: The Planning Commission held public hearings on the Comprehensive Plan, as recommended to them by the Comprehensive Plan Review Committee, on April 18 and April 26, 1989. Following deliberations on May 9, May 11, and May 22, 1989, the Planning Commission made its recommendations to the Council.

SECTION 3: On June 5, 6, 7, and 8, 1989, the Council held public hearings concerning the Comprehensive Plan as recommended by the Planning Commission. The Council having reviewed and considered the information contained in the Final Environmental Impact Report ("EIR") for the Comprehensive Plan (EIR No. 1385), the staff materials presented to it in conjunction with the hearing, the recommendations of the Comprehensive Plan Review Committee and the Planning Commission, the information contained in the administrative record of all proceedings concerning the Comprehensive Plan, all evidence and testimony presented at the public hearings, and matters of common knowledge known to members of the Council by virtue of their on going residence in the community and service on the Council, of which matters the Council may and does take official notice, and all other pertinent matters, the Council, following deliberations on June 13, 14 and 19, 1989, indicated its intent to adopt the Comprehensive Plan attached hereto.

SECTION 4: The Council makes the following findings with respect to the environmental impacts identified in the EIR as significant.

Impacts which can be substantially mitigated:

Agricultural Resources

1. The EIR identified as a significant adverse environmental impact the conversion of any agricultural land located outside the City's sphere of influence, as currently designated. The

Comprehensive Plan will allow for the potential conversion of only the following lands outside of the City's sphere of influence, which were denominated important farmlands in the EIR: four parcels of land (approximately 24 acres, 50.5 acres, 58.2 acres, and 94.2 acres) designated as prime farmland along the Santa Clara River; approximately 33 acres designated as farmland of statewide importance in the North Avenue Area; approximately 159.4 acres of farmland of statewide importance and 34 acres of unique farmland in the Taylor Ranch Area; and a portion of the eastern section of the Hillside Area which contains approximately 559 acres of unique farmland, approximately 391 acres of farmland of statewide importance and approximately 220 acres of prime farmland just north of Foothill Road on the eastern end of the Hillside Area. The Comprehensive Plan will change the land use designations of approximately 450 acres of prime farmland out of 4,200 acres located in the entire planning area; approximately 390 acres of farmland of statewide significance out of 2,110 acres located in the entire planning area; and approximately 560 acres of unique farmland out of 620 acres located in the entire planning area. Using the significance thresholds identified in the EIR, under the Comprehensive Plan, approximately 1,300 acres located within the City's sphere of influence, as currently defined, and approximately 2,700 acres located outside the sphere of influence are to remain under an agricultural use designation, while approximately 1,200 acres located outside the City's sphere of influence are designated for potential development. In addition, more than half of the

agricultural designation retained within the sphere is prime farmland, almost all of the agricultural designation retained outside the sphere is prime farmland, while a majority of the agricultural land for which designations were changed was only unique farmland.

Any potential significant adverse impacts are mitigated by substantially limiting the amount of agricultural land converted from an agricultural land use designation, limiting the amount of prime farmland converted, and by making the various agricultural land areas designated for potential development subject to conditions which narrowly limit the possible land use. For example, the Taylor Ranch site can only develop as a university center and then only if the State University system decides to locate its proposed permanent university center on that site; the new land use designations of three of the four Santa Clara River sites contain intent and rationale statements which limit the development on those sites to affordable housing developments; and the hillside areas, as well as any land located in the Wells/Saticoy communities will not be permitted to develop until capital improvement deficiency studies have been completed and approved. Further, land designated for development throughout the planning area may not be developed, in toto, or until sufficient water is available, or may not develop at all. The Council's action in "opening the hillsides" for potential development is only for the purpose of allowing various properties to consider and compete for development which is limited by, among

other things, water resources and allocations under the Air Quality Management Plan Implementation Program, or any successor residential growth management program. Therefore, it is highly unlikely, particularly given resource limitations, that all of the designated land will develop. The significant agricultural land conversion impact identified in the EIR is mitigated in part by Resources Element Policy 5.1 and by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. This impact is further mitigated and substantially lessened by incorporation of the following mitigation measure, suggested in the EIR, which was already a proposed policy in the Draft Comprehensive Plan:

a. Initiate formation of a greenbelt (agricultural reserve) to include agricultural lands not proposed for development between San Buenaventura and Oxnard, south of Highway 101, and including the Agricultural Use Area north of Highway 101 and south of the Southern Pacific Railroad. Such lands within the San Buenaventura area include those along Olivas Park Drive. Establishment of this greenbelt would require approval by the Cities of San Buenaventura and Oxnard, the County and LAFCO. (Resources Element Policy 4.8.)

2. The EIR identified potential conflicts between urban and agricultural uses as a significant adverse environmental impact. This

potential significant impact is mitigated in part by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. This impact is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **Provide adequate buffers and fencing between residential and agricultural uses as a condition of project approval, where appropriate, in order to minimize the conflicts between urban and agricultural uses, such as pesticide spraying impacts, vandalism and pilferage. (Resources Element Policy 4.4.)**

b. **Require construction of adequate on-site and off-site flood control and siltation control improvements as a condition of project approval, where appropriate, in order to minimize the conflicts between urban and agricultural uses. (Resources Element Policy 4.5.)**

c. Investigate the problems associated with the impact of urbanization upon agricultural uses and adopt a set of policies which will aid an agricultural property owner in minimizing impacts. (Resources Element Policy 4.3.)

Air Quality

3. The EIR identified that a potential significant adverse environmental impact could occur if industrial development produced and emitted objectionable nuisance/toxic emissions and odors where they could affect sensitive land uses, such as residences and schools. This potential significant impact is mitigated and substantially lessened by existing law contained in sections 8128.7(a), (b)(2), (b))7), and (b)(8) of the City Zoning Ordinance.

Biological Resources

4. The EIR identified that buildout of new development could potentially encroach on natural communities, particularly riparian habitat and oak woodlands, and result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

   a. **New industrial development in proximity to the Ventura and Santa Clara Rivers should be designed to retain any potential spills of toxic material or other pollutants. (Resources Element Policy 13.2.)**

b. New development that could result in the elimination or conversion of biologically significant natural communities should be analyzed to include evaluation of measures to avoid or minimize the impact on sensitive habitats to the extent feasible. (Resources Element Policy 12.2.)

c. The City's Linear Park System adjacent to natural areas and the Ventura and Santa Clara Rivers should be landscaped with native species, to the extent feasible. (Resources Element Policy 12.4.)

d. Amend current landscape guidelines to recommend use of native plants at interfaces with natural areas, to the extent feasible. Discourage the use of invasive exotics as detailed by the California Native Plant Society. (Resources Element Policy 12.3.)

e. New development which eliminates native oaks and sycamores should be required to replace those trees with adequate sized trees on a 3:1 basis. (Resources Element Policy 12.5.)

f. Flood control channel improvements should, whenever feasible, incorporate the use of environmental and aesthetic design treatments, such as the use of riprap, gabion baskets, etc. The use of open concrete channels, particularly

in urbanized areas, should be discouraged. (Resources Element Policy 3.4.)

g. **New development must establish and maintain a minimum natural buffer of 50 feet from the top of the banks of blue-line streams, identified in Figure 6.3-1 of the Comprehensive Plan Update Master EIR, April 1989, to any proposed development. (Resources Element Policy 12.6.)**

h. **New development which is proposed to occur on lands which contain oak woodlands should be analyzed for potential adverse environmental impacts and require as a condition of approval that on-site woodlands be retained in open space. Major migration corridors linking oak woodlands and Sulphur Mountain habitat should be dedicated as a condition of approval of hillside development. (Resources Element Policy No. 12.7.)**

i. **New development in the Hillside Area should be required to reduce storm water flow and velocity to approximate that found at the site in its natural condition. (Resources Element Policy 2.4.)**

5. The EIR identified that development of property west of Olivas Park Golf Course designated Planned Commercial-Tourist Oriented has the potential to encroach on wetland communities which may exist on the periphery of the site and, thereby, could

potentially result in a significant adverse environmental impact if the design does not take into account any neighboring wetlands area. This potentially significant impact is mitigated and substantially lessened by incorporation of the following mitigation measure, suggested in the EIR, which was added as a new policy to the Comprehensive Plan:

a. **Prior to development of the property west of Olivas Park Golf Course designated Planned Commercial Tourist Oriented the presence of any wetlands on or adjacent to the site which could be affected by development should be determined. If any such wetlands are confirmed, a wetland study should be paid for by the developer and all project design recommendations resulting from the study should be incorporated into any proposed project. (Land Use Element, Olivas Community Intent and Rationale Statement.)**

6. The EIR identified that buildout of the hillsides has the potential to result in increased erosion/sedimentation and increased flow of urban pollutants into barrancas, and, thereby, result in a significant adverse environmental impact. This significant impact is mitigated and substantially lessened by incorporating the mitigation measures identified in paragraph 4, subparagraphs c, d, e, f, g, and i, above, and in paragraph 8, subparagraph a, below.

7. The EIR identified that encroachment of invasive exotic plant species into native habitat, particularly along the Arundell, Harmon and Brown Barrancas in the Juanamaria, Wells, Poinsettia and Serra communities, has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporating the mitigation measures identified in paragraph 4, subparagraphs c and d, above.

Geology

8. The EIR identified that short term erosion may occur during new construction, particularly in the hillside areas, and that such short term erosion has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measure suggested in the EIR, which was added as a new policy to the Comprehensive Plan:

   a. **Require, as a condition of project approval, that proposed projects in the hillsides, and any other proposed projects where an erosion problem is identified, implement appropriate erosion control measures, including excavation of settling ponds or temporary retention basins, seeding and mulching of bare surfaces, use of straw bales and rock dams, soil wetting during wind conditions, or a combination**

of these or other appropriate measures. (Resources Element Policy 2.5.)

9. The EIR identified that new development could occur within the Alquist-Priolo Fault Rupture Hazard Zone and/or could occur along approximate fault traces of potentially active or active faults, other than Alquist-Priolo, and that such new development has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policy 26.2. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

   a. Continue enforcement of the geologic reporting and study requirements of the Alquist-Priolo Fault-Rupture Hazard Zone legislation. (Safety Element Policy 1.2.)

   b. Continue to require that adequate soils, geologic and structural evaluation reports are prepared when deemed appropriate by the Building Official. All reports submitted to the City for review shall be prepared by registered soils engineers, engineering geologists, and/or structural engineers. (Safety Element Policy 1.5.)

c. Cooperate with and encourage Federal, State and local seismic/geologic studies in the Planning Area to better define hazard zones, fault location and levels of risk. (Safety Element Policies 1.3 and 2.1.)

d. Require, as a condition of approval, for all structures proposed to be located along potentially active or active fault traces, the preparation of a geologic investigation and the provision of a 50-foot setback from active and potentially active fault traces. (Safety Element Policy 2.5.)

10. The EIR identified that groundshaking is a regional hazard which could occur if new development occurs within the land use designations adopted in the Comprehensive Plan Update and that such groundshaking has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policies 25.1, 25.2, 25.3, 26.1, 26.2, and Objective 26. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were already proposed policies in the Draft Comprehensive Plan:

a. Continue to review and update the City's Emergency Preparedness Plan and continue to cooperate with State and Federal agencies on disaster preparedness exercises. (Safety Element Objectives 28 and 29.)

b. The City should adopt a structural hazard identification and abatement ordinance consistent with the requirements of State laws and regulations. (Safety Element Objective 25.)

c. The City should implement appropriate actions to ensure that all existing new, expanded, or relocated structures that house critical services can withstand ground shaking resulting from a maximum credible earthquake and still be in operational condition. (Safety Element Objective 26.)

d. Require stringent building and grading codes for geologic seismic, and other related hazards. (Safety Element Policies 1.1, 2.3, and 4.3.)

e. The City should maintain, support and, whenever necessary, and deemed appropriate, effect new building inspection mutual aid agreements to provide emergency service. (Safety Element Objective 27.)

11. The EIR identified that some new development constructed under the Comprehensive Plan would be located in liquefaction zones which could have the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were

either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. The mitigation measure identified in paragraph 9, sub-paragraph b.

b. **Require that measures identified in any soils, geologic, geotechnic, and/or any structural reports to adequately mitigate liquefaction or other geologic hazards be imposed as conditions of project approval, to the extent feasible. (Safety Element Policy 1.6.)**

12. The EIR identified that tsunamis and seiche hazards could occur if new development occurs within the land use designations adopted in the Comprehensive Plan and that such hazards have the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **Continue participation in the Seismic Sea Wave Warning System. (Safety Element Policy 5.3.)**

b. To the extent feasible, new critical facilities should not be located in areas with the potential to be adversely

affect by tsunamis and/or seiches. (Safety Element Policy 5.2.)

c. Maintain a City-wide warning and evacuation plan as part of the Emergency Preparedness Plan. (Safety Element Policy 5.1 and Objectives 28 and 29.)

13. The EIR identified that landslide and slope failure hazards could occur if new development occurs within the hillside land use designations and that such hazards have the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policies 1.5 and 4.1. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were already proposed policies in the Draft Comprehensive Plan:

a. Continue to implement the Hillside Management Program which contains objectives, policies, project review standards and an implementation program which the City applies in the review of proposed hillside development. (Resources Element Policy 2.2.)

b. The mitigation measures identified in paragraph 10, subparagraph d, and paragraph 11, subparagraph b.

c. Whenever there is a substantial landslide or significant damage to a foundation or structure occurs as a result of a landslide, the City should require a detailed study of the geologic materials, foundations or structures involved to be prepared. (Safety Element Policy 4.4.)

d. After a major earthquake, conduct inspections of hillside areas to identify any potential landslides that could be triggered by aftershocks. (Safety Element Policy 4.5.)

e. Encourage the use of Geologic Hazard Abatement Districts (GHADs) consistent with Improvement Act of 1911 requirements to abate identified geologic hazards. (Safety Element Policy 2.2.)

f. Appropriate drainage, grading, site design and landscaping requirements contained in the City's Hillside Management Program should be applied to all new hillside development. (Safety Element Policy 4.2.)

14. The EIR identified that soil subsidence could occur if new development occurs within the probable subsidence zone of .05 feet/year or more (see Figure 7 of the Safety Element Technical Appendix) and that such a hazard has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policy 2.4. It is further mitigated and substantially lessened by

incorporation of the mitigation measures identified in paragraph 9, subparagraph b, and paragraph 11, subparagraph b, above.

15. The EIR identified that a potential significant adverse environmental impact could result if new development occurs within the generalized expansive soil hazard zone located within the planning area. This potential significant impact is mitigated in part by Safety Element Policies 1.1, 2.3, 2.4, and 4.3. It is further mitigated and substantially lessened by incorporation of the mitigation measures identified in paragraph 9, subparagraph b, and paragraph 11, subparagraph b, above.

16. The EIR identified that a flooding hazard could result if new development occurs within the 100-year flood plain zone and that such a hazard has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were already proposed policies in the Draft Comprehensive Plan:

    a. Implement the City's Flood Plain Regulations, which are intended to protect life and property, reduce the need for flood protection improvements, reduce public expenditures, provide open space, and protect the natural attributes and wildlife of the Ventura River, Santa Clara River and the City's barrancas. (Resources Element Policy 3.1.)

b. The City should continue its participation in the Federal Emergency Management Agency's National Flood Insurance Program. (Safety Element Objective 9.)

c. The mitigation measure identified in paragraph 10, subparagraph a.

17. The EIR identified that activities associated with continued development could potentially result in increased beach erosion and that increased beach erosion is a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policies 10.1, 10.2, 10.3, Objective 10, and Resources Element Programs 15.9.1, 15.9.2, and 15.9.3. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. Continue to support the educational, legislative, and research programs of the Beach Erosion Authority for Control Operations and Nourishment (BEACON). (Resources Element Policy 15.9.)

b. **Implement specific beach erosion management measures, such as construction, restoration, and maintenance of revetments and groins, and periodic beach renourishment, where analysis warrants these measures. (Safety Element Policy 10.4.)**

c. Protection of new shoreline structures should be provided by increased setbacks from the mean high tide line. (Safety Element Policy 10.1.)

d. The City should cooperate with the Ventura Port District and the U.S. Army Corps of Engineers to provide adequate waterway ingress and egress to the harbor. (Safety Element Objective 11.)

18. The EIR identified that new development could result in increased exposure of property and individuals to a potential dam failure hazard and that such a hazard is a potential significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Policies 12.1 and 12.2. It is further mitigated and substantially lessened by incorporation of the mitigation measure identified in paragraph 10, subparagraph a.

19. The EIR identified that development of property in the northern portions of Barlow, Sexton, Harmon, and the unnamed canyon to the east would be within a mineral resources area, that such development has the potential to obstruct access to the aggregate resource if incompatible development is permitted to overcover or encroach upon the mineral resource, and that such incompatible development may result in a significant adverse environmental impact. This potential significant impact is

mitigated and substantially lessened by the following mitigation measure, suggested in the EIR, which was already a proposed policy in the Draft Comprehensive Plan:

a. The City should adopt the County's Mineral Resource Protection Program, by reference, or adopt its own program, and implement State Surface Mining and Reclamation Act objectives, if a Mineral Resource Area is annexed to the City. This should be accomplished prior to, or upon annexation of a Mineral Resource Area. Access to mineral resources, including petroleum resources, should be protected. (Resources Element Policy 14.1)

20. The EIR identified that there is only a small amount of new development in the Avenue and North Avenue communities which could potentially encroach upon aggregate and petroleum resource areas, and could, thereby, limit access to these resources. The EIR further identified that limiting access to these resources has the potential to result in a significant adverse environmental impact. This potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measure, suggested in the EIR, which was added as a new policy to the Draft Comprehensive Plan:

a. **Evaluate new development in the Avenue and North Avenue communities on a project-by-project basis and impose appropriate mitigation measures that would achieve the same goal**

as the creation of a Petroleum Resource Protection Area, as described in the Geology section of the Comprehensive Plan Update Master EIR (April 1989). These mitigation measures should adequately alleviate any potential land use conflicts between petroleum extraction operations and new development. (Land Use Element, Avenue Community Intent and Rationale Statement and Revision to North Avenue Plan, section g.)

21. The EIR identified that a potential adverse environmental impact could result from mineral resource extraction activities. This potentially significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

    a. The mitigation measures identified in paragraph 19, subparagraph a, and paragraph 20, subparagraph a, above.

    b. **If a mineral resource areas is annexed to the City, the City should impose appropriate mitigation measures, as conditions of approval, that require proper reclamation of mining sites. (Resources Element Policy 14.2.)**

    c. **Require an applicant for new development on property containing abandoned well sites, as a condition of approval, to relocate the abandoned well, or otherwise mitigate any**

potential adverse impacts from the existence of the abandoned well site on the property proposed for development. (Safety Element Policy 30.1.)

d. Any development project or structure proposed to be located over or in proximity to an abandoned oil or gas well site must be approved by the State Division of Oil and Gas. Reabandonment may be required. If construction over an abandoned oil or gas well is unavoidable, any gas venting system over the well recommended by the State Division of Oil and Gas must be installed and approved to the satisfaction of the State Division of Oil and Gas. (Safety Element Policy 30.2.)

Historic and Archaeologic Resources

22. The EIR identified that new development in the Downtown and Avenue communities may result in a significant adverse environmental impact to recorded or potential historic landmark structures or districts and to unknown historic resources. This potential significant impact is mitigated in part by Community Design Element Policy 7.3, and Objectives 7, 8, and 9. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed in the Draft Comprehensive Plan or were added as new policies:

a. **Continue to consider potential historical landmarks and districts and designate them where appropriate. (Community Design Element Policy 1.4.)**

b. Retain historic structures and facilitate the preservation and rehabilitation of existing neighborhoods and commercial areas. Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark. (Community Design Element Policy 1.3.)

c. **Explore possible funding sources and economic incentives to preserve historic structures and districts. Increase the awareness among property owners of the economic incentives for preserving their buildings through the use of various funding methods or through State or Federal incentives. (Community Design Element Policies 1.5 and 1.6.)**

d. All development, located within the Coastal Zone, for which CEQA clearance is required, shall be evaluated for possible historic or archaeological impacts. If it is determined the site may contain items of known or suspected potential historic, archaeological or paleontological value, mitigation measures shall require investigation of the site. (Resources Element Policy 15.6.)

23. The EIR identified that new development could disrupt archaeologic resources, both known and unknown, and that such disruption would result in a significant adverse environmental impact. The EIR found that such impacts would primarily occur in the Downtown, Saticoy, Avenue and North Avenue communities, and in the vicinity of Taylor Ranch. Any potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were added as new policies to the Draft Comprehensive Plan:

a. **Continue to require archaeological assessments to be conducted in conjunction with environmental review and permit processing for projects proposed on properties where archaeological resources are known or are likely to occur, such as adjacent to the Santa Clara and Ventura Rivers, in the Downtown, Avenue, and Saticoy Communities, or in the North Avenue and Taylor Ranch Areas. (Resources Element Policy 16.2.)**

b. **For projects proposed in the agricultural flatlands where no archaeological assessment has been prepared, the City should impose, as a condition of project approval, that if archaeological resources are discovered on-site during construction, work should be terminated and the resources must be properly protected or disposed of under the direction of an approved archaeologist in order to avoid or**

reduce impacts upon resources which are found to be significant. (Resources Element Policy 16.3.)

Hydrology

24. The EIR identified that new development could increase stormwater runoff and adversely affect the capabilities of current major drainage facilities throughout the City which could result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Safety Element Objectives 6 and 8; and Resources Element Policies 3.1, 3.4, and 3.6 and by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **Cooperate with the Ventura County Flood Control District in their efforts to establish a funding mechanism to provide structural improvements to major watercourses. (Safety Element Policy 8.2.)**

b. **Consider on-site stormwater retention devices to reduce peak stormwater runoff for new development. (Resources Element Policy 3.3.)**

c. Where an unacceptable flood risk hazard is posed by drainage ways, barrancas, ditches, etc., the City should require mitigation of this hazard in conjunction with new development. (Safety Element Objective 7.)

d. Require new development to pay a fee to mitigate cumulative impacts to the existing drainage facilities, if one is established. (Safety Element Policy 8.1.)

e. Drainage channels that do not create an unacceptable flood or erosion risk hazard should be considered for retention in their natural state. (Resources Element Policy 3.5.)

Noise

25. The EIR identified that stationary noise sources associated with new commercial development and increased traffic volumes could result in the exposure of sensitive residential and school uses to noise levels that exceed adopted standards, which would result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Noise Element Policies 1.1, 1.2, 1.3, 1.4, 2.3, 2.5, 2.6 and Program 2.8.1; and Community Design Element Policy 6.5 and by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures,

suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. New or expanded uses in all industrial and commercial zones shall conform to the City's Industrial Performance Standards which address potential impacts of industrial uses on residentially zoned and designated uses. (Noise Element Policy 2.8.)

b. Apply noise mitigation measures, identified by an acoustical analysis, in planning residential developments when the units will potentially be impacted with noise. Such mitigation measures may include, but are not limited to: building setbacks; proper building orientation; natural berming; sound attenuation walls/fences; and the use of building insulation materials. If walls or fences are constructed, they should be designed to appear unobtrusive and to be aesthetically pleasing. (Noise Element Policy 2.1.)

c. The mitigation measures identified in paragraph 44, subparagraphs a, b, c, and d.

Park and Recreation/Cultural Arts Facilities and Activities

26. Based on the information contained in the EIR, which used the Park and Recreation Element park standards (2 acres per 1,000 population for Neighborhood Parks, 3 acres per 1,000 population

for Service Area Parks, and 5 acres per 1,000 population for City-Wide Parks) as a threshold, there currently exists a deficiency in neighborhood, service area, and city-wide parks. The EIR further indicated that buildout of new development pursuant to the adopted land use designations would increase the existing park deficiencies and, thereby, result in a significant adverse environmental impact. This potential significant impact is mitigated in part by Park and Recreation Element Policies 1.2, 1.3, 1.4, 2.5, 2.6, 2.7, 2.8, 4.2, 4.4, 6.1, Goal 5, and Implementation Plans 10, 11, 12, 13, 14, 15, 17, 21, and 24 and by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **The City should continue to develop action programs that generate new park and recreation facilities. (Park and Recreational Element Policy 2.11.)**

b. The City should establish acquisition and development standards and should require residential, commercial and industrial developers to accept the responsibility for provision of parks and recreation areas and facilities pursuant to those standards. (Park and Recreation Element Policy 2.1.) (Under the City's current Parkland Dedication Ordinances 83-32 and 83-33, developers are required to dedicate

parklands or pay in-lieu fees as a condition of approval of specific projects.)

c. **Require new development containing or adjacent to agricultural windrows located within the City's existing or proposed Linear Park System to dedicate and improve a minimum 20 foot wide right-of-way adjacent to these tree rows as links in the City Linear Park System as a condition of project approval. Where agricultural windrows are not located within the City's existing or proposed Linear Park System, require, as a condition of approval, that these windrows be preserved, subject to an arborist's report, and require adequate setbacks from the windrows to any structures. (Resources Element Policy 7.2.)**

d. To ensure an alternate circulation system and desirable leisure experiences within the City, linear parks shall be provided as a condition of development pursuant to the Comprehensive Plan. (Park and Recreation Element Policy 2.7.)

e. **The City should continue to pursue grants for park facility development and lobby for the passage of legislation to finance additional parkland development. (Park and Recreational Element Policy 2.12.)**

f. Buildout of the parks/facilities per adopted master plans and/or renovation of parks/facilities to meet the needs of current and future residents should be considered a means to meet increased demand for park and recreation services. (Park and Recreation Element Policy 2.9.)

g. Continue to establish a Linear Park System as proposed on the Land Use and Circulation Plan Maps through appropriate dedications, improvements, and/or acquisitions in conjunction with new development proposals. Include, where feasible, neighborhood facilities, as well as connections between existing neighborhoods and proposed hillside developments. (Resources Element Policy 7.1.)

h. The City should consider incorporating neighborhood and service area facilities into existing city-wide parks that are underutilized. (Park and Recreational Policy 2.13.)

i. Leisure services in the Planning Area are offered by a wide range of service providers. The City should maximize resources and deliver the widest spread of compatible, complementary and unique leisure opportunities reflective of community needs. (Park and Recreation Element Policy 1.1.)

j. Review and amend existing joint use agreements and, where appropriate, develop new joint use agreements with facility

providers in the community for the purpose of maximizing public use of community facilities. Support the efforts of local organizations through the commitment of appropriate resources, in order to further their ability to offer quality services to the community, and of arts organizations to secure an appropriate performing arts/cultural arts facility. (Park and Recreation Element Implementation Plans 6 and 7.)

27. The EIR indicated that full buildout of the hillside areas under the proposed land use designation for that area would limit access to the hillside areas for recreational uses and could, therefore, result in a potentially significant adverse impact. This potentially significant impact is mitigated in part by Park and Recreation Element Policies 2.6 and 2.8. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. The mitigation measure identified in paragraph 26, subparagraph b, above.

b. **Develop an inventory, conservation and interpretation program that identifies and enhances appropriate recreation and natural resources in the Hillsides. (Resources Element Policy 2.7.)**

28. The EIR indicated that no threshold of significance is available to measure the impact of the buildout of the City under the proposed land use designations on the demand for cultural arts facilities and activities. However, the EIR also indicated that buildout could result in a potentially significant adverse impact. Any potential significant impact is mitigated in part by Park and Recreation Element Policy 4.2, Goal 1, and Implementation Plans 4, 5, 6, and 7; and Community Design Element Policies 5.2, 5.0.1, and 5.0.2 and by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were already proposed policies in the Draft Comprehensive Plan Update:

a. The City should participate in such projects as the Fairgrounds Master Plan, enhancement of the State beaches and Pier, development of a performing arts and/or a cultural center, and any other activity that enhances facilities and services available to local residents. (Economic Development Program 5.1.1.)

b. To meet the cultural arts needs of the community, the City should prepare a Cultural Arts Plan which identified existing services, programs and facilities, surveys and projects current and future cultural needs, and recommends

appropriate action. (Park and Recreation Element Implementation Plan 8.)

c. Conduct a review of Art in Public Places programs and a survey of local commercial and industrial developers and the arts community to determine potentials and interests. Develop program alternatives based on community needs and public support. (Community Design Element Policy 5.1.)

Police and Fire Protection

29. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan without a concurrent increase in the number of police protection services, sworn police officers or without expanding the established beats could result in a significant adverse environmental impact. The General Fund allocation process has funded the existing adequate staff level of police officers and, the same process is, therefore, expected to continue to fund for appropriate future staff increases as the need arises to serve new development. Any potential significant impact is mitigated in part by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. Any impact which might result is further mitigated and substantially lessened by incorporation

of the following mitigation measures, suggested in the EIR, which were added as new policies to the Comprehensive Plan:

a. **Continue to allocate funds to hire additional police officers and provide additional patrol units as they may be needed to provide for the changing service needs of an increased population. (Safety Element Policy 31.1.)**

b. **Continue to use the beat alignment review process, and realign police beats if necessary to accommodate the changing service needs of the planning area. (Safety Element Policy 31.2.)**

30. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan without a concurrent increase in the number of fire protection services, fire department staff or without expanding the number of fire stations and other facilities could result in a significant adverse environmental impact. The General Fund allocation process has funded the existing adequate staff level of fire department staff and facilities and, the same process is expected to continue to fund for appropriate increases in future staff, protection services and fire stations and other facilities as the need arises to serve new development. Any potential significant impact which might result is mitigated in part by Safety Element policies 13.1, 17.2, and 17.5 and by the Council's adoption of a population level lower than the 122,000

originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **Continue to allocate funds to hire additional fire department staff which may be needed in order to provide for the changing service needs of new development and an increased population. (Safety Element Policy 20.1.)**

b. **Require new development to pay a fee for fire department equipment, facility expansions, and other capital improvements when the need arises to accommodate the increased service demand of new development, if such a fee is established, and/or provide for needed capital improvements through future Capital Improvement Programs. (Safety Element Policy 20.2.)**

c. All applications for new subdivisions, development plans, conditional use permits, environmental impact reports, and business license applications should be made available for review by the City's Fire Prevention Division to ensure compliance with fire safety regulations. (Safety Element Objective 14.)

d. **The City should consider relocation of the existing fire training site to a larger and more appropriate site and the**

provision of adequate training facilities at that site. (Safety Element Objective 19.)

e. The City should maintain and support mutual aid agreements to improve fire protection service levels. (Safety Element Objective 18.)

f. Relocate Station No. 4 closer to the new development occurring in the Johnson Drive/U.S. Highway 101/Montalvo area. (Safety Element Policy 16.2.)

g. Relocate Station No. 3 to a location near the intersection of Telegraph Road and Kimball Road. (Safety Element Policy 16.1.)

h. Require new development in the areas served by Station Nos. 3 and 4 and the area to be served by Station No. 7 to pay a facilities fee or participate in an assessment district or other funding mechanism to help finance relocation/construction of these stations, if any such funding mechanism is established. (Safety Element Policy 16.3.)

i. The City should consider adoption of an automatic sprinkler ordinance for structures used for human occupancy in the Hillside/Canyon High Fire Hazard zone. (Safety Element Policy 17.2.)

j. New subdivisions in the Hillside/Canyon areas of the City should be designed to facilitate brush clearance around structures. (Safety Element Policy 17.3.)

k. The City should establish a priority list to be included in the Capital Improvement Program for upgrading fire flow capabilities in neighborhoods that currently have inadequate fire flows. (Safety Element Policy 17.4.)

l. The City should not allow new development to encroach into high fire hazard areas or areas that are considered to have inadequate fire protection service (i.e., inadequate fire flows, distance from fire station, etc.) that creates the potential for unacceptable fire risk for either the new or existing development in the vicinity. New development should provide adequate mitigation to reduce potential fire hazard risk to an acceptable level. (Safety Element Objective 17.)

m. The Fire Prevention Bureau of the City's Fire Department should review all applications for new development in the Hillside/Canyon areas to assess potential impacts to existing fire protection services. (Safety Element Policy 17.1.)

n. The City should continue to implement and enforce fire prevention programs to minimize fire hazards to an acceptable level of risk. (Safety Element Objective 13.)

Scenic Resources

31. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan could potentially have a significant adverse environmental impact on the aesthetic quality of the natural and rural areas of the community by the elimination of scenic resources, changes in views from freeways and major roadways associated with this new development, visual effects of air pollution increases, visual effects of ozone damage to vegetation and acid deposition, and visual effects of night lighting and glare increases. These potential significant impacts are mitigated in part by Community Design Element Policies 1.8, 1.9, 1.13, 1.15, 2.8, 2.10, 2.11, 2.12, 2.13, 2.16, 2.23, 2.24, 2.26, 2.29, 6.8, 6.9, 6.10, 6.11, 7.1, 7.3, 7.6, 7.8, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, Goal 1, Objectives 7, 8, and 9, and Program 7.0.1; Park and Recreation Element Policy 2.10; by existing City ordinances; and by the Council's adoption of a population level lower than the 122,000 originally proposed. They are further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. Designate circulation corridors, including freeways and arterial streets. (Community Design Element Policy 6.1.)

b. Prioritize the identified scenic approaches and begin work on a program to improve the approach views. Use the following as guidelines for program development: (1) Establish specific boundaries for the scenic approach corridor; (2) As feasible, retain and incorporate natural topography, vegetation and site features into corridor boundaries; (3) Provide identification markers within the scenic approaches. (Community Design Element Program 6.0.2.)

c. **Pursue the creation of incentives to encourage renovation of existing urban areas and retention of historic features in Special Design Districts. (Community Design Element Policy 9.10.)**

d. **Pursue the creation of incentives to encourage provision of public views through construction of outdoor plazas and creation of view corridors to middle and distant views. (Community Design Element Policy 1.11.)**

e. **Encourage development of unique visitor and resident serving commercial establishments which provide a link between the downtown area, the oceanfront promenade, and the marina, in order to create a lively urban flavor to those**

areas, and promote the historic heritage of the City. (Economic Development Element Policy 5.5.)

f. Use trees and other plant material in public and private development to visually link and blend projects, areas and communities. (Community Design Element Policy 1.12.)

g. Encourage use of landscape materials that are resistant to air pollution and that are drought tolerant. (Community Design Element Policy 2.28.)

h. Work in cooperation with the County of Ventura and the State of California to integrate and support efforts to create Scenic Roads and Scenic Highway Programs. (Community Design Element Program 6.0.1.)

i. All public and private development should be planned, sited, designed and landscaped to promote and enhance the City's identity as a visually unique place. (Community Design Element Objective 1.)

j. Recognize and protect the agricultural preserves and the natural features of the City including views of the ocean, islands, hillsides, rivers, barrancas and tree rows. (Community Design Element Policy 1.1.)

k. Continue to review proposed projects on a project-specific basis and determine whether they could result in significant adverse visual impacts. If such impacts are identified, the environmental analysis should identify and evaluate measures to avoid or minimize the visual impacts. (Community Design Element Policy 1.10.)

l. Expand the 1977 Hillside View Analysis prepared for the Scenic Resources Section of the Hillside Management Program to include all the hillsides in the Planning Area open for development. Based upon the expanded analysis area, modify, as appropriate, standards in the Hillside Management Program to restrict development which could adversely affect scenic resources. (Resources Element Policy 2.8.)

m. Incorporate exterior lighting into the architectural and landscape design statement of a project. Overall lighting levels should be compatible with the neighborhood's ambient light level in all cases. Area lighting should be screened or "down-directed" and should be designed so that there is no splay of light off the site. Roof mounted fixtures should be avoided. Lighting should be used to highlight positive aspects of the site. (Community Design Element Policy 2.30.)

n. Limit impacts of development on open space to preserve the natural contour of the ridgelines and other sensitive viewshed areas. (Community Design Element Policy 2.9.)

o. The mitigation measure identified in paragraph 22, subparagraph b.

32. The EIR identified that conversion of highly visible agricultural land adjacent to scenic corridors (Sensitive Level 1 and 2 areas) could alter the rural character as seen from scenic approaches and corridors, resulting in a potentially significant adverse visual impact. New land use designations proposed in the Draft Comprehensive Plan that would have allowed agricultural land within City limits to be developed into an urban use have not been adopted. Instead development has been directed, primarily, to the hillsides, as suggested in the EIR, while maintaining the agricultural land use designation for a large number of acres. This potentially significant impact is mitigated and substantially lessened by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. The only agricultural lands outside the City which has been given a new urban designation are along one corridor near the Santa Clara River and the Taylor Ranch Area which has been given an Agricultural/Institutional designation which allows conversion of agricultural land only for a specified institutional use. With respect

to the corridor along the Santa Clara River, there are already existing urban uses interspersed among the previously designated agricultural lands along this corridor with respect to the Taylor Ranch Area, the institutional use to be allowed there should be subject to design controls to minimize any such environmental impacts. Therefore any remaining potential significant adverse environmental impact from the change in land use designation, is mitigated and substantially lessened, particularly in light of Community Design Element Policies 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.9, 6.10, 6.12, 6.13, and 6.14, Land Use Element/Taylor Ranch/Ventura River Area Intent and Rationale Statement, and incorporation of the mitigation measure identified in paragraph 31, subparagraph 1.

Sewage

33. The EIR identified that sewage flows from buildout of new development in all of the land use designations pursuant to the adopted Comprehensive Plan would exceed existing plant capacity and as such, would result in a significant adverse environmental impact. This potentially significant impact is mitigated and substantially lessened by incorporation of the following mitigation measure, suggested in the EIR, which was added as a new policy to the Draft Comprehensive Plan:

a. **Commence planning studies for future expansion of the treatment system, identify funding for improvements needed to**

the system, and design and construct such needed improvements. (Resources Element Policy 9.1.)

34. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan Update would generate sewage flows in excess of existing sewer trunkline capacities in a number of locations, which would result in a significant adverse environmental impact. Any significant impact which would result is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. Capital improvement deficiency studies judged under an established set of comprehensive service level guidelines must be developed before new development can occur in the Saticoy/Wells Special Study Area. (Land Use Element, Saticoy and Wells Commuity Intent and Rationale Statements and the Overall Land Use Policies.)

b. **Improvements to provide any necessary sewer improvements to the areas impacted by growth should be imposed as a condition of approval of specific projects, as appropriate, or funded through increased developer fees, creation of**

assessment district, or other appropriate funding mechanisms. (Resources Element Policy 9.2.)

c. The mitigation measures identified in paragraph 38, subparagraphs d and e, below.

35. The EIR identified that buildout of new development in the Saticoy community, if incorporated into the Saticoy Sanitary District, could generate sewage flows in excess of the District treatment plant capacity, which would result in a significant adverse environmental impact to that plant. Any potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **New development in the Saticoy Community, outside of the Saticoy Sanitary District, should be required, as a condition of approval, to connect to the City sewer system. (Land Use Element, Saticoy Community Intent and Rationale Statement.)**

b. The mitigation measures identified in paragraph 38, subparagraphs d and e, below.

Socioeconomics

36. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan, and the resulting increase in population, would increase the costs of maintaining the present level of City social services and could potentially create a significant adverse environmental impact. Any increase in social services costs may be met by an increase in the annual budget to such an extent that no significant impact would be created. To the extent any significant adverse environmental impact is created with respect to provision of social services, any such impact is mitigated and substantially lessened by incorporation of the following mitigation measure which was added as a new policy to the Comprehensive Plan:

a. **During the annual budget review, the City will evaluate the availability of funds for projected increases in social service costs. The City will pursue alternative sources of funding if general fund monies are not adequate to fund increased social service expenditures. (Land Use Element, Overall Land Use Policies.)**

Traffic and Circulation

37. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan

could generate sufficient traffic to cause 17 roads in the planning area to have one or more segments operating at a level of service (LOS) D or worse and 25 intersections to have a.m. and/or p.m. peak hour LOS D or worse. The generation of sufficient traffic to cause road segments and intersections to operate at LOS D or worse would result in a significant adverse environmental impact. The EIR further indicated that based on a general analysis, there were no mitigation measures which could be identified to reduce traffic impacts to acceptable levels of service at five Planning Area intersections: Victoria Avenue/Telephone Road, Victoria Avenue/Telegraph Road, Victoria Avenue/U.S. 101 northbound and southbound ramp intersections, and Victoria Avenue/Olivas Park Drive. The significant impacts, identified in the EIR, at all of the intersections, except the five described above, and at the various roadway segments are mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. It is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were added as new policies to the Comprehensive Plan:

a. **Consider updating and revising the cumulative traffic mitigation fee program to include the road segment and intersection improvements necessary to maintain a LOS C or better, except for intersections near U.S. Highway 101, where improvements to maintain LOS D or better are acceptable, and to make any necessary adjustments in the amount**

of the fee to be imposed. (Circulation Element Program 2.3.2.)

b. Construct road segment improvements and road expansions as indicated on the Circulation Element Map and as identified in the EIR to provide a level of service of C or better at such time as traffic requires improvement or expansion. (Circulation Element Program 2.3.3.) (Although all of the significant adverse impacts at all of the intersections identified in the EIR, except the five described above, and all of the various roadway segments identified in the EIR would be mitigated and substantially lessened by the construction of all of the roadway and intersection improvements identified in the EIR, because all such improvements are not currently funded and because a number of the more extensive improvements may be infeasible to impose as conditions of approval for specific projects, significant impacts may occur for a period of time prior to their mitigation. Such delay in the construction of the roadway segment and intersection improvements identified in the EIR may result in a short term significant adverse environmental impact which cannot be mitigated except over a long period of time.)

c. Widen approaches and make any other necessary intersection improvements to achieve a level of service of C or better to those intersections identified in the EIR which would be

impacted by proposed development. (Circulation Element Program 2.3.4.) (Although all of the significant adverse impacts at all of the intersections identified in the EIR, except the five described above, and all of the various roadway segments identified in the EIR would be mitigated and substantially lessened by the construction of all of the roadway and intersection improvements identified in the EIR, because such improvements are not currently funded and because a number of the more extensive improvements may be infeasible to impose as conditions of approval for specific projects, significant impacts may occur for a period of time prior to their mitigation. Such delay in the construction of the roadway segment and intersection improvements identified in the EIR may result in a short term significant adverse environmental impact which cannot be mitigated except over a long period of time.)

d. Continue to impose a cumulative traffic mitigation fee program to assist in funding improvements necessary to maintain acceptable levels of service. (Circulation Element Program 2.3.1.)

e. Continue to require developers to construct, as a condition of approval, all roadway and intersection improvements that are feasible and warranted by the new development. (Circulation Element Program 2.5.1.)

f. Implement the Class II bicycle lanes shown on the City's Select System of Bikeways Plan by imposing the dedication and construction of such lanes as conditions of approval for specific projects, as appropriate. (Circulation Element Policy 3.3.)

g. Encourage the construction of sidewalks in all sub-divisions, business and industrial parks, and neighborhood specific plans as a condition of approval of specific projects, as appropriate. (Circulation Element Policy 6.2.)

h. The mitigation measures identified in paragraph 44, sub-paragraphs a, b, and d, below.

Water Supply

38. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan would increase the water demand such that it would exceed the local water supplies presently available to the City. Exceeding local water supplies would result in a significant adverse environmental impact. Any significant impact which might result is mitigated and avoided by incorporation of the following mitigation measures which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. The City will not authorize additional development beyond its safe yield until there are demonstrated additional supplies of water. (Resources Element Policy 8.8.)

b. The City will pursue importing water from the State Water Project system, with the goal of achieving a water quality level of 800 milligrams per liter of total dissolved solids (TDS) in the East End, with a maximum water quality level of 1,000 milligrams per liter. (Resources Element Policy 8.9.)

c. The City will work cooperatively with other governmental agencies to support efforts which would reduce overdrafting of acquifers. (Resources Element Policy 8.10.)

d. **Continue to implement water conservation measures in the City's adopted Urban Water Management Plan and the City Water Conservation Program, which promotes the use of reclaimed water, efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits and public awareness and education programs; continue to enforce the ordinance adopted to regulate water waste. (Resources Element Policy 8.2.)**

e. **Continue to impose, as conditions of approval for specific projects, water conservation design measures. (Resources Element Policy 8.3.)**

f. **Encourage the use of new technology by continuing to encourage water conservation measures in residential development, as part of the City's allocation system under the Air Quality Management Program Project Evaluation Program (and any successor program), and in commercial or industrial development in the future. (Resources Element Policy 8.4.)**

39. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan could potentially have a significant adverse environmental impact on water pumping facilities, reservoir storage, and the distribution system. Any potential significant impact is mitigated in part by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. This impact is further mitigated and substantially lessened by incorporation of the following mitigation measures, suggested in the EIR, which were added as new policies to the Comprehensive Plan:

a. **Construct additional water system facilities as needed to meet demands within each of the existing water service zones. Construct any necessary new facilities through development conditions, the City's Capital Improvement Program, developer fees, assessment districts, or other**

appropriate funding mechanisms. (Resources Element Poicy 8.5.)

b. Prior to new development in the Hillside Area, the City will identify water system needs required to serve the proposed development. Developers will be required to either construct the Hillside Area water system improvements or contribute developer fees as conditions of project approval for hillside development, as appropriate. The City will also consider creating improvement districts, as necessary, to fund hillside water system improvements. (Resources Element Policy 2.6.)

Impacts and/or mitigation measures within the responsibility and jurisdiction of another public agency:

Schools

40. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan could potentially have a significant adverse environmental impact on the enrollment at some of the area schools. The potential significant impact is mitigated in part by the Council's adoption of different land use designations than were prposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. The EIR further identified mitigation

measures that can be implemented by the Ventura Unified School District (VUSD). These mitigation measures are not within the City's jurisdiction and, as appropriate, can and should be adopted by the VUSD. The City should, however, consider ways in which it might cooperate to assist VUSD in implementing such mitigation measures.

Sewage

41. The EIR identified that buildout of new development in the North Avenue Community, in conjunction with cumulative development in the Ojai Valley Sanitary District service area, can be expected to generate sewage flows in excess of the District treatment plant capacity, which would result in a significant adverse environmental impact. This potential significant impact is mitigated in part by the Council's adoption of different land use designations than were proposed in the Draft Comprehensive Plan, as well as the Council's adoption of a population level lower than the 122,000 originally proposed. The mitigation measures identified in the EIR are not within the City's jurisdiction; they are within the jurisdiction of the Ojai Valley Sanitary District (OVSD). Any appropriate mitigation measures can and should be adopted by OVSD. In addition, any potential significant impact is mitigated and substantially lessened by incorporation of the following mitigation measures, suggestioned in the EIR, which were added as new policies to the Comprehensive Plan:

a. **No new development should be approved in the North Avenue Community unless sufficient capacity remains in the Ojai Valley Sanitary District treatment plant to service the new development. (Land Use Element, Revisions to North Avenue Plan.)**

b. The mitigation measures identified in paragraph 38, sub-paragraphs d and e, above.

Socioeconomics

42. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan, and any population increase, could increase the demand for bed spaces at the County Medical Center. This result could potentially create a significant adverse environmental impact. This potential significant impact is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. The mitigation measure identified in the EIR is not within the City's jurisdiction, in that any expansion of the County Medical Center would be funded by the County of Ventura based on a needs assessment made by the Medical Center administrators; any appropriate mitigation measures can and should be adopted by Ventura County.

Traffic and Circulation

43. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan could generate traffic, in conjunction with cumulative traffic generated by development outside the planning area, could cause the level of service at the City "gates" of Victoria Avenue at the Santa Clara River, Los Angeles Avenue at the Santa Clara River, and the proposed Kimball Road extension to Vineyard Avenue to deteriorate to level of service D or worse. The EIR further indicated that such buildout could generate sufficient traffic, in conjunction with cumulative traffic generated by development outside of the planning area, to cause the level of service on the Harbor Boulevard and Victoria Avenue segments located outside of the planning area to deteriorate to level of service D or worse. Deterioration of the level of service to level D or worse would result in a significant adverse environmental impact. The mitigation measures identified in the EIR are not within the City's jurisdiction in that they are outside City limits. They are within the jurisdiction of the County of Ventura, and any appropriate mitigation measures can and should be adopted by that agency. In addition, however, this potential significant impact is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. Any impacts are further mitigated by incorporating the following mitigation measures, suggested in the EIR, which were proposed policies in the Draft Comprehensive Plan:

a. Participate in regional efforts which integrate the City's transportation system with the broader regional transportation system. (Circulation Element Goal 3.)

b. Providing the County adopts and implements similar provisions in the County General Plan for projects in unincorporated areas, the City will deny or condition projects to contribute funds toward necessary roadway improvements in the County unincorporated area whenever it is determined, through appropriate studies, that development will either individually or cumulatively cause a County thoroughfare or intersection to drop below the County's adopted acceptable level of service. (Circulation Policy 2.10.)

Impacts which can be mitigated to some extent but may not be substantially mitigated:

Air Quality

44. The EIR identified that buildout of new development in all of the land use designations adopted in the Comprehensive Plan would generate air emissions that would contribute to the continued non-attainment of state and federal ozone standards in Ventura County. Although it is in compliance with the County Air Quality Management Plan, the entire region, including the City, is not in attainment with state and federal standards. Therefore, new development would generate air emissions which

could result in a significant adverse environmental impact. Any potential significant impact is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. This impact is further mitigated by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. Cooperate with other local jurisdictions and the Ventura County Air Pollution Control District to encourage transportation control measures, such as commuter carpooling, vanpooling, bicycle use, transit, and staggered work hours, as well as alternate modes of transportation for shopping, recreational and other types of activities. Such measures should be applied to new development and encouraged within existing developed areas. (Circulation Policy 7.1 and Program 7.1.1.)

b. Require areawide carpool programs, park and ride facilities, employer programs to encourage car and vanpooling, mass transit, bicycling and walking, bicycle lanes and/or facilities, staggered work hours, and/or traffic flow improvements as conditions of approval for new development where appropriate. (Circulation Program 7.1.1.)

c. The City should implement the following Transportation Control Measures, as necessary and appropriate, on either a

case-by-case or an areawide basis: on-street parking controls; land use strategies, including development of design criteria, jobs/housing balance criteria, and growth management programs; short- and long-range transit programs; transit/land use planning; and non-motorized strategies (bicycle and pedestrian facilities). (Circulation Program 7.1.2.)

d. Other Transportation Control Measures may be implemented by the City in the future if they become necessary, such as parking management programs, development incentives, telecommunications, control of extensive idling, alternative fuel use, commuter transportation center using existing railway system. These other options should be considered along with the Short-Term Circulation Program for possible future adoption. (Circulation Program 7.1.3.)

e. **Encourage incorporation of energy conservation design and appliances in proposed new development projects through appropriate programs or incentives. In addition, as appropriate, impose, as a condition of approval for non-residential development, the incorporation of such energy conservation design or appliances. (Land Use Element, Overall Land Use Policies.)**

f. **Continue to pursue the development of a cogeneration facility at its wastewater reclamation (treatment) plant as a**

source of alternative energy. (Land Use Element, Overall Land Use Policies.)

45. The EIR identified that construction of new development in all of the land use designations adopted in the Comprehensive Plan would emit particulate and combustion emissions which could potentially result in significant adverse short-term impacts on ambient air quality. Any potential significant impact is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. Any potential short-term significant impacts on air quality are further mitigated by incorporation of the following mitigation measure, suggested in the EIR, which was added as a new policy to the Comprehensive Plan:

a. **Require, as a condition of approval for new development, wherever a short-term construction impact to air quality is identified, that the developers implement dust control procedures and other measures designed to reduce the impact on ambient air quality. (Resources Element Policy 10.3.)**

Biological Resources

46. The EIR identified that buildout of new development in the hillside areas would remove a major portion of the southern edge of the Sulphur Mountain habitat ecosystem, and that such removal could result in a significant adverse environmental impact in

that it could create an unavoidable loss of wildlife habitat and degradation of the Sulphur Mountain habitat. This potential significant impact is mitigated by incorporation of the mitigation measures set forth in paragraph 4, above.

Historic and Archaeologic Resources

47. The EIR identified that buildout of new development could occur in areas considered sensitive by Native American representatives (particularly certain lands in and adjacent to drainage channels, the hillsides, the beach front, and areas abutting the Ventura and Santa Clara Rivers), and that such development, if it occurs, could potentially result in a significant adverse environmental impact. The following mitigation measures were the only mitigation measures identified by the EIR: (1) Consult with Native Americans to develop guidelines for resource assessment and impact mitigation; (2) Require survey to be conducted by Native American consultant prior to development of sensitive areas; and (3) Preserve Native American cultural sites as open space or easements, to the maximum extent feasible. These mitigation measures were proposed by the Native American communities as recommendations that should be implemented to the maximum extent feasible. It is economically infeasible and unreasonable to require all properties proposed for development that are located in general sensitive areas to be surveyed for the existence of Native American cultural sites. In addition, past development/cultivation renders the likelihood of there

being any significant resources remaining low in many of these areas. Any potential significant impact identified with respect to Native American cultural sites is mitigated by incorporation of the following mitigation measure, suggested in the EIR, which was added as a new policy to the Comprehensive Plan:

a. **Continue to address, during environmental review procedures, any significant impacts to Native American cultural sites that are identified on a project-by-project basis. In addition, continue to consult with the Ventura County Archaeological Society and local Native American organizations for specific project review, as appropriate, and work with those organizations in effectuating any needed mitigation measures. (Resources Element Policy 16.1.)**

Housing and Population

48. The EIR identified that buildout of new development in all of the land use designations could create a significant adverse environmental impact in that the affordable housing need of the population may not be met, based on the historical average of affordable housing production. Any potential significant impact is mitigated in part by Housing Element Policies 2.1, 2.2, 5.1, 6.1, 7.1, and 7.2. It is further mitigated by incorporation of the following mitigation measures, suggested in the EIR, which were either proposed policies in the Draft Comprehensive Plan or were added as new policies:

a. **Encourage the development of affordable housing by providing incentives to developers, through the Affordable Housing Program, which includes streamlined permit processing, and exemption from the required competition for Air Quality Management allocations. Consider adding an Affordable Housing set-aside under the AQMP (or any successor program). (Housing Element Policy 1.4.)**

b. Continue to provide incentives to private developers of housing to construct the types of housing required to meet identified needs. (Housing Element Policy No. 1.1.)

c. The City has a residential growth control program which is implemented by Air Quality Management Program (AQMP), or any successor program, allocations. Continue to implement the AQMP Project Evaluation Program, or any successor program, which allows developers to significantly improve their chances for project approval by providing some type of needed housing. (Housing Element Policy No. 1.2.)

d. Continue to implement the Density Bonus Program, mandated by State Law, which offers developers a 25% increase in density in exchange for providing, on a long-term basis, 25% of the project as low or moderate income housing. (Housing Element Policy No. 1.3.)

e. **Consider allowing innovative alternatives to the conventional single-family detached unit to encourage and solicit affordable housing construction. (Housing Element Policy 1.5.)**

f. **To increase community acceptance of affordable housing production, maintain public information about successful, innovative, compatible, visually attractive existing projects after which any proposed development could be modeled. (Housing Element Policy 2.4.)**

g. **Require all new commercial and industrial development to pay a fee to fund the construction of affordable housing if any such fee is established. (Housing Element Policy 1.6.)**

h. Consider using City or Redevelopment Agency funds to assist the Housing Authority via land writedowns or other forms of assistance, if the U.S. Department of Housing and Urban Development (HUD) ceases to provide funding to Housing Authorities for new housing projects. (Housing Element Policy 2.3.)

i. Encourage the continuation and expansion of Federal and State subsidy programs. (Housing Element Policy 6.2.)

j. **Strive to maintain a jobs/housing balance in keeping with accepted regional standards. (Housing Element Goal 3.)**

Traffic and Circulation

49. The EIR identified that no mitigation measure was available to reduce traffic impacts to the five intersections identified in paragraph 37 above. The EIR also identified that the increase in traffic at those five intersections, which could result if maximum buildout occurred under all of the land use designations, would be a significant adverse environmental impact. All of the mitigation measures imposed, as set forth in paragraph 37, as well as some measures with respect to these five intersections not identified in the EIR could mitigate and substantially lessen the impact. However, complete or substantial mitigation would probably not occur for more than five years following buildout of some of the projects; and such delay could create a temporary significant impact that cannot be lessened. In addition, this potential significant impact is mitigated in part by the Council's adoption of a population level lower than the 122,000 originally proposed. The traffic and circulation improvements scheduled to be made in the future and the imposition of the mitigation measures identified in paragraph 37 may mitigate, or substantially lessen significant impacts.

Unavoidable Impacts in General

50. Despite the adoption of the mitigation measures set forth in paragraph 44, above, it does not appear, at this time, that

attainment of State and Federal air emission standards will be met in the near future and that until attainment is met a significant impact could occur as a result of continued buildout of the City. The imposition of the mitigation measures set forth in paragraph 44 could substantially lessen the significant air quality impact if the proposed programs are successful in reducing the number of trips. The imposition of the mitigation measures set forth in paragraph 45 could substantially lessen the significant short-term air quality impact if the proposed programs are successful in reducing the number of particulate and combustion emissions. Complete or substantial mitigation of the traffic and circulation impacts could occur by construction of the proposed mitigation measures/improvements set forth in paragraphs 37 and 49; however, such construction may not occur prior to or concurrent with buildout of new development in the impacted areas, and may not occur for more than five years following buildout of new development in the impacted areas. To the extent that these impacts, as well as any other significant impacts identified in the EIR, are not substantially lessened, all of the feasible mitigation measures identified in the EIR which could mitigate these impacts have been imposed on the project. No mitigation measures were identified which could reduce the identified impacts to insignificance. The project alternatives identified in the EIR are infeasible (see paragraphs 1 to 6 of Section 5, below). Any impacts remaining after the imposition of the identified mitigation measures; are thus unavoidable, and there are overriding considerations for

approval of this project, in any event, based upon a weighing of any such remaining adverse impacts against the benefits of the project as noted in paragraphs 1 and 2 of Section 6, below.

Impacts identified as significant, which the City Council finds are not significant:

Agricultural Resources

51. The EIR identified the cancellation of land conservation contracts as a separate significant adverse environmental impact separate and apart from the conversion of farmland. The EIR further indicated that the conversion of the hillsides to development would not create a significant impact with respect to agricultural land conversion. The only property under existing land conservation contracts where no notice of non-renewal and an agricultural land use designation has been changed to a non-agricultural designation are in the hillsides. The Taylor Ranch site will continue in agriculture until and unless the State University system makes a final decision to locate a University Center on that site. A change in the land use designation for either the hillsides or Taylor Ranch under existing land conservation contracts would not necessitate cancellation of land conservation contracts. Furthermore, insofar as the change in land use designation has a potential significant impact, any such impact is mitigated and substantially lessened as more fully described in paragraph 1, above.

Coastal Issues

52. The EIR identified that conversion of agricultural land within the coastal zone would be a significant adverse environmental impact with respect to coastal issues. The EIR further indicated that the agricultural designation at Taylor Ranch that allows development of a university center on that site may not be consistent with the Local Coastal Plan. The Council recognizes that there are a number of items in the Comprehensive Plan which must be adopted by the Coastal Commission and included in the Local Coastal Plan, including any change to the designation given to Taylor Ranch. However, the Local Coastal Plan must be updated and approved by the Coastal Commission following adoption of this updated Comprehensive Plan in order to make effective those portions which are in, or relate to, the coastal zone. Therefore, there will be no inconsistency issue, and in any event, any inconsistency is not a significant adverse environmental impact as defined by the California Environmental Quality Act. In addition, this impact is not significant, separate and apart from the agricultural conversion impact which is mitigated and substantially lessened as set forth in paragraph 1, above.

Energy

53. The EIR identified that an increase in air pollution emissions would result from additional energy use generated by buildout of new development. This is not a separate significant impact, and, insofar as additional energy use is a separate potential impact, any such impact is mitigated and substantially lessened by Community Design Element Policy 2.32 and by incorporation of the mitigation measures identified in paragraph 44, above.

Housing and Population

54. The EIR identified that cumulative population growth under the buildout of land use designations in the Comprehensive Plan would create a significant impact because it would create air quality, affordable housing and traffic impacts. This impact identified in the EIR is duplicative of the impacts identified for air quality, affordable housing and traffic, which is mitigated to the extent feasible, as set forth in paragraphs 37, 43, 44, 45, 48, and 49. Therefore, there is no separate significant impact with respect to cumulative population growth that remains unmitigated.

55. The EIR identified that an increased jobs/housing imbalance under the buildout of land use designations in the Comprehensive Plan would create a significant impact because it would create air quality, increased housing costs and traffic impacts. This

impact is duplicative of the impacts identified for air quality, affordable housing and traffic, which is mitigated to the extent feasible, as set forth in paragraphs 37, 43, 44, 45, 48, and 49. Therefore, there is no separate significant impact due to a possible increased jobs/housing imbalance that remains unmitigated.

Scenic Resources

56. The EIR identified that buildout of new development in certain sensitive view areas in the hillsides would alter the open space character and natural contours of the land form, resulting in a significant adverse visual impact. This impact is not separate and apart from the impact on the planning area in general; and, therefore, no separate findings are necessary. To the extent that this impact is different from the general impact, all necessary mitigation measures have been imposed to substantially lessen any potential impact. (See paragraph 31 above.)

57. The EIR identified that buildout of new development would significantly increase the amount of ambient night light, altering the nocturnal character of the hillsides and the agricultural lands in portions of the planning area, resulting in a significant adverse environmental impact. This impact is not separate and apart from the impact on the planning area in general; and, therefore, no separate findings are necessary. In addition, any potential impact from an increase in ambient night lighting

would not be a significant adverse environmental impact requiring findings. To the extent that this impact is different from the general impact, all necessary mitigation measures have been imposed to substantially lessen any potential impact. (See paragraph 31, above.)

SECTION 5: The Council makes the following findings with respect to the infeasibility of project alternatives identified in the EIR:

No Project (Development under the 1976 Comprehensive Plan)

1. The EIR identified that the No Project alternative would be environmentally superior to Alternative 4 and Alternative 3. This alternative does not, however, meet the objectives of the project to plan for additional development in the planning area from the years 2000 and 2010. This alternative is not environmentally superior to the Comprehensive Plan as adopted, however, in that the existing Comprehensive Plan does not provide as many environmental safeguards as the adopted project nor does it increase population at as low a rate as the Comprehensive Plan. The population under the existing plan (111,000 by the year 2000) would be greater by the year 2000 than under the adopted project which would limit development to approximately 102,000 until additional water supplies are available, and would result in a population increase of only 4,000 (up to 115,000) by the year 2010, which would be less per year than under the existing Comprehensive Plan. Further, the existing Comprehensive Plan

does not include all of the goals, objectives, policies and programs proposed to alleviate the significant environmental effects of future buildout, and does not provide separate Economic Development and Community Design Elements with specific policy statements related to maintaining and augmenting the City's economic base and protecting the City's visual character and resources. Buildout under the existing Comprehensive Plan would further exacerbate the City's jobs/ housing imbalance and the identified need for more affordable dwelling units. Because of these economic, social and environmental considerations, adoption of the No Project alternative is not deemed feasible.

No Development (Existing Conditions)

2. The EIR identified that the No Development alternative was the environmentally superior alternative. Under this alternative, however, the current population may actually increase even though no new dwelling units would be added to the existing housing stock, because more individuals would occupy each unit. Without additional housing being provided, existing housing costs would be at a premium. The costs of housing could escalate to such a point that more individuals would need to combine incomes in order to afford shelter, thereby also increasing the population. This alternative would also have an adverse impact on the City's economy. To maintain and encourage the City's continued economic stability and the provision of a broad range of employment opportunities, the City must provide

sufficient land to accommodate growth in the City's economic sectors, and provide for a diverse variety of housing locations, and affordability. In addition, if no additional residential, commercial and industrial development would occur in the planning area, the demand for housing, and more particularly affordable housing, would be exacerbated, as would the jobs/housing imbalance; the decrease in the supply of industrial and commercial uses would increase lease costs and the demand for services, as well as create more unemployment because new businesses would be unable to locate in the City; and the City's economic balance and diversity would be adversely affected. Because of these economic and social considerations, adoption of the No Development alternative is not deemed feasible.

Alternative 1 (Population of 94,000 by the year 1990)

3. The EIR identified that Alternative 1 was environmentally superior to the remainder of the alternatives. Under this alternative, however, the project's objectives of planning until the year 2010 would not be met because this alternative would not address growth past the year 1990. The adoption of this alternative would severely conflict with the City's ability to attract and provide sufficient land for additional industrial and commercial development, and would, therefore, impact the City's continued economic viability. The City presently has a well-balanced economy, with diversified economic sectors that provide employment for residents of the City and surrounding

communities in Ventura County, and produce a variety of goods and services. To maintain and encourage the City's continued economic stability and the provision of a broad range of employment opportunities, the City must provide sufficient land to accommodate growth in the City's economic sectors, and provide for a diverse variety of housing locations, and affordability. In addition, if no additional residential, commercial and industrial development were to occur in the planning area other than that already approved, the demand for housing, and more particularly affordable housing, would be exacerbated, as would the jobs/housing balance; the decrease in the supply of industrial and commercial uses would increase lease costs and the demand for services, as well as create more unemployment because new businesses would be unable to locate in the city; and the City's economic balance and diversity would be adversely affected. In addition, this alternative would not provide additional housing required to help reduce housing prices, would not provide the affordable housing currently anticipated to take place under the proposed alternative and would not even begin to provide for the City's fair share of regional housing needs mandated by state. Because of these economic and social considerations, adoption of Alternative 1 is not deemed feasible.

Alternative 2 (Population of 102,000)

4. The EIR identified that Alternative 2 was environmentally superior to the remainder of the alternatives. Under this

alternative, however, similar to Alternative 1, the limited growth permitted under this scenario would constrain the City in its ability to provide sufficient land for future industrial and commercial development. The City's continued economic vitality and diversity is dependent on the continued availability of land for commercial and industrial growth. The additional growth in commercial and industrial land uses proposed by Alternative 2 would not be sufficient to maintain the City's economic viability. This alternative would further substantially exacerbate the existing jobs/housing imbalance and would not provide as many new housing alternatives as under the adopted project, thereby further exacerbating the scarcity and cost of housing and the ability of the City to achieve closer attainment to the state's mandated regional fair share of housing. The adopted alternative contains a number of the environmentally superior features which were contained in this alternative, in that the adopted alternative limits growth to the limit of the City's current water supply (approximately 102,000) until a safe additional supply is made available. Because of these economic and social considerations, adoption of Alternative 2 is not deemed feasible.

Alternative 3 (Population of 122,000)

5. As indicated in the EIR, buildout of Alternative 3 would result in more severe environmental impacts than would the adopted

project. Because of environmental considerations and a concern for the preservation of agricultural land as an important element of the City's stable and diverse economy, adoption of Alternative 3 is not deemed feasible.

Alternative 4 (Population of 147,000)

6. As indicated in the EIR, buildout of Alternative 4 would result in the most severe environmental impacts of all of the alternatives. Because of environmental considerations and a concern for the preservation of agricultural land as an important element of the City's stable and diverse economy, adoption of Alternative 4 is not deemed feasible.

SECTION 6: The Council makes the following findings with respect to the benefits of the adopted alternative and makes the following statement of overriding considerations in adopting this alternative:

Project Benefits

1. The adopted alternative will help maintain the City's current economic vitality and diversity by providing for a variety of different land uses and making land available for new commercial and industrial development. This new commercial and industrial development will provide additional jobs and contribute to the City's diversified labor force. Buildout proposed by the adopted alternative would generate higher sales tax and increase net annual operating revenues to the City, which would result in

a substantial beneficial fiscal impact. In addition, provision for the location of the California State University Center would result in a positive fiscal impact on the City, as well as a positive social impact on the City by providing additional local opportunities for continued and more advanced education for the City's residents. Adoption of this alternative would also provide for needed affordable housing, which may be able to reduce the costs of housing overall and may be able to assist in promoting the City's continued economic viability by providing for local housing for new employees. This provision of additional housing may also be able to reduce the jobs/housing imbalance. In addition, the adopted alternative is anticipated to expand the park and recreational facilities and services and cultural facilities to both residents and visitors. In addition, the inclusion of mitigation measures identified in the EIR provides a number of environmental protections that should help ensure the continuation of the quality of life enjoyed by the City's residents. The adopted alternative, as mitigated, also helps contribute towards the solution of existing traffic problems throughout the City through the expansion and implementation of the proposed cumulative traffic impact fee program.

Statement of Overriding Considerations:

2. Based on all of the foregoing findings, the Council hereby finds, to the extent that such a finding is required, that the benefits of the adopted alternative to the community outweigh any remaining adverse environmental impacts. The economic and

fiscal benefits of the adopted alternative, as well as the increases in parks and recreational opportunities for the community, any monetary contribution made for the reduction of existing traffic problems, and any increase in affordable housing and educational opportunities for the community are greater than any significant adverse impacts that will result from the adoption of the Comprehensive Plan. In addition, a number of the significant adverse impacts are expected to be of short duration and will not necessarily impact the whole community. Impacts of short duration include temporary construction impacts to air quality and traffic impacts prior to the completion of scheduled improvements. These are considered relatively minor and acceptable. Most traffic impacts, for example, are of a very limited duration, during relatively brief peak use periods. In addition, the City is in the process of implementing a transportation demand management program which it is expected will further reduce these air and traffic impacts. If this program and any other program initiated throughout the planning area is successful, air and traffic impacts may even be further substantially lessened. Furthermore, to the extent that there are any residual impacts with respect to historic and archaeologic resources, housing, or any other significant impact identified in the EIR, after the imposition of all of the identified mitigation measures, it is deemed that the great number of benefits to the community as a whole, under the subject Comprehensive Plan, far outweigh any such residual impacts.

SECTION 7: The Council makes the following findings, pursuant to Government Code section 65302.8, with respect to the housing situation:

1. As set out in the Housing Element Technical Appendix, the State mandated Regional Housing Needs Assessment (RHNA) housing objectives as set forth by Southern California Association of Governments (SCAG) for the next five years are: 698 (very low income category); 1,044 (low income category); 892 (moderate income category); and 1,482 (high income category). Because of the physical constraints of lack of water and poor air quality, these figures, while they are the official figures supplied to the City, do not accurately represent the City's "appropriate" share of regional housing.

2. As set out more fully in the Housing Element Technical Appendix, the housing programs and activities undertaken by the City include the following:

   a. Affordable Housing Program - This program provides incentives to private developers to construct the types of housing needed to meet identified needs, including, but not limited to: exemption from the allocation process of the City's Air Quality Management Program for 100% affordable housing projects approved pursuant to development agreements (the normal allocation process for non-affordable projects is several years); refunds of application fees for projects which do not pass the City Council's prescreening

process; ability to enter into development agreements; exemption from separate processing of any needed Comprehensive Plan amendments and other discretionary approvals (simultaneous processing allowed); strong resale controls.

b. AQMP Affordable Housing Incentives - Developers may significantly improve their chances for project approval by providing some type of needed housing, including rental housing at any income level, affordable housing for first time homebuyers, and/or the sale of land to the Housing Authority for construction of subsidized housing.

c. Density Bonus Program - Developers are offered a 25% increase in density in exchange for provision of 25% of the project as low or moderate income housing.

d. Housing Rehabilitation Program - This program has two components which offer below market loans for the rehabilitation of affordable housing. The ownership program offers below market interest loans to owner-occupants of one to four unit residences. The rental program offers below market interest loans to rehabilitate low income investor owned units.

e. Revisions to Non-Conforming Use Sections of Zoning Ordinance - The City's Housing Preservation Program rehabilitates low-income rental properties. The City should

consider revising its zoning ordinance to facilitate rehabilitation of non-conforming units to avoid having to have the property be brought up to current code requirements as to parking and density.

f. Fair Housing/Tenant-Landlord Relations - This program would provide information and referral services for problems between tenants and landlords.

g. Mortgage Revenue Bonds - Federal legislation allows the issuance of mortgage bonds to provide low interest home mortgages to first-time homebuyers qualified on the basis of income.

h. Federal and State Housing Programs - The City's Housing Authority administers both conventional housing and Section 8 housing programs for area residents. The City should work for the preservation and expansion of federal funds for these types of programs. The City should continue to assist the Housing Authority in acquiring suitable sites.

i. Transitional Shelter for Homeless Families - The City should assist in finding a location for homeless housing, provide some start-up, maintenance and operations funding. The City has used its "housing needs fund" to assist in obtaining financing for a permanent shelter.

j. Land Banking Assistance - Money from the housing needs fund may be lent to the Housing Authority at low or no interest, to enable it to purchase sites for housing projects.

k. Housing Needs Assessment Program - This program monitors housing needs information to reassess and update the City's housing data base. Information from this assessment is used to monitor progress towards meeting housing needs and to suggest new direction, if necessary.

l. Technical Assistance Program - This program represents a continuing effort to provide assistance for private developers seeking to build low and moderate income housing. This assistance includes: information on current State and Federal housing programs, information on tax incentives for low and moderate income housing, assistance in filling out applications, and assistance with State and Federal agency processing requirements.

m. Redevelopment Tax Increment Set Aside - Twenty percent of the tax increment received from redevelopment is mandated by State law to be set aside to create, or cause to be created, low or moderate income dwelling units. These monies can be used anywhere in the City.

n. Mobile Home Conservation - The City has enacted a rent stabilization program for rental mobile home parks in the

City, limiting increases on the average to around 5% per year. In addition, City land use designations and zoning ordinance controls for mobile home parks protect the continuation of the mobile home parks.

o. In addition, all City housing programs are administered according to fair housing principles.

3. The public health, safety and welfare are promoted by the adoption of a residential growth management program, in that it limits development to the availability of water supplies. It also allows City services, such as roads, sewers, water distribution systems, to be provided in conjunction with new development in order to meet acceptable service level guidelines. In addition, this program slows growth in order to meet air quality concerns, in that the City and the entire County is in an area that is not in compliance with federal and state regulations and has been required to demonstrate every reasonable effort to attain those standards. In addition, the program itself provides incentives for developers to provide better housing, affordable housing incentives, energy conservation incentives and incentives to reduce trip generations to also assist in maintaining a better air quality for the residents of the community.

4. The City has constraints which prevent meeting the RHNA figures identified by SCAG as the City's regional fair share allocation.

These constraints include physical constraints in that the City is located between steep hillside areas, two rivers, and the ocean with limited amounts of buildable land available. Land prices are high, and, therefore, are a major constraint to the provisions of low cost housing. In addition, although there is some undeveloped land in the City's sphere of influence which has not been designated for housing, it is prime agricultural land, an important resource for the overall economy of the community. Further, the conversion of prime agricultural land to housing is statutorily described as a significant environmental impact. In addition, there is insufficient funding available for the necessary traffic improvements. The City currently has unacceptable traffic conditions that would be exacerbated by additional housing. The air quality of the area is not in compliance with state and federal regulations and the City and County must demonstrate that they are working towards attainment of those regulations. Attainment of those regulations cannot be met if housing limits are increased. In addition, the extent of the City's available water supply is limited to a population of approximately 102,000. The City's current population is 94,000. Additional water resources will not be available, if at all, for approximately 7 to 10 years. The City's residential growth management program evens out development for the next few years in order to remain below the 102,000 figure until any additional water supplies are available.

SECTION 8: The Council hereby adopts the following Reporting Program in compliance with Public Resources Code section 21081.6:

The Director of Community Development will provide a report to the Council on an annual basis during the effectiveness of the Comprehensive Plan adopted hereby. This report will set forth how each of the policies, identified as mitigation measures in Section 4, paragraphs 1 through 57, above, have been implemented within the past year.

SECTION 9: This Resolution and the Comprehensive Plan approved hereby shall become effective immediately with respect to all areas of the City's planning area outside of the coastal zone. As applied to areas within the coastal zone and the existing approved Local Coastal Plan, this Resolution and the Comprehensive Plan approved hereby shall become fully effective upon receipt of Coastal Commission approval with respect to those portions of the Comprehensive Plan relating to or applying to the coastal zone. The existing approved Local Coastal Plan shall remain in full force and effect for areas within the coastal zone until such Coastal Commission approval is received.

PASSED AND ADOPTED this 28th day of August, 1989.

City Clerk

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

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura, at a regular meeting thereof, held on the 28th day of August, 1989, by the following vote:

AYES: Councilmembers Sullard, Francis, Villeneuve, Drake, McWherter, Crew and Monahan.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City this 29th day of August, 1989.

City Clerk

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
725 DE LA VINA
SANTA BARBARA, CA 93101
(805) 963-6871

EXHIBIT A
(See Pages 5 - 10 For Modifications)

July 19, 1990

Mayor Richard Francis
San Buenaventura City Council
City Hall
P.O. Box 99
Ventura, CA 93002-0099

Dear Mayor Francis:

On July 13, 1990, the California Coastal Commission took action to approve by a unanimous vote, with suggested modifications, the City of San Buenaventura's Local Coastal Plan major Amendment #1-90. The Commission's action is based upon the adopted findings contained in the attached staff report dated July 19, 1990, which also contains the resolution of certification.

Section 13544 of the Commission's Administrative Regulations requires that certification of a Local Coastal Plan amendment "shall not be deemed final and effective until ... the local government with jurisdiction over the area ... by action of its governing body, acknowledges receipt of the Commission's resolution of certification, including any terms or modification suggested for final certification ...."

We understand from your staff that the Council will be presented with recommendations soon to accept the Commission's suggested modifications. The City's acceptance and transmittal to the Commission for the Executive Director's review and approval will complete this amendment process.

Should you or your staff have any questions regarding this matter, please don't hesitate to contact Virginia Gardiner Johnson in the South Central Coast Area office. The Commission and staff greatly appreciate the cooperation and contributions of the City staff in all coastal resource issues.

Sincerely,

David Loomis

David Loomis
Assistant District Director

cc: Everett Millais

VGJ/vj
0375A

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
25 DE LA VINA
SANTA BARBARA, CA 93101
(805) 963-6871

ADOPTED

July 19, 1990

TO: COMMISSIONERS AND INTERESTED PARTIES

FROM: EDWARD Y. BROWN, DISTRICT DIRECTOR
DAVID LOOMIS, ASSISTANT DISTRICT DIRECTOR
VIRGINIA GARDINER JOHNSON, COASTAL ANALYST

RE: CITY OF SAN BUENAVENTURA LOCAL COASTAL PROGRAM MAJOR AMENDMENT NO. 1-90, Comprehensive Plan Update and Incorporation of LCP, scheduled for public hearing and Commission action at 9:00 a.m. on July 13, 1990, at City Council Chambers, Long Beach City Hall, 333 West Ocean Blvd., Long Beach.

Synopsis

Background

The City of San Buenaventura Local Coastal Program (LCP) Harbor Segment (including an Implementation Program), was certified by the Coastal Commission on May 21, 1981. An LCP for the balance of the San Buenaventura (Ventura) coastal zone, which was certified as legally adequate on February 23, 1984, when the City assumed permit issuing authority. The City's LCP has since been amended six times.

The present amendment 1-90 to the City of Ventura LCP consists of a Land Use Plan portion and an Implementation Plan (Zoning Ordinance) portion. The City held public hearings during May and June, 1989, made revisions based on public review and input, and adopted the proposed amendment on August 28, 1989. The amendment package was submitted to the Coastal Commission on May 10, 1990, and was duly filed on May 24, 1990.

Summary of Amendment Proposal and Staff Recommendation

Amendment description

The proposed amendment relates to the City's Comprehensive Plan update to the year 2010, and comprises both a Land Use Plan and an Implementation Plan (Zoning Ordinance) change. The Land Use Plan portion is composed of several significant changes including:

- Combination of the Harbor Segment LCP with the total LCP, and incorporation of the total LCP into the City's Comprehensive Plan;

- Document-wide substitution of "should," "must," and "will" language for "shall" language;

- Creation of a new Mobile Home Park (MHP) land use designation;

Amendment Description (continued)

- Change of land use designation from Harbor Commercial (HC) to Mobile Home Park (MHP) for an existing, non-conforming mobile home park;

- Incorporation of the Coastal Access Program into the Circulation Element;

- Reduction of residential density for an approximately 1-acre site;

- Deletion of certain policies relating to the Fairgrounds area; and

- Inclusion of policy references to the Flood Plain Ordinance.

There are also numerous minor changes such as changes and clarifications to land use plan maps; format changes and reorganization of the original LCP policies by placing coastal resource policies in the Resources Element and placing land use and community-specific policies in the Land Use Element; clarification of various land use designation descriptions; addition of LCP policies to the Parks and Recreation, Safety, Economic Development and Community Design Elements of the Comprehensive Plan; addition of various policies generally supporting and encouraging coastal resource protection, preservation and enhancement; and support of comprehensive beach manangement solutions such as the BEACON program.

Staff Recommendation

Staff is recommending denial of the Land Use Plan portion of the amendment as submitted by the City of San Buenaventura and approval of the amendment if it is modified as suggested. The suggested modifications would leave the majority of the City's proposal intact, but would restore the "shall" language throughout the previously certified LCP policies, restore certain policies of the original certified LCP which have been deleted from the proposed amendment, add clarifying language to certain policies, cross-reference Coastal Access Program policies to the Coastal Resources section of the Resources Element, clarify public services capacity policy, add an updated vegetation map to replace the old Sensitive Habitat overlay map for the Ventura River area, clarify lower cost visitor-serving commercial land use policies, and clarify priority uses at the Fairgrounds oceanfront site. Staff is recommending approval of the Implementation Plan (Zoning Ordinance) portion of the amendment as submitted.

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ATTACHMENTS
(To Commissioners Only; Copies Available for Review in Commission Offices)

A. Comprehensive Plan, City of San Buenaventura (Including City Council Resolutions 89-103 and 89-105)

AMENDMENT 1-90 TO THE CERTIFIED CITY OF SAN BUENAVENTURA LOCAL COASTAL PLAN
(INCLUDING THE HARBOR SEGMENT LCP)

I. MOTIONS AND RESOLUTIONS FOR THE LAND USE PLAN

Staff recommends adoption of the following resolutions:

RESOLUTION 1: Denial of Land Use Plan Amendment 1-90 as submitted.

MOTION:

"I move that the Commission certify Amendment 1-90 to the certified City of San Buenaventura LCP Land Use Plan as submitted by the City."

Staff recommends a NO vote, which will result in the adoption of the following Resolution and Findings. An affirmative vote by a majority of the appointed members of the Commission is needed to pass the motion.

Resolution 1

The Commission hereby denies Amendment 1-90 to the Land Use Plan portion of the certified City of San Buenaventura Local Coastal Program, for the specific reasons discussed in the Findings on the grounds that it does not conform to and is inadequate to carry out the provisions of the California Coastal Act of 1976. There are feasible mitigation methods available which would substantially lessen any significant adverse impact which the approval of the amendment would have on the environment.

RESOLUTION 2: Approval of Land Use Plan Amendment 1-90, if modified as suggested.

MOTION:

"I move that the Commission certify Amendment 1-90 to the Land Use Plan portion of the City of San Buenaventura LCP, if it is modified as suggested below."

Staff recommends a YES vote, which will result in the adoption of the following Resolution and Findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution 2:

The Commission hereby certifies Amendment 1-90 to the Land Use Plan portion of the City of San Buenaventura Local Coastal Program and Harbor Segment LCP, according to Modifications 1 - 26 for the specific reasons discussed in the following Findings on the grounds that, as modified, the Land Use Plan as amended meets the requirements of Chapter 3 of the Coastal Act of 1976. The amendment, as modified, is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625 (c) and approval will not have significant environmental effects because feasible mitigation measures have been employed consistent with the California Environmental Quality Act.

II. SUGGESTED MODIFICATIONS FOR THE LAND USE PLAN

The following are suggested modifications which staff recommends will, as adopted, bring the proposed amendment into consistency with the Coastal Act.

[N.B. Changes are organized below in order of occurrence in the proposed Comprehensive Plan. In the Findings, the amendment is organized according to type; Type A simply transfers the Local Coastal Plan (LCP) text unchanged into the Comprehensive Plan. Type B changes are new policies being added to the LCP/Comprehensive Plan which may or may not require suggested modifications. Type C changes comprise existing policies for which the City's proposed changes require suggested modifications. A summary table follows the suggested modifications listing and cross references the number of the suggested modification with the type of component it involves.]

1. Policy language shall be modified to be consistent with Coastal Act directives in Chapter 3, Section 30200 et seq. The use of "shall," will," or "must" is directive and mandatory. The use of should" is preferential but not mandatory. All language originally certified in the LCP as "shall," "will," or "must" is to be revised back to that certified language, consistent with Chapter 3 policy language. In addition, in reference to the Implementation Goal discussion set forth on page XI-1 of the proposed Comprehensive Plan, use of the word "shall" shall be construed to create a mandatory duty on the part of the City as the successor agency to the Coastal Commission in its coastal zone. Use of the word "shall" is not, however, to be construed to create any liability on the part of the City, or any of its officers or employees, for damage to persons or property, for a failure to comply with the provisions of the LCP.

Comprehensive Plan Introduction:

2. Page iii, paragraph 4. At the end add the following statement:

   ... taking full effect. Approved Local Coastal Program policies control in the coastal zone.

Resources Element:

3. Page II-4 (Land Use Designations): Modify the Linear Park Natural Area designation to apply to the coastal zone (i.e., print in italics).

4. Page II-7 (Flood Plain Area Objectives), Policy 3.1: Add to the end:

   ... and the City's barrancas. New development shall be sited and designed to minimize risks to life and property in areas of high flood hazard.

Policy 3.4: Add in italics (to apply to the coastal zone):

... should be discouraged. In the coastal zone, channelizations or other substantial alterations of rivers or streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

5. Page II-17 (Water Objectives): Add at the end of policies:

(Refer also to the Coastal Resource Management Objectives)

6. Page II-18 (Wastewater Objectives): Add at the end of the policies:

(Refer also to the Coastal Resource Management Objectives)

7. Page II-23 (Rivers and Harbor Objectives), Policy 13.2: Amend as follows:

New industrial development in proximity to the Ventura and Santa Clara Rivers ~~should~~ shall be designed to retain any potential spills of toxic material or other pollutants. Effective containment and clean-up facilities and procedures shall be provided in the event of accidental spills.

8. Page II-29, Policy 15.5 (Flood Plain Policy), line 4: Amend as follows:

... improvements are provided, such as minor reshaping of topography as further delimited below. The net effect....

9. Page II-30, Policy 15.6 (Archaeology Policies), line 3: Add the following:

... possible historic or archaeological impacts. Where a building permit or grading permit is required to do work on or upon a site known to contain an object or artifact of substantial historical and/or archaeological significance, such a permit may not be issued without appropriate environmental review, subject to City Council Resolution 85-75, as amended, except where an amendment would affect this authority. If it is determined ....

10. Page II-31, Policy 15.7 (Diking, Dredging and Filling Policies), subsection A.3:

~~3)//In/wetland/areas/only//entrance/channels/for/new/or/expanded boat/facilities//and/in/a/degraded/wetland/identified/by/the Department/of/Fish/and/Game/pursuant/to/the/Coastal/Act)/for boating/facilities/if//in/conjunction/with/such/boating/facilities/ a/substantial/portion/of/the/degraded/wetland/is/restored/and maintained/as/a/biologically/productive/wetland//provided//however//~~

~~that in no event should the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25% of the total wetland area to be restored.~~

11. Page II-33 (Diking, Dredging and Filling Policies), Policy 15.7 (C), line 6: Delete the following portion:

... tidal action ~~, provided, however, that if no appropriate restoration site is available in in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be paid to an appropriate public agency, or such replacement site should be purchased before the dike or fill development may proceed.~~ Such mitigation measures ....

12. Page II-35, (Coastal Resource Management Objectives): Add after Policy 15.9, BEACON Programs:

<u>Policy 15.10</u> <u>Coastal Access Program:</u>

<u>The City shall continue to ensure maximum public access consistent with public safety and fragile coastal resources. To carry out its intent, the City shall implement the policies of this Comprehensive Plan.</u>

<u>(Refer also to the Sensitive Habitat Objective in the Resources Element, the Land Use Element, including relevant Community Intent and Rationale Statements, the Circulation Element, and the Parks and Recreation Element.)</u>

<u>Policy 15.11</u> <u>Public Services:</u>

<u>New or expanded public works facilities shall be designed and limited to accomodate needs generated by development or uses permitted consistent with the provisions of the California Coastal Act. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce development inconsistent with the California Coastal Act or this Comprehensive Plan. Where existing or planned public works facilities can accomodate only a limited amount of new development, services to: coastal dependent land use; essential public services and basic industries vital to the economic health of the region, state or nation; public and commercial recreation; and visitor-serving land uses shall not be precluded by other development.</u>

<u>Land Use Element</u>:

13. Pages III-10 and III-11, Overall Land Use Policies (Vacation Condominiums and Visitor-Serving Facilities): Amend as follows:

Vacation Condominiums and <u>Lower Cost</u> Visitor-Serving Facilities

Vacation condominiums are ~~considered~~ <u>among visitor-serving.</u>

priority coastal commercial uses .... Visitor-serving facilities such as lower cost overnight accomodations and restaurants *//including* those *affordable to low and moderate income persons/* provide an important coastal resource. ...

2) Encourage and coordinate with the State Department of Parks and Recreation in its endeavor to establish a hostel facility in or near the San Buenaventura coastal zone. *If the State's experience with such hostels is shown to be successful/*

14. Page III-15, Land Use Plan Map Designations, line 15: Amend as follows:

Sensitive Habitat Overlay: Update the Ventura River Sensitive Habitat overlay using the new vegetative and marine flora maps developed for the California Department of Parks and Recreation.

15. Page III-26, Land Use Policy Statements (Parks and Linear Park System), line 4: Amend as follows:

... may be permitted, provided they do not limit public recreational opportunities, and, in the coastal zone, they are directly supportive of coastal recreation or are coastal dependent. In addition ....

16. Page III-26, (Linear Park Natural Area): Modify the policy statement to apply in the coastal zone (i.e., print in italics). At the end of the description (page III-27), add the following:

, or along beach areas where restoration of sand dunes may be appropriate.

17. Page III-30, (Coastal Zone Definitions), Open Coastal Waters and Coastal Waters, paragraph 2: Delete as follows:

Some portions of open coastal waters//generally areas without especially significant plant or animal life//may not be considered environmentally sensitive habitat areas/ Environmentally sensitive habitat areas ....

Land Use Element, Community Intent and Rationale Statements:

18. Page III-57 (Downtown Community) Park Designation, paragraph 2: Amend as follows:

At end of the paragraph, add:

... general public. Priority should be given to appropriate uses for oceanfront land, consistent with this Comprehensive Plan and California Coastal Act policy.

19. Page III-58 (Fairgrounds Land Use Policies): Amend as follows:

Restore former Fairgrounds LCP Land Use Policies as follows:

Policy 1. ... Such a corridor shall be at least 250 feet in depth, as measured from the top of the natural embankment, as offically established through a land survey. Public uses and development, including a public roadway~~s~~ , walkways, bikeway, parking, camping and the like, which do not involve permanent buildings, ~~may~~ shall be permitted in the oceanfront corridor. The public roadway has been sited to be set back sufficiently to mitigate the need for any shoreline erosion protection device, as determined by a geotechnical study of shoreline and erosion processes, for a minimum fifty year period as measured from the top of the natural embankment.

Policy 4. General public accessibility to the existing parking lot of the Fairgrounds shall be improved in order to enhance access to the surrounding recreation areas, consistent with fragile resource protection.

Policy 5. Adequate ground level parking shall be provided in the oceanfront corridor for present and foreseeable coastal-dependent and coastal-related recreational use. Such parking may be preempted by the annual Ventura County Fair or evening events. All parking oceanward of the public roadway shall be available to the public at all times for day use activities and evening events. This policy shall not preclude the Fair Board from charging a nominal fee for parking in this area.

Design Criteria for Expansion of the Fairgrounds:

1. ... In no case should buildings exceed six stories (75 feet), and height increases must be offset through the provision of substantial view corridors. A view corridor is defined as that area between the roadway and water which is not occupied by buildings or solid walls and fences that would impede the view of the water from Harbor Boulevard and is to be measured from the linear distance paralleling Harbor Boulevard.

20. Page III-80 (Pierpont/Keys Community) River Mouth Policies: Add the following:

4) The City should encourage any agencies having jurisdiction over the river mouth to prepare or participate in preparation and updates of habitat identification and mapping.

21. Page III-81 (Pierpont/Keys Community) Wastewater Treatment Plant Policies:, paragraph 1, line 3:

... the facility should be allowed to expand as necessary to meet City needs, consistent with Coastal Resource Management and other policies of this Comprehensive Plan for public works facilities.

22. Page III-168 (Taylor Ranch/Ventura River Area) Sensitive Habitat Policies, Policy 5, line 4: Amend as follows:

... the Land Use Plan Map. The Sensitive Habitat Overlay Map for the Ventura River area has been updated based on a survey and inventory

prepared for the California Department of Parks and Recreation. However, because the Sensitive ....

Circulation Element

23. Page IV-16 (Coastal Access Objectives): Amend as follows:

OBJECTIVE 8 - ~~COASTAL/ACCESS~~ HARBOR CIRCULATION AND ACCESS

~~THE/COASTAL/ZONE/VENTURA/HARBOR/IMPLEMENTATION~~ This Plan is intended to provide adequate public access to coastal areas.

Safety Element

24. Page VI-9 (Water-Related Hazards), Objective 6: Amend as follows:

The City should ensure that any new development proposed within a 100-year flood plain conforms to the requirements of the City's Flood Plain Ordinance and this Comprehensive Plan.

Page VI-10 (Water-Related Hazards) Objective 10: After the policies, add the following:

(Refer also to the Coastal Resource Management Objectives, including the Beach Erosion Policy and the BEACON Policy, in the Resources Element.)

Parks and Recreation Element

25. Page VIII-14 (Policies) Coastal Areas, Policy 6.2: After the policies, add the following:

(Refer also to the Coastal Resource Management Objective, including the Beach Erosion Policy and the BEACON Policy, in the Resources Element.)

26. Page VIII-21 (Implementation Policies) Policy 17, paragraph 2, line 8: Amend as follows:

... well thought out plan to direct development or restoration of natural areas such as sand dunes for the greatest benefit to residents, visitors and businesses.

FIGURE 1
SUMMARY TYPE/MODIFICATION TABLE

Modification #	Type	Finding
1	C	6
2	B	5
3	B	5
4	B	5
5	C	6
6	C	6
7	B	5
8	C	6
9	C	6
10	C	6
11	C	6
12	C	6
13	C	6
14	C	6
15	C	6
16	B	5
17	C	6
18	C	6
19	C	6
20	B	5
21	B	5
22	C	6
23	C	6
24	B	5
25	B	5
26	B	5

III. FINDINGS AND DECLARATIONS FOR THE LAND USE PLAN

FINDING ONE: Background And Description

This amendment relates to the City of San Buenaventura's Comprehensive Plan update to the year 2010 (adopted by Resolutions In Attachment A and Exhibits 1 & 2). The City Council adopted a population ceiling of 115,000 by the year 2010, with the caveat that the population should not exceed 102,000 by the year 2000 unless adequate water supplies are established.

The proposed amendment combines the main Local Coastal Program (LCP) and the Harbor Segment LCP, with some changes, into the Comprehensive Plan. Because the Harbor Segment LCP was certified prior to the certification of the rest of the LCP, it has its own Implementation Plan. The amendment would eliminate the segmentation of the LCP and thus comprises both a Land Use Plan and an Implementation Plan (Zoning Ordinance) change.

To distinguish between coastal and non-coastal zone policies, policies and text applying to the coastal zone are printed in italics. The original certified LCP comprised a set of policy recommendations for incorporation of the document into the Comprehensive Plan, which was never fully executed. This amendment would now complete that intent so that the policies are easily accessible and can be seen in the context of the entire City's policies.

In addition to the consolidation of coastal and non-coastal documents, the Land Use Plan portion of the amendment proposes to:

- Substitute "should," "must," and "will" where "shall" was previously used as a directive in the original LCP, and generally use the preferential "should" in all new policies;

- Create a new Mobile Home Park (MHP) land use designation and change the land use designation from Harbor Commercial (HC) to Mobile Home Park (MHP) for an existing, non-conforming mobile home park at the Harbor;

- Incorporate the Coastal Access Program into the Circulation Element;

- Reduce residential density for an approximately 1-acre site;

- Delete certain policies relating to the Fairgrounds area; and

- Add policy references to the Flood Plain Ordinance.

There are also numerous minor changes such as changes and clarifications to land use plan maps; format changes and reorganization of the original LCP policies by placing coastal resource policies in the Resources Element and placing land use and community-specific policies in the Land Use Element; clarification of various land use designation descriptions; addition of LCP policies to the Parks and Recreation, Safety, Economic Development and Community Design Elements of the Comprehensive Plan; addition of various

policies generally supporting and encouraging coastal resource protection, preservation and enhancement; and support of comprehensive beach manangement solutions such as the BEACON program.

FINDING TWO: Elements Not A Part Of This Amendment

Two elements of the proposed amendment are included in the Comprehensive Plan document, but are not part of this amendment. These two elements include the 8-acre site located at Sanjon Road at the Southern Pacific Railroad tracks, and the Taylor Ranch site outside of the City limits. The Sanjon Road site was originally proposed to be redesignated from Planned Commercial - Tourist Oriented (PC-T) to Planned Mixed Development (PMXD) use (described on page III-56, Land Use Element). However, subsequent to submittal and filing of the amendment package, in a Resolution dated June 25, 1990 (Exhibit 2), the City Council indicated that this site may be reconsidered in a future land use plan amendment. Therefore, the City has requested that this portion of the amendment be withdrawn from consideration.

The second element involves land use policy changes for an area outside the City's jurisdiction, the Taylor Ranch. The proposed changes include text changes on Page III-166 of the Comprehensive Plan, paragraphs 2, 4 and 5, and page III-167, paragraph 1; the Agricultural Use/Institutional designation on page III-15; the Agricultural Use/Institutional designation appearing on the Land Use/Zone Compatibility matrix on page III-16; the Agricultural Use/Institutional designation description appearing on page III-26; and the Agricultural Use/Institutional designation as shown on the proposed Land Use Plan Map. Longstanding Commission policy has been that, after certification of a local coastal program, amendments addressing areas not annexed to a City will not be accepted for filing purposes until the annexation of such areas has been approved by the Local Agency Formation Commission. Therefore, this element of the submittal was rejected for filing purposes on May 24, 1990. This element as cited above must therefore be deleted from the document until such time as annexation is complete and a future amendment request is made.

FINDING THREE: Amendment Components

Because the principal City action in this amendment is closely tied to the Comprehensive Plan Update, it is both broad and detailed. Although parts of the amendment could be considered minor, they were so interrelated as to make separating the amendment into major and minor amendments infeasible. Understanding all the proposed changes can be difficult. However, simply put, the amendment can be conceived of as comprising three types of changes. Type A changes simply move the Local Coastal Plan (LCP) text unchanged into the Comprehensive Plan. Type B changes are new policies being added to the LCP/Comprehensive Plan, including those which may be approved as submitted and those which require suggested modifications. Type C changes are existing policies for which the City's proposed changes require suggested modifications. The City staff's summary description for the amendment are attached as Exhibit 4.

FINDING FOUR: Type A Component (Certified LCP Policies):

Type A LCP changes transfer the certified text verbatim into appropriate elements of the Comprehensive Plan. Elements containing existing LCP policy and descriptive text now include the Resources, Land Use, Circulation, and Safety Elements. These policies are not new, nor for the most part have they been changed. Except for new or changed text, which is specifically described elsewhere in these findings and the suggested modifications, the Commission finds that they conform with and meet the requirements of the Coastal Act of 1976 and are approved as submitted.

FINDING FIVE: Type B Component (New Policies):

Type B changes are new policies being added to the LCP/Comprehensive Plan. Most can be approved as submitted and are included by citation in Exhibit 5. Some, however, are not fully consistent with Coastal Act policy and should be modified as suggested, as described below and in Section II.

Generally, the new policies extend the fundamental goals and intent of coastal resource policy into new or expanded elements of the Comprehensive Plan document, making them more accessible. They also provide cross-reference to related policies, which also improves the LCP's accessibility to the public and interested parties.

The proposed approvable additions include the following highlights:

Comprehensive Plan Introduction:

The Comprehensive Plan Introduction includes a description of the Local Coastal Program and how it is distinguished throughout the document. The italicized text and location of the coastal zone boundary are noted. To convey the applicability of LCP policies in the coastal zone clearly, the Plan later states that "Approved Local Coastal Program policies control in the Coastal Zone." The Commission finds that this is a succinct and effective statement of the significance of coastal resource policy. It makes clear the applicability in the coastal zone, so that there is no confusion in implementation of the LCP now that it is physically folded into the Comprehensive Plan. To ensure that anyone reading the document will understand that LCP policies take precedence in the coastal zone, modification #2 suggests that this sentence be added also to the Introduction. This will aid in ensuring Coastal Act consistency. If modified as suggested, the proposal will conform with and meet the requirements of the Coastal Act.

Resources Element:

This element (formerly Open Space and Conservation) has been expanded and now incorporates overall coastal resource policies in a section entitled "Coastal Resource Management". This section comprises energy, pipeline, hazards, and beach erosion policies formerly found in the certified LCP

and discussed above under Type 1 changes. In addition to the existing policies, a new policy and programs have been added to support the educational, legislative and research programs of the Beach Erosion Authority for Control Operations and Nourishment. This organization, known as BEACON, is a joint powers authority formed in 1986 to enhance coordination and cooperation to protect, maintain and enhance the Santa Barbara and Ventura County beaches and coastline. Since the City is a member of BEACON, Commission staff have long urged the City to use the opportunity to develop cooperative, comprehensive beach management solutions to beach erosion problems. The Coastal Act encourages such comprehensive solutions through providing for beach replenishment using dredge spoils [30233(b)], siting and design of development to avoid the need for structural protection [30253(2)], and assurance that any structures altering natural shoreline processes must be designed to eliminate or mitigate adverse impacts on local sand supply [30235]. Thus this policy will meet and carry out the requirements of the Coastal Act.

The Resources Element also includes a new Introduction section which specifically references the Coastal Resource Management policies. Other added text includes Goals, Objectives and Policies which are specific to the coastal zone and serve to clarify and enhance the City's commitment to coastal resource protection. Specific Objectives with added coastal policies include the Flood Plain Area, Agriculture/Open Space Areas, Parks and Recreation Areas, Water, and Sensitive Habitat.

It should be noted that the Flood Plain Area Policy and Overlay designation incorporate by reference the City's newly adopted Flood Plain Ordinance, and thus provides policy direction to guide it. However, the Flood Plain Ordinance and Flood Insurance Rate Maps have not been certified by the Commission and will be the subject of a future implementation plan amendment.

These added policies, further described in Exhibit 4, all serve to encourage the City to further carry out policies of the certified Coastal Plan. Except where otherwise noted, they conform with and carry out the requirements of the Coastal Act and are approved as submitted.

Several of the new policies in the Resources Element can only be found consistent with Coastal Act policy if they are modified as suggested. Suggested modifications #3 and 16 provide that the proposed new Linear Park Natural Area designation be modified to include the coastal zone. This designation was created to protect or restore natural resource values, and was mainly conceived of relative to Ventura's barrancas, which in the coastal zone are channelized or otherwise altered. However, protection or restoration of natural resource values is clearly in line with Coastal Act policy, and could apply to such areas of the City's coastal zone as the Seaside Wilderness Park or portions of the beach areas.

Elsewhere the amendment would add a new Linear Park Study Area designation applicable to the coastal zone. It proposes creation of a joint agency committee with the State Department of Parks and Recreation, the Ventura Port District and others, to develop a plan for a beach corridor/linear

park along the coastline between the Ventura and Santa Clara Rivers. Along certain areas of the coastline, the City has recently exerted considerable effort to restore or encourage restoration of the historically dominant sand dunes both as an aesthetic and habitat resource and as added protection against coastal erosion. Application of the Linear Park Natural designation to the coastal zone would allow the City more flexibility in carrying out its sensitive habitat, resource protection, enhancement and shoreline erosion policies. Suggested modification #26 further provides that restoration as well as development may be considered specifically for the beach corridor park study area.

The proposed amendment adds numerous policies to the City's recently adopted Flood Control Ordinance to several sections, including the Resources and Safety Elements. It also adds a new section on water-related hazards to the Safety Element. This is intended to provide guidance for the Ordinance, which has not yet been certified by the Commission. (The City intends to take it up in a future Implementation Plan amendment). Some of the policies require clarification or modification relative to Coastal Act policies 30235 and 30253. These policies provide that development be sited and designed to avoid flood hazard areas, and prohibit alteration of river and stream channels except within very specific parameters of habitat enhancement, protection of life and property where feasible alternatives have failed, or necessary water supply projects. Accordingly, modifications #4, #8, #24 and #25 suggest additions which will bring the policies into conformance with Coastal Act policies 30235 and 30253. If modified as suggested therefore, the amendment conforms with and meets the requirements of the shoreline protective device and development siting policies of the Coastal Act.

A new Rivers and Harbors Objective is also added to this section by the amendment. These two policies are intended to support protection and restoration efforts and add some protection against pollution and contamination in the event of industrial or hazardous material spills. Policy 13.1 may be approved as submitted. Policy 13.2, however, merely encourages industrial development to provide retention of spills. Coastal Act Section 30233 provides specifically that protection against spillage of hazardous materials shall be provided, and that effective containment and clean-up shall be provided for in the event of accidental spill. Suggested modification #7 requires that the policy be strengthened to meet the test of Section 30233. If modified as suggested, the proposed amendment can be found to conform with and meet the requirements of the marine resource hazardous spills protection policies of the Coastal Act.

Land Use Element:

- The Land Use Element contains the majority of the former LCP, including specific land use designations and policies. The introduction to the Land Use Designation Definitions and Policy Statements section includes a specific statement as follows: "Approved Local Coastal Program policies control in the Coastal Zone." As described under the Comprehensive Plan Introduction Section, this addition conforms with and meets the requirements of the Coastal Act and is approved as submitted.

A new Land Use/Zone Compatibility Matrix has been added to the Land Use Element which graphically depicts existing allowable uses and the zones in which they are allowed. One significant exception that is not approved, is not a part of this amendment and must be deleted, is the "Agricultural Use/Institutional" (A/I) designation (see Finding Two). With this exception, however, the matrix reflects existing land use and zoning, and thus conforms with and meets the requirements of the Coastal Act. It is approved (except for the A/I designation) as submitted.

Other new policies or changes to the text and policies are found in the description of Land Use designations. The primary major change is the addition of the new Mobile Home Park (MHP) designation, which is intended by the City to address the growing need for affordable housing, and is discussed in more detail below in the Pierpont/Keys Community (Harbor) section. The new designation will be adequately implemented by the existing MHP zone category, which provides standards already certified by the Commission. Also, the Agriculture 1990 designation has been updated and changed to Agricultural Use (not to be reconsidered until after the year 2010). The formerly separate Parks and Linear Parks designations are combined into one designation called Parks and Linear Park System, and new Linear Park Natural Area and Linear Park Study Area designations have been added (See also Resource Element Findings).

A new section describing Overall Land Use Policies includes the former LCP policies for Vacation Condominiums and Visitor-Serving Facilities, and Greenhouses, in slightly modified form. These will require suggested modifications. (See Finding 6)

Land Use Element/Community Rationale and Intent Statements:

Pierpont/Keys Community (Harbor): The designation will immediately affect only one site in the coastal zone, an approximately 38 acre existing mobile home park located on lands leased from the Ventura Port District at the Ventura Harbor. The certified Harbor Segment LCP allows the park to continue as a long-term, existing non-conforming use. The site is designated Harbor Commercial (HC) and the underlying zoning is also HC. The Ventura Port District has expressed the desire that the mobile home park be allowed to continue as a non-conforming use, but is concerned that the actual land use designation not be changed. The Port District Board notes the shortage of land areas available for harbor and marine-related uses.

The Commission recognises this shortage is of concern and represents a significant consideration. However, the existing LCP clearly contemplates the continuance of the use indefinitely, despite the land use and zoning designations. Furthermore, the lease for the site has a remaining term of 25 years, which would expire in 2015 if not extended. The Comprehensive Plan and LCP are planned for update after the year 2010, which would allow ample opportunity for reconsideration of the appropriate land use by the time of lease expiration. The Commission finds that, although the issue of affordable housing is not within the Commission's purview, it is of

significant concern to the City. The City as well as the Port District would benefit from conversion of the existing use to a visitor-serving use. Consideration of the potential access benefits must also be given. Under the existing non-conforming use, there appears to be little opportunity for adding to the available public access opportunities at this site. The site is not located between the first public road and the sea, but is on a parcel inland of Anchors Way. An additional consideration is that this amendment would extend the Recommended Pedestrian Walkway designation across the remaining segment of the Northeast Harbor area waterfront that does not currently have this designation. This represents a better public access opportunity under the circumstances. Additionally, the mobile home park has a pedestrian walkway designated along three of four sides of the parcel.

On balance, the Commission finds that redesignation of the site to MHP to allow the existing use would not be inconsistent with Coastal Act policy. It should be noted that the underlying zoning of the site is Harbor Commercial, and will necessitate an amendment for zone change to ensure compatibility with the land use designation. As submitted, the amendment would be consistent with the Coastal Act.

FINDING SIX: Type C Component (Proposed Changes to Existing Policy Requiring Suggested Modifications):

Policy Directive Language Changes:

A potentially significant change proposed by the amendment would substitute the use of "shall" in the LCP with terms such as "should" "must" and "will". In the majority of the document, this substitution would substantially weaken the authority of the policies. Examples of the proposed changes include the following:

Resources Element, Objective 13: Rivers and Harbor

Policy 13.2: New industrial development in proximity to the Ventura and Santa Clara Rivers should be designed to retain any potential spills of toxic material or other pollutants. (emphasis added)

Use of the term "should" here would not be consistent with the Coastal Act, which provides:

Section 30232:

Protection against the spillage of crude oil, gas, petroleum products or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and clean-up facilities and procedures shall be provided for accidental spills that do occur. (emphasis added)

Similarly, policy 1 of the design criteria for the Fairgrounds (page III-58)

states:

> Any new development within the Fairgrounds should be designed to protect coastal views and be compatible with the overall character of the Downtown Community.... (emphasis added)

The Ventura County Fairgrounds is located on the largest publically-owned oceanfront land in the City. It has high visual resource significance due to location and to its considerable access, visitor-serving and recreational values. Furthermore, it is visible from U.S. Highway 101/1. The Coastal Act provides, in part:

> Section 30251.
>
> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. ....

Additionally, other examples include text which virtually replicates Coastal Act policy text. For example:

> Resources Element, Objective 15: Coastal Resource Management Policy 15.7 Diking, Dredging and Filling Policies:
>
> A. The diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes must be permitted in accordance with other applicable provisions of this Plan ... [and] will be limited to the following ...

Here the clear direction of both the Coastal Act and certified LCP text have been changed and thus significantly diminished. The full force and meaning of these directive policies are diluted and allow for ecxeptions. Therefore, the suggested modifications require the language to be restored to the term "shall".

Where the use of the non-directive "should" does not conflict with Coastal Act policy directives, it may be retained, except that the certified LCP language is required to be restored.

As stated by the City, the rationale for avoiding use of the term "shall" was that the City Attorney's office wished to limit potential liability in the event that unforeseen circumstances do not allow the City to fully implement a policy in the plan. Consistent with the Coastal Act, the policies of the LCP are standards to which a local government agrees to adhere in its resolution of adoption. A local government, when it assumes coastal development permit authority, acknowledges that it will to the best of its ability carry out and enforce the provisions of the Coastal Act as it has been applied in the LCP.

Where the local jurisdiction has exercised good faith in implementing its policies, the law recognises a principle called the doctrine of impossibility. Generally, this concept accepts that where later discovered information or contingencies prevent clear accomplishment of a mandatory policy, the duty or obligation can be interpreted less stringently.

Use of the stronger term "shall" ensures that the City's intent and firm commitment are clear to all, while the use of "should" raises the ambiguity relative to the policy as a standard that must be met.

It is of the utmost importance that the City, the Commission, the public and interested parties understand that certain policies are to be met as standards. At the time of original LCP certification, the Commission determined that use of language imposing a clear duty and responsibility was appropriate and consistent with the policy directives of the Coastal Act. It remains as important if not more so today, to define all directive policies and have clearly understood. For this reason, the suggested modifications provide that the language be restored to what it was originally in the LCP, or, with new policies, modified as needed to assure that Coastal Act policies are restored with no diminishment of force and intent. If it is modified as suggested, the amendment will therefore conform with and meet the requirements of Chapter 3 of the Coastal Act.

Public Service Capacities:

The Coastal Act provides:

Section 30254.

> New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division .... Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

The proposed amendment would include the following policy (page III-80):

> Wastewater Treatment Plant: [T]he City's Wastewater Treatment Facility .... will remain as the only permitted land use in this location, and the facility should be allowed to expand as necessary to meet City needs.

The Comprehensive Plan Update Final Master EIR (EIR 1385) considered a variety of possible alternative popultion scenarios. These included Alternative 1, 94,000; Alt. 2, 102,000; Alt. 3, 122,000; and Alt. 4, 147,000. The EIR provides a table of plant capacity under the different growth scenarios of

each alternative. Since the alternative adopted by the City does not correspond to that of any analyzed by the EIR, the two closest are noted for comparison. Under Alt. 2 (pop. 102,000), the City's plant would reach 89 percent capacity by the year 2010. Under Alt. 3 (pop. 122,000), the plant would reach 105 percent capacity by the year 2010. The figure adopted by the City Council was pop. 115,000 by 2010, which is closer to the higher alternative. Unfortunately, no comparable calculations based on a population of 115,000 (using per capita and commercial/institutional/industrial acreage and City "peakage" figures) are available. Furthermore, there are no figures for allocating capacity to priority uses in the coastal zone currently available.

Clearly, there is not sufficient specific data or analysis on which to certify the proposed open-ended policy unchanged. The sewage system Master Plan is budgeted for update during the next two years, and it is fully appropriate to provide Coastal Act policy guidance to the City in its LCP for such time as the Master Plan is revised and updated. Formerly, the LCP included the Coastal Act policies in an appendix. However, the amendment would delete these policies to avoid the need for amendment should the Coastal Act be amended by the Legislature.

Therefore, suggested modification #12 adds a new policy to the Coastal Resource Management Objectives section which is essentially PRC Section 30254 with the reference to State Route 1 removed, as it does not apply in this instance. This policy guidance is required by suggested modifications #5 and #6 to be cross-referenced in the Water and Wastewater Objectives sections of the Resources Element. Finally, modification #21 assures that the specific policy reference in the above Community Intent and Rationale Statement includes a cross-reference to the policy guiding such expansion. If modified as suggested therefore, the proposed new language regarding the wastewater treatment plant will conform with and meet the requirements of the public service capacity policy of the Coastal Act.

Archaeological Resources

The Archaeological Resource policies of the certified LCP for the most part remain as certified in the amendment. However, one addition is necessary to clarify and ensure consistency with the Coastal Act's archaeological and paleontological resource protection policy (Section 32044). Frequently damage can be done to such resources by projects which do not normally require a review under the California Environemntal Quality Act (CEQA). Such projects are ministerial, such as grading or building permits. The City has in place a resolution authorizing the Environmental Impact Report (EIR) Review Committee to review all projects, even if ministerial, if the site affected is known to have potential archaeological resources.

To clarify that the City's review policies are thus consistent with the intent of PRC 30244, suggested modificaiton #9 provides that this fact be stated in the LCP policy. If modified as suggested therefore, the amendment will conform with and meet the requirements of the archaeological and paleontological resource protection policies of the Coastal Act.

Sensitive Habitat Policies:

A number of policies in the proposed Comprehensive Plan/LCP relate to the Sensitive Habitat overlay and policies of the LCP. These are found, for example, in the Sensitive Habitat (p. II-21), Rivers and Harbor (p. II-23), policies in the Resources Element, as well as the Parks and Recreation Element and Land Use Element.

For example, in the Land Use Element, the Sensitive Habitat Overlay (page III-28) is described thus:

> The Sensitive Habitat Overlay category identifies those areas that contain rare or especially valuable habitats which could easily be disturbed or degraded by human activities and development; are important because of their existing or potential biological productivity; provide important educational values ... or provide a buffer which protects sensitive habitat areas against encroaching development or disturbances. ... While the designation on the Land Use Plan Map represents the best available information in terms of species and habitat areas, the designations are not definitive and may need modification in the future. Sensitive habitat boundaries should be updated periodically to reflect changes in migration of species or discovery of new habitat areas. (emphasis added)

The proposed Comprehensive Plan/LCP also includes a new policy for the rivers and harbor areas (page II-24):

> Policy 13.1: ... [I]t is the City's intent to encourage preservation of the Ventura and Santa Clara Rivers in their present semi-natural state, and possible restoration to natural conditions. ...

The Sensitive Habitat overlay map has not been updated since certification of the original LCP in 1984. However, a botanical study and mapping of the vegetation at the Ventura River mouth was conducted for the State Department of Parks and Recreation during 1989. The results of the study were unavailable at the time the City's Comprehensive Plan/LCP was adopted in August, 1989. However, two maps from the study were made available to the City and Commission staff on February 2, 1990. In order to adequately implement the LCP policies cited above, suggested modifications #14 and #22 provide that the new map will be incorporated into the Sensitive Habitat overlay. Suggested modification #20 also provides that the City encourage preparation and update of similar mapping for the Santa Clara River.

In some cases, carryover of the policies from the originally certified LCP by the proposed amendment is not desireable. The Diking, Dredging and Filling Policies of both the original and the proposed LCP contain the Coastal Act provision applying to dredging of entrance channels for new or expanded boating facilities in wetland areas. Clearly, unless the City explicitly intends to propose or is aware of a proposal for such development, inclusion of this subsection of Section 30233 could result in misunderstanding of the City's intent. Similarly, another policy carried over intact from the original LCP allows substitution of in-lieu fees for restoration of wetlands. Yet another appears to exempt portions of open coastal waters from the

definition of environmentally sensitive habitat areas. These are extracted from parts of the Commission's 1981 Interpretive Guidelines text which a) actually characterize the circumstances differently and b) are not policies in themselves but guidelines, and have no direct Coastal Act policy foundation. The Commission finds that is it imprudent to perpetuate old practices which the Commission's own experience statewide has shown to be impractical or even threatening to dwindling wetland resources. Suggested modifications #10, #11 and #17 require that these policies simply be deleted. If modified as suggested, the proposed policy changes and additions conform with and meet the requirements of the Coastal Act.

Coastal Access

Section 30500 of the Coastal Act requires each LCP to "contain a specific public access component to assure maximum public access to the coast and public recreation areas is provided," that is, to carry out the intent of the Chapter 3 access policies. In the originally certified LCP, the access and recreation policies were somewhat scattered throughout the document. Also, the Harbor Segment LCP contained numerous access policies intended to balance the level and type of access, parking and circulation around the Harbor area. The proposed amendment seeks to consolidate and simplify in general, and to achieve this places coastal access policies from the Harbor Segment LCP in the Circulation Element in a section titled Coastal Access. However, other access policies are included in the Parks and Recreation Element and in the Resources Element, which could tend to perpetuate the previous lack of clarity and cohesion. The Commission finds that a specific description of the overall policy for access and references to the location of other policies is necessary to ensure that the proposed amendment will conform with the policies of the Coastal Act. Suggested modification #12 adds a brief policy statement to the Coastal Resource Management policies which cross-references the reader to the various elements containing access policy, thus assuring a central focus to the City's Coastal Access component. Modification #23 clarifies that Harbor policies apply only to the Harbor, and do not represent the entirety of the City's access program. If modified as suggested therefore, the amendment will conform with and meet the requirements of the Coastal Act, in particular the Coastal Access and Recreation policies of Chapter 3.

Parts of the amendment require clarification of priority uses. The new section describing Overall Land Use Policies includes the former LCP policies for Vacation Condominiums and Visitor-Serving Facilities, and Greenhouses, in slightly modified form. The proposed amendment would remove the emphasis formerly in the LCP on lower cost visitor-serving commercial uses as an important coastal resource, and would substitute "lower cost" for "affordable to persons of low and moderate income." Section 30213 of the Coastal Act uses the term "lower cost." The proposed text also includes holdover langauge from old LCP which is dated relating to the State's experience with hostel facilities. Suggested modification #13 clarifies that Vacation Condominiums are a priority coastal commercial use, emphasizes the priority of lower cost facilities, and deletes the outdated reference. Modification #15 clarifies that, in the coastal zone along the shoreline, commercial uses at parks may be allowed if the are directly supportive or are coastal dependent commercial uses. If modified as suggested therefore, the proposed amendment will conform

with and meet the requirements of the Coastal Act recreation and visitor-serving priority policies.

Finally, the amendment proposes to remove some of the policies relating to Fairgrounds land use which appear in the certified LCP. These policies, with some updates, have been restored by the suggested modifications, because they are still directly applicable to the area. Modification #19 restores the former policies, with special emphasis on the explkicit need for fragile resource and visual resource protection, balanced provision of access to the shoreline, and provision that the roadway, bikeway and parkinglot have been constructed so as not to require shoreline protection for a period of 50 years as established by a geotechnical study. Modification #18 clarifies that the Fairgrounds property is oceanfront land, and as such must meet the Coastal Act Section 30222.5 test for protection and priority of uses.

If modified as suggested, the proposed amendment will conform with and meet the requirements of the land use priority, visual and habitat resource protection, and access policies of the Coastal Act.

IV. MOTIONS AND RESOLUTIONS FOR THE IMPLEMENTATION PLAN

Staff recommends adoption of the following resolutions:

RESOLUTION 3: Approval of Implementation Plan (Coastal Zoning Ordinance) of Amendment 1-90 as submitted.

MOTION:

"I move that the Commission reject Amendment 1-90 to the City of San Buenaventura LCP Implementation Plan as submitted by the City."

Staff recommends a NO vote, which will result in the certification of the amendment and the adoption of the following Resolution and Findings.

An affirmative vote by a majority of the appointed members of the Commission is needed to pass the motion.

Resolution 3

The Commission hereby certifies Amendment 1-90 to the Implementation Plan of the certified City of San Buenaventura LCP as submitted by the City, for the specific reasons discussed in the following findings, on the grounds that it conforms with and is adequate to carry out the provisions of the certified Land Use Plan. Approval of the amendment will not cause significant adverse environmental effects, as feasible alternatives or mitigations measures have been employed to substantially lessen any significant adverse impact which the approval of the amendment would have on the environment.

V. FINDINGS FOR THE IMPLEMENTATION PLAN

FINDING ONE:

Part of the proposed amendment would combine the main and Harbor Segment LCP Land Use Plans into the Comprehensive Plan. Thus, since the Ventura Harbor Segment LCP was developed and certified first as a separate segment LCP, combination necessitates elimination of the Implementation Plan developed with the Harbor land Use Plan. However, the standards of this implementation plan were duplicated and certified in the Implementation Plan for the main LCP. Therefore, all portions of the Land Use Plan for the City of San Buenaventura have adequate implementation to conform with and carry out their provisions and policies.

The Commission finds that the Implementation Plan amendment as submitted will conform with and be adequate to carry out the provisions and policies of the certified Local Coastal Plan Land Use Plan.

VI. COMPLIANCE OF THE AMENDMENT WITH CEQA

FINDING ONE:

EIR 1385 was prepared for the Comprehensive Plan update and certified by the City Council on August 28, 1989. Because of the broad scope of the update, numerous significant or potentially significant impacts were identified for which the City adopted and incorporated the recommended mitigation measures of the EIR. Review and analysis of the amendment as submitted indicated that additional measures are necessary to ensure consistency with the Coastal Act and avoid potential significant adverse impacts to sensitive habitats, archaeological resources, public services, shoreline sand supply, visual resources and land use. These measures have been employed in the recommended suggested modifications in Section II above.

The proposed amendment will therefore not result in significant adverse impacts on the environment within the meaning of the California Environemntal Quality Act. If modified, therefore, the amendment is consistent with the Coastal Act and CEQA.

0177A

RESOLUTION NO. 90-18

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN BUENAVENTURA STATING THE CITY'S INTENT TO CARRY OUT ITS LOCAL COASTAL PROGRAM IN COMPLIANCE WITH THE CALIFORNIA COASTAL ACT

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

SECTION 1: The City Council adopted the City of San Buenaventura Comprehensive Plan Update to the Year 2010 by Resolution No. 89-103 on August 28, 1989, and the Select System of Bikeways Map by Resolution 89-105 on August 28, 1989.

SECTION 2: The adopted Comprehensive Plan Update and Select System of Bikeways Map include proposed changes to the City of San Buenaventura Local Coastal Program that must be approved by the California Coastal Commission to be fully effective within the Coastal Zone portion of the City.

SECTION 3: The City Council reviewed and considered these proposed changes to the Local Coastal Program during its review and approval of the Comprehensive Plan Update and the Select System of Bikeways Map.

SECTION 4: The California Coastal Commission requires that in submitting a local coastal program amendment, the local governing body pass a resolution stating that the local government intends to carry out its amended local coastal program in a manner fully in compliance with the California Coastal Act (Public Resources Code Section 30000 et seq.).

SECTION 5: The City Council hereby states its intent that the City's Local Coastal Program, as amended, will be carried out in a manner fully consistent with the California Coastal Act.

PASSED AND ADOPTED this 12th day of March, 1990.

City Clerk

AC:3-112

EXHIBIT NO. 1
APPLICATION NO. City of Ventura
Amendment 1-90
1 of 2 California Coastal Commission

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

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, do hereby certify that the above and foregoing Resolution was duly passed and adopted by the City Council of said City at a regular meeting held on the 12th day of March, 1990, by the following vote:

AYES: Councilmembers Collart, Bean, Tuttle, Monahan, McWherter, Villeneuve and Francis.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said City this 13th day of March, 1990.

Barbara J. Kam
City Clerk

EXHIBIT NO. 1
APPLICATION NO. Amendment 1-90
2 of 2
California Coastal Commission

CITY COUNCIL RESOLUTION NO. 90-65

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BUENAVENTURA INITIATING A COMPREHENSIVE PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR A SITE WEST OF SAN JON ROAD BETWEEN THE VENTURA FREEWAY AND SOUTHERN PACIFIC RAILROAD FROM PMXD TO PC-T

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

SECTION 1. The approximately eight-acre site located generally west of San Jon Road, and between the Ventura Freeway (U.S. Highway 101) and the Southern Pacific Railroad, as shown on the attached Figure 1, was redesignated from Planned Commercial - Tourist-Oriented (PC-T) to Planned Mixed Use Development (PMXD) in the City of San Buenaventura Comprehensive Plan Update to the Year 2010, adopted in August 1989.

SECTION 2. The PMXD designation would allow residential development for senior citizens and/or tourist commercial uses, while the former PC-T designation allowed only tourist commercial uses.

SECTION 3. The site is within the Coastal Zone, and the PMXD designation is subject to approval of a Local Coastal Program Amendment by the California Coastal Commission.

SECTION 4. The California Coastal Commission is currently reviewing a City Local Coastal Program Amendment for all Local Coastal Program changes resulting from City Council approval of the Comprehensive Plan Update to the Year 2010.

SECTION 5. The City Council Ad Hoc Committee on Comprehensive Plan Implementation Priority Setting has unanimously agreed that the site is not appropriate for residential use because of its proximity to a freeway and a railroad, and its strategic location near the pedestrian overcrossing of the freeway, providing access to the Ventura Pier and State Beach area.

SECTION 6. Therefore, in accordance with Section 8(g) of City Council Resolution 88-95, the City Council hereby initiates the Comprehensive Plan Amendment proposed in the attached Exhibit 1, and commensurate revision of the City Land Use Plan Map.

SECTION 7. Because of this proposed change the City Council also requests that the California Coastal Commission defer action on the portion of the currently pending City Local Coastal Program Amendment which applies to this site.

PASSED AND ADOPTED this 25th day of June, 1990.

City Clerk

EXHIBIT NO. 2
APPLICATION NO.
City of Ventura
Amendment 1-90
1 of 4
California Coastal Commission

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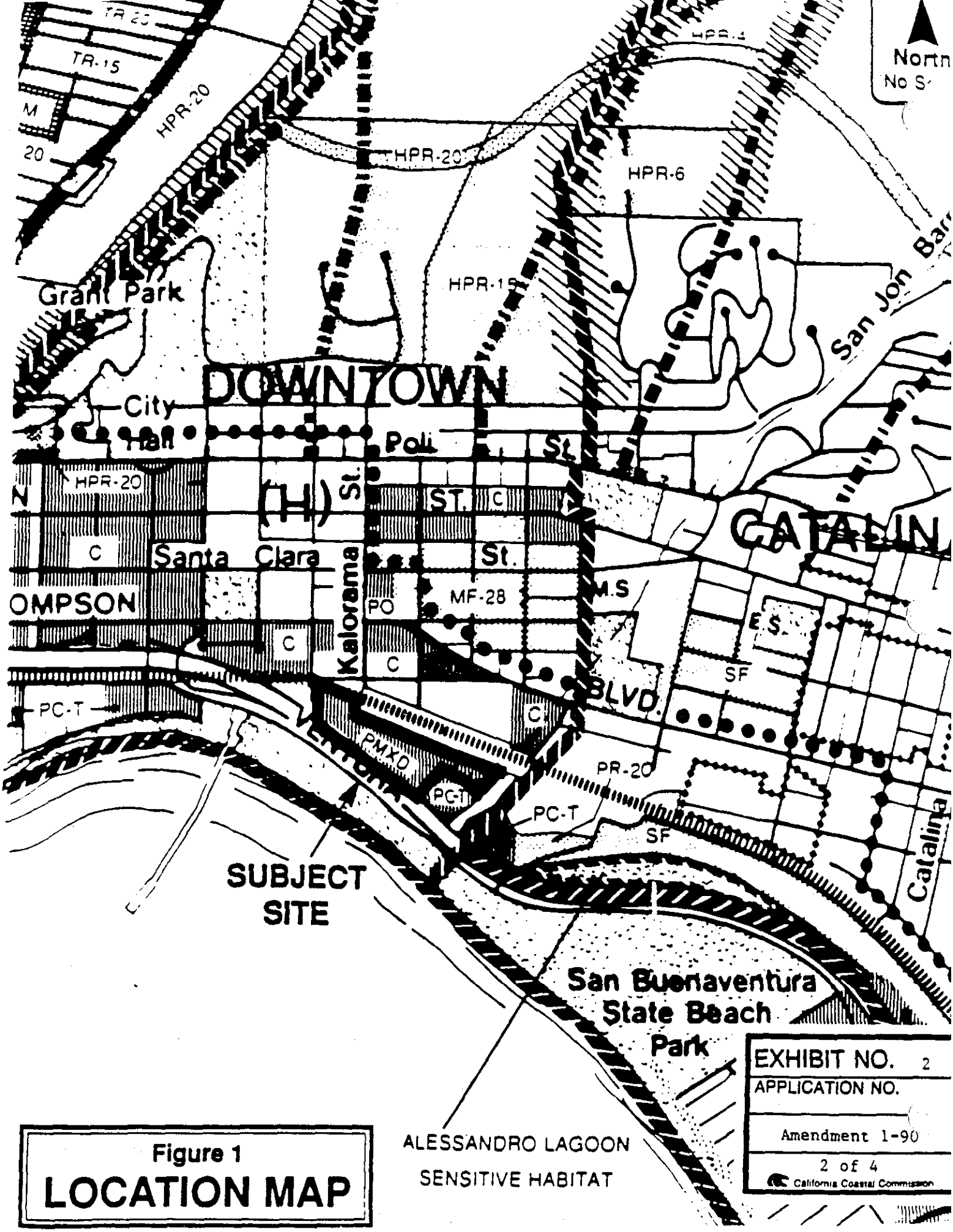

EXHIBIT NO. 2
APPLICATION NO.
Amendment 1-90
2 of 4
California Coastal Commission

Figure 1
LOCATION MAP

EXHIBIT 1

PROPOSED COMPREHENSIVE PLAN AMENDMENT LANGUAGE

(Pages III-55 and III-56 of the City of San Buenaventura Comprehensive Plan Update to the Year 2010, adopted August 1989)

Planned Mixed Use Development: Land designated PMXD in the Downtown Community~~,~~ ~~except for the eight-acre area west of San Jon Road between the Railroad and U.S. Highway 101,~~ is subject to either the Downtown Redevelopment Plan or the Mission Plaza Redevelopment Plan. Any development or redevelopment of these areas should be consistent with these redevelopment plans.

The approximately eight-acre vacant site located west of San Jon Road and south of the Railroad is designated ~~PMXD~~ PC-T. The ~~PMXD~~ PC-T designation on this site ~~should emphasize residential development for senior citizens, not to exceed 20 units per acre, and/or tourist commercial~~ allows tourist-oriented uses. Any development on this site should be subject to a master plan which addresses bluff stability and setbacks, views, scenic qualities, building mass and scale, noise, safety and public access issues.

(Note: Items struck represent existing language which would be removed from the Plan. Items underlined represent new language which would be added to the Plan. The second paragraph above would be relocated to Page III-55, under the Commercial Uses heading.)

MS:6-100A

EXHIBIT NO. 2
APPLICATION NO.
Amendment 1-90
3 of 4
California Coastal Commission

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

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura at a regular meeting thereof, held on the 25th day of June, 1990, by the following vote:

AYES: Councilmembers Collart, Bean, Tuttle, Monahan, McWherter, Villeneuve and Francis.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City this 26th day of June, 1990.

Barbara J. Kam
City Clerk

EXHIBIT NO. 2
APPLICATION NO.
Amendment 1-90
4 of 4
California Coastal Commission

LEGEND (7)

URBAN LAND USE DESIGNATIONS

	Designation	Density Allowed
Residential		
SF	Single Family	1-7 du/net acre
MF	Multi-family	Range of densities (e.g. MF-28 = max 28 du/net acre)
PR	Planned Residential	
	PR-8	6-12 du/net acre, average of 8 du/net acre
	PR-15	6-24 du/net acre, average of 15 du/net acre
	PR-20	6-36 du/net acre, average of 20 du/net acre
HPR	Hillside Planned Residential (HPR-4, HPR-6, HPR-8, HPR-15, HPR-20)	Densities are based on "slope/density formulas" contained in Hillside Management Program
TR	Transitional Residential	
	TR-15	15 du/net acre
	TR-20	20 du/net acre
MHP	Mobile Home Park	Maximum 8 du/gross acre
Commercial		
C	General Commercial	
PC	Planned Commercial	
PC-T	Planned Commercial - Tourist Oriented	
PC-N	Planned Commercial - Neighborhood Oriented	
HC	Harbor Commercial	
PO	Professional Office	
PMXD	Planned Mixed Use Development	
Industrial		
M	General Industrial	
PM	Industrial Planned Development	
OF	Oil Field Industrial	
Existing Urban (denotes use of existing zoning and land uses)		
Institutional		
I	Institutional	

OPEN SPACE DESIGNATIONS

- Agricultural Use (not to be rezoned during the 20 yr. plan period)
- Agricultural Use/Institutional
- Parks (Park sites, school open space and recreation areas) and Linear Park System
- Linear Park Natural Area
- Linear Park Study Area
- Recreation
- Hillside Scenic Resource Area

OVERLAYS, BOUNDARIES AND OTHER SYMBOLS

- Planning Area Boundary
- Sensitive Habitat Overlay
- Flood Plain Overlay (refer to official flood plain overlay map for more detail)
- Community Boundary
- Coastal Zone Boundary
- Hillside Area Boundary
- Hillside Drainage Area Boundary
- Urban/Rural Boundary
- Loma Vista Special Study Area
- Catalina Special Study Area
- Saticoy Townsite Special Study Area
- H.S. High School
- M.S. Middle School
- E.S. Elementary School
- (H) Historical Significance of land uses

* Site to remain as Agricultural Use unless planned and developed as a university

** Development of a linear park allowed only in conjunction with a roadway extension

For areas which are subject to a Capital Improvement Deficiency Study, refer to the Land Use Element of the Comprehensive Plan text

For more detailed information on specific land uses, refer to Comprehensive Plan text

SHEET 1

ENCLOSURE A

CITY OF SAN BUENAVENTURA

LOCAL COASTAL PROGRAM AMENDMENT 1-90

EXHIBIT NO. 3

APPLICATION NO. City of Ventura

Amendment 1-90

1 of 4

California Coastal Commission

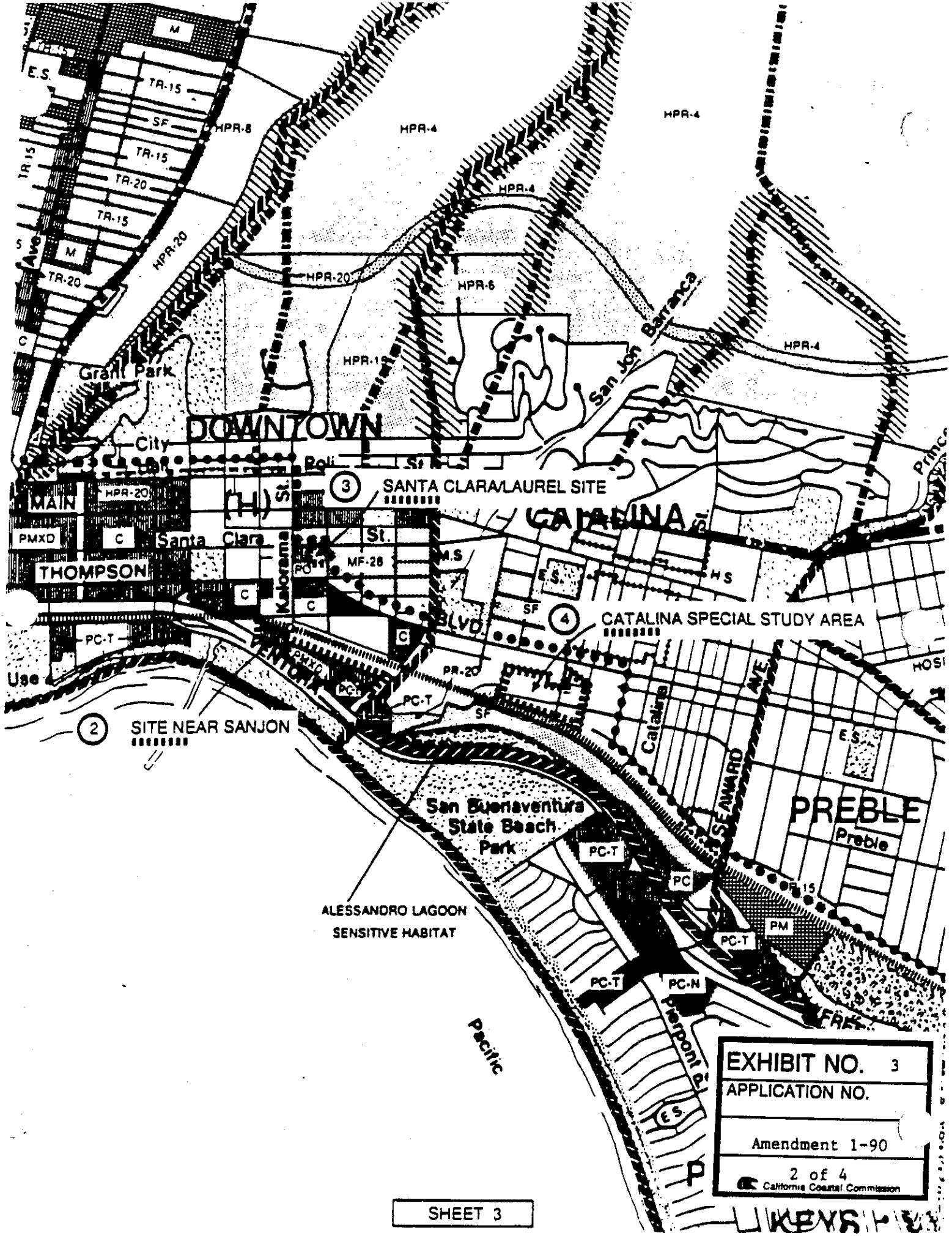

EXHIBIT NO. 3
APPLICATION NO.
Amendment 1-90
2 of 4
California Coastal Commission

SHEET 3

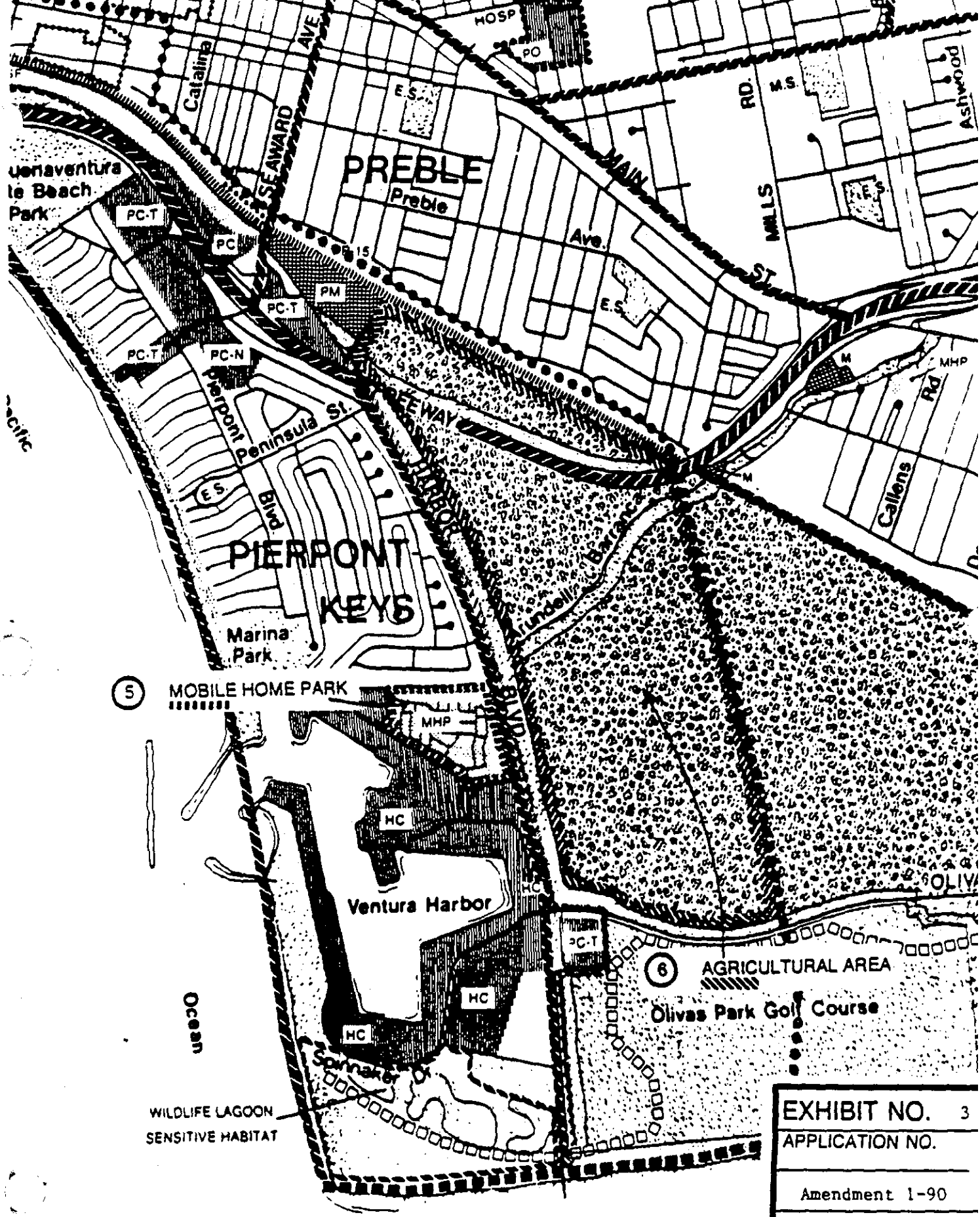

EXHIBIT NO. 3

APPLICATION NO.

Amendment 1-90

3 of 4

California Coastal Commission

SHEET 4

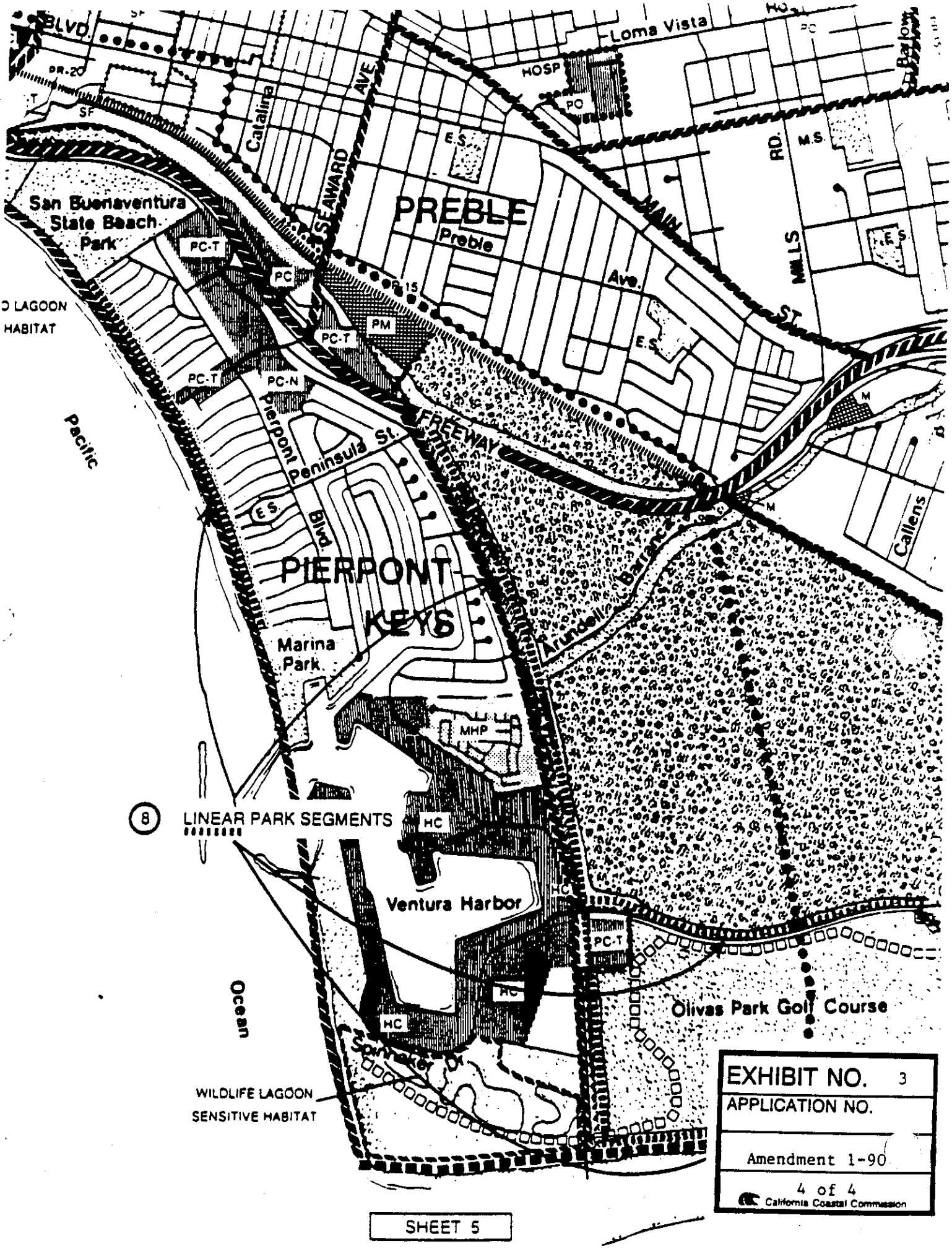

EXHIBIT NO. 3

APPLICATION NO.

Amendment 1-90

4 of 4

California Coastal Commission

SHEET 5

CHANGES TO THE CITY OF SAN BUENAVENTURA LOCAL COASTAL PROGRAM

As described in the transmittal letter dated May 9, 1990, from City Director of Community Development Everett Millais to the California Coastal Commission, the City of San Buenaventura Comprehensive Plan Update to the Year 2010 and the City Select System of Bikeways Map were adopted by City Council resolution on August 28, 1989. The changes to the the City's approved Local Coastal Program (LCP) embodied therein are being submitted to the California Coastal Commission. The Comprehensive Plan Update to the Year 2010 shows LCP provisions in italicized type. The following narrative is intended to assist Coastal Commission review of the changes proposed to the City's approved LCP.

The ensuing narrative is referenced, to the extent practical, to specific elements and pages in the Comprehensive Plan Update, or to specific maps.

RESOURCES ELEMENT

The former Open Space and Conservation Element has been expanded into a new Resources Element, and incorporated several new sections to better reflect the full range of resource issues addressed by the Plan, and to emphasize the importance of resource capabilities and constraints in setting and carrying out other Comprehensive Plan and LCP policies. A new Introduction section is contained on Page II-1 which lists the expanded array of topics addressed by the new Resources Element. The importance of Coastal Resource Management policies is emphasized in the new text on Page II-2.

Page II-4, Open Space Mapping

Change: Replace Open Space Map with Land Use Plan Map.

Rationale: By showing the City's Open Space Plan and open space land use designations on a single map also depicting other land uses, the City's open space commitments are made readily apparent to all users of the Land Use Plan Map. Having a separate Open Space Map presents a potential that the map might be ignored by those using the Land Use Plan Map, and that changes to one map might not get reflected in the other.

Page II-4, Open Space Designations

Change: The Land Use Plan Map legend has been revised to specifically delineate those land use designations which constitute open space categories, namely Agricultural Use, Parks and Linear Park System, Linear Park Natural Area, Linear Park Study Area, Recreation and Hillside Scenic Resource Area designations. As noted on Page II-4, two overlays, the Flood Plain Overlay and the Sensitive Habitat Overlay, also portray open space areas. The former Future Land Use Map did not specifically identify which categories represented open space designations.

Rationale: This change was made to clarify which designations and, hence, which specific areas, are considered as open space on the Land Use Plan Map

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Page II-7, Flood Plain Area

Change: Policy 3.1 bases the City's flood plain restrictions on the now adopted City Flood Plain Ordinance, and bases the Flood Plain Overlay designation on the Land Use Plan Map and the approved Flood Insurance Rate Maps.

Rationale: The Flood Plain Ordinance and Flood Insurance Rate Maps were not available when the LCP was originally adopted. Thus, these tools allow flood plain areas to be more accurately shown, and the local ordinance strengthens implementation capabilities. At the suggestion of the Coastal Commission staff, a note has been added to the Land Use Plan Map legend referring to the Flood Plain Overlay Map for more precise flood plain boundaries.

Page II-10, Agricultural/Open Space Areas

Change: Policy 4.8 is a new policy which calls for initiating a greenbelt (agricultural reserve) to include agricultural lands not proposed for development between Oxnard and Ventura.

Rationale: This step, which is consistent with the Ventura County General Plan and the Draft Oxnard General Plan Update, would further strengthen the commitment to maintaining agricultural uses in the area currently farmed south of the Southern Pacific Railroad.

Pages II-14 and II-15, Parks and Recreation Areas

Change: Policy 7.4 has been added to set forth the City's commitment to work cooperatively with such groups as the State Department of Parks and Recreation, State Coastal Conservancy, Ventura Port District and Ventura County Fair Board in ensuring continued public access to and beautification of beach areas. Policy 7.6 cross-references the Park and Recreation Element, and reinforces the commitment to provide beach areas for public recreation.

Rationale: These additions have been made in recognition of the multiple jurisdictions which manage or are otherwise involved with beach areas, and to underscore the policy of maintaining and enhancing a comprehensive system of public recreation opportunities. Policy 7.4 also supports efforts such as recent improvements to Surfers' Point and the Fairgrounds, and the City's potential acquisition and enhancement of the Ventura Pier.

Page II-16, Water

Change: A new Policy 8.1 has been added to annually monitor water use, and compare it with projected demand and the ability to meet this demand.

Rationale: This policy was added in recognition of the critical role of water supplies in determining the amount of growth which can be accommodated, and the fact that the City is approaching the maximum population which can be served with currently available supplies. It is closely tied to the Land Use Element policy limiting the City's population to a maximum of 102,000 unless additional water supplies can be secured, and would be implemented in conjunction with the City's Community Development Report.

Pages II-21 and II-22, Sensitive Habitat

Change: Policy 12.1 cross-references the Sensitive Habitat Overlay description in the Land Use Element. Policy 12.4 encourages native species be used in landscaping linear parks next to natural areas. Policy 12.6 requires new development to maintain a natural buffer from the banks of undeveloped blueline stream areas.

Rationale: These policies are intended to inhibit establishment of exotic species in natural areas, and to protect streamside habitat and maintain visual and, where appropriate, physical access to these areas. Implementation would be through conditioning of specific projects.

Page II-23, Rivers and Harbor

Change: A new section stressing the importance of river and harbor resources was added. Policy 13.1 encourages preservation of Ventura and Santa Clara Rivers in their semi-natural state, and possible restoration to natural conditions. Policy 13.2 encourages new industrial development along the rivers to be designed to contain any potential pollutants.

Rationale: Policy 13.1 is intended to support protection and restoration efforts. Policy 13.2 is intended to strengthen the basis for conditioning projects to assure potential pollutants are contained on-site.

Pages II-25 through II-35, Coastal Resource Management

Change: Overall coastal resource policies formerly in the Land Use Element have been moved largely intact to the new Resources Element. Policy 15.9 was added to support BEACON programs.

Rationale: This organizational change was made to reflect the resources emphasis of the new Plan. Policy 15.9 was added to establish the basis for City participation in and support of BEACON programs, which are designed to address beach erosion and nourishment problems through a coordinated regional approach.

LAND USE ELEMENT

Specific land use designations and a majority of the LCP policies are contained in the Land Use Element. The Land Use Plan Map is also a key component of the Plan. A new Overall Land Use Policies section has been added at the outset of the element which includes policy language that applies to more than just a single site or geographic area, and which is not appropriately placed in the Land Use Designation Definition and Policy Statement section of the element. The Overall Land Use Policy section, along with the Goals, establishes the framework for the remainder of the element.

Pages III-10 and III-11, Vacation Condominiums and Visitor-Serving Facilities

Change: Discussion of these topics has been moved largely intact to the new Overall Land Use Policies section.

Rationale: This is the kind of overall policy direction that the new section of the Plan has been added to accommodate.

Page III-11, Greenhouses

Change: This discussion has also been moved to the Overall Land Use Policies section, and the description of standards has been revised to reflect that provisions deleted from the Plan have been incorporated into the Zoning Ordinance.

Rationale: This topic is most appropriately handled under the new section. Section 8121A.4(b) has been added to the Zoning Ordinance establishing setback and lot coverage requirements, and the need to obtain a conditional use permit for greenhouses or similar agricultural buildings. Thus, the requirement that these provisions be developed is no longer needed in the Plan.

Page III-13, Reference to Approved Local Coastal Program Policies

Change: The last sentence in the first paragraph underscores that approved LCP policies control in the Coastal Zone.

Rationale: This language was added to call out the importance of approved LCP policies.

Pages III-13 through III-15, Land Use Designations

Change: The reference to Special Study Areas on the Phasing Map has been deleted. The Existing Urban category has been added to the list of designations. The new Mobile Home Park designation has been added. The Agricultural 1990 designation has been changed to Agricultural Use (not to be reconsidered until after the Year 2010). A new Agricultural/Institutional designation has been added. The separate Parks and Linear Parks designations have been combined into a Parks and Linear Park System designation, and new Linear Park Natural Area (none in the Coastal Zone at present) and Linear Park Study Area designations added. The Land Conservation Act designation was removed.

Rationale: The reference to the Phasing Map was deleted because there is no longer a Phasing Map or Phasing Program. The other changes were made to ensure consistency between the Land Use Plan Map and the Plan document. The Land Conservation Act designation was deleted because this is shown on neither the former Future Land Use Map nor the new Land Use Plan Map. (Information on Land Conservation Act properties, is however, shown in Figure 6.1-3 of the Comprehensive Plan Update to the Year 2010 Master EIR.)

Page III-17, Existing Urban

Change: Language was added to clarify that allowable future land uses are based on the underlying zoning designation in the Existing Urban category, or as set forth in the Intent and Rationale Statement for each community.

Rationale: This clarification is intended to address the situation where specific Intent and Rationale Statements may not be made for every Existing Urban area. In those cases, it is clarified that the underlying zoning provides direction for allowable land uses and intensities. It should also be noted that on Page III-9 of the Overall Land Use Policies, it is recommended the City consider amending the Comprehensive Plan to eliminate the Existing

Urban designation by categorizing all existing urban lands into other appropriate existing or new land use designations.

Page III-17, MF

Change: The description of the MF (multiple family) designation has been modified to indicate that the designation applies in areas transitioning to higher densities, and that it is intended that special design criteria also be developed in such areas.

Rationale: This addition complements the new Community Design Element, and is intended to add a new emphasis on protecting neighborhood character in areas where significant residential intensification is allowed.

Page III-21, MHP

Change: A new MHP (Mobile Home Park) designation category has been created.

Rationale: This new designation was created to help address the growing need for affordable housing. The designation has been applied to address situations where established mobile home parks are located at sites which had non-residential land use designations or underlying zoning. The intent is that these sites be rezoned acccordingly to an MHP zoning designation to protect the residential uses. In addition, the designation may be applied in the future to identify new sites for mobile home parks, which have become an increasingly important affordable housing resource.

Page III-21, Professional Office

Change: Language has been added to state the intent to require a planned development permit be required prior to development in a PO designated area.

Rationale: This would provide additional public review of proposed professional office uses that might otherwise be allowed by right. This change would require an amendment to the Zoning Ordinance.

Pages III-24 and III-25, Planned Mixed Use Development

Change: The list of what should be included in a PMXD area master plan on Page III-24 has been expanded to include project phasing and integration of uses. Verbiage was reduced on Page III-25 which discusses the benefits of PMXD areas, and language discussing specific PMXD sites was moved.

Rationale: The list of what should be included in PMXD area master plans was expanded to include specific items (project phasing and integration of uses) that experience has shown are desirable additions to the former list. Text describing the innovative nature of PMXD designations was eliminated because it was editorial in nature and dated. References to particular PMXD areas and plans were moved in that this type discussion should occur under respective Community Intent and Rationale Statements, rather than in the generic discussion of land use designation definitions.

Page III-25, Agricultural Use

Change: The former Plan designated agricultural lands with a mandatory review date of 1990. This has been revised to not allow reconsideration until after the Year 2010, and to not require a mandatory review at that point. Language regarding Coastal Act policies with respect to agriculture and minimum lot size was deleted.

Rationale: The modification of the land use designation definition extends the time frame of agricultural use designations, and rather than calling for a mandatory review at that point, prohibits reconsideration until at least after the Year 2010. The Coastal Act reference was deleted because this is State law anyway, and to avoid the need for an LCP amendment if State law changes. The minimum lot size provisions were removed because they have been incorporated in the Zoning Ordinance (Section 8121A.7).

[redacted] III-26, Agricultural/Institutional

Change: A [redacted] cultural/Institutional Use designation has be[redacted]ished.

Rationale: This clas[redacted]ion was developed t[redacted]ess the potential for a permanent California State [redacted]sity facil[redacted]ing located at Taylor Ranch. The designation contains the same [redacted] as the Agricultural Use (not to be reconsidered until at least the Y[redacted]esignation, except that provisions are made to specifically a[redacted]ate a pe[redacted] university facility if the site is obtained by th[redacted]. This approach [redacted]esigned to accommodate a permanent, public [redacted]rsity facility in Ventura, wh[redacted]therwise maintaining controls appl[redacted]e to the Agricultural Use designatio[redacted]ven uncertainty about whet[redacted]he site will be obtained ~~from~~ by the State. (R[redacted]also to the discus[redacted]in the Ventura River/Taylor Ranch Intent and Rationale [redacted]ement.) Th[redacted]nd use designation definition also provides for similar treat[redacted]of [redacted]er potential public facility sites if they were so designated.

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Page III-26, Parks and Linear Park System

Change: This section has been retitled and reordered. The description of determining future park needs has been modified to reference Service Level Guidelines, in addition to general policy statements. (Specific park acreage standards are contained in the Park and Recreation Element.) The linear park discussion has been revised to describe the intent of the Linear Park System, and to reflect the new classification breakdown of improved, natural and study areas.

Rationale: These changes have been made to provide a more logical sequence for the information presented, identify a more specific basis for establishing park needs, present additional justification for the Linear Park System, and expand the scope of the system to include natural areas and identify study areas that may be added in the future.

Page III-27, Linear Park Study Area

Change: A new Linear Park Study Area designation has been added.

Rationale: This classification has been added to show areas where additional study is recommended to identify specific locations for linear park segments.

One such area is along the Pierpont/Keys Community beachfront from San Buenaventura State Beach to Marina Park.

Page III-28, Flood Plain Overlay

Change: The Flood Plain Overlay description has been expanded to reference and describe Flood Insurance Rate Maps.

Rationale: This change has been made to reflect that federally approved Flood Insurance Rate Maps are now available, and that they provide the most accurate flood plain information available.

Pages III-43 and III-44, Avenue Community

Change: The description of the PMXD area containing the Mission Plaza Shopping Center has been revised to reflect the fact the project has been constructed. The description of the Peking Street Existing Urban designation has been moved to Page III-44.

Rationale: This minor change has been made to reflect more current information. The PMXD designation for the area north and west of the Shopping Center has not changed. Because the original Intent and Rationale Statement language dealt with a Redevelopment Survey Area larger than the Redevelopment Area actually established, however, a need to address the remaining PMXD area not subject to the Downtown Redevelopment Area Plan has been identified. The City Planning Commission has passed a resolution stating their intent to initiate a Comprehensive Plan amendment to more specifically address this remaining area, a portion of which is located in the Coastal Zone. Since the specific recommendations have not yet been developed, it is anticipated any changes would be pursued through a subsequent LCP amendment. The Peking Street description has been moved to the Avenue Community to correct its former erroneous placement in the Downtown Community.

Pages III-48 through III-52, Catalina Community

Change: Language has been added on Page III-49 to address predominantly single family areas with multiple family zoning, and a special study area has been identified which is to be surveyed and evaluated for possible Single Family designation, and appropriate rezoning. Portions of the study area are in the coastal zone. On Page III-50, the reference to redesignating and rezoning the Vista Del Mar Bluffs has been deleted.

Rationale: The special study area has been created to address a concern regarding potential loss of neighborhood character in locations with predominantly small, single family homes where residential intensification would be allowed through existing zoning. Changes in land use designations and zoning may be recommended as a result of the special study. In addition, the Community Design Element calls for design guidelines to be developed in the areas with multiple family zoning, in order to moderate the potential impacts of residential intensification. The changes regarding Vista Del Mar Bluff have been made to reflect the fact that the area has already been redesignated and rezoned, as formerly recommended.

Page III-54, Downtown Community

Change: A site at the southwest corner of Santa Clara and Laurel within the Coastal Zone is part of a larger area which has been designated Multi-Family (maximum of 28 dwelling units per net acre). The intent and rationale statement for the entire area is presented in the last paragraph of the page. The area was formerly designated Multi-Family (maximum of 36 dwelling units per net acre).

Rationale: The maximum allowable density was lowered to better protect the character of this area as residential uses intensify. The Community Design Element also calls for design guidelines to be developed for this entire area.

Page III-55, Downtown Community

Change: The description of Commercial Uses in the first paragraph notes that there are two commercial designations (General Commercial - C and Planned Commercial - Tourist-Oriented - PC-T) in the Downtown Community. The former Comprehensive Plan and LCP also referred to a third commercial designation (Planned Commercial - PC).

Rationale: The Planned Commercial designation does not apply to any sites in the Downtown Community. The area west of Sanjon Road between U.S. Highway 101 and the Southern Pacific Railroad had previously been redesignated from Planned Commercial to Planned Commercial - Tourist-Oriented, but the former Future Land Use Map does not appear to have been revised to reflect this change. While the the Comprehensive Plan and LCP text included the new language, the old language appears to have not been deleted. (Note: A portion of this area was again redesignated in the Comprehensive Plan Update to the Year 2010 to Planned Mixed Use Development - PMXD. Refer to the additional discussion below.)

Page III-55, Downtown Community

Change: The last paragraph on Page III-55 describes the Planned Mixed Use Development (PMXD) designation in the Downtown Community. The former Plan contained recommendations regarding creation of a redevelopment area and specific uses within the area. The new Plan references and requires consistency with the subsequently adopted Downtown Redevelopment Plan and Mission Plaza Redevelopment Plan which cover most of the area designated PMXD.

Rationale: The former Plan predated establishment of the referenced redevelopment areas. Since they are now established and more detailed plans are in place, the Comprehensive Plan has been revised to reflect this. Amendments to the Downtown Redevelopment Area Plan within the coastal zone, such as the pending amendment expected to be forwarded after Planning Commission and Redevelopment Agency/City Council action, would be processed as a separate Local Coastal Program amendment.

[redacted] III-56, Downtown Community

Change: [redacted] ately eight-acre site west of Sanjon [redacted] the Southern Pacific [redacted] which was previous[redacted] larger area designated Planned [redacted] oriented, has been redesignated to Planned [redacted] (PMXD). [redacted] and rationale statement in the [redacted] graph on page III-56 states that [redacted] the site should [redacted]

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emphasize residential development for senior citizens, not to exceed 20 units per acre, and/or tourist-oriented uses. Further, it is noted that any development there should be subject to a master plan which addresses bluff stability and setbacks, views, scenic qualities, building mass and scale, noise, safety and public access issues.

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Rationale: The intent and rationale statement for the former PC-T designation of this site incorporated language that if tourist-oriented uses are not economically feasible, an amendment should be considered at a future date. With the exception of a restaurant along Sanjon Road (still designated PC-T), no development of the former PC-T area between Highway 101 and the Southern Pacific Railroad has occurred since approval of City's Local Coastal Program. In addition, the demand for housing has greatly intensified, as documented in the Housing Element Technical Appendix. As also noted in the Housing Element Technical Appendix, housing to meet the needs of senior citizens is a rapidly growing component of the City's overall housing need. As the site is located in the Downtown Community, it is in proximity to services and service organizations used by seniors. Tourist-oriented commercial use is one of the options still provided for under the PMXD designation, and regardless of the use, language has been added to require a master plan that must address public access, as well as other issues. (Note: As previously mentioned, the former Comprehensive Plan Land Use Element text neglected to delete a prior Planned Commercial designation discussion which predated final passage of the City LCP. This error also appears on the former Future Land Use Map.)

Page III-56, Downtown Community

Change: The intent and rationale statement for the Front Street area was moved from a separate section to under the Existing Urban heading (fourth paragraph). Additional language was also added to encourage elimination of incompatible land uses or establishment of buffer areas between such uses as new development occurs.

Rationale: This text was relocated to be consistent with the organization of other parts of the document. The additional language was added to address land use compatibility conflicts between different types of land uses which were not addressed in the former plan.

Pages III-57 through III-59, Downtown Community

Change: The former Plan had a separate Fairgrounds heading not attached to any particular land use designation category. Policies for the Ventura County Fairgrounds are now presented under the Park designation, which represents the appropriate land use designation for the Fairgrounds. Provisions calling for improvement of Surfer's Point Park have been deleted. Language calling for development of a master plan has been replaced by reference to the now jointly adopted Fairgrounds Master Plan and Implementation Program, and a requirement that all new development and renovation be in accordance with this document. The last sentence of the first land use policy (formerly termed oceanfront policy) on Page III-58 has been modified by deleting reference to siting of the public roadway, and moving the reference to a geotechnical study to the second land use policy. Former Policy 4, dealing with accessibility of the Fairgrounds parking to surrounding recreation areas, and Policy 5, addressing the adequacy and availability of parking, have been deleted. Design criteria have

been reorganized to be placed in the same numerical format as the land use policies. Language dealing with building heights has been simplified, and the definition and offset requirement for view corridors deleted. The policy dealing with removal of trees has broadened the exceptions to also allow removal where necessary to implement the adopted Master Plan, while at the same time introducing a requirement that wherever mature trees are removed, they be replaced by substantially sized new trees on at least a one-for-one basis.

Rationale: Inclusion of the Fairgrounds intent and rationale language under the Park heading is consistent with how other areas are treated in the Comprehensive Plan. References to considering improvements to Surfer's Point Park have been removed because these improvements have subsequently been completed. Language regarding adopting a master plan has been updated to reflect joint adoption by the City and the Fair Board of the Fairgrounds Master Plan and Implementation Program. All new development and redevelopment is required to be in accordance with the adopted Master Plan and Implementation Program. The description of roadway siting requirements has been revised to reflect that the roadway has been constructed. Likewise, overflow parking and extension of the promenade and bicycle and hiking trail have been completed in the oceanfront corridor. (Note: Coastal Commission staff has indicated informally that they recommend reincorporating former Policy 5, since it deals with use of the parking area. City staff would have no objection to this recommendation.)

Language regarding view corridors was removed because development standards are now contained in the adopted Master Plan, and the Comprehensive Plan requires compliance with that document.

Provisions dealing with mature tree removal were likewise revised in light of the Master Plan. A policy is contained in that document to maintain the existing, palm-lined primary pedestrian circulation way. While possibly broadening the exceptions for prohibiting removal of such trees, at least a one to one replacement would be required with substantially sized new trees.

Page III-73, Olivas Community

Change: The reference in the first paragraph to the Agricultural Use (not to be reconsidered until at least the Year 2010) designation has been updated from the former Agricultural Use 1990 designation. The policy to continue to implement the Arundell Bikeway has been removed.

Rationale: This updates and extends the Agricultural Use designation, and reflects the fact that the Arundell Bikeway has been constructed.

Page III-73, Olivas Community

Change: A provision was added to the discussion of the PC-T area in the second to the last paragraph to require that prior to development of this area, the presence of any wetlands on or adjacent to the site should be determined. If any are found to exist, a wetlands study must be carried out, and any project design recommendations incorporated.

Rationale: This provision was added as a result of a mitigation measure in the Comprehensive Plan Update Master EIR to ensure identification and protection of any wetlands values that may exist at the site.

Page III-76, Olivas Community

Change: Intent and rationale statement language has been added for the Agricultural Use designation and revised for the Flood Plain designation. The revised Flood Plain description specifies that the Flood Plain Overlay Zone applies in Flood Plain areas, and requires compliance with the adopted Flood Plain Ordinance.

Rationale: The former Plan only discussed agricultural lands under the General Character heading, and this addition corrects an omission from the former Plan. The discussion specifies that such areas are not to be reconsidered for urban uses until after the Year 2010, and cross-references the Resources Element policy supporting inclusion of this area in an Agricultural Reserve/Greenbelt Agreement. The Flood Plain discussion has been revised to reflect that the adopted ordinance is now in place.

Page III-77, Pierpont/Keys Community

Change: Discussion of the General Character has been revised to remove references to redevelopment and to require that land uses be compatible with Coastal Act policies.

Rationale: No redevelopment area is anticipated in the Community. The requirement for compatibility with Coastal Act policies was added to avoid the need for listing all the specific legislative policies in the Comprehensive Plan document. By referencing the policies rather than listing them, the need to amend the Comprehensive Plan if State statutes are changed can be avoided.

Pages III-77 and III-78, Pierpont/Keys Community

Change: The description of the need for new beach-oriented zones in the Pierpont Bay area has been revised. Based on this revision, editorial revisions to the last paragraph on Page III-77 and continuing onto Page III-78 have been made.

Rationale: The recommended new beach zones have, in fact, been incorporated in the Zoning Ordinance. Thus, the Plan has been revised to describe the intent of applying these special zones.

Page III-78, Pierpont/Keys Community

Change: The reference under the Ventura Keys heading to rezoning R-3-5 parcels to a single family designation in the vicinity of Seafarer Street and Seashell Avenue has been deleted. Under the Commercial Uses heading, the reference to the existing ratio of non-tourist uses to tourist oriented uses has been changed to note the ratio is as of when the Local Coastal Program was originally adopted. The accompanying map showing land uses along Seaward Avenue at that time has been removed.

Rationale: This referenced residential area has already been rezoned. The changes to the Commercial Uses section have been made to reflect that some specific uses along Seaward have changed since the LCP was originally adopted, but the requirement not to exceed the ratio of non-tourist to tourist oriented uses at that time has been retained. The map was originally included in the Comprehensive Plan at the request of the Coastal Commission staff. Since, as noted above, the ratios at that time have been maintained, but some of the specific land uses shown have changed, the map was not included in the new Plan.

Page III-81, Pierpont/Keys Community

Change: New language was added to the end of the Wastewater Treatment Plant discussion to clarify that the facility should be allowed to expand at its existing site as necessary to meet future City needs.

Rationale: This change is to address the potential need for future expansion of wastewater treatment facilities at the existing site.

Page III-81, Pierpont/Keys Community

Change: Conformance with the San Buenaventura State Beach General Plan is required, rather than incorporating the document in the City's Comprehensive Plan. The objection to recommending possible development of a multi-purpose trail along the Pierpont Beach area was removed.

Rationale: The reference to the State Beach General Plan was changed so that future amendments to this plan would not necessarily render the City's Comprehensive Plan inconsistent. The new language references the State's plan as it was adopted, and as it may be subsequently amended. The removal of the trail exception is based on inclusion of a Linear Park Study Area designation along Pierpont Beach on the City's Comprehensive Plan Update Land Use Plan Map. (Note: The remaining exception is to limiting Harbor Boulevard to two lanes. The City's intent is that this limitation be qualified to accommodate improvements such as turning lanes, sidewalks and bike paths. This may not be clear from the language presented on Page III-81 of the City's Comprehensive Plan.)

Page III-82, Pierpont/Keys Community (Ventura Harbor)

Change: The reference to unincorporated County property in the first paragraph has been deleted, and the reference to the Harbor Master Plan has been changed to rely on the specific language incorporated in this section of the Comprehensive Plan. The reference to specific Zoning Ordinance sections has been retained in the third paragraph, but without the ordinance code citations.

Rationale: The reference to unincorporated County property was removed to reflect that the area is now within the City. The reference to the Harbor Master Plan was removed because the specific language in the Comprehensive Plan sets forth the Local Coastal Program land use policies for this area. The specific ordinance code citations were removed in anticipation of Zoning Ordinance revisions which will include changes to how the code is numbered.

Page III-83, Pierpont/Keys Community (Ventura Harbor)

Change: Language in the first paragraph referring to consistency with the Harbor Segment of the Local Coastal Program has been changed to reference consistency with the Comprehensive Plan. As described in the second paragraph, the site of the existing mobile home park has been redesignated to a new Mobile Home Park land use designation. In the following paragraph, the reference to examining alternative methods such as hostels and campgrounds in the full LCP has been deleted.

Rationale: Adoption of the Harbor Segment preceded that of the remainder of the City's LCP. Since the City's entire coastline is now covered by the LCP, it is the City's intent that the LCP be considered as a whole as opposed to by segments.

Language dealing with the mobile home park prior to the Comprehensive Plan Update characterized it as a long-term, existing, nonconforming use. Given the acute need for affordable housing in the coastal zone and throughout the City, the Comprehensive Plan Update incorporated a new Mobile Home Park land use designation to help preserve this important source of affordable units. Because of the well established and long-term residential use of the site, the low likelihood of being able to provide equivalent replacement housing of comparable affordability, and Housing Element objectives regarding conservation of affordable units, the land use designation was changed from Harbor Commercial. Since this would not alter the existing land use, public access would not be adversely affected. (Note: Map 1, Future Land Use, in the Ventura Harbor Segment Local Coastal Program document showed the land use designation as Existing Urban, rather than Harbor Commercial.)

The discussion of examining options for affordable overnight accommodations was deleted because this examination was completed as part of the full LCP. Policies regarding campgrounds, hostels, and relatively inexpensive motels are presented elsewhere in the Comprehensive Plan.

Page III-84, Pierpont/Keys Community (Ventura Harbor)

Change: The second full paragraph formerly contained a provision requiring the location and intensity of land and water uses be defined in conformance with the Coastal Act.

Rationale: This was removed because it simply restates what is already required by law in any case.

Pages III-85 and III-86, Pierpont/Keys (Ventura Harbor)

Change: For each of the individual Harbor areas discussed on these pages, the word "new" was deleted from the description of development criteria.

Rationale: This change was made to ensure that redevelopment, additions, renovations or restorations would also be subject to the criteria, since a majority of the Harbor area has been built out.

Page III-88, Pierpont/Keys Community (Ventura Harbor)

Change: In the description of the Southwest Harbor Area, the statements regarding not exceeding maximum allowable square footage for visitor-serving

uses, and restaurants in particular, have been revised. In the description of the South Peninsula Area, the term "on the ocean side of Spinnaker Drive" has been used to replace the term "sandy beach" formerly used, and public restrooms have been added as a permitted use.

Rationale: The Southwest Harbor Area revisions are editorial in nature, and are intended to clarify that no additional, new, visitor-serving, commercial use projects should be developed, and that 33,000 square feet is the maximum area to be devoted to restaurant space. The South Peninsula Area changes provide a clearer and more expansive definition of where only visitor parking is allowed, while clarifying that public restrooms in conjunction with the parking for beach users would also be allowed. (Note: This is consistent with the already existing General Location Policy on Page III-89 for ancillary buildings, where restrooms serving the general public and Harbor users are permitted throughout the Harbor.)

Pages III-89 through III-92, Pierpont/Keys Community (Ventura Harbor)

Change: The last paragraph on Page III-89 has been added to describe the Ventura Harbor Maps which accompany the text. The maps have been revised, and the number of maps reduced from five to four.

Rationale: The map of Ventura Harbor Areas has been changed from Map 4 to Map 1, in that it defines the geographic areas discussed in the text. Parcel boundaries and numbers have been added to facilitate correlation with the text.

The Future Land Use Map title has been changed from Map 1 to Map 2 to follow the basic reference map for Ventura Harbor Areas. The name change is consistent with nomenclature for the overall Comprehensive Plan Update Land Use Plan Map. The map legend has also been revised accordingly. The designation for the existing mobile home park area has been changed to Mobile Home Park, as described above. Broad swaths of linear park formerly shown along various Harbor area roadways have been removed because the area has largely already been developed, and bikeways and landscaping have been installed, but linear park standards generally are not met. The widths formerly shown were unrealistic given established development patterns, and the Ventura Port District strongly supported this correction to the map. The citywide Land Use Plan Map does show linear park segments along Harbor Boulevard, Olivas Park Drive, and the Arundell Barranca outside the Harbor, and a Linear Park Study Area along the edge of the Santa Clara River. (Note: The linear park segment on the east side of Harbor Boulevard was inadvertently not transferred to the Ventura Harbor Land Use Plan Map. It is the City's intent this be included.) The small piece of land at the northwest corner of Spinnaker and Harbor formerly shown as Existing Urban has been changed to Harbor Commercial for consistency purposes. Since the underlying zoning is Harbor Commercial, there is no change with respect to allowable land uses. (Note: The former citywide Future Land Use Map also showed the strip of property fronting the west side of Harbor Boulevard between Schooner Drive and Spinnaker Drive as Existing Urban, rather than Harbor Commercial. The new Land Use Plan Map shows this area as Harbor Commercial. Again, there is no change to allowable uses because of the underlying Harbor Commercial zoning.)

The former Map 2, Circulation, was deleted because all of the road classifications shown were outside the Harbor, and road classifications are shown on the citywide Circulation Plan Map.

The former Map 3, Zoning, was deleted because zoning is more appropriately part of the Implementation Program, rather than the Land Use Plan.

The only change to the Ventura Harbor Circulation Plan Map (now Map 3) has been to extend the Recommended Pedestrian Walkway Should Existing Area Redevelop designation across the small remaining segment of the waterfront in the Northeast Harbor Area which does not already have such a walkway, or is not already so designated. As a result, the Plan would provide a continuous waterfront walkway around virtually the entire Harbor.

Page III-95, Preble Community

Change: Editorial revisions have been made to the General Character section. The Agricultural Use designation language has been revised to reflect the correct acreage of the agricultural land in question, and to note that the site will not be reconsidered for urban uses until after the Year 2010.

Rationale: The editorial changes were made to increase readability. The Agricultural Use designation has been extended in a manner consistent with the treatment of other agriculturally designated lands in the City's Planning Area. The Resources Element policy supporting inclusion of the area in an Agricultural Preserve/Greenbelt is cross-referenced.

Page III-96, Preble Community

Change: The Planned Manufacturing heading has been changed to Industrial Planned Development, the acreage corrected, the reference to a specific business name removed, and the reference to the Open Space Plan changed to the Land Use Plan Map.

Rationale: These are factual and editorial corrections, and are also intended to reflect that linear park segments and other open space designations are now shown on the Land Use Plan Map.

Pages III-166 and III-167, Taylor Ranch/Ventura River Area

Change: The City's former Comprehensive Plan and LCP designated all of Taylor Ranch within the Coastal Zone as Agricultural Use (to be reconsidered in 1990). The new plan identifies that portion of Taylor Ranch being considered by California State University as a site for a permanent Off-Campus Center or four-year university as Agricultural/Institutional. Under this designation, only agricultural uses will be allowed unless the site is acquired by the State to accommodate a permanent educational facility. If the site is acquired by the State, a permanent Off-Campus Center or four-year university could be allowed. The Land Use Plan Map could be revised to reflect this Institutional use without a separate Comprehensive Plan amendment. Additional provisions have been added limiting any non-agricultural/open space use of the site to a university facility. Other provisions require that the design of any facility harmonize with the natural setting, and minimize adverse impacts on the environment and on public facilities and services. Language also

NOT A PART: SEE FINDING TWO

cluded to limit the size and capacity of infrastructure, such as water and sewer lines, to ensure that development other than the Off-Campus Center for a four-year university is prohibited. The Plan further calls for adopting mechanisms whereby undeveloped portions of the area will not be allowed to develop except for educational facilities, and reviewing site design and building plans to ensure the scale, mass and architectural treatment of development reflects the special characteristics of the site and is compatible with the Downtown. The Agricultural Use designation has been extended from "to be reconsidered in 2000" to "not to be reconsidered until after the Year 2010." This applies to the Agricultural/Institutional site in the absence of an educational facility and to all of the Agricultural Use designated area.

NOT A PART: SEE FINDING TWO

Rationale: The revised Plan would accommodate a permanent public university facility in Ventura County. Ventura County does not currently have such a facility. (Existing facilities are in leased office space.) Policy 5.8 of the Comprehensive Plan Economic Development Element (Page IX-12) encourages retention of the University Center and development to its full potential as a four-year university. California State University has identified the Taylor Ranch site as the preferred site for such a facility, following an extensive multi-year process. Although grazing and some dry land cultivation takes place at the site, it does not contain the [illegible] quality prime agricultural lands as other alternative sites considered. The site is outside the City's existing municipal boundaries and sphere of influence, but is within the City's Planning Area. While development on the west side of the Ventura River would raise concerns regarding growth inducement, policies have been incorporated in the Plan to specifically limit any development by the educational facility. By controlling utility sizing, the City could more directly limit potential agricultural land conversion than would be the case with alternative sites evaluated to date. Given the visual prominence of the site, policies are also incorporated in the Plan addressing appearance and design. Location of the site inland of Highway 101 limits coastal access concerns, since the former Comprehensive Plan and LCP language indicates that "recreational use is not appropriate for Taylor Ranch." Because the site is outside the City limits, the County technically retains local coastal program jurisdiction unless or until the area is annexed to the City. Consistent with the County Guidelines for Orderly Development, the City's position is that annexation would be required if a university facility is developed at the site. The City has included policies for the Taylor Ranch/Ventura River in its Plan and Local Coastal Program in order to set forth its future intent regarding the area, and has done so in a fashion consistent with State guidelines for local general plans. (Note: The Taylor Ranch area inland from the Coastal Zone was formerly designated as Phase III Hillside Area. Since the new Comprehensive Plan no longer contains the Phasing Program, the designation for the area not being considered for a university facility is now Agricultural Use [not to be considered until after the Year 2010.])

Page III-167, Taylor Ranch/Ventura River Area

Change: The description of the property under the Recreation heading has been revised to reflect the name of the development which has now occurred, and to show that the use may continue, rather than being initiated. Under the Parks heading, the Emma Wood State Beach General Development and Resource Management Plan has been referenced, rather than directly incorporated. The Hobo Jungle is also referred to as Seaside Wilderness Park.

Rationale: The changes under Recreation reflect the development of the property as a recreational vehicle park. As with other plans, that for Emma Wood State Beach is referenced rather than directly incorporated to avoid the need for amending the Local Coastal Program if the State Beach Plan changes. The Seaside Wilderness Park name more appropriately represents the intended use of the area. (Note: The word "feasible" in the third to last line under the Parks heading should be "infeasible." This typographical error was carried over from the former Plan and should be corrected.)

Page III-168, Taylor Ranch/Ventura River Area

Change: The 100-foot buffer area described in Criterion #5 unde· the Sensitive Habitat heading is referenced to the Land Use Plan Map, rather than a map in the State Beach Plan.

Rationale: This change has been made because the Land Use Plan Map is at a larger scale.

Page III-169, Taylor Ranch/Ventura River Area

Change: In the second paragraph on the page, the former reference to the Hubbard Property has again been changed to reflect the name of the development, and the reference to fences and signs has been deleted.

Rationale: These changes have been made to reflect development of the property.

Page III-170, Taylor Ranch/Ventura River Area

Change: The description of the Flood Plain Area has been revised to require compliance with the City's adopted Flood Plain Ordinance.

Rationale: The former language was developed with the expectation that a Flood Plain Ordinance would be prepared. Such an ordinance has now been prepared and adopted.

Other Land Use Plan Map Changes

Change: The title of the former Future Land Use Map has been changed to Land Use Plan Map.

The general categories of Major Land Uses; Other Land Uses; and Overlays, Boundaries and Other Symbols have been revised to Urban Land Use Designations; Open Space Designations; and Overlays, Boundaries and Other Symbols.

The former map had two related designations, Existing Parks (Park sites, school open space and recreation areas) and Major Parks and Linear Park System, that have been combined into a single Parks (Park sites, school open space and recreation areas) and Linear Park System designation. The updated Plan also includes new Linear Park Natural Area and Linear Park Study Area desigantions.

The former Flood Plain Area (not to be reconsidered for urbanization until flood plain ordinance adopted) designation has been deleted.

Rationale: The map title has been changed to reflect that the map contains the current land use designations for the City, and to be consistent with terminology used for other Comprehensive Plan maps.

The titles for general categories were revised to more clearly and consistently portray the intent of grouping designations together.

The two former park designations were virtually indistinguishable. Having separate future and existing park categories, as was previously the case, could necessitate amending the map every time a future park site was developed.

The new Linear Park Natural Area designation was created to apply to linear park areas which should be retained largely in their natural state. Although no such segments are currently located in the Coastal Zone, it is possible the classification may be applied through future expansion of the Linear Park System. The Linear Park Study Area classification applies to segments where additional study is still required to determine the location of a specific route.

The former Flood Plain Area (not to be reconsidered for urbanization until flood plain ordinance adopted) designation has been deleted, since the ordinance has subsequently been adopted by the City. The Flood Plain Overlay designation has been retained to assure appropriate restriction of land uses in the flood plain. The Flood Plain Overlay is based on Federal Flood Insurance Rate Maps. The intent and rationale statement language on Page III-28 clarifies that the official Flood Insurance Rate Map boundaries are controlling in the event of any uncertainty in the Land Use Plan Map designation.

CIRCULATION ELEMENT

Page IV-8, Select System of Bikeways

Change: The Select System of Bikeways Map was formerly part of the Comprehensive Plan. The revised Select System of Bikeways Map is referenced in the new Plan (Policy 3.1), but was adopted by separate resolution. The former Plan contained a policy to "...encourage and participate in the implementation of key bike routes to and along the coast, as funding permits." Specific segments were also described. This language has been deleted.

Rationale: The primary rationale for separately adopting this map is to provide flexibility in making changes by not requiring a Comprehensive Plan amendment if there are future revisions to the Select System of Bikeways Map. Because bikeway designations are part of the Local Coastal Program, future changes within the Coastal Zone may necessitate an LCP amendment. The language regarding specific coastal bike routes has been deleted because the segments referenced have been completed. Policy 3.2, however, does call for a citywide effort to continue to update the Select System of Bikeways as a long-range planning tool, and to develop a short-range bikeway improvement plan.

Page IV-11, Public Transit

Change: Policy 5.2 has been generalized from coordinating with SCAT for provision of additional routes in the Coastal Zone to coordinating with public

transit systems to provide such routes both within and outside the Coastal Zone.

Rationale: Trolley shuttle service between the Downtown and Ventura Harbor has already been introduced. The revised policy is intended to not restrict efforts to just the Coastal Zone or to only a single potential transit provider.

Page IV-16, Coastal Access

Change: Coastal access policies for the Ventura Harbor area have been consolidated in the Circulation Element and reformatted in an objective/policy/program format. Program 8.1.2 has been revised to state that coordination would be with public and private transit systems to expand bus services, rather than just SCAT. Former policies regarding studying the possible closure of Beachmont Street and improvement of the Harbor Boulevard/Olivas Park Drive intersection have been deleted. References to preparing a Ventura Harbor Master Plan and to installing a traffic signal at Schooner Drive and Harbor Boulevard have also been deleted.

Rationale: As previously noted, the City's intent has been to integrate its LCP as a whole with the Comprehensive Plan, rather than on a segmented basis. The reformatting and addition of general language to provide the context for specific policies and programs is intended to make this section consistent with the format of other parts of the Plan. Policies regarding studying possible closure of Beachmont Street and improvement of the Harbor Boulevard/Olivas Park intersection were removed because the street closure is no longer under consideration, and intersection improvements have been made. Likewise, a Ventura Harbor Master Plan has been prepared and a traffic signal has been installed at Schooner Drive and Harbor Boulevard.

Page IV-17, Coastal Access

Change: Program 8.2.2 formerly called for providing adequate parking consistent with City parking requirements, and accommodating tour bus parking at the Channel Islands National Park Headquarters. This language has been revised to require parking that maximizes public off-street parking in the Harbor Area. The minimum number of parking spaces for the public beach area noted in Program 8.2.3 has been increased from 100 to 162, plus 20 recreational vehicle/bus spaces. Public safety costs were also added to maintenance costs as possible justification for a moderate parking fee.

Rationale: The changes to Program 8.2.2 provide greater emphasis on the need to provide adequate off-street parking for Coastal Zone visitors, and reflect the provision of existing or planned spaces for oversize vehicles. The minimum number of parking spaces for the public beach area was increased based upon expanding demand and, consequently, revised parking plans of the Port District. Public safety was added as a possible justification for parking fees to offset costs in light of concerns which have come to light regarding lifeguard services for South Jetty Beach visitors using the parking area.

Pages IV-18 and IV-19, Coastal Access

Change: Program 8.2.7 now calls for posting of signage to inform the public of hazardous swimming conditions along the South Jetty Beach, while the former language called for the City and the Port District to jointly develop a signage program for the Harbor Area.

Rationale: Signage has largely been developed and installed, but a need still exists for dealing with the South Jetty Beach area.

Other Circulation Plan Map Changes

Change: The former Circulation Plan Map included two major classifications of roads in addition to local streets. These were Arterials and Collectors. The Circulation Plan Map has been revised to show three major classifications beyond local streets: Primary Arterials, Arterials, and Collectors.

Specific changes within the Coastal Zone include the following: Olive Street north of Main Street was formerly shown as a Collector requiring future improvements, and is now shown as an existing Collector; Ventura Avenue some distance north of the Main Street intersection was formerly shown as a Collector requiring future improvements, and is now shown as a Secondary Arterial requiring future widening; Ventura Avenue farther south was formerly shown as an Arterial, and is now shown as a Primary Arterial; Main Street has been changed from simply an Arterial to a Primary Arterial; Thompson Boulevard west of Ventura Avenue and South Garden Street have been placed in the existing Collector category; Thompson Boulevard east of Ventura Avenue to Palm Street has been changed from an Arterial to a Primary Arterial, and east of Palm Street from an Arterial requiring future improvements to a Primary Arterial requiring future widening; Santa Clara Street east of Ventura Avenue has been designated as a Collector; California Street south of Main Street has been designated as a Collector, and north of Main Street as a Secondary Arterial; the New Ramps designation at Highway 33 and Main Street has been deleted, and a Reconstructed Interchange designation has been added at California Street and Highway 101; Harbor Boulevard between Sanjon Road and San Pedro Street was formerly designated as a Collector requiring future improvements, and is now designated as an existing Collector all the way between California Street and Monmouth Way; the New Ramps designation at Monmouth Way and Highway 101 has been removed, and a Reconstructed Interchange designation added at Seaward Avenue and Highway 101; Harbor Boulevard between Seaward Avenue and approximately the Arundell Barranca, and also as the Santa Clara River bridge is approached, was formerly designated as an Arterial requiring future improvements, and has been redesignated as a Primary Arterial requiring future improvements; the stretch of Harbor Boulevard from Arundell Barranca to the Santa Clara River bridge approach has been changed from an existing Arterial to an existing Primary Arterial; the former Collector extension, Engineer's long-range system, east of Schooner Drive, has been changed to a Secondary Arterial; and the former designation of Arterial future extension, Engineer's long-range system, for Olivas Park Drive, has been changed to Primary Arterial future widening.

The former map differentiated between the Circulation Plan and Engineer's Long-Range System. The revised map no longer includes this distinction.

The former map referred to Agricultural Use lands in the legend, but did not show them on the map. This reference has been dropped on the new map. Like-

wise, the old map showed Parks and the Linear Park System, but did not reference them in the legend. The new map shows Parks and the Linear Park System, as portrayed on the Land Use Plan Map, and references them in the legend. The legend has also been revised to show the revisions to the road classification system, to denote the Planning Area Boundary (which is also shown on the map), and to present a description of the revised road classifications.

Rationale: Revisions to the road classification system and changes in the designation of specific segments have been made in response to the mitigation measures contained in the Comprehensive Plan Update to the Year 2010 Master Environmental Impact Report. The primary change has been to incorporate three major classifications beyond local streets, as opposed to the previously existing two. This has been done to more accurately portray existing and future operation of the City's roadway system.

Reference to an Engineer's Long-Range System has been removed to avoid potential confusion.

The map legend revisions are intended to reflect the changes noted above, correct former omissions and inconsistencies, and make the map easier to understand and use.

There are no new road extensions in the Coastal Zone that were not noted in some form on the former Circulation Plan Map.

SAFETY ELEMENT

The Safety Element has been substantially revised to include enforceable policies. Background information has been included in a Safety Element Technical Appendix, which was adopted as part of the Comprehensive Plan Update by reference.

Pages VI-9 through VI-11, Water-Related Hazards

Change: In addition to the Coastal Policies contained in the Resources Element, a series of new objectives and policies addressing water-related hazards has been incorporated in the Safety Element. Several of these apply partially or entirely to the Coastal Zone. A new Objective 5 has been added to address tsunami and seiche hazards. Policies have been included to develop and maintain a tsunami warning plan (Policy 5.1), discourage critical facilities from locating in potential hazard areas (Policy 5.2), and continue participation in the Seismic Sea Wave Warning System (Policy 5.3).

Objective 6 requires conformance with the City's Flood Plain Ordinance.

Objective 7 requires mitigation of flood risk hazards in conjunction with new development, and cross-references related policies in the Resources Element.

Objective 8 calls for the City to cooperate with the Ventura County Flood Control District to identify and mitigate potential flood hazards. Policy 8.1 requires that new development pay a fee to mitigate cumulative drainage impacts, if such a fee is established, while Policy 8.2 calls for cooperation with the Flood Control District in establishing a funding mechanism for major water course improvements.

Objective 9 calls for the City's continued participation in the Flood Insurance Program.

Objective 10 calls for consideration of potential downcoast beach and sand migration impacts in evaluating beach protection devices. Individual policies call for increasing setbacks to protect new structures (Policy 10.1), assuring that any beach protection devices are consistent with the Comprehensive Plan, LCP, and implementing ordinances and permitting procedures (Policy 10.2), encouraging that land uses in areas subject to beach erosion be consistent with the Land Use Acceptability Matrix contained in the Safety Element Technical Appendix (Policy 10.3), and that specific beach erosion management measures be implemented where warranted through appropriate analysis (Policy 10.4). The new policy in the Resources Element dealing with BEACON is also cross-referenced.

Objective 11 calls for the City to cooperate with the Ventura Port District and the U.S. Army Corps of Engineers to provide adequate waterway ingress and egress to the Harbor.

Rationale: The new Objective 5 and supporting policies have been added to address tsunami and seiche hazards, and support Coastal Act policies to minimize risks to life and property in high hazard areas.

Objective 6 again reinforces required compliance with the City's adopted Flood Plain Ordinance.

Objective 7, like Objective 5, is intended to provide a mechanism to minimize risks to life and property.

Objective 8 and supporting policies are intended to identify and mitigate potential flood plain hazards, and establish funding mechanisms to address cumulative impacts to existing drainage facilities.

Objective 9 reflects the City's acceptance into the Federal Flood Insurance Program, and continuing commitment to participate in the program.

Objective 10 and supporting policies are intended to ensure that downcoast beach and sand migration impacts are evaluated for any proposed beach protection devices, that such devices are avoided wherever possible through adequate shoreline setbacks, that land uses be limited in areas subject to beach erosion consistent with a matrix contained in the Safety Element Technical Appendix, that construction of protection devices for existing shoreline structures be consistent with applicable Comprehensive Plan, LCP and regulatory provisions, and that specific beach protection measures be implemented based on analysis which warrants the particular measure being considered.

Objective 11 calls for cooperative efforts to ensure access to and from the Harbor by marine commercial and recreational traffic is maintained.

PARK AND RECREATION ELEMENT

Page VIII-10, Park Standards, Acquisition and Development

Change: A new Policy 2.8 states the City's intent to create a circular linear park around the perimeter of the City which preserves public access and views of ridgeline, river and ocean corridors.

Rationale: This provision supports policies for coastal access, recreation and protection of scenic and visual qualities. It is linked to Resources Element and Land Use Element policies and the Land Use Plan and Circulation Plan Maps.

Page VIII-12, Resource Management

Change: A new Policy 3.2 promotes stewardship of natural, historic and cultural resources, and cross-references the Rivers and Harbor Objective in the Resources Element.

Rationale: This general policy statement has been added to underscore the Plan's commitment to provide for conservation, preservation, restoration, interpretation of these resources.

Page VIII-14, Coastal Areas

Change: A new Policy 6.1 has been added which stresses accessibility, maintenance and quality development along the City's coastline as a high priority, and encourages cooperative efforts with other agencies having jurisdiction in the area. A new Policy 6.2 encourages stabilization and preservation measures to protect parks and associated improvements from natural forces.

Rationale: Policy 6.1 emphasizes the importance of coastal issues in the Comprehensive Plan, and the need to work cooperatively with other agencies having jurisdiction in order to achieve LCP objectives. Policy 6.2 recognizes that public parks and recreational facilities in certain areas of the City have been damaged or are at risk from natural forces. Coastal Act policies may allow stabilization measures when required to serve coastal dependent uses or to protect existing structures or public beaches. This policy is complemented by Objective 10 and accompanying policies in the Safety Element and Policy 15.9 of the Resources Element regarding BEACON programs.

Pages VIII-21 and VIII-22, Implementation Plan Statements

Change: A new Implementation Plan Statement 17 has been added calling for creation of a joint agency committee to pursue the concept of a beach corridor/ linear park along the coastline connecting the Santa Clara River and Ventura River mouths. A new Implementation Plan Statement 18 has been added which calls for developing boundary protection measures to preserve and, if possible, restoration of the Ventura River and Santa Clara River corridors to their natural state.

Rationale: Implementation Plan Statement 17 has been added to complement Policy 6.1, while Implementation Plan Statement 18 has been added to support this policy and Policies 3.1 and 3.2.

ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element is a newly added element to the City's Comprehensive Plan.

Page IX-12, Community Support

Change: A new Policy 5.5 has been added to encourage development of unique visitor and resident-serving commercial establishments to provide a link between the Downtown, oceanfront promenade, and the marina, and enhance those areas.

Rationale: This policy is intended to integrate the City's economic development policy with other policies focusing attention on the importance of the City's coastal strip, and linking together various parts of the Coastal Zone which represent key visitor attractions, as well as leisure time attractions for residents.

COMMUNITY DESIGN ELEMENT

The Community Design Element is also a newly added element to the Comprehensive Plan. It incorporates portions of what was formerly the Scenic Highways Element.

Page X-4, City Identity

Change: A new Policy 1.1 has been added to recognize and protect agricultural preserves and natural features of the City, including views of the ocean, islands, hillsides, rivers, barrancas and tree rows.

Rationale: This policy supports Coastal Act and other City policies regarding protection of agricultural lands, natural features and views.

Page X-19, Programs

Change: Program 6.0.1 supports cooperative efforts with the County of Ventura and the State of California to create Scenic Roads and Scenic Highway Programs. Program 6.0.1(b) calls for a survey of scenic corridors along Highway 101 and Routes 126 and 33 to develop a program to allow State Scenic Highway designation of the Ventura portions of these routes.

Rationale: These programs support City and Coastal Act policies for protecting scenic and visual quality. Special efforts will be required in working with the State Department of Transportation (Caltrans) to obtain scenic designations within urban areas.

Page X-23, Harbor Area

Change: Policy 8.2 calls for preserving view corridors and viewsheds of and from Harbor Area waters.

Rationale: This also supports Coastal Act and other City policies protecting scenic and visual quality.

OTHER LANGUAGE CHANGES

Change: Throughout the Comprehensive Plan Update and, hence, the Local Coastal Program, "shall's" were in numerous instances changed to "will's," "must's," and "should's."

As noted in various instances cited previously in this summary, specific statutory recitations of Coastal Act provisions have generally been deleted from the Plan.

Rationale: The removal of "shall's" was on the advice of the City Attorney's Office during review of the Comprehensive Plan Update to limit potential liability in case unforeseen circumstances do not allow the City to fully implement a policy in the Plan. Policies in the Community Intent and Rationale Statements for Olivas and Preble Communities, for instance, use mandatory "shall" language for preserving existing tree rows and developing linear park segments according to Linear Park Guidelines. The concern is that if, for example, trees die and need to be removed, or a minor deviation from Linear Park Guidelines is required to develop a particular segment, the City might be vulnerable to legal challenge for not fully complying with such policies.

The verbatim reproduction of Coastal Act policies in the Comprehensive Plan document has been removed because these are provisions of State law which the City must comply with in any event. In addition, including verbatim statutory language could render the City's Comprehensive Plan and Local Coastal Program inconsistent with State law any time there is a legislative change, and necessitate amendments every time State law changes.

OTHER SELECT SYSTEM OF BIKEWAYS MAP CHANGES

Change: The former Select System of Bikeways Map differentiated between existing and future bikeways. The revised map does not so differentiate. Various classes of bikeways are delineated by their specific class on the map, instead of with varying line patterns, as was the case with the former map. The revised map also provides that routes may be upgraded from the designation shown.

Changes to specific bikeway designations include: showing a Class I bikeway extending farther up the coast west of Ventura; a Long-Range System Extension along the railroad right-of-way north of Main Street; upgrading bikeways along Ventura Avenue and Figueroa Street from Class III to Class II; a Class III bikeway has been added along Ferro Drive, extending into Grant Park; a Class III bikeway has been added to Main Street east of Chestnut Street, and connecting Main Street with Santa Clara Street along Chestnut; the Class II bikeway formerly shown along Ash Street has been deleted; the Class III bikeway shown on Kalorama Drive is now shown as connecting to the Class I route shown along the existing pedestrian bridge across Highway 101; the former map showed a bikeway route along Harbor Boulevard between Sanjon Road and Peninsula Street which is not shown on the revised map; the former map also showed a route roughly following Alessandro Drive which is no longer shown west of Seaward Avenue; continuing east generally paralleling Highway 101, this route was formerly shown as a Long Range System Extension, and this segment is now shown as a Class I bikeway; the connection of the Class I bikeway along Arundell Barranca with Harbor Boulevard has been moved to the south; the Class III

bikeway along Beachmont Street no longer is shown as connecting with the Class II route on Harbor Boulevard, and now is shown as connecting with the Class III route on Seaview Avenue; a new Long-Range System Extension is now shown along the north bank of the Santa Clara River; and a Class I bikeway is now shown as extending across the Santa Clara River Bridge.

Rationale: The differentiation between existing and future bikeways was eliminated to reduce the number of classifications shown on the Select System of Bikeways Map, and avoid the need for having to amend the map when a new bikeway improvement is completed. Circled numbers are used instead of line patterns to show different classifications to make using the map easier. The provision that routes may be upgraded was added to facilitate improvements to the bikeway system.

Specific revisions to the Select System of Bikeways Map were developed with input from the Bicycle Technical Advisory Committee appointed by the City Council. The additions have been made to expand the system, better reflect connections outside the City's Planning Area, increase the system's accessibility and safety, and to provide alternatives for routes removed. The former Harbor Boulevard route between Sanjon Road and Peninsula Street was deleted because of limited right-of-way, heavy automobile traffic volumes, safety concerns, and the existence of alternative parallel routing along Pierpont Boulevard and San Buenaventura State Beach. The route along Alessandro Drive was removed because of the lack of a connection to the east.

MS:5-216

Summary of New Policies Approved as Submitted

Resources Element

Page II-10, Policy 4.8 (Agriculture/Open Space Areas)
II-14, Policy 7.4 and II-15, Policy 7.6 (Parks & Recreation)
II-16, Policy 8.1 (Water Objectives)
II-21, Policies 12.1, 12.4 and 12.6 (Sensitive Habitat Objectives)
II-35, Policy 15.9 (BEACON Programs)

Land Use Element

III-13, Line 11 (Land Use Designation Definitions and Policy Statements)
III-14, MHP Designation (Land Use Designation Definitions and Policy Statements)
III-15, Parks & Linear Park System and Linear Park Study Area Designations (Land Use Designation Definitions and Policy Statements)
III-21, Mobile Home Park (MHP) Designation (Land Use Designation Definitions and Policy Statements)
III-27, Linear Park Study Area (Land Use Designation Definitions and Policy Statements)
III-73, Commercial Uses, Paragraph 2 (Olivas Community Intent and Rationale Statement)
III-83, Paragraph 2 (Mobile Home Park discussion, Ventura Harbor Intent and Rationale Statement)

Circulation Element

IV-8, Policy 3.1 (Select System of Bikeways)

Safety Element

VI-9 through VI-11, Objectives 5, 7, 8, 9, and 11 (Water-Related Hazards Objectives)

Parks and Recreation Element:

VIII-10, Policy 2.8 (Parks and Recreation Policies)
VIII-12, Policy 3.2 (Parks and Recreation Policies)
VIII-21, Policy 18 (Parks and Recreation Implementation Plan Statements)

Economic Development Element

IX-12, Policy 5.5 (Community Support)

Community Design Element

X-4, Policy 1.1 (General Design Objectives, Policies and Programs/City Identity)
X-19, Program 6.0.1 (Programs)

X-23, Policy 8.2 (Harbor Area)

EXHIBIT NO. 5
APPLICATION NO.
City of Ventura
Amendment 1-90
California Coastal Commis

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EXHIBIT NO. 6

APPLICATION NO.
City of Venty

Amendment 1-90

1 of 2

California Coastal Commission

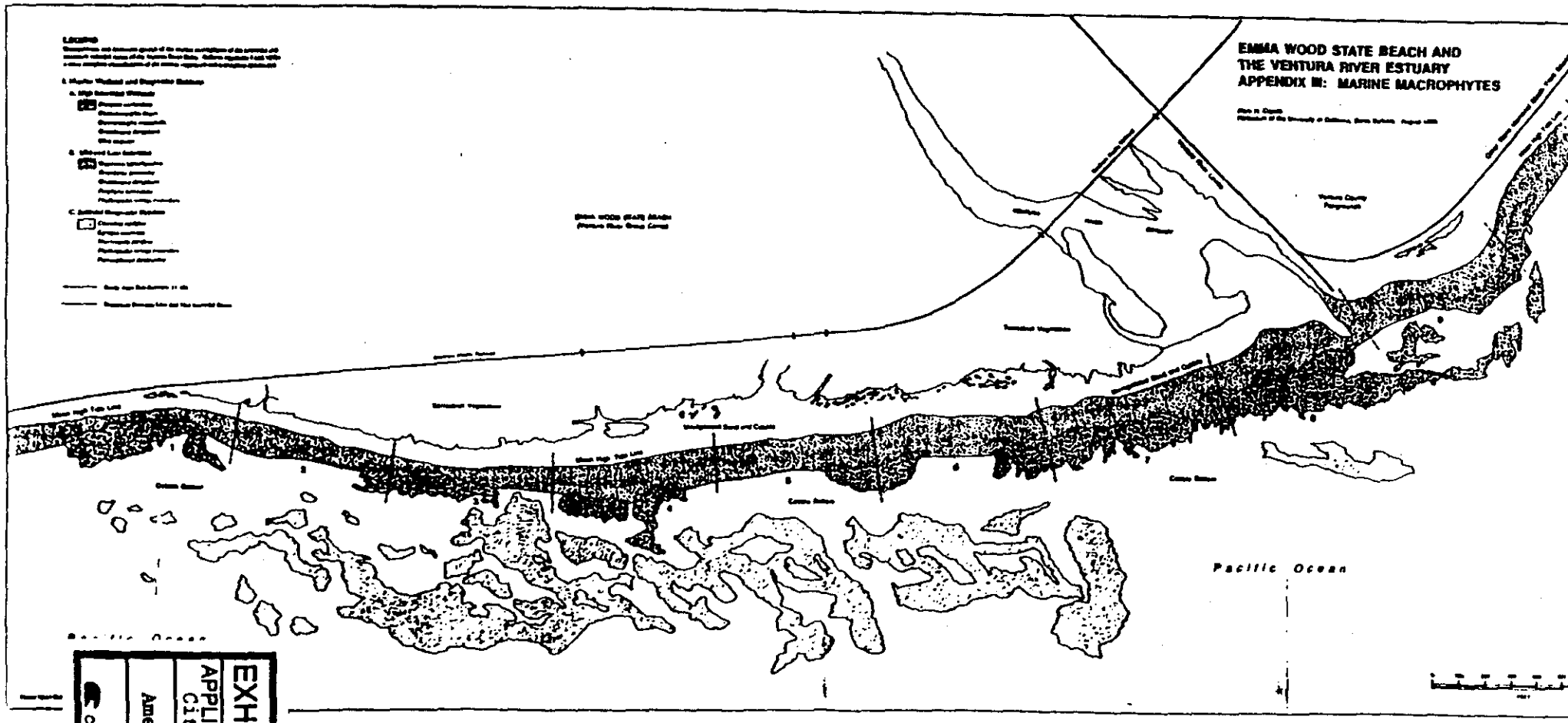

EXHIBIT NO. 6
APPLICATION NO.
City of Ventura
Amendment 1-90
2 of 2
California Coastal Commission

RESOLUTION NO. 90-73

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN BUENAVENTURA ACKNOWLEDGING AND ACCEPTING CALIFORNIA COASTAL COMMISSION CERTIFICATION AND MODIFICATIONS TO MAJOR AMENDMENT 1-90 TO THE LOCAL COASTAL PROGRAM OF THE COMPREHENSIVE PLAN OF THE CITY OF SAN BUENAVENTURA

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

SECTION 1: The City Council adopted the City of San Buenaventura Comprehensive Plan Update to the Year 2010 on August 28, 1989.

SECTION 2: The Land Use Plan of the City of San Buenaventura Local Coastal Program is embodied in the Comprehensive Plan Update.

SECTION 3: Any changes to the City's Local Coastal Program must be certified by the California Coastal Commission before taking full effect within the Coastal Zone.

SECTION 4: Major Amendment 1-90 for the City of San Buenaventura Local Coastal Program, containing the changes proposed through the Comprehensive Plan Update, was submitted by the City to the California Coastal Commission on May 10, 1990, and filed by the Commission on May 24, 1990.

SECTION 5: The California Coastal Commission held a public hearing regarding Amendment 1-90 on July 13, 1990.

SECTION 6: The California Coastal Commission by resolution certified Amendment 1-90 on July 13, 1990, with the modifications shown in the attached Exhibit A.

SECTION 7: The City Council hereby acknowledges the certification and modifications to Amendment 1-90 adopted by the Coastal Commission on July 13, 1990, and contained in Exhibit A; accepts and agrees to these modifications; agrees to continue to issue coastal development permits for the total area included in the City's Certified Local Coastal Program within its jurisdiction; and states its intent that the City's Local Coastal Program, as amended, will be carried out in a manner fully consistent with the California Coastal Act.

PASSED AND ADOPTED this 30th day of July, 1990.

Barbara J. Tam
City Clerk

MS/7-524

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

I, BARBARA J. KAM, City Clerk of the City of San Buenaventura, California, do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of San Buenaventura at a regular meeting thereof, held on the 30th day of July, 1990, by the following vote:

AYES: Councilmembers Collart, Bean, Tuttle, Monahan, McWherter, and Francis.

NOES: None.

ABSENT: Councilman Villeneuve.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City this 31st day of July, 1990.

Barbara J. Kam
City Clerk

Title:

SELECT SYSTEM OF BIKEWAYS

Prepared For: Dept. of Public Works - Engineering

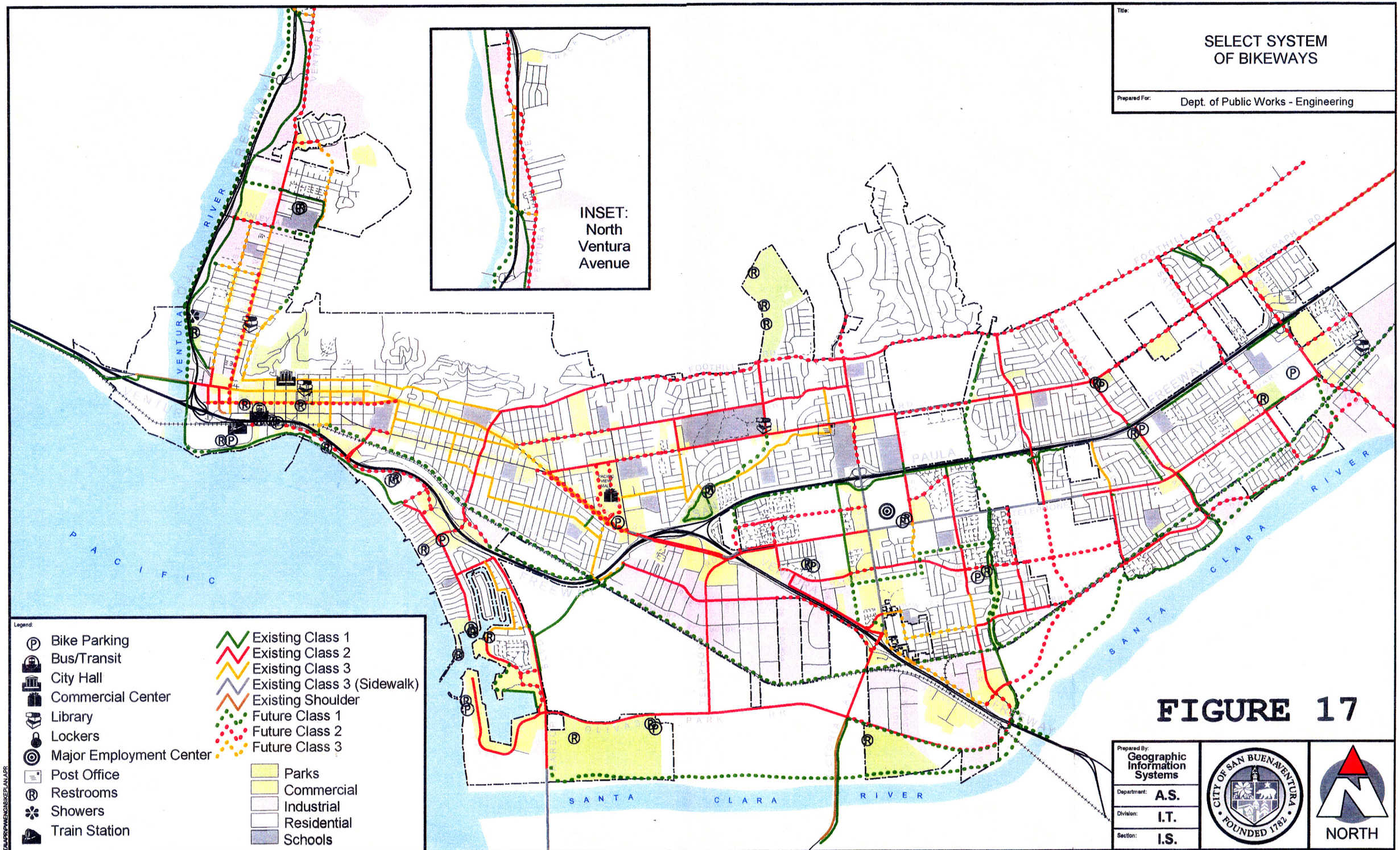

FIGURE 17

Prepared By: Geographic Information Systems

Department: A.S.

Division: I.T.

Section: I.S.

CITY OF SAN BUENAVENTURA FOUNDED 1782

NORTH

10 NOV 1999

This map is a product of the City of San Buenaventura, California. Although reasonable efforts have been made to ensure the accuracy of this map, the City of San Buenaventura cannot guarantee its accuracy.

1" = 3600'

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