



Notice of Preparation

County of Ventura • Resource Management Agency • Planning Division
800 S. Victoria Avenue, Ventura, CA 93009-1740 • (805) 654-2478 • ventura.org/rma/planning

Notice of Preparation of a Draft Environmental Impact Report (DEIR) and Scoping Meeting

The County of Ventura, Resource Management Agency, Planning Division (Planning Division), is currently processing amendments to the Saticoy Area Plan, General Plan and Non-Coastal Zoning Ordinance (NCZO). The Planning Division has determined that the project (individually and cumulatively) may have a significant effect on the environment and an environmental impact report (EIR) is required.

Pursuant to the *State CEQA Guidelines* [California Code of Regulations, Title 14, Chapter 3, §15082(c)(1), §15206(b)(5), and §15380], the proposed project is of statewide, regional, or area-wide significance and, therefore, the Planning Division will be conducting a scoping meeting for the EIR. The scoping meeting will be held on Tuesday, September 23, 2014 at 3:00 p.m. at the following location:

County of Ventura, Hall of
Administration Mediterranean
Conference Room
800 S. Victoria
Ave Ventura, CA
93009

Project Name/Number: Saticoy Area Plan Update - PL14-0066

Project Location and Assessor's Parcel Number:

Saticoy is a small, unincorporated community located along the boundary between the City of Ventura and the unincorporated County. As illustrated in Exhibit A (Project Location Map) the area is generally bounded on the north by the City of Ventura (City), on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, and on the west by the Brown Barranca. Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118) runs north/south bisecting the Saticoy community and Highway 126 runs east/west approximately one-half mile north from the center of town. In addition, the Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east/west, bisecting the community very close to the Town Center. Although Saticoy is located within unincorporated Ventura County, it is also within the sphere of influence of the City of Ventura.

General Plan and Area Plan Land Use Designations of the Project Site:

There are several land use designations that are proposed for properties within the Saticoy Area Plan boundary (See the Project Description and Exhibit B).

Description of the Existing Environmental Setting:

Saticoy has a population of approximately 1,000 people. The reported median household income is just under \$40,000, which qualifies Saticoy as an “economically disadvantaged community” (a term defined by the State of California). Saticoy’s history and its mixture of uses makes it a unique community within the unincorporated County.

The community contains three primary areas (see Exhibit A):

- Old Town Saticoy
- West Industrial Area
- East Industrial Area

A small residential neighborhood is located along the northern border, which complements residential development within the City of Ventura. Some of its residential dwellings date back to the early 1900’s. Saticoy also contains a commercial “Old Town” district, which still contains locally-serving services, such as a grocery store, hair salon and small restaurants. Several notable historic structures also exist elsewhere within the Saticoy Area Plan boundary, including the Saticoy Train Depot (built in 1887), the Farmers and Merchants Bank (built in 1911), and the Walnut Growers Association Warehouse (built in 1919). Finally, Saticoy contains some of the County’s most important industrial land, which is served by two regional roadways and the railroad. Much of the industrial land, however, could be described as underdeveloped, particularly when compared to permitted development intensities.

The most recent comprehensive update of the Saticoy Area Plan occurred in 1990 to accommodate necessary changes associated with the construction of SR 118. A limited update to the Area Plan also occurred in 2004 when the County initiated a General Plan Amendment and zone change for the County’s relocated Public Works Saticoy Operations Yard. The 2004 revisions included a modification to the Circulation Map and a zone change for the County property from Limited Industrial (M2) to Industrial Park (M1).

The tables below shows the amount of land in each of the primary land use classifications, based on existing Area Plan and Zoning land use classifications.

Existing Land Use Designations	
Name	Acreage
Residential, 2-Family	35.02
Commercial	9.10
Industrial	149.24
Community Facility	3.96
Total Acreage	197.32

Existing Zoning Classifications	
Name	Acreage
Single Family Residential (R1 – 6000)	3.92
Two Family Residential (R2-7000)	35.35
Commercial Planned Development (CPD)	8.96
Industrial Park (M-1)	41.88
Limited Industrial (M-2)	84.78
General Industrial (M-3)	19.58
Open Space and Agriculture-Exclusive	2.85
Total Acreage	197.32

Current public service providers for the Saticoy community are as follows:

- Water – Ventura Water (City of Ventura’s water utility)
- Sewer – Saticoy Sanitary District
- Fire – Ventura County Fire Protection District
- Police – Ventura County Sheriff’s Department

Although future improvements to public services are anticipated and embodied in revisions to the Area Plan’s goals, policies, and actions, the entities providing the public services are not expected to change.

Project Description:

The Proposed Project is a comprehensive revision of the existing Saticoy Area Plan, including goals and policies, land use maps (Exhibit B), vehicular and non-vehicular mobility maps (Exhibit C), and design guidelines for Old Town Saticoy. The Proposed Project also includes changes to zoning, including zoning maps and the following revisions to zoning within Old Town Saticoy: (a) new zoning classifications, (b) modifications to the Use Matrix, and (c) development standards. The project will require a General Plan Amendment (the Saticoy Area Plan is part of the General Plan) as well as the Non-Coastal Zoning Ordinance. The time horizon for the Proposed Project is 20 years (i.e., 2015-2035).

A detailed Project Description is available on the Planning Division [website](#). It contains maps and a detailed description of proposed changes to land use and mobility maps for the entire Area Plan. Proposed land use classifications (Area Plan, Zoning) for Saticoy are briefly described below.

- *Commercial Land Use/Town Center (TC) Zone:* Commercial use would continue to form the core of Old Town Saticoy, and the proposed Development Code would require a pedestrian-oriented “Main Street” style of retail/commercial development along Los Angeles (LA) Avenue. The amount of land dedicated to commercial use would change from 9.10 to 12.47 acres.
- *Mixed Use Land Use/Residential Mixed Use (RMU) Zone:* Mixed use development is proposed adjacent to and south of the railroad between Wells Road and Alelia Ave. All development within this area would be required to include some ground-floor retail along L.A. Avenue, would allow commercial development on corner locations, and would require multi-family residential development elsewhere within the zone. Approximately

9.09 acres would be devoted to mixed-use development.

- *Industrial Land Use/IND, M1, M2 and M3 Zones:* The Proposed Project includes an overall increase in industrial land within Saticoy from 149.24 to 150.46 acres. That increase is primarily due to the reclassification of land south of the railroad in Old Town from low-density residential to industrial use. In addition, the Proposed Project includes adjustments to the type of industrial *zoning* within Saticoy. A limited expansion of the General Industrial use (M3) area is planned for the West Industrial Section, with the remaining land zoned M2. Within Old Town, a new “Light Industrial” (IND) use is proposed, which would be similar to the existing Industrial Park (M1) use but tailored to suit the mixture of uses in Old Town Saticoy. The M1 use would continue to be used in the South Industrial Section, which would continue to have a mixture of M1 and M2 zoning.
- *Residential Land Use/RES Zone:* Existing residential areas (zoned R1 and R2) located north of the railroad in Old Town Saticoy would continue to be planned for residential use. However, the proposed Development Code would allow a modest increase in development intensity, as triplex and fourplex buildings would be permitted in addition to the existing single- and two-family dwellings located in this area. Overall, the amount of land planned solely for residential use would be reduced from 35.02 to 25.31 acres.
- *Community Facility:* The current Community Facility land use designation would be removed, and land used for community facilities would be designated the same as surrounding land uses (similar to existing zoning).

Several improvements to vehicular and non-vehicular mobility are proposed for Saticoy (See Exhibit C). These include changes to road classifications, new road connections, road upgrades, and general multi-modal transportation improvements. The detailed Project Description provides complete information regarding these proposed changes. Multi-modal transportation improvements would occur throughout Saticoy but are primarily focused within Old Town. Key road improvements include a new roadway link between Telephone Road and LA Avenue, a new roadway link between Lirio Avenue and SR 118, and completion of LA Avenue between Violeta and Aster Street. Several of these improvements are part of the existing Area Plan.

Potentially Significant Impacts for Analysis in the EIR:

The Planning Division determined that the Proposed Project has the potential to create significant, adverse impacts related to the following issue areas that must be analyzed in the EIR:

- Air Quality and Climate Change (consultant study underway)
- Noise and Vibration (consultant study underway)
- Transportation/Circulation (consultant study underway)
- Water Supply/Resources (consultant study underway)
- Historic Cultural Resources (Historic Resources Survey Completed)
- Hydraulic Hazards/Flood Control/Water Quality/Drainage
- Wastewater

Availability of Project Information:

A more detailed Project Description may be viewed online at the Planning Division website at:
<http://www.ventura.org/rma/planning/plans/general-plan/enviro-analysis.html>

Public Input:

The purpose of this notice is to request that you assist the Planning Division in identifying any environmental issues that should be addressed in the EIR. Comments on the scope of the EIR must be submitted in writing no later than 30 days after receipt of this Notice of Preparation.

Please send your comments to:

Ventura County Resource Management Agency, Planning
Division Attn: Kari Finley, Senior Planner
800 South Victoria Avenue, L#1740
Ventura, CA 93009

If you need additional information you may contact either:

Kari Finley at Kari.Finley@ventura.org (805/654-3327) or
Shelley Sussman at Shelley.Sussman@ventura.org (805/654-2493).

Alternatively, you may email your comments to either of the email addresses indicated above or fax them to (805) 654-2509.

Exhibits:

- A. Project Location Map
- B. Proposed Project Land Use Designations
- C. Proposed Project Mobility Maps (vehicular and multi-modal)

EXHIBIT B

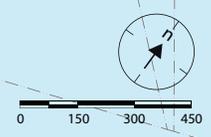
LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Commercial (C)
-  Mixed Use (MU)
-  Residential (RES)
-  Industrial (IND)



PROPOSED PROJECT LAND USE DESIGNATIONS

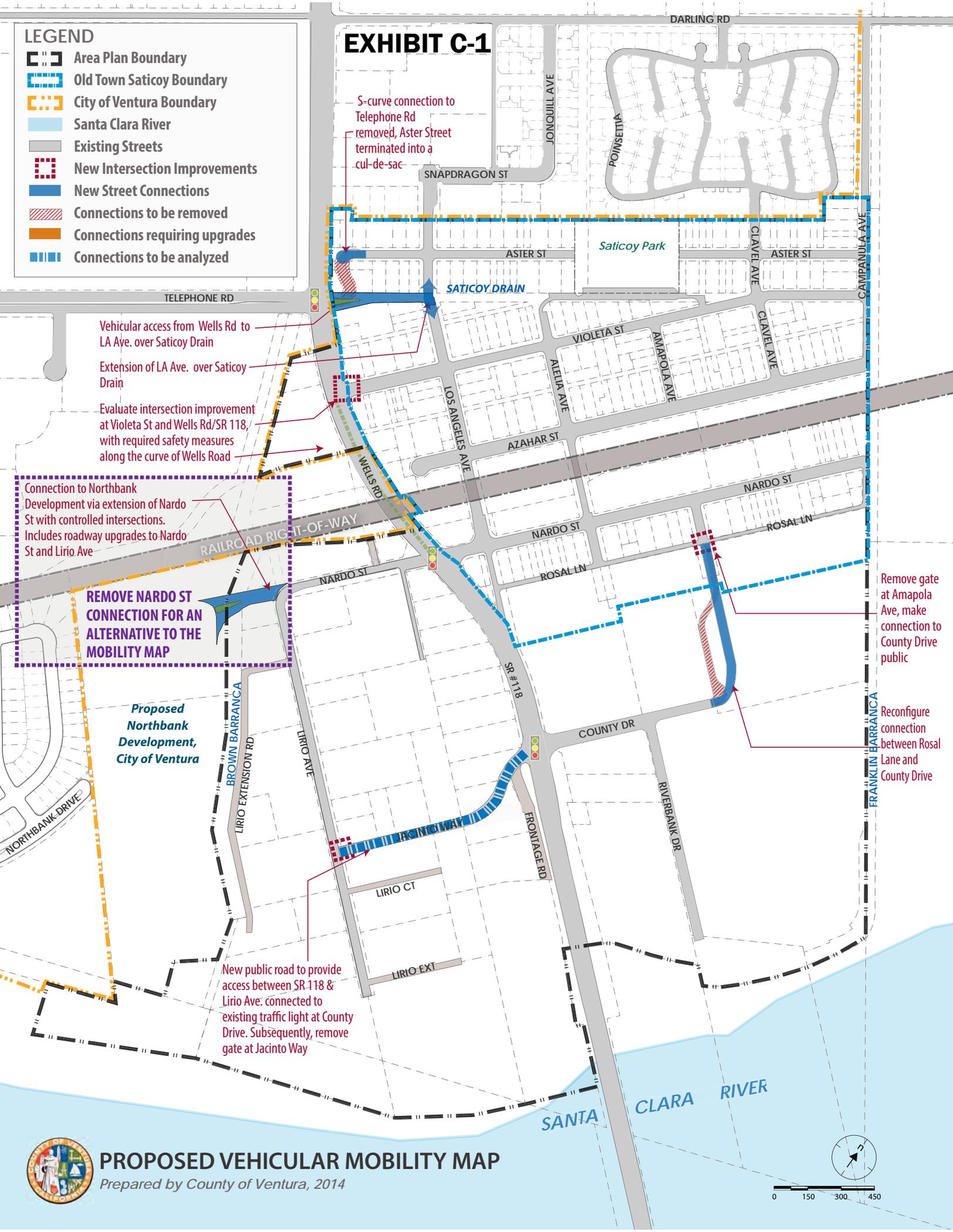
Prepared by County of Ventura, 2014



LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Santa Clara River
-  Existing Streets
-  New Intersection Improvements
-  New Street Connections
-  Connections to be removed
-  Connections requiring upgrades
-  Connections to be analyzed

EXHIBIT C-1



Vehicular access from Wells Rd to LA Ave. over Saticoy Drain

Extension of LA Ave. over Saticoy Drain

Evaluate intersection improvement at Violeta St and Wells Rd/SR 118, with required safety measures along the curve of Wells Road

Connection to Northbank Development via extension of Nardo St with controlled intersections. Includes roadway upgrades to Nardo St and Lirio Ave

REMOVE NARDO ST CONNECTION FOR AN ALTERNATIVE TO THE MOBILITY MAP

Proposed Northbank Development, City of Ventura

New public road to provide access between SR-118 & Lirio Ave. connected to existing traffic light at County Drive. Subsequently, remove gate at Jacinto Way

Remove gate at Amapola Ave, make connection to County Drive public

Reconfigure connection between Rosal Lane and County Drive



PROPOSED VEHICULAR MOBILITY MAP

Prepared by County of Ventura, 2014



0 150 300 450

LEGEND

- Area Plan Boundary
- Old Town Saticoy
- City of Ventura
- Existing Transit Routes (Gold Coast #10 & 11)
- Bus Stops
- Proposed west-side Transit Route Loop
- Existing Class I Bike Path/Lane
- Recommended Class I Bike Path (per City of Ventura)
- Recommended Class II Bike Lane (per City of Ventura)
- Proposed extension of Class I Bike Path
- Proposed extension of Class II Bike Lane
- Proposed Class III Bike Route
- New Pedestrian Connections

EXHIBIT C-2

NOTE:
The Area Plan will include pedestrian improvements on all public streets in Saticoy

Pedestrian walkway over Saticoy Drain to Park

Potential transit Loop proposed with bus stops on the west-side industrial area to provide access to workers along Lirio Ave and Nardo St., as well as residents from across Brown Barranca

Class II Bike Lane as proposed by the City of Ventura, to be routed along Nardo Street

REMOVE NARDO ST CONNECTION FOR AN ALTERNATIVE TO THE MOBILITY MAP

Proposed Northbank Development, City of Ventura

Class I Bike Path (as proposed by the City of Ventura's Bike Master Plan) to be extended as a loop from the Northbank Development along the Santa Clara River, to a Class III Bike Route at Riverbank Drive and connect to the RROW and finally terminate at Saticoy Park

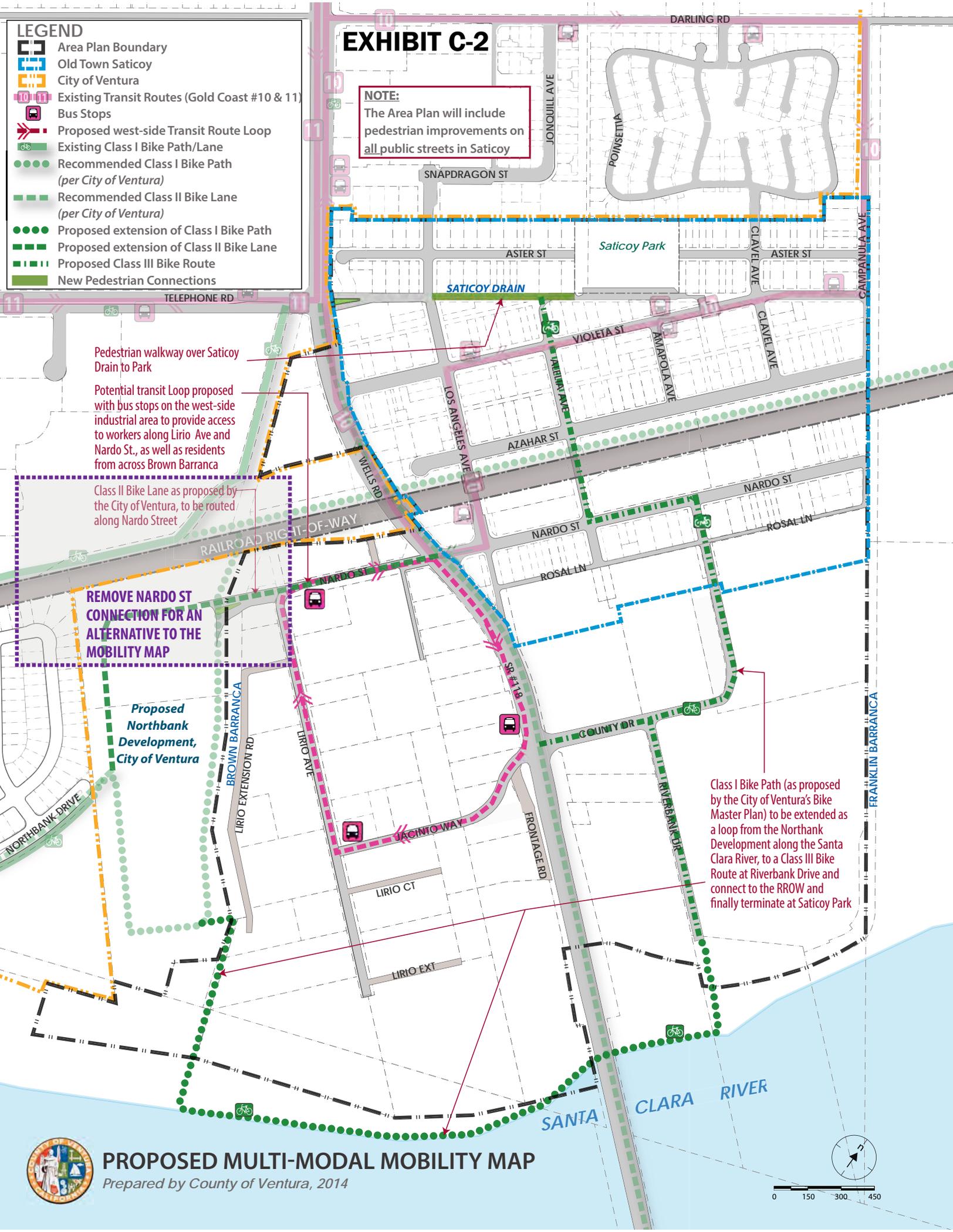


PROPOSED MULTI-MODAL MOBILITY MAP

Prepared by County of Ventura, 2014



0 150 300 450



Please note that the Project Description may continue to be revised based on technical studies now being conducted. It will be finalized when all relevant information and data has been obtained.

Project Description – Saticoy Area Plan Update

Project Name and Number

The Proposed Project is a comprehensive update of the Saticoy Area Plan and related amendments to zoning maps and the Non-Coastal Zoning Ordinance (NCZO). Collectively, these elements are referred to as the Proposed Project (PL14-0066). The time horizon for the Proposed Project is 20 years, which is 2015 to 2035.

Project elements include the following:

- Revised Saticoy Area Plan, including the following:
 - a. Goals, Policies and Actions
 - b. Land Use Map, including minor revisions to land use classifications
 - c. Vehicular and non-vehicular Mobility Maps, including revised road classifications
 - d. Revised text, format and graphics
 - e. Old Town Saticoy Design Guidelines
- Background Evaluation and Technical Report to the Saticoy Area Plan describing existing conditions
- Revised Zoning Map, including revised zoning classifications
- Revisions to the Non-Coastal Zoning Ordinance (NCZO) to include specialized zones, use matrix, and Development Code for Old Town Saticoy

The Proposed Project incorporates a General Plan Amendment (GPA) initiated by three private applicants in 2010. The privately-initiated amendment would change the General Plan and Zoning classifications for approximately eight acres of vacant land located within Old Town Saticoy. In April 2010, the Board of Supervisors (BOS) approved a GPA pre-screening to change the current, medium-intensity residential land use to industrial/commercial use. The land use configuration included in the Proposed Project is a variation of the proposed use included in the pre-screening, as the land use designation and zoning for one of the three parcels would allow higher-density multifamily development in addition to commercial development.

Project Applicants

County of Ventura

Resource Management Agency
Planning Division
800 S. Victoria Avenue
Ventura, CA 93009

Charles Rogers

741 Teresa Street
Oxnard, CA 93030

Michael Rolls

P.O. Box 7909
Ventura, CA 93006

Gagandip Singh Sunner

1500 Los Angeles Avenue
Ventura, CA 93004

Project Location

Saticoy is a small, unincorporated community located in Ventura County. As illustrated in Exhibit A (Project Location Map), the area is generally bounded on the north by the City of Ventura (City), on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, and on the west by the Brown Barranca. Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118) runs north/south bisecting the Saticoy community and Highway 126 runs east/west approximately one-half mile north from the center of town. In addition, the Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east/west, bisecting the community very close to the town center. The entire Saticoy community is within the sphere of influence of the City of Ventura.

Existing Community Characteristics, Land Use, and Setting

Saticoy has a population of approximately 1,000 people. The reported median household income is just under \$40,000, which is substantially less than the median household income of \$60,000¹ for the City of Ventura or the countywide median income of \$73,000 (American Community Survey 2011). Saticoy's income demographics qualify it as an "economically disadvantaged community" (a term defined by the State of California).

Despite its small size, Saticoy is a unique community within the unincorporated County. It includes a small residential neighborhood that complements residential development along its northern border within the City of Ventura, and some of its dwellings date back to the early 1900's. Saticoy also contains a commercial "Town Center" district, which still contains locally-serving groceries and other services, such as a hair salon and several small restaurants. Finally, Saticoy contains some of the County's most important industrial land, which is served by two regional roadways and the railroad. Much of the industrial land, however, could be described as underdeveloped, particularly when compared to currently permitted development intensities.

The most recent, comprehensive update of the Saticoy Area Plan occurred more than two decades ago, in 1990, to accommodate necessary changes associated with the construction of SR 118. A limited update to the Area Plan also occurred in 2004 when the County initiated a GPA and zone change for the County's relocated Public Works Saticoy Operations Yard. Those revisions included a modification to the Circulation Map and a zone change from Medium Industrial to Light Industrial.

¹ Median household income figures were rounded to the nearest \$1,000.

The existing Area Plan identifies three separate community subareas. Although the boundaries for these subareas have not changed, the Proposed Project now refers to these areas with the terms shown below:

Existing Term	New Term
Original Townsite	Old Town Saticoy
Southeast	South Industrial Section
Lirio Industrial	West Industrial Section

Old Town Saticoy contains a mixture of commercial, residential and industrial areas that are separated by the Union Pacific Railroad line. The existing land use and circulation maps are included as Exhibit B-1 and C-1.

Although a substantial amount of underutilized land exists within the commercial and industrial areas of Saticoy, vacant land is limited to about 29 acres: (a) just over 11 acres in Old Town Saticoy, (b) approximately 6.9 acres in the South Industrial Section, and (c) approximately 11 acres in the West Industrial Section. Residential portions of Saticoy are essentially built-out. Based on existing Area Plan and zoning classifications, the amount of land in each of the primary land use classifications is shown below:

Existing Area Plan Designations	
Name	Acreage
Residential, 2-Family	35.02
Commercial	9.10
Industrial	149.24
Community Facility	3.96
Total Acreage	197.32

Existing Zoning Classifications	
Name	Acreage
Single Family Residential (R1 – 6,000)	3.92
Two Family Residential (R2-7,000)	35.35
Commercial Planned Development (CPD)	8.96
Industrial Park (M-1)	41.88
Limited Industrial (M-2)	84.78
General Industrial (M-3)	19.58
Open Space and Agriculture-Exclusive	2.85
	197.32

The provision of public services is evaluated as part of this project. Although future improvements to public services are anticipated and embodied in revisions to the Area Plan, the entities providing the public services are not expected to change.

Current service providers are as follows:

- Water – Ventura Water (City of Ventura’s water utility)
- Sewer – Saticoy Sanitary District
- Fire – Ventura County Fire Protection District
- Police – Ventura County Sheriff’s Department

A *Historic Resources Survey and Context* (Historic Resources Report) was recently completed for this project (see Exhibit D-2). The survey area included 311 assessor parcels and covered the entire Area Plan boundary. Several notable structures were identified:

- The Saticoy train depot (built in 1887), the Farmers & Merchants Bank (built in 1911) and the Walnut Growers Association Warehouse (built in 1919) were found to be individually eligible for listing on the National Register of Historic Places.
- Twenty-one other structures (a combination of residential dwellings, commercial buildings, and churches) were found to be potentially eligible for designation under the County’s local criteria.

The potential impact of the Proposed Project on these historic resources is analyzed as part of the Initial Study.

Project Objectives

One of the primary objectives of this project is the economic revitalization of the Saticoy community. Additional project-level objectives include the development of a safe, sustainable, and visually pleasant community. Key features of the project that are designed to help meet these project objectives include improved housing opportunities, infrastructure improvements, and revisions to the land use and circulation patterns within Saticoy. The proposed Area Plan changes will affect future land use patterns and the physical character of future private and public development over the next twenty-year period.

Specific project-level goals and objectives are as follows:

1. Economic Revitalization

Historically, Saticoy was an important community center within Ventura County, but today it lacks economic and social vitality. The community is burdened by high commercial vacancies, crumbling infrastructure, poor roadway connectivity, and a shortage of affordable housing. In addition, when SR 118 was constructed through the community, Saticoy was effectively cut off from surrounding employment centers, schools, and commercial uses and its Town Center declined.

One primary project objective is to identify the optimal land use configuration to accomplish economic revitalization. For example, the location, type and volume of residential, commercial and industrial development within Saticoy was designed to match market potential, employment generating land uses, and the skill sets of Saticoy residents. The mixed use zone provides future flexibility for landowners, and the use matrix is designed to suit the needs of local businesses.

2. Public Health/Sustainable Community Development

Several other project-level objectives are related to public health/safety and environmental sustainability:

- Improve multi-modal transportation (i.e. walking, bicycling, transit, etc.) and reduce reliance on automobiles;
- Improve public health (safe walking and bicycling, reduced air pollution);
- Incorporate development and building techniques to protect groundwater and air quality;
- Ensure an adequate inventory of affordable housing; and
- Create land uses that meet the needs of residents and businesses.

The emphasis on sustainability is incorporated into the proposed project as part of the mobility maps, land use and zoning maps, revised goals and policies, and the proposed revisions to the development code.

3. Improved Housing Opportunities

Saticoy is classified as an economically disadvantaged community. Therefore, ensuring an adequate housing inventory that is affordable for lower-income households is a project objective. The Saticoy Area Plan includes proposed land use and zoning plans that encourage the construction of new, appropriate housing types for this community. Specific proposals to help to meet this objective include:

- Create a “Residential/Mixed Use” zone and apply that zone to vacant or underutilized land to provide land available for the construction multi-family housing (or multi-use development that includes such housing);
- Expand opportunities for the construction of duplex, triplex, and quadplex units within existing residential areas;
- Promote an appropriate ratio between jobs and housing within Saticoy and the nearby surrounding area; and
- Develop standards for residential development that result in well-designed structures and residential neighborhoods.

The Proposed Project includes the reclassification of land with existing residential development along Nardo Street from residential to industrial. Although the reclassification is likely to result in the eventual transition of this area from residential to industrial use, this strip of residential development would be left isolated within an industrial area, which would result in incompatible uses for both the residential and industrial uses. Also, the existing housing will be replaced by new construction on vacant or underutilized land and new opportunities for residential development within Saticoy are located in more appropriate locations. Finally, substantial new residential development is planned nearby within the City of Ventura. The transition from residential zoning to industrial zoning may result in environmental impacts to cultural resources, as several of the houses on Nardo Street have been identified as potentially locally historic structures in the recent *Historic Resources Survey and Context for the Town of Saticoy* (Exhibit D-2).

4. Improved Infrastructure Systems

Saticoy faces infrastructure challenges, including aging sewer pipes, sewage plant capacity limitations, a general lack of streetlights, limited access to water for new development, and a street network that creates mobility challenges for vehicles, pedestrians and bicyclists. To date, the planning process has

included substantial coordination between the Planning Division and community stakeholders, the County’s Public Works Agency, and the City of Ventura to identify necessary infrastructure improvements that will be upgraded over time, through public action or as part of private development.

PROJECT COMPONENTS

Two project components will be evaluated as part of the Initial Study: (1) revisions to the Area Plan and (2) creation of a new Development Code and Design Guidelines for Old Town Saticoy. Draft work products are available on the Planning Division website for Area Plan goals/policies as well as the Old Town Development Code and Design Guidelines. Draft work products will continue to be refined throughout the environmental review process and in response to impacts identified as a result of environmental review.

1. AREA PLAN REVISIONS

The project elements related to the Area Plan are described below.

- Goals, Policies and Actions
- Land Use Map, including minor revisions to land use classifications
- Vehicular and non-vehicular Mobility Maps, including revised road classifications
- Revised text, format and graphics
- Old Town Saticoy Design Guidelines

The project also includes a new Technical Appendix to the Saticoy Area Plan describing existing conditions (base year 2014).

Draft Goals, Policies, and Actions

The proposed Saticoy Area Plan update include revisions to goals, policies, and actions that are intended to guide future growth and development in the community. The table below shows the proposed organization for these revisions:

Section	Topics Covered
1.0 - Land Use	Residential, commercial, and industrial land use; land use issues associated with cultural resources and community facilities (e.g. parks and community services)
2.0 - Mobility	Vehicular transportation and circulation map; Multi-modal transportation and circulation map; Multi-modal classifications (roads, bicycle routes, trails) and street sections
3.0 - Resources	Air quality, biological resources and visual resources
4.0 – Public Facilities	Water supply, water conservation, stormwater management, wastewater management, government coordination, and public participation in governance
5.0 – Hazards	Flood and fire

The County’s existing *General Plan – Goals, Policies, and Programs* document contains the same topics but with some different titles and a slightly different order. It is important to note that the updated Saticoy Area Plan will likely exclude some subject areas (e.g. law enforcement, education) because they are adequately covered in the County’s General Plan.

Land Use Maps

The proposed land use maps contain the following Area Plan land use designations and zoning classifications:

Land Use Designations (General Plan)	Zoning Classifications
Commercial (C)	Town Center (TC)
Mixed Use (MU)	Residential/Mixed Use (RMU)
Residential (RES)	Residential (RES)
Industrial (IND)	<i>Old Town Saticoy:</i> Light Industrial (IND) <i>Outside Old Town Saticoy:</i> Industrial Park (M-1) Limited Industrial (M-2) General Industrial (M-3)

The Mixed Use land use designation is the only new designation being proposed as part of this project. It is intended to allow for a mix of residential and commercial land uses, with an emphasis on higher-density housing. The other three land use designations – commercial, residential and industrial – already exist within the Area Plan. New zoning classifications were also created for Old Town Saticoy, and those include Town Center (TC), Residential/Mixed Use (RMU), Residential (RES), and Light Industrial (IND) zones. However, the existing zoning M-1, M-2, and M-3 zoning classifications (i.e. industrial zones) will continue to be used outside Old Town Saticoy.

The existing “Community Facility” land use designation is being proposed for deletion, and areas that currently have the “community facility designation (e.g. Saticoy Park and Saticoy Community Center) would be replaced by the underlying designation of the parcel where the community facility is located. Existing and future community facilities would be regulated through zoning. There are four locations within the existing Area Plan that have a Community Facility land use designation: Saticoy Park, the Saticoy Community Center, the Saticoy Drain, and a small parcel near the intersection of Nardo Street and LA Avenue, which is the site of an industrial business that has been operating with an approved Planned Development Permit for almost 10 years. Internal Planning Division records show that this last parcel was erroneously designated as Community Facility, due to a mapping error, and the intended land use designation was industrial. The proposed land use plan would re-designate that parcel as Mixed Use, and the remaining community facilities (Saticoy Park, Saticoy Drain, and the Community Center) would be re-designated Residential. All existing community facilities would remain as permitted uses within the new Residential land use designation. Future community facilities would be regulated through zoning, and the Use Matrix will identify what types of community facilities are permitted in each zone.

Land Use Alternatives

Four land use alternatives were developed and reviewed by the Ventura County Planning Commission on March 6, 2014. Of these alternatives, the Planning Commission selected a preferred alternative, which is now part of the Proposed Project. The preferred alternative is shown as Exhibits B-2 and B-3, which depict land use designations and zoning classifications respectively. These two maps are referred to the Proposed Project Land Use Plan throughout the remainder of this report. The three remaining zoning maps reviewed by the Planning Commission will be evaluated as project alternatives. As needed, other project alternatives may be developed during the environmental review process to define alternatives that reduce potentially significant impacts while meeting project objectives.

In addition to the project-level objectives discussed above, the Proposed Project Land Use Plan is intended to satisfy the land use objectives described below:

- Town Center: Create an appropriately sized and well-located commercial area, located primarily along Los Angeles Avenue, that fulfills many of the basic, daily needs of local residents and that provides small-scale business opportunities for local residents. Commercial land located at key entry points into the community should be designed as a “gateway” into the Saticoy community.
- Affordable Housing: Facilitate the development of affordable housing and locate new, multi-family housing in close proximity to the commercial center.
- Land Use Incompatibilities: Resolve long-standing land use incompatibilities between existing residential development located south of Nardo Street and nearby industrial development.
- Vacant Land: Identify appropriate land uses on the eight acres of vacant land that was subject to the Board-approved GPA pre-screening in 2010.
- Market Study: Incorporate recommendations from the *Market Study for the Saticoy Community* (Market Study), regarding the best mix of industrial, commercial, and residential uses to produce economically sustainable development and improved job opportunities for local residents.
- Existing Uses: To the extent feasible or warranted, minimize the disruption of existing uses and retain/enhance the existing residential neighborhood located north of the railroad tracks.
- Industrial Use / Rail Line: Incorporate the probability of a future increase in industrial use of the rail line into land use plans.
- Historic Resources: Consider recommendations from the historic property survey and identify appropriate adaptive reuse options for historic properties that provides an incentive for revitalization.
- Mixed Use Zone: Fulfill a grant commitment to develop a mixed use zone that allows for a flexible mix of residential and commercial development.
- Consistency with City’s Community Plan: Provide sufficient consistency between the County’s Area Plan and the City’s Saticoy & Wells Community Plan.

Proposed Project Land Use Plan

The Proposed Project Land Use Plan is defined by its land use designations and its zoning classifications. Both are combined and described below:

- a. *Commercial Land Use / Town Center (TC) Zone*: Commercial use would continue to form the historical core of Old Town Saticoy, and the proposed Development Code would require a “main street” style of retail/commercial development along Los Angeles Avenue (L.A. Avenue) north of the railroad to the Saticoy Drain at the intersection of Telephone Road and Wells Road.

Commercial uses would comprise the “gateway use” at a key intersection (Telephone Road extension, Los Angeles Avenue) located at the north end of Old Town Saticoy, which was identified by a marketing study as the prime opportunity site for commercial development within Saticoy.

- b. *Mixed Use Land Use / Residential Mixed Use (RMU) Zone*: The Land Use Plan provides a RMU district adjacent to and south of the railroad, which is currently planned for industrial and residential use. This district would form the “gateway use” for residents/visitors using the south entrance to Saticoy on L.A. Avenue. The RMU zone would require ground-floor retail development along L.A. Avenue, allow commercial development on corner locations, and require residential development elsewhere within the district.

The RMU zone would locate higher-density dwellings adjacent to the Town Center, which is expected to reduce vehicular use and provide economic support to the retail/commercial development within the Town Center. However, the juxtaposition of new, high-density residential use next to industrial use can create potential land use conflicts. These conflicts would be minimized by the Use Matrix and Development Code, which reduce potential impacts through the use of landscape/parking buffers, design standards, and a limited range of industrial uses. Specifically, the RMU zone is proposed for the following two areas:

- *Vacant Parcel (GPA Applicant)*: One of the three vacant parcels owned by one of the GPA applicants would be reclassified from residential to RMU. This would allow a combination of commercial and higher-density residential use. The commercial use is consistent with landowner preferences and prior Board direction.
 - *Existing Residential (Nardo Street)*: The existing strip of residential use west of Alelia Avenue would be reclassified to RMU and, as a result, some higher intensity residential use could be developed within the existing residential area. On an interim basis, some land use conflicts are anticipated between residential and industrial use. Conflicts should be reduced, however, through the following: (a) development standards would be used to ensure compatibility between existing and new development, (b) the application of a Light Industrial zone, which would limit the intensity of industrial development.
- c. *Industrial (IND, M1, M2 and M3)*: Due to the placement of residential use south of the railroad tracks, a limited expansion of the General Industrial use (M3) area is planned for the West Industrial Section of Saticoy. Within Old Town Saticoy, a new “Light Industrial” (IND) use is proposed for the locations listed below. IND uses will be similar to the existing Industrial Park (M1) uses, which will still exist in the South Industrial Section of Saticoy, but development within the zone will be subject to the Old Town Saticoy development code.
- *Vacant Parcels (GPA Applicants)*: Two of the three vacant parcels would change from medium-density residential to Light Industrial (IND).
 - *Existing Residential (Nardo Street)*: Existing use along Nardo (east of Alelia Street to Campanula Ave.) is proposed for reclassification to Light Industrial (IND).
 - *Existing Industrial along the Railroad*: The majority of existing Limited Industrial (M2) zones north and south of the railroad would change to Light Industrial (IND), which is similar to the M1 zone. This zoning would allow industrial use to continue along most parcels located adjacent to the railroad, consistent with preferences identified by the Ventura County Transportation Commission (VCTC), but the change from M2 to Light Industrial is expected to reduce potential use conflicts between this industrial area and surrounding residential development when compared to existing conditions. A small portion of the property zoned M2 (incorporating the parcel with the Saticoy train depot as well as other existing industrial businesses) would change from M2 to Town Center (TC).

- *West Industrial Section:* A modest expansion of the General Industrial (M3) area is proposed, which would rezone approximately nine acres of M2 land to M3 land. The purpose of this proposed rezone is to provide a more cohesive M3 industrial district and to provide more flexibility to develop different types of industrial use.
- d. *Residential Land Use/RES zone:* The majority of the land currently designated Residential and zoned R1 and R2 would remain residential and would be zoned RES. As further described below in the discussion regarding the Development Code, potential development densities would increase because triplex and fourplex dwellings would be permitted in addition to single-family and duplex residential dwellings.

Mobility Maps

Several objectives related to community revitalization and sustainability are linked to mobility improvements. Two Mobility Maps (one showing vehicular improvements and one showing multi-modal improvements) were developed to address the existing mobility barriers summarized below. These maps were presented to the Planning Commission on March 6, 2014. Exhibits C-3a and C-3b include the proposed vehicular and multi-modal mobility improvements recommended by the Planning Commission that are now included in the Proposed Project.

Since the Planning Commission hearing, Planning Division staff was informed that a residential development project proposed by the City of Ventura (i.e., Northbank Ventures Development) would not include a planned extension of Nardo Street west to Northbank Drive within the City of Ventura. Both the City's existing Saticoy/Wells Community Plan as well as the County's existing Saticoy Area Plan show this road connection from the County, across the Brown Barranca and into the City of Ventura at the Northbank Ventures Development site. At this time, however, it is unclear whether the City will adopt the project as proposed and whether LAFCo will approve the subsequent annexation. Should that occur, it will likely make future construction of the Nardo Street extension infeasible. To address his situation, the County will process a Mobility Map alternative that does not include the western extension of Nardo Street. That alternative will be analyzed during the environmental review process at a level that would allow that alternative to be adopted by the County's decision-makers.

The Mobility Map includes two primary types of roads:

- Regional
- Local

Some private roads are also shown on the map for informational purposes only. The only Regional Road within the Saticoy Area Plan boundary is SR 118. All other roads within the Area Plan boundary, with the exception of the private roads, are considered "Local Roads." The private roads include Jacinto Way, Lirio Extension Road, Lirio Court (all in the West Industrial Section), and the road south of Rosal Lane linking to County Drive (in the South Industrial Section). There are also several private alleys that are not marked on the Mobility Maps. None of the private roads or alleys are maintained by the County. With the exception of private roads and alleys, all roads must be incorporated into the analysis for future development projects located within Saticoy, as a GPA would be required to eliminate Regional or Local roads from the Mobility Map.

In addition to the roads depicted on the Mobility Map, there are historic roads and road segments that appear on a 1906 and 1928 tract map for Saticoy. As these tract maps appear to be still in effect, unbuilt roads on the maps may impact future development within Saticoy. More detailed information about these tract maps is available in the Background Evaluation and Technical Report (Section 1.2 Existing Physical Conditions).

Existing Barriers

Saticoy was built upon a traditional street grid, but today the community faces an array of mobility barriers (see Exhibit C-2), including the following:

- *Poor connectivity between Saticoy and the City of Ventura*, including the lack of safe or direct connections between LA Ave. and Telephone Road.
- *Poor connections between Saticoy and regional roads*, including the lack of safe connections to/from the northern portion of Old Town Saticoy and Wells Road (SR 118). In addition, there is limited circulation to/from the West Industrial Section and Wells Road, which limits the type and intensity of industrial development.
- *Poor connectivity within the Saticoy community*, including severely limited vehicular and pedestrian access to Saticoy. The railroad line also creates a significant barrier to north/south circulation patterns in Saticoy, but increased connectivity is unlikely due to state/federal restrictions.
- *Lack of pedestrian, bicycle and transit facilities*. Saticoy generally lacks sidewalks and other pedestrian facilities. The local trail and bicycle network is also severely limited, and transit service in the west industrial section is nonexistent.

Many of these circulation issues are longstanding and were identified in prior Area Plan revisions, most notably, the 1989 EIR written for the 1990 Area Plan revision.

Mobility Objectives

Several changes to vehicular or multi-modal mobility were integrated into the Mobility Maps to reduce mobility barriers, improve circulation within Saticoy, and address the following objectives:

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

Proposed Changes to the Road Network (Vehicular Mobility)

Proposed improvements to the road network are illustrated in Exhibit C-3a and are briefly summarized below. Many of the road connections proposed for this Area Plan update were included in the Saticoy Area Plan revisions approved in 1990, but were never implemented. Because they remain critical to the future revitalization of Saticoy, they are carried forward as part of the project description. Previously approved road connections are indicated below with an (*).

- **Road connection from Telephone Road to L.A. Avenue:** This new road would create a primary entry point into the Saticoy community from Telephone Road. Establishing this access will create a more direct entry into the community at a signalized intersection. This improvement also calls for eliminating the “S-curve”, which would be replaced by a cul-de-sac at Aster Street (similar to the existing Saticoy Area Plan, see Exhibit C-1).
- **Complete north/south link from L.A. Avenue to Snapdragon Street (*):** This improvement would provide a necessary north/south connection to the adjacent developments in the City, and it would enhance the success of future commercial and retail development in Old Town Saticoy.

This connection would also complement the planned north/south extension of L.A. Avenue to Darling Road within the City of Ventura. Currently, however, there are no existing development plans for that area, (referred to as Growth Area 10 by the City of Ventura), and future timing is unknown.

- **East/west road connecting Lirio Avenue and SR 118 (*).** This new road would provide a direct link from Lirio Avenue to SR 118, as identified in the existing Saticoy Area Plan (Exhibit C-1). Currently, only Lirio Avenue provides access to/from Saticoy's West Industrial Section, which effectively creates a very long cul-de-sac (approximately 1,800 feet long) and limits new or expanded industrial development for businesses that rely on access from the southern portion of Lirio Avenue. Today, the Ventura County Fire Department will not allow intensified land use without a second access road. This road, which was identified by the recent *Market Study* (Exhibit D-1) as a key ingredient to the intensification of use within the West Industrial Section, would serve as both a public access road and as a secondary access road (fire access) for properties located at the southern portion of Lirio Avenue.
- **Nardo St. road extension west of Lirio Avenue connecting to City (*).** Connecting Nardo Street to Northbank Drive would provide an important connection between the City and the unincorporated County and is also included in the City's Saticoy & Wells Community Plan. It was anticipated that this road would be constructed by private developers. However, as described previously, it appears that the City of Ventura will not require construction of the Nardo St. extension as a project condition for a proposed 198-lot residential development at this location. As a result, it is unlikely that this road connection will be built, and the traffic study will therefore consider an alternative Mobility Map that does not include this road connection.
- **Public Road Connection between County Drive and Nardo Street.** Another important north/south connection is the extension of County Drive to Nardo Street, which is needed to accommodate future development south of the railroad right-of-way, including the development of the vacant parcels along Rosal Lane. An existing private road (about 700 ft. long) is located between County Drive and Rosal Lane.
- **Upgrade Rosal Lane to public road standards:** This improvement is necessary to provide adequate access to future industrial development on the vacant parcels in Old Town Saticoy.
- **Intersection Improvements at Violeta Street and L.A. Avenue:** Violeta Street and L.A. Avenue form one of the primary intersections in the Old Town Saticoy. However, the intersection of Violeta Road and SR 118 is not signalized. Anecdotally, the lack of a signal makes it difficult to enter and exit Old Town, especially during peak hours. Traffic control devices, including the possibility of a signal, will be evaluated as part of the traffic study. It is likely that the type of controlled intersection will be determined by its proximity to the signalized intersection of Telephone Road and SR 118, and a signalized intersection may not be feasible at this location.

Existing and Proposed Road Classifications

The existing road classifications within Saticoy are identified in Table 1.

Table 1 – Existing Saticoy Road Classifications

Road Type	Plate No.	Capacity (ADT)	Design Speed (mph)	Min. ROW	No. of Travel Lanes	Parking	Saticoy Example
Collector Residential	B-5 [A]	See Plate*	30	53'	2 lanes 12' each	Parallel	Violeta St. in the Town Center
Minor Residential	B-5 [B]	See Plate*	25	49'	2 lanes 10' each	Parallel	Existing residential neighborhood, (e.g., Aster St, Clavel Ave, etc.)
Commercial/Industrial (Collector)	B-3 [C]	16,000	40	68'	3 lanes 12' each	Parallel	County Dr. in South Industrial Area
Minor Commercial/Industrial	B-3 [D]	8,000	30	60'	2 lanes 12' each	Parallel	Los Angeles Ave. in Town Center
Highway	N/A				6 lanes, continuous/intermittent	None	SR 118/Wells Road

* Road classifications are based on the County's Road Standards and are available from the Public Works Agency.

The Proposed Project will include variations to the existing road classifications. Those variations will define additional options for on-street parking (i.e. angled parking, parking restrictions or no parking). In addition, consistent with the State's "Complete Streets" requirements, the Proposed Project will define multi-modal road requirements for road classifications within the Saticoy Area Plan. Multi-modal requirements will include bicycle lanes and pedestrian facilities/amenities. Pedestrian facilities/amenities are typically located within the "parkway" section of the roadway (the parkway is located outside the travel lanes and parking area, and it typically includes land between the curb and property line). Street sections will be developed and included in the Saticoy Area Plan that define these variations to the existing road classifications.

Initial analysis indicates that the available right-of-way for existing public roads in Saticoy will accommodate the necessary travel lanes and planned parking configurations for the proposed road network. However, changes to existing road classifications may be required following the completion of the traffic study. At this time, we anticipate that changes will be limited to those necessary to accommodate the following: (a) dedicated turn lanes at key intersections, (b) angled parking within the commercial Town Center, and (c) multi-modal components of the road network (i.e. sidewalks, pedestrian amenities, and bike facilities). If necessary, an updated Project Description will be provided following completion of the traffic study that identifies additional changes to road classifications.

Proposed Multi-Modal Improvements

Proposed multi-modal improvements focus on the needs of pedestrians, bicyclists, and transit riders and are listed below and illustrated in Exhibit C-3b.

- **Establish a pedestrian connection to Saticoy Park along the Saticoy Drain.** A linear park for pedestrians and bicycles, located along the Saticoy Drain from L.A. Ave. east to Saticoy Park, would allow for improved pedestrian access to the Park. Pedestrian access is especially important at this location because creating additional automobile access appears to be infeasible.
- **Sidewalk and pedestrian facilities.** New development within Old Town Saticoy will be required to provide sidewalks and pedestrian amenities, including street trees and lighting, within all parkways on public streets. A minimum 10 foot wide parkway is required within Old Town Saticoy, and a wider (10-12 foot) parkway is required (when feasible) to accommodate pedestrian facilities within the Town Center and Residential Mixed Use zones. Sidewalks will also be required along public streets outside Old Town (i.e. within industrial areas), but in most industrial areas sidewalks will only be required on one side of the street in order to allow for bicycle facilities, street parking, or adequate travel lanes for trucks. Exceptions are identified within the Area Plan for key pedestrian linkages within the industrial areas.
- **Transit Route in Western Industrial Area:** Based on initial discussions with the businesses in the area, as well as Gold Coast Transit officials, there is interest in studying the feasibility and anticipated demand for a “collector” transit route that would feed into one of the longer, more regional routes nearby. In 2011, a community based transit study of Vineyard Avenue and Wells Road was conducted by Gold Coast Transit², and several areas in Saticoy and along SR 118/L.A. Ave. were identified as not adequately served by transit (i.e., within a five minute walk). The need for transit service in the West Industrial Section may increase if/when industrial development is intensified or if a road connection is built between SR 118 and the City’s adjacent residential developments along Northbank Drive (approx. 300 new dwelling units).
- **Bicycle Path/Trail:** Proposed improvements include bicycle routes identified on multi-modal maps prepared by the City and the Ventura County Transportation Commission. The most notable is the Class I Bike Path planned for the railroad right-of way, referred to as the Santa Paula Branch Line Recreational Trail, and the City’s planned recreational trail along the Santa Clara River, which would be augmented by a Class III Bike Route connection at Riverbank Drive. The City has also recommended a Class II Bike Lane connecting Northbank Drive to SR 118, which has been included in the proposed mobility network. Class III Bike Routes are planned for most public streets within Old Town.

Exhibits C-3a and C-3b provide a summary of proposed changes to the Mobility network (vehicular and multi-modal). Table 2 below identifies the proposed road classifications developed for the Saticoy Area Plan. In addition, Exhibit C-4 illustrates the proposed location for each of the four major road types. Unless otherwise specified, all road types include a shared Class III Bike Route.

Type 1: Minor Residential Plus – This road classification is built upon the current Minor Residential road standard (see Table 1, Plate B-5[B]). As shown in Exhibit C-4, this road type would be located within Saticoy’s existing residential neighborhood. This classification retains the existing number and size of travel lanes (2 travel lanes, 10 feet each in width) and existing requirements for 8-foot wide, parallel parking areas outside the travel lanes. The “Plus” in this standard refers to additional parkway width, which would increase from 6.5 to 10 feet to

² *Vineyard Avenue & Wells Road Community Based Transit Plan Final Report, January 2011*

accommodate sidewalks and pedestrian amenities. The additional parkway width results in a minimum right-of-way of 56 feet, which is 7 feet wider than the existing standard.

Type 2: Minor Commercial/Industrial Plus – This road classification is built upon the current Minor Commercial/Industrial road standard (see Table 1, Plate B-3[D]). As shown in Exhibit C-4, this road classification would be located primarily within Saticoy’s commercial and mixed-use districts. Similar to the current road standard, this road provides two 12-foot wide travel lanes, and (in most cases) two 8-foot wide parallel parking areas outside the travel lanes. The “plus” in this road classification is a wider parkway, which would be increased from 10 to 12 feet on each side of the street to provide more space for pedestrian facilities (e.g., wider sidewalk, landscaping, benches) to accommodate the planned “Main Street” style of the commercial area within Old Town Saticoy. A variation of this road classification requires a wider ROW to accommodate angled on-street parking or a Class II Bike Lane. Along L.A. Avenue, crosswalks and intersection bulb-outs should be used to shorten pedestrian crossing distance.

Type 3: Minor Commercial/Industrial – This road classification is the same as the current standard (see Table 1, Plate B-3[D]). As shown in Exhibit C-4, it would primarily be used in the South and West Industrial areas. This road standard requires a minimum 60-foot wide ROW, two 12-foot wide travel lanes, two 8-foot wide parallel parking areas outside the travel lanes, and two 10-foot wide parkways with sidewalks. A variation of this road classification includes striping for a Class II Bike Lane, instead of the inclusion of parking within the pavement width (see Exhibit C-3b).

Type 4: Commercial/Industrial Collector – This road classification is the same as the current standard (see Table 1, Plate B-3[C]). As shown in Exhibit C-4, this road classification would be located in high-traffic areas within Saticoy’s industrial district. It includes three lanes of 12 feet width each, with the third lane used as a continuous, dedicated turn lane. Commercial/Industrial Collector roads also include two 8-foot wide parallel parking areas on either side of the travel lane and two, minimum 8-foot wide parkways (with a sidewalk) on either side of the road. These facilities have a minimum right-of-way of 68 feet.

Table 2 provides a summary of the proposed road classifications. Variations on the four road classifications are also listed to provide options for the type of parking configuration (parallel, angled), the class of bicycle facility (Class II, III), and parkway/sidewalk width requirements. Modifications to Table 2 and Exhibit C-4 will be developed based on the results of traffic modeling and recommendations made by the traffic consultant.

Table 2: Proposed Road Classifications within the Saticoy Area Plan¹

Location	No.	Classification	Ref. to VC Plate #	Max ADT	Design Speed (mph)	Min. ROW	Pavement Width	Parkway Width	Min. Sidewalk	Travel lanes	Type of Parking	Change from VC Standard
Residential Areas	1	Minor Residential Plus	B-5 [B]		25	56'	36'	10'	6'	2 lanes 10' each	Parallel	Increased parkway width for pedestrian amenities
Commercial District and Mixed-Use Areas	2	Minor Commercial/ Industrial Plus	B-3 [D]	8,000	30	64'	40'	12'	9'	2 lanes 12' each	Parallel	Increased parkway width for pedestrian amenities
		With angled parking		TBD	30	73' to 80'	58'				Angled	Adds angled parking on one or both sides
		With Class II Bike Lane ²		8,000	30	64'	40'				None	Class II Bike Lane striping
Industrial Areas	3	Minor Commercial/ Industrial	B-3 [D]	8,000	30	60'	40'	10'	6' min	2 lanes 12' each	Parallel	No change - same as VC road standard B-3[D]
		With Class II Bike Lane				60'					None	Class II Bike lane striping
		With parking restriction				54' to 57'					None or Parallel one side	No on-street parking (or parking on one side), only permitted where ROW is limited.
	4	Commercial/ Industrial (Collector)	B-3 [C]	16,000	40	68'	52'	8'	6' min	3 lanes 12' each	Parallel	No change - same as VC road standard B-3[C]

Notes:

¹ See Exhibit C-4 for proposed locations for roadway types. See Exhibit C-3b for proposed locations for Class II bicycle lanes, which require additional right-of-way and striping. Class III Bike Routes are identified on all roads, except as shown.

² Class II Bike Lanes require additional ROW of 5 feet per lane.

2. DEVELOPMENT CODE

Specialized zoning and development standards for Old Town Saticoy are part of the proposed project and are expected to be adopted as amendments to the Non-Coastal Zoning Ordinance (NCZO). Only properties in Old Town Saticoy will be subject to the Development Code. For properties located outside Old Town Saticoy, permitted uses and development standards will continue to be regulated by existing NCZO standards. The Development Code describes zoning standards for specific building and frontage types, it regulates the form and character of development, and it specifies setbacks, heights, and required site improvements. A Use Matrix for each zone will identify allowable uses and permit requirements for development in the four zones described below:

- 1. Town Center (TC).** The Town Center zone is applied to the central blocks of Downtown Saticoy and comprises the shopping, entertainment, and civic core of Saticoy. One- and two-story “Main Street commercial” buildings with shop-front frontages built at and accessed from the sidewalk, giving the area a small town commercial character. Buildings are generally occupied with ground floor retail and live-work uses that support an active, pedestrian environment. Second stories are occupied by residential, retail, office, institutional, and public services uses.
- 2. Residential/Mixed Use Zone (RMU).** The Residential/Mixed Use zone is a multi-use environment that accommodates higher density housing and limited commercial uses, all within walking distance of the Town Center. New buildings are up to 3 stories in height with ground floor residential uses separated from the sidewalk by a small front yard, and buildings with ground floor commercial uses built at and accessed from the adjacent sidewalk. Buildings are occupied primarily with residential and live-work uses, although retail and commercial uses are allowed, particularly along Los Angeles Avenue.
- 3. Residential Zone (RES).** The Residential zone is comprised of one- and two-story single family houses, duplexes, triplexes, and quadplexes that are set back from the street behind front yards, many of which are enclosed by low front yard fences, walls, or hedges. New buildings are scaled and designed to be compatible in scale and character with the existing and historic houses. Uses are limited to residential and home occupation. The RES zone is comprised of land that is currently zoned R1 and R2.
- 4. Industrial Zone (IND).** The Industrial zone within Old Town Saticoy accommodates a variety of light industrial uses. New buildings are up to 2 stories and may be located flexibly on the lot, as determined by the function of the intended activity. Outdoor storage and loading areas are screened from street views whenever feasible. Buildings are occupied with ground floor industrial, manufacturing, office, and small-scale service and retail uses. Upper floors may be occupied with industrial, manufacturing, and office uses.

Potential environmental impacts associated with the application of these zones include changes to permitted uses or development capacity. Regarding changes to permitted uses, it is primarily new uses, or uses that would require a ministerial entitlement (zoning clearance) instead of a discretionary entitlement (e.g., a planned development permit or conditional use permit), that would potentially result in environmental impacts, as these projects would not require additional CEQA evaluation.

The following uses would be allowed with a ministerial permit (zoning clearance), although that process would include a review of the project for compliance with the Development Code:

- a) Dwellings: Triplex and Quadplex – These medium-density residential uses would be permitted in the RMU and RES zones.
- b) Dwellings: Temporary buildings during construction – This use is currently allowed in the RES zone and would be permitted within the RMU zone.
- c) Dwellings: Open Storage, Accessory to – This use is currently exempt from permits in the RES zone, but a zoning clearance would be required in the RMU zone.
- d) Mobile Food Facilities – These facilities are currently exempt from permits in the RES zone but are not allowed in any other zone. They are proposed as an allowed use in the TC, RMU, and IND zones with a zoning clearance.
- e) Parks (w/out buildings) – This use is currently only allowed in the RES zone with a zoning clearance. The use is now proposed for both the TC and the RMU zones with a zoning clearance.

The Planning Division is also currently drafting new ordinance requirements for wireless communication facilities, which will apply throughout the unincorporated area and may result in changes to permitting requirements for these facilities.

3. CHANGES TO DEVELOPMENT CAPACITY

Table 3 below summarizes the proposed zone changes and shows the net change in acres allocated to different zones within the Saticoy Area Plan. As shown in Table 3, the Proposed Project results in a minor increase in commercially zoned land, a minor increase in industrially zoned land, and a redistribution in the type of industrially zoned land. The Proposed Project also results in a minor net loss of land zoned for medium-density residential development, but the project would increase the amount of land zoned for higher-intensity residential use.

Table 3 – Summary of Changes to Zoning Classifications

Existing Zoning Classifications	Acreage	New Zoning Classifications	Acreage	Net Change (Acres)
CPD	8.95	TC	12.46	3.51
		IND	17.64	17.64
M1	41.88	M1	41.88	-
M2	84.78	M2	59.57	(25.21)
M3	19.58	M3	28.51	8.93
R1-6,000 sq. ft.	3.92	RES	25.31	(13.96)
R2-7,000 sq. ft.	35.35			
		RMU	9.09	9.09
OS-10 ac/MRP	0.85	OS-10 ac/MRP	0.85	-
AE-40 ac/MRP	2.01	AE-40 ac/MRP	2.01	-
Total	197.32	Total	197.32	

Potential Expansion of Industrial and Commercial Jobs

As described below, there is the *potential for approximately 1,900 additional employees in Saticoy's industrial and commercial zones (West, South, and Old Town combined)* due to increased development capacity, use of industrial land that is now vacant, and proposed zone changes. Forecasts for potential future employment are summarized as follows:

- 1,340 additional employees in the West Industrial Section
- 175 employees in the South Industrial Section
- 250 industrial employees in Old Town Saticoy
- 153 commercial employees in Old Town Saticoy

Industrial Land

The Proposed Project would result in a slight increase in industrially-zoned land (1.36 acres), along with adjustments to the location and type of industrially-zoned land (IND or M1, M2 or M3). Most of the proposed changes to industrial use are located within Old Town Saticoy, where vacant land located along its southern border would be re-designated from residential to industrial use. In the long-term, these proposed changes should result in a more cohesive industrial district, reduced land use conflicts, and additional developable land for industrial use.

The Proposed Project would also result in changes to the type of industrial use. For example, in Old Town Saticoy all existing M2 (Limited Industrial) zoned land would be changed to the new IND zone (Light Industrial), which is similar to the M1 zone. This change alone represents most of the M2 loss shown in Table 3. The other component attributing to the loss of M2 zoned land is the result of rezoned parcels in the West Industrial Section, which would be converted from M2 to M3 zoning. The rezoning of existing, residentially-zoned land (along Nardo Street) to M1 also results in the reduction of R2 zoned land. Finally, the rezoning of 9.09 acres of land to RMU results in a commensurate decrease in land zoned M2 or R2 within Old Town Saticoy.

It is important to note that although existing development standards for industrial use allow site coverage of up to 50 percent, the Market Study conducted for this project noted that the typical development intensity for new industrial projects is between 30 – 35 percent. For purposes of this analysis, it was assumed that a maximum development intensity (measured as floor/area ratio or FAR) of 30 percent was most appropriate given anticipated requirements for parking and landscape buffers, uncertainty regarding water availability, and historical industrial development patterns in Saticoy. Although a somewhat higher maximum FAR may be included in the Area Plan, the most likely development intensity (i.e. 30 percent) should be used to evaluate potential environmental impacts associated with industrial development in Saticoy.

a) West Industrial Section

The potential for increased industrial employment in Saticoy would primarily result from a more productive and efficient use of industrial land in the West Industrial Section. Currently, industrial land in the West Industrial Section is underutilized. Based on the Market Study, the West Industrial Section has a building coverage ratio of just under 11 percent, which is substantially less than the allowable maximum building coverage of 50 percent (i.e. percentage of lot area covered by buildings) or the typical development intensity of 30 to 35 percent.

According to the Market Study, insufficient road infrastructure on the West side is a principal reason for this underutilization. Given that the Proposed Project calls for a new road linking L.A. Avenue to Lirio Avenue, it is reasonable to assume that this issue will be addressed at some point during the 20-year planning period, thereby allowing for increased development within the West

Industrial Section. Based on formulas used for calculating building intensity contained within the County's existing General Plan, and the 81 acres of industrially zoned land in the West Industrial Section, the following analysis indicates that an **additional 1,340 employees** could be needed to service industrial expansion in the West Industrial Section. Calculations for future employees are as follows:

Existing Employees:

- 81 acres x 11% existing building coverage = 8.91 acres of development
- 8.91 x 43560 sf/acre = 388,119 sf of development
- 388,119 sf x 2 employees per 1000 sf = 776 employees³

Forecast Employees:

- 81 acres x 30% building coverage = 24.3 acres of forecast development
- 24.3 acres x 43,560 sf/acre = 1,058,508 sf of forecast development
- 1,058,508 sf x 2 employees per 1000 sf = 2,117 employees.

b) South Industrial Section

The potential for increased development in Saticoy's South Industrial Section is based on a vacant parcel zoned M2 (approx. 6.7 acres) between Riverbank Drive and L.A. Avenue. Based on the formula described above and the 30 percent building coverage assumption, this parcel could accommodate a **total of 175 employees**.

c) Old Town Industrial Land

The potential for increased industrial development in Old Town is based on the two vacant parcels currently zoned R2 (5.79 acres) that are proposed for industrial zoning (i.e., the GPA parcels), and the parcels currently zoned R2 along Nardo Street that are proposed for industrial zoning (3.79 acres). Based on the formula described above and the 30 percent building coverage assumption, these parcels could accommodate a **total of 250 employees**.

Commercial Land

There are limited changes to the amount of commercial land included as part of the Proposed Project. The most notable of these is the change in zoning for the Saticoy Train Depot, which would change from Industrial zoning to Town Center zoning. Given that the Depot property is now vacant, any new commercial use would result in additional employees. Based on the formula described above, and a 35⁴ percent building coverage assumption, this parcel could accommodate a **total of 30 employees**.

Limited opportunities for new commercial development is also expected within the RMU zone. Approximately 4.4 of the 9 acres proposed for RMU zoning could be available for commercial development, especially along the L.A. Avenue corridor. Based on the formula described above, (including the 35 percent building coverage assumption), this land could accommodate a **total of 123 employees**.

³ Formula: net acres x percent lot coverage x projected floor area (x 1,000 sq. ft) x average of 2 employees per 1,000 sq. ft = number of employees/acres.

⁴ A somewhat higher building intensity assumption was used for commercial use because, unlike industrial development, commercial can be located on multiple levels, which increases building intensity. Also, commercial businesses will be able to partially rely on on-street parking in Old Town Saticoy to accommodate parking requirements, which increases the amount of land available for development.

Table 4 summarizes the potential for increased employees based on changes to zoning and development intensity in Saticoy’s industrial and commercial areas.

Table 4 – Total Potential New Employees

Industrial/Commercial Areas	Potential Increase in Employees
West Industrial Section	1,340
South Industrial Section	175
Old Town Industrial	250
Commercial in Old Town Saticoy	153
Total	1,918

Residential Land

The three potential impacts to the amount of land planned for residential use within the Proposed Project are listed below, followed by a detailed explanation.

- The loss of land currently zoned R1 and R2;
- The expansion of permitted dwelling types allowed in the RES zone, which is currently limited to single-family or duplex dwellings; and
- The addition of land zoned RMU, which would permit the development of higher-density residential development, estimated at a maximum 20 du/acre when no commercial is included.

Land Currently zoned R1 and R2:

The loss of land currently zoned R1 and R2 includes 13.96 acres, divided up as follows:

- *Saticoy Park:* 3.55 acres (zoned R1) is Saticoy Park. This land contains no existing dwellings, and no future dwellings will be lost by changing the zone on this property.
- *Vacant GPA Parcels:* Approximately 8 acres zoned R2 is vacant. Based on existing density (R2-7,000 = approximately 12 units/acre), this land could accommodate a maximum of 96 units. However, the land is not well-suited to residential development, has minimal market potential due to its adjacency to industrial use, and the current landowners (GPA applicants) indicated that they do not intend to develop this area for residential use. Given that this land is currently vacant, these 96 dwelling units are not part of the existing environment. As a result, the loss of these units should not be factored into the calculation for potential changes to housing for the Proposed Project. However, the “loss” of these units should be factored into the No Project alternative.
- *Developed Parcels:* The remaining acreage is primarily comprised of land zoned R2, which is bounded by Nardo Street, Rosal Lane, LA Avenue, and Campanula Avenue. There are 56 existing dwellings. Based on the analysis below, it is presumed that all dwellings would be replaced by industrial development during the twenty-year planning period.

In order to assess the potential environmental impacts associated with the proposed rezoning of land currently developed for residential use, it was necessary to estimate how many of the existing 56 dwellings could be expected to remain following the proposed rezone. Those calculations were made based on guidance from the consultant that completed the Market Study. This analysis resulted in a conclusion that none of the 56 existing dwellings would remain in the housing inventory by the end of the twenty-year planning period for the following reasons:

- The proposed zone change from Residential to Industrial would provide an incentive for a developer to purchase and assemble the land currently occupied by 41 dwellings located between Alelia Avenue and Campanula Avenue. Currently available information indicates that many of these dwellings are not owner-occupied. Since this land would be more valuable as industrial land (and would become non-conforming with adoption of the proposed project), a developer could assemble a large enough piece of land to make industrial development economically viable. Conversely, industrial site assembly would not be feasible if existing dwellings remain scattered amongst new industrial uses. It was therefore assumed that all existing dwellings would be removed over time.
- The proposed zone change from Residential to RMU would result in the eventual removal of the 15 single-family dwellings between Alelia Avenue and L.A. Avenue to make way for the new, higher-density residential development. As noted above, currently available information indicates that many of these dwellings are not owner-occupied and new multi-family housing would be of higher economic value to existing landowners than the existing, relatively low-density residential use once the land is rezoned for higher-density residential development.

It is expected that the loss of 56 existing dwelling units will be more than offset by the construction of new dwelling units within the RES and RMU zones. In order to identify the potential development capacity within these areas, assumptions were made regarding the level of development that can be reasonably anticipated using guidance from the marketing consultant:

- Vacant / Underutilized Land: Redevelopment is likely to occur on parcels that are either vacant or mostly vacant (i.e., “underdeveloped”). In the established residential neighborhood (the area classified as RES on Exhibit B-2a), there are six parcels either vacant or underdeveloped. These parcels range in size from 3,500 SF to over 26,000 SF. Together, they total approximately 75,800 SF. Assuming an average minimum lot area of 3,000 SF per dwelling unit (which accounts for required parking and yard/recreation space), **a net gain of 25 dwelling units are expected during the planning period.**
- Renter-Occupied Dwellings: Another assumption is that some renter-occupied dwellings (i.e. not owner-occupied) would be redeveloped to allow for more units and hence, a greater economic return for the property owner. According to the U.S. Census, American Community Survey (2010), 65 percent of the existing dwelling units in Saticoy are renter-occupied. Excluding the dwellings on Nardo Street (discussed above), there are 139 existing dwellings in the existing residential zones. However, many of these are on lots too small to easily accommodate additional dwellings. Therefore, an assumption was made that only those lots 7,000 square feet or larger would be redeveloped.

There are 51 lots in the RES zone, (not including those on Nardo Street), that are 7,000 sq. ft. or larger. Of these, it was assumed that only properties that are renter-occupied would be redeveloped. Finally, it was assumed that half of these land owners would elect to build a triplex (due to relatively small lot sizes) and the other half would choose to build a quadplex. Based on all these assumptions, the following calculation was performed:

- 51 lots x 65% (owners who would choose to redevelop) = 33 lots that would redevelop;
- 50% of the lots would go from a duplex (existing zoning) to triplex = 17 new units;
- 50% of 33 lots would go from duplex to quadplex = 32 new units.

This would result in **a net gain of 49 new dwelling units during the planning period.** This is a conservative estimate, as some lots are occupied by single-family rather than two-family dwellings.

- **RMU Zoned Land:** In addition to increased density in the RES zone, the newly-created RMU zone will accommodate high-density residential development. However, some of the land within the RMU zone is more likely to be developed for commercial use due to its location and the parcel shape/size. The RMU-zoned parcels between L.A. Ave. and Wells Road are more likely to be developed for commercial use, as is the western portion of the vacant (GPA parcel) that fronts L.A. Ave. Conversely, it was assumed that the RMU-zoned land east of L.A. Ave. (and west of Alelia Ave.) would be developed for high-density residential development⁵. Based on these assumptions, there are approximately 4.7 acres of RMU-zoned land that could be built at a residential density of approximately 20 dwelling units per acre. This would result in **a net gain of 95 new dwelling units during the planning period.**

In summary, 113 new dwelling units could be accommodated through the development or redevelopment of land, new zoning, and changes in development capacity. Table 5 summarizes the potential residential development capacity changes.

Table 5 – Residential Development Capacity Changes

Proposed Zoning Changes	Increase in Residential Units	Decrease in Residential Units
Rezone of R2 to IND or industrial use		96 units ⁶ (not existing)
Rezone of R1 and R2 to RMU or industrial use		56 units
Redevelopment of vacant and/or underutilized parcels in RES zone	25 units	
Redevelopment of renter-occupied single-family in RES zone	49 units	
New residential development in RMU	95 units	
Subtotals:	169 Units	152 Units
Potential net gain (Proposed Project)	113 Units	
<i>Potential net gain (No Project Alternative)</i>	<i>17 Units</i>	

⁵ The Development Code will be updated, as needed, to ensure that adequate residential development occurs within the RMU zone.

⁶ Although existing zoning would allow a maximum of 96 units on 8 acres of vacant land zoned R2, this land is not well-suited to residential development and these sites are less desirable than other available residential locations in the City or County of Ventura. Therefore, while these units are factored into the final calculation for potential changes to development capacity, it is unlikely the 96 units would ever be developed due to lack of market potential.

Consultations

Lead, Responsible, Trustee, and Affected Agencies

Under CEQA, the Lead Agency is the public agency that has the principal authority for approving or implementing the project. Therefore, the County of Ventura is the Lead Agency for the subject project. Legislative actions required by Ventura County include substantive amendments to the Saticoy Area Plan and the NCZO (the addition of a Use Matrix and Development Code for Old Town Saticoy and minor amendments). All development within Old Town Saticoy will require a Zoning Clearance that includes a “Special Review” to determine conformance with the Use Matrix and Development Code. Other entitlements that would be required for future development include, but may not be limited to, discretionary permits issued through the Planning Division (subdivision, conditional use, and planned development permits), grading permits, encroachment permits, and building permits.

A “Responsible agency” refers to a public agency within the State of California, other than the Lead Agency, that has discretionary approval authority over a project, or portion thereof. Responsible agencies include:

- Regional Water Quality Control Board – Responsible for issuing National Pollutant Discharge Elimination System (NPDES) permits for grading activities.
- California Department of Transportation (Caltrans) – Responsible for maintenance of state highways and would be responsible for issuance of encroachment permits for any work in the state highway right-of-way.
- California Public Utilities Commission – Responsible for regulatory and safety oversight for railroads and rail crossings.

A “Trustee agency” refers to a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee agencies include:

- The California Department of Fish and Game (CDFG) – Responsible for protection of fish and wildlife, designated rare or endangered native plants, game refuges, and ecological reserves.
- The Native American Heritage Commission – Responsible for the protection and preservation of Native American cultural resources.

Additionally, an “Affected” agency refers to public agencies that are neither Responsible nor Trustee agencies, but would provide services to the project or would be impacted by the project. The following is a limited list of affected public agencies and the services they would provide or a description of how they may be affected by the proposed project:

- Ventura Unified School District – Operates K-8 public schools that serve school-age children living in Saticoy.
- City of Ventura – Saticoy is within the City’s Sphere of Influence and has its own Saticoy/Wells Community Plan. Ventura Water also provides potable water to properties within the Saticoy Area Plan boundary.
- Santa Paula Basin Pumpers Association – Adjudicated groundwater basin that supplies water to Saticoy community.
- Saticoy Sanitary District – Provides sewer service.

- Ventura County Transportation Commission – Owns the Santa Paula Branch Rail Line that runs through Saticoy.
- County of Ventura and dependent districts:
 - a) Air Pollution Control District (APCD) – Responsible for regulatory authority for protection of air quality within Ventura County. APCD enforcement staff would respond to construction dust complaints under Rule 51 of the APCD Rules and Regulations.
 - b) Cultural Heritage Board (CHB) – Responsible for ensuring that cultural resources are properly identified and preserved.
 - c) Fire Protection District – Responsible for fire protection in the unincorporated area.
 - d) Library Services District – Responsible for operating the County libraries, including the Saticoy Library.
 - e) Parks Department (General Services Agency) provides park and recreation services for County park facilities (Saticoy Park).
 - f) Resource Management Agency – Responsible for building and safety services and zoning enforcement.
 - g) Sheriff’s Department – Responsible for law enforcement services in the unincorporated area.
 - h) Transportation Department (Public Works Agency) – Responsible for County road maintenance, responsible for issuance of encroachment permits for work in County right-of-ways.
 - i) Watershed Protection District – Responsible for flood control and ground and surface water quality and quantity. The District will issue flood control permits for any development within the 100-year flood fringe area.

List of Exhibits for Project Description

Exhibit A – Project Location Maps

- A-1. Regional Location Map
- A-2. Saticoy Area Plan Boundary Map

Exhibit B – Land Use and Zoning Maps

- B-1. Existing Maps, Saticoy Area Plan (1990)
 - a. Land Use Map
 - b. Zoning Map
- B-2. Proposed Project, Saticoy Area Plan Land Use Map
- B-3. Proposed Zoning Maps
 - a. Proposed Project Zoning Map
 - b. Alternative 1 Zoning Map
 - c. Alternative 2 Zoning Map
 - d. Alternative 3 Zoning Map

Exhibit C – Mobility Maps

- C-1. Existing Circulation Map, Saticoy Area Plan (2004)
- C-2. Existing Circulation and Mobility Barriers
- C-3. Proposed Mobility Maps:
 - a. Vehicular Mobility Map
 - b. Multi-Modal Mobility Map (pedestrian, bicycles, transit)
- C-4. Proposed Road Types

Exhibit D – Draft Technical Reports

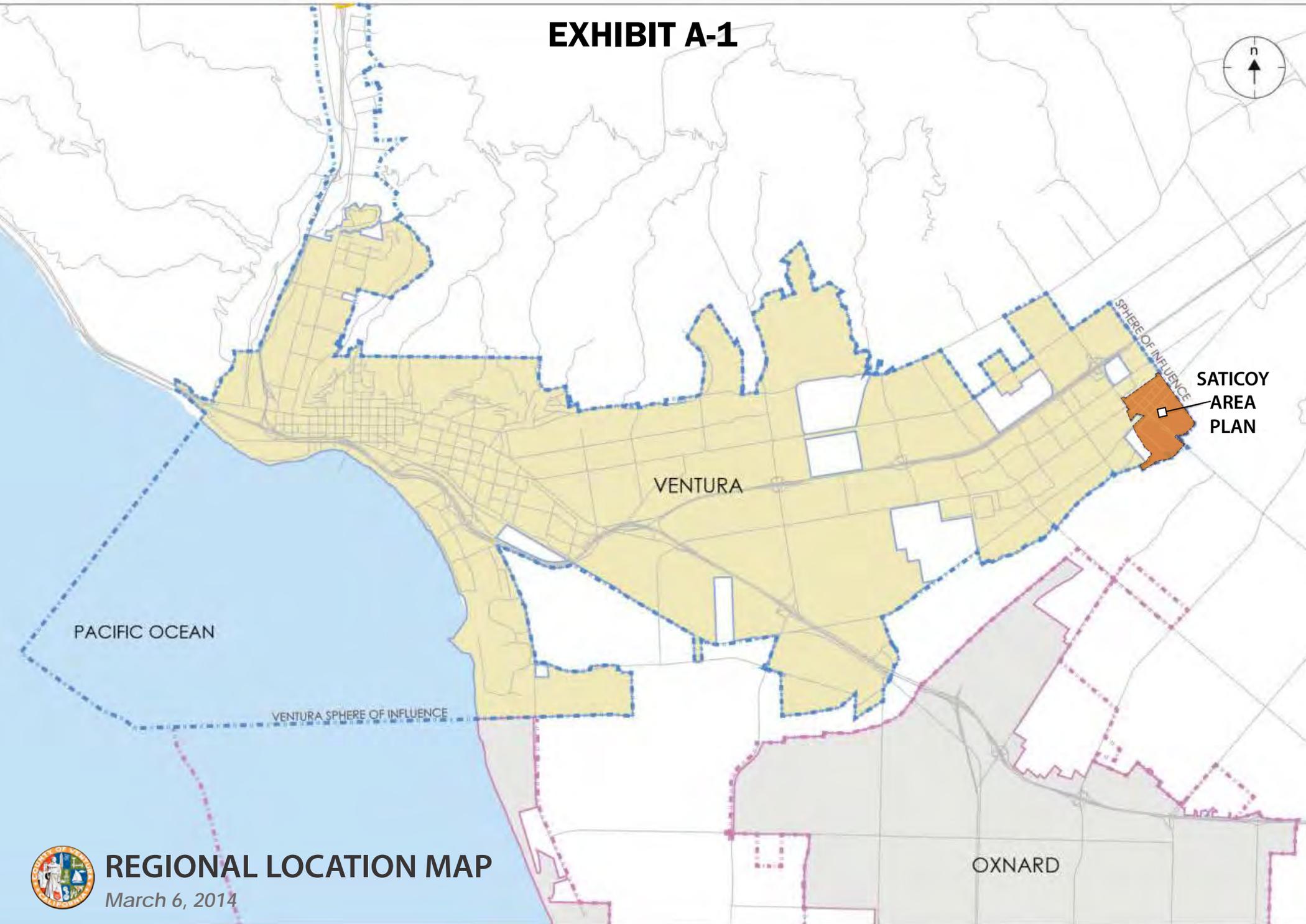
- D-1. [*Market Study for the Saticoy Community*](#), MR+E, 2014
- D-2. [*Historic Resources Survey and Context for the Town of Saticoy*](#), San Buenaventura Research Associates, 2014 (Public Draft)

Additional Project Documents:

In addition to the Exhibits listed above, the following preliminary draft work products are also available on the Planning Division website. These work products will be refined concurrently with the preparation of the Environmental Impact Report:

- [Goals, Policies and Actions](#)
- [Old Town Saticoy Development Code / Design Guidelines](#)
- [Background Evaluation and Technical Report](#)

EXHIBIT A-1



PACIFIC OCEAN

VENTURA

SPHERE OF INFLUENCE

SATICOY
AREA
PLAN

VENTURA SPHERE OF INFLUENCE

OXNARD



REGIONAL LOCATION MAP

March 6, 2014

EXHIBIT A-2

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy
-  City of Ventura Boundary
-  GPA Applicant Parcels



CITY OF VENTURA

OLD TOWN SATICOY

WEST INDUSTRIAL

SOUTH INDUSTRIAL

SATICOY AREA PLAN BOUNDARY

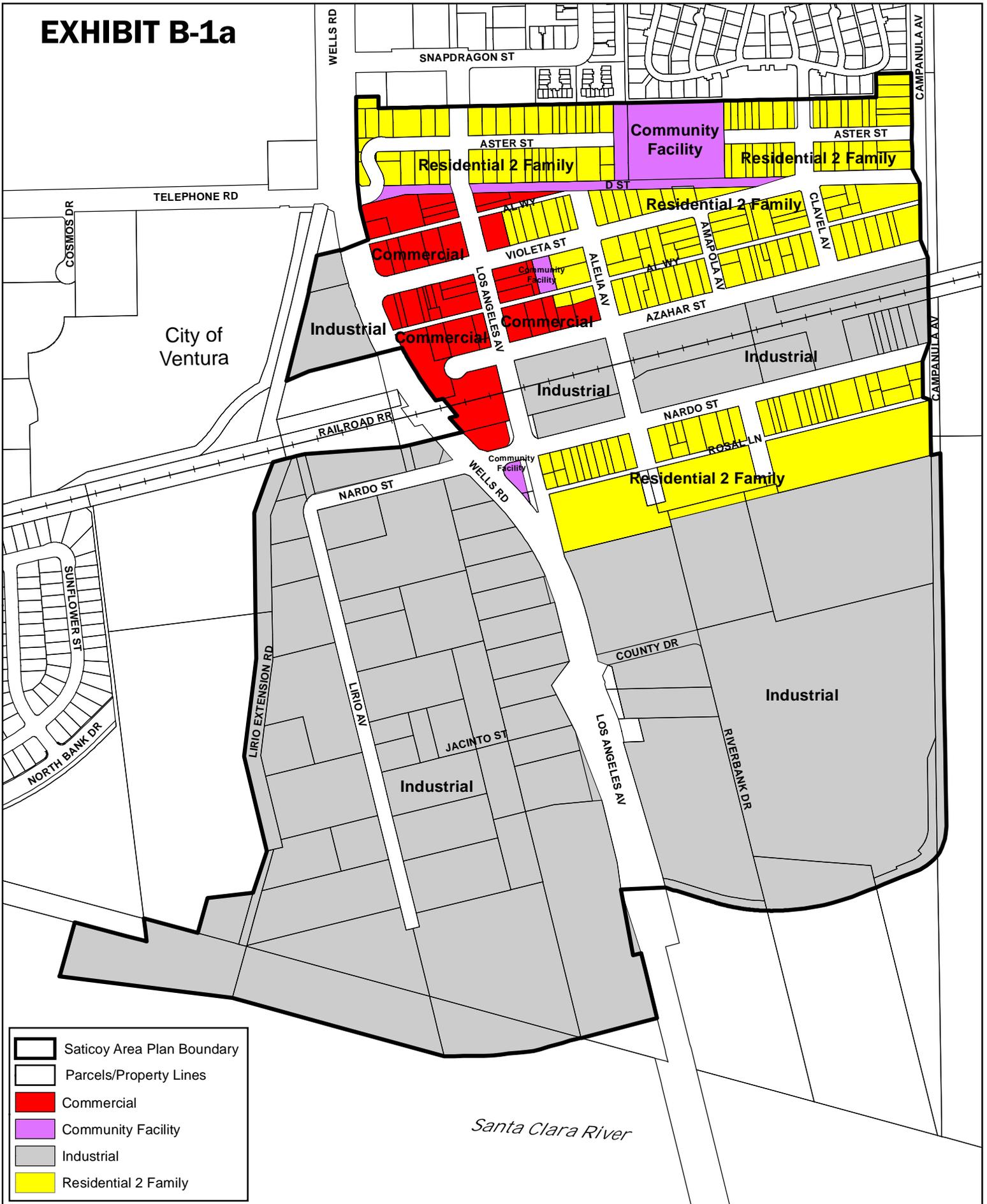
March 6, 2014



0 150 300 450

Agricultural Land (County)

EXHIBIT B-1a



Ventura County
Resource Management Agency
Information Systems Department
Map created on 01/23/2014



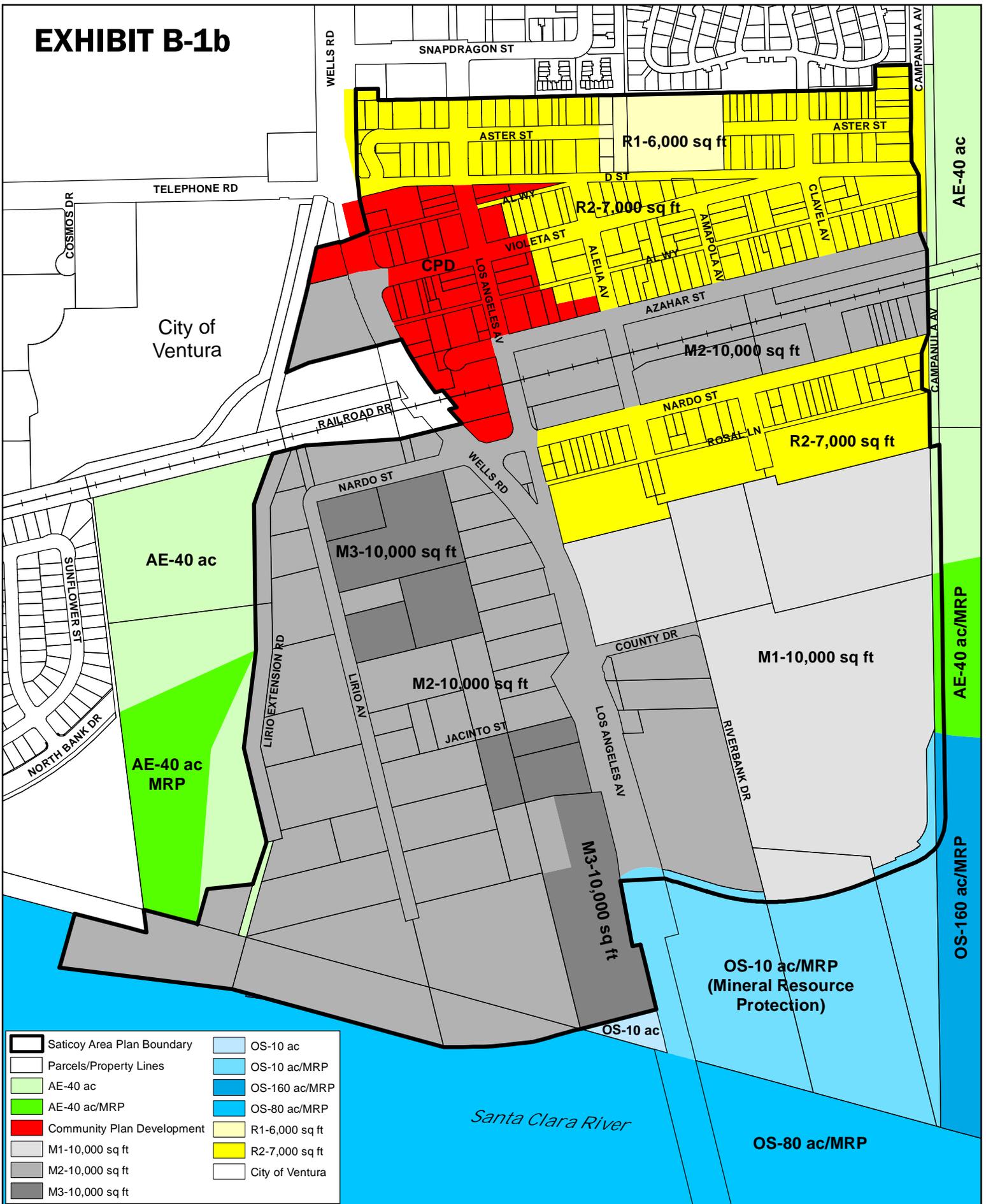
Existing Land Use Designations



Disclaimer: this map was created by the Ventura County Resource Management Agency, Mapping Services - GIS, which is designed and operated solely for the convenience of the County and related public agencies. The County does not warrant the accuracy of this map and no decision involving a risk of economic loss or physical injury should be made in reliance therein.



EXHIBIT B-1b



Ventura County
Resource Management Agency
Information Systems Department
Map created on 09/17/2014



Existing Zoning Classifications

0 200 400 800 Feet

Disclaimer: this map was created by the Ventura County Resource Management Agency, Mapping Services - GIS, which is designed and operated solely for the convenience of the County and related public agencies. The County does not warrant the accuracy of this map and no decision involving a risk of economic loss or physical injury should be made in reliance therein.

EXHIBIT B-2

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Commercial (C)
-  Mixed Use (MU)
-  Residential (RES)
-  Industrial (IND)



Proposed Northbank Development, City of Ventura



PROPOSED PROJECT LAND USE DESIGNATIONS

Prepared by County of Ventura, 2014

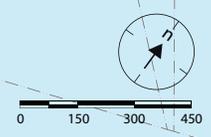
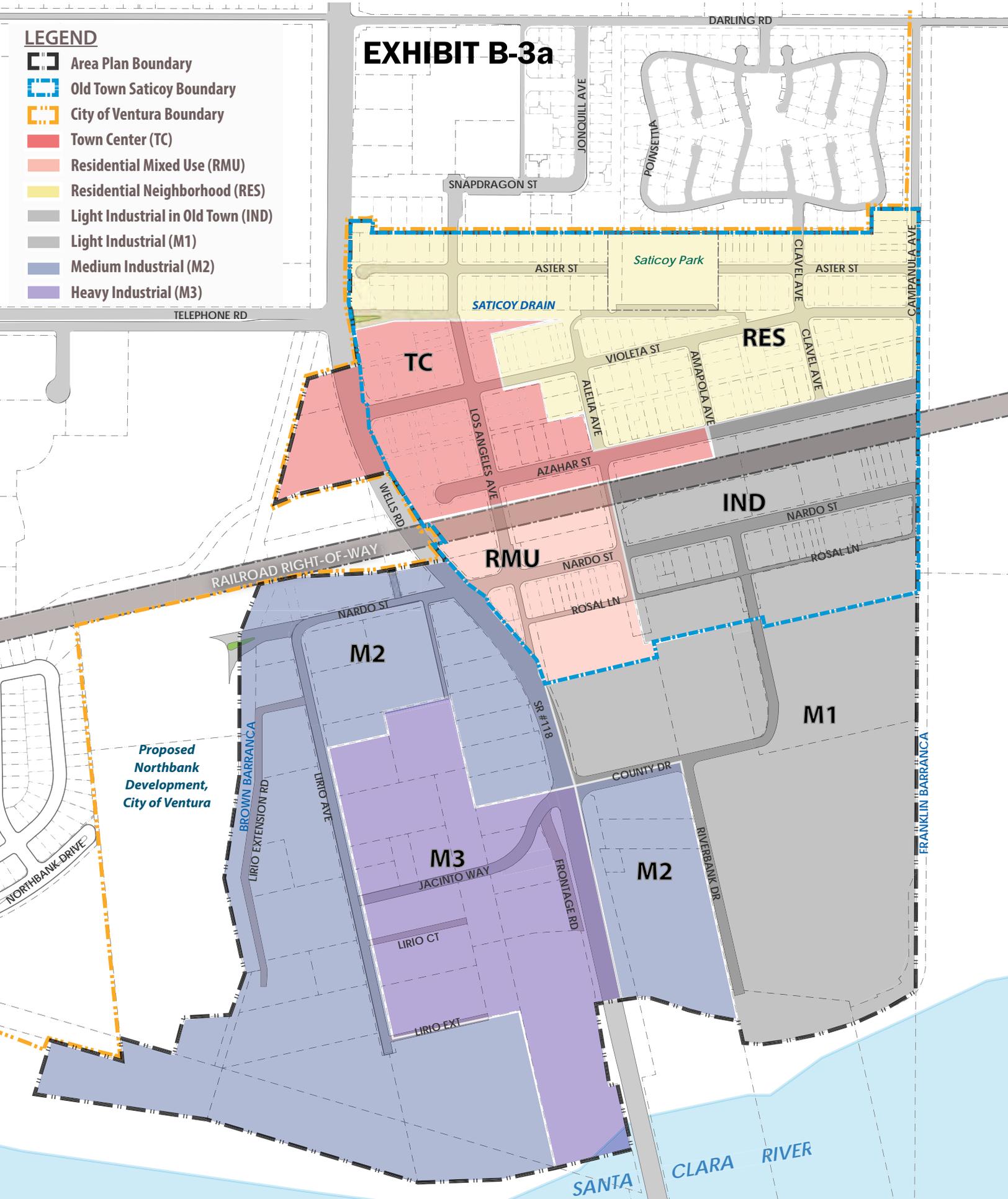


0 150 300 450

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Town Center (TC)
-  Residential Mixed Use (RMU)
-  Residential Neighborhood (RES)
-  Light Industrial in Old Town (IND)
-  Light Industrial (M1)
-  Medium Industrial (M2)
-  Heavy Industrial (M3)

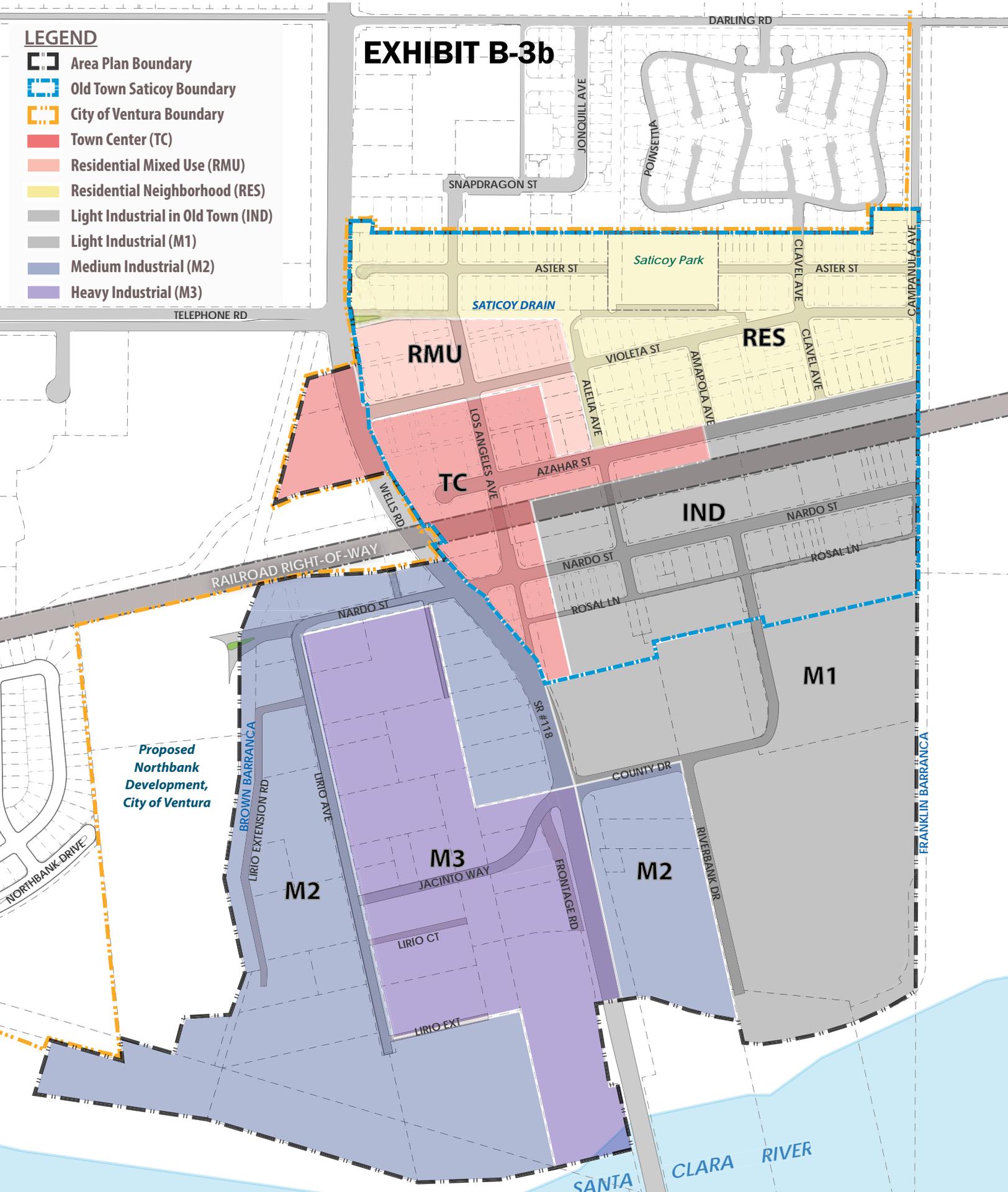
EXHIBIT B-3a



LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Town Center (TC)
-  Residential Mixed Use (RMU)
-  Residential Neighborhood (RES)
-  Light Industrial in Old Town (IND)
-  Light Industrial (M1)
-  Medium Industrial (M2)
-  Heavy Industrial (M3)

EXHIBIT B-3b



ZONING MAP - ALTERNATIVE 1

Prepared by County of Ventura, 2014

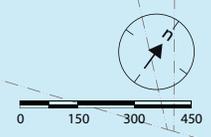
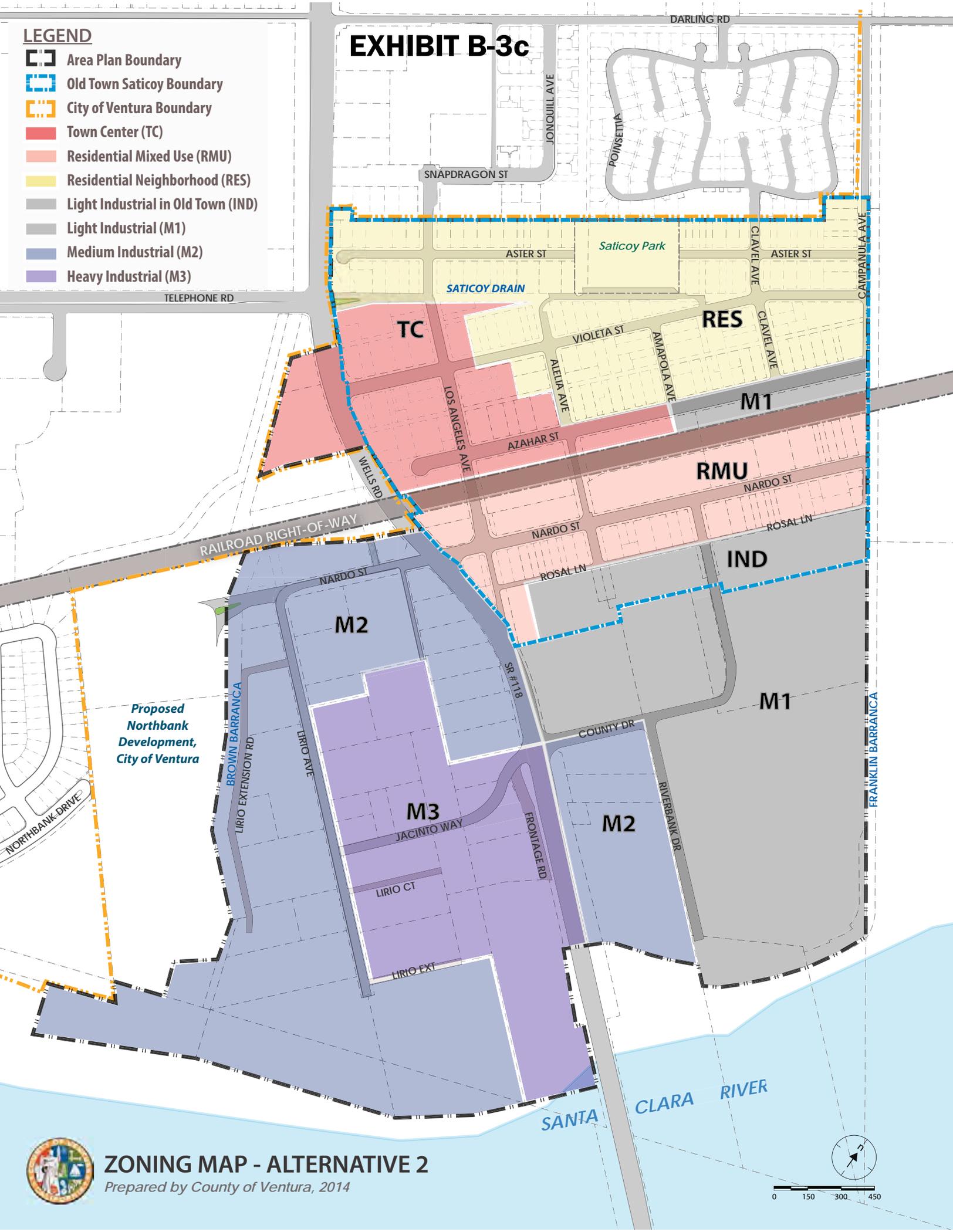


0 150 300 450

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Town Center (TC)
-  Residential Mixed Use (RMU)
-  Residential Neighborhood (RES)
-  Light Industrial in Old Town (IND)
-  Light Industrial (M1)
-  Medium Industrial (M2)
-  Heavy Industrial (M3)

EXHIBIT B-3c



LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Town Center (TC)
-  Residential Mixed Use (RMU)
-  Residential Neighborhood (RES)
-  Light Industrial in Old Town (IND)
-  Light Industrial (M1)
-  Medium Industrial (M2)
-  Heavy Industrial (M3)

EXHIBIT B-3d

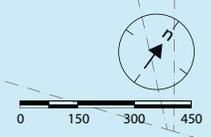
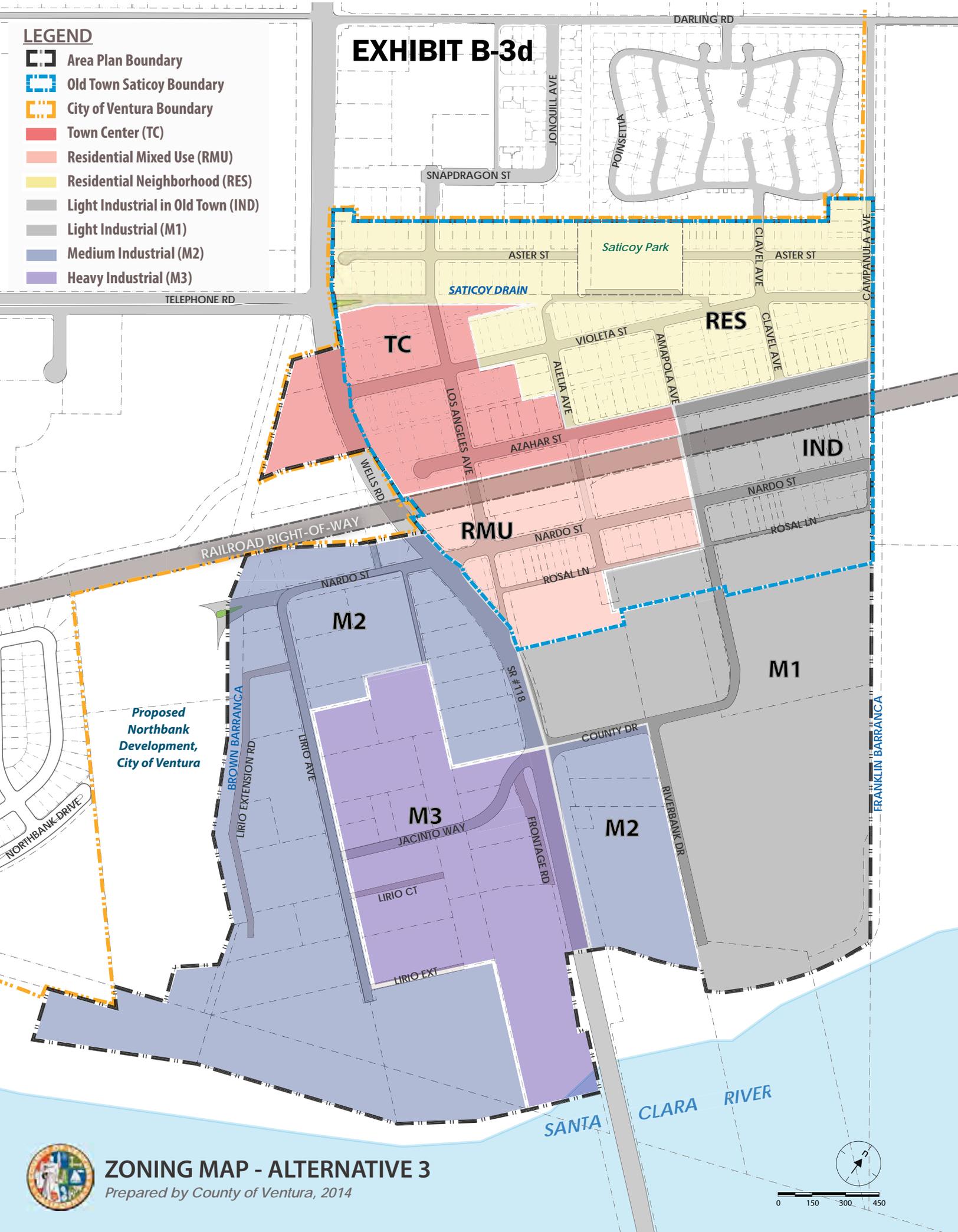
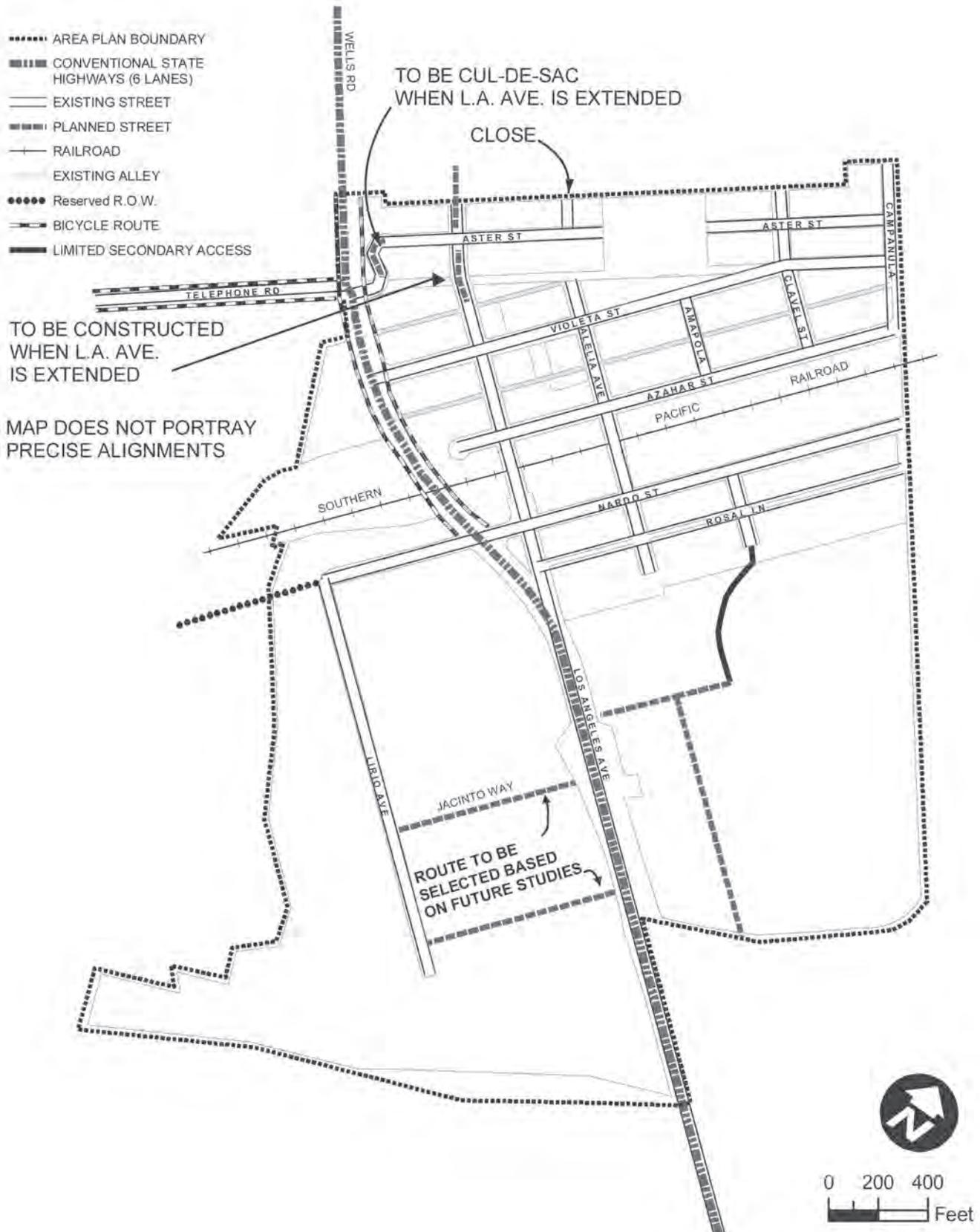


EXHIBIT C-1

Figure 6 Circulation Plan Map Existing Saticoy Area Plan, 2004



DARLING RD

DARLING RD

EXHIBIT C-2

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  Existing Streets
-  Network Interruption (Missing Link)
-  Traffic Lights
-  Major Barriers
-  a Saticoy Park
-  b Existing Drainage Pipe
-  c Railroad R.O.W
-  d Brown Barranca
-  e Franklin Barranca

TELEPHONE RD

SNAPDRAGON ST

JONQUILL AVE

POINSETTIA

ASTER ST

Saticoy Park

a

SATICOY DRAIN

b

VIOLETA RD

LOS ANGELES AVE

ALELIA AVE

AZAHAR ST

AMAPOLA AVE

NARDO ST

NARDO ST

ROSAL LN

ROSAL LN

RAILROAD RIGHT-OF-WAY

c

NARDO ST

SR #118

COUNTY DR

Proposed Northbank Development, City of Ventura

BROWN BARRANCA

LIRIO EXTENSION RD

d

LIRIO AVE

LIRIO CT

LIRIO EXT

JACINTO WAY

FRONTRIDGE RD

RIVERBANK DR

FRANKLIN BARRANCA

e

SANTA CLARA RIVER

CLARA RIVER



EXISTING CIRCULATION AND MOBILITY BARRIERS

March 6, 2014

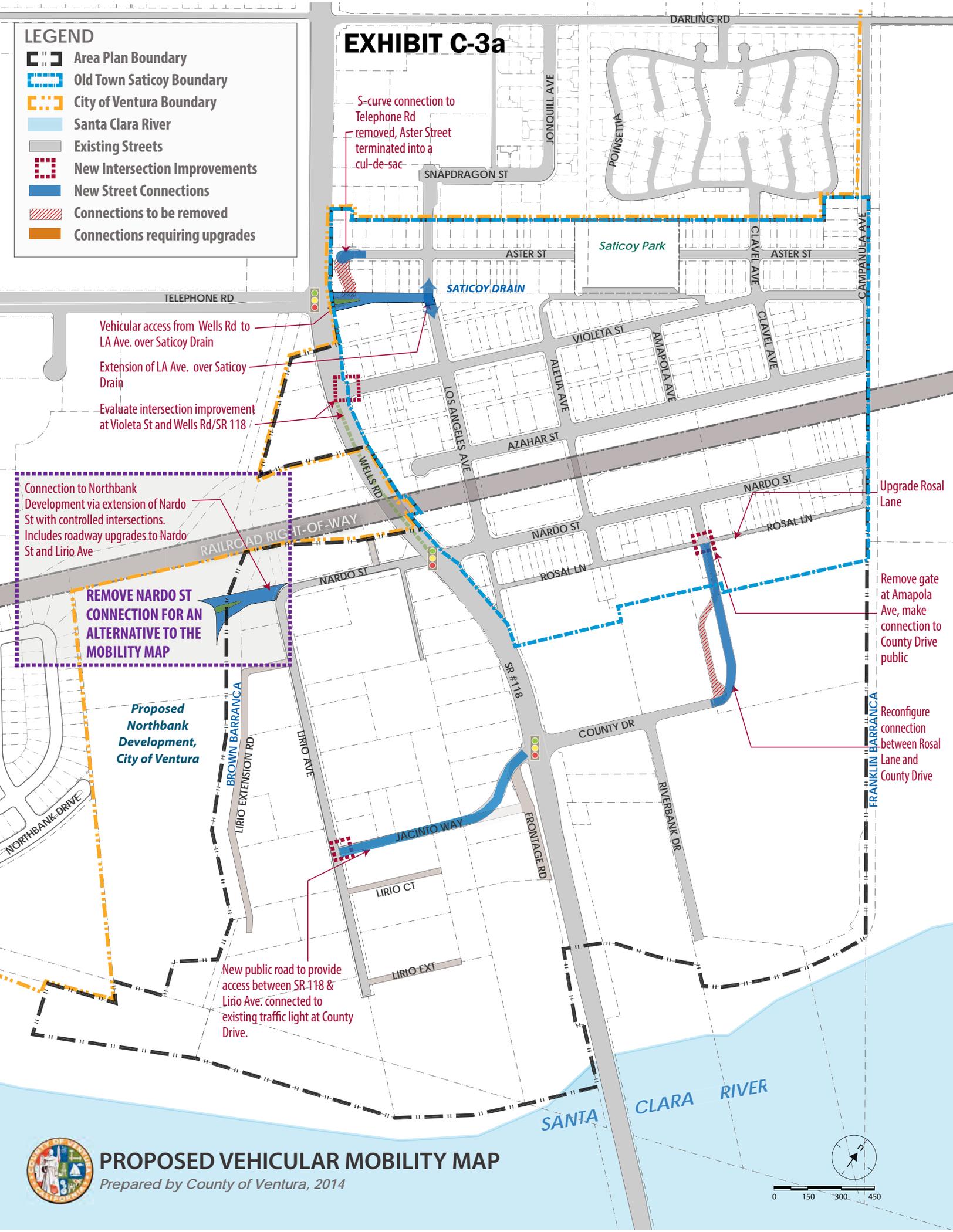


0 150 300 450

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy Boundary
-  City of Ventura Boundary
-  Santa Clara River
-  Existing Streets
-  New Intersection Improvements
-  New Street Connections
-  Connections to be removed
-  Connections requiring upgrades

EXHIBIT C-3a



S-curve connection to Telephone Rd removed, Aster Street terminated into a cul-de-sac

Vehicular access from Wells Rd to LA Ave. over Saticoy Drain
 Extension of LA Ave. over Saticoy Drain
 Evaluate intersection improvement at Violeta St and Wells Rd/SR 118

Connection to Northbank Development via extension of Nardo St with controlled intersections. Includes roadway upgrades to Nardo St and Lirio Ave

REMOVE NARDO ST CONNECTION FOR AN ALTERNATIVE TO THE MOBILITY MAP

Proposed Northbank Development, City of Ventura

New public road to provide access between SR-118 & Lirio Ave. connected to existing traffic light at County Drive.

Upgrade Rosal Lane

Remove gate at Amapola Ave, make connection to County Drive public

Reconfigure connection between Rosal Lane and County Drive



PROPOSED VEHICULAR MOBILITY MAP

Prepared by County of Ventura, 2014



0 150 300 450

LEGEND

- Area Plan Boundary
- Old Town Saticoy
- City of Ventura
- Existing Transit Routes (Gold Coast #10 & 11)
- Bus Stops
- Proposed west-side Transit Route Loop
- Existing Class I Bike Path/Lane
- Recommended Class I Bike Path (per City of Ventura)
- Recommended Class II Bike Lane (per City of Ventura)
- Proposed extension of Class I Bike Path
- Proposed extension of Class II Bike Lane
- Proposed Class III Bike Route
- New Pedestrian Connections

EXHIBIT C-3b

NOTE:
The Area Plan will include pedestrian improvements on all public streets in Saticoy

Pedestrian walkway over Saticoy Drain to Park

Potential transit Loop proposed with bus stops on the west-side industrial area to provide access to workers along Lirio Ave and Nardo St., as well as residents from across Brown Barranca

Class II Bike Lane as proposed by the City of Ventura, to be routed along Nardo Street (Evaluate alternative bicycle route for the Alternative without Nardo St connection)

REMOVE NARDO ST CONNECTION FOR AN ALTERNATIVE TO THE MOBILITY MAP

Proposed Northbank Development, City of Ventura

Class I Bike Path (as proposed by the City of Ventura's Bike Master Plan) to be extended as a loop from the Northbank Development along the Santa Clara River, to a Class III Bike Route at Riverbank Drive and connect to the Railroad and finally terminate at Saticoy Park

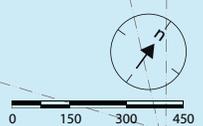
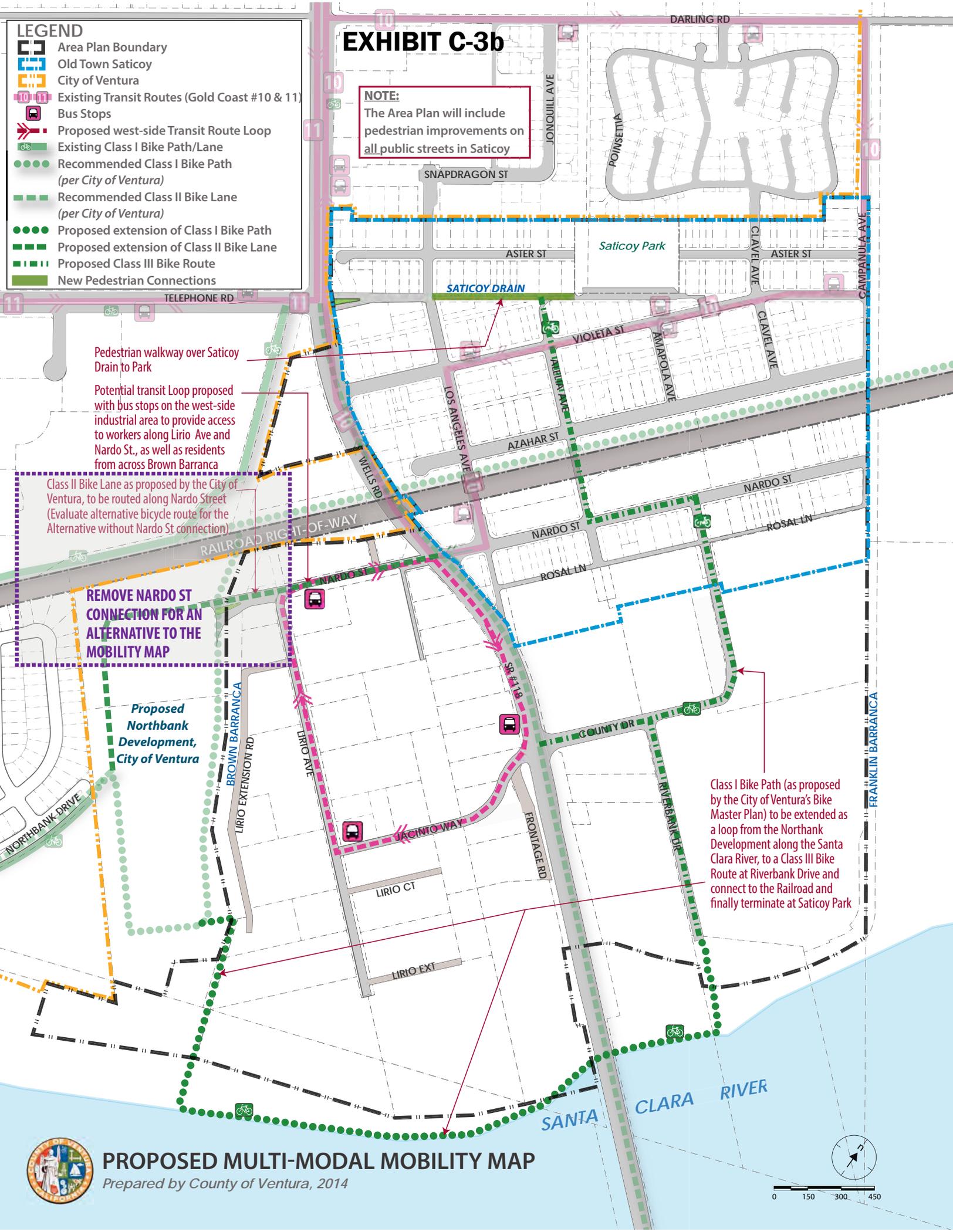
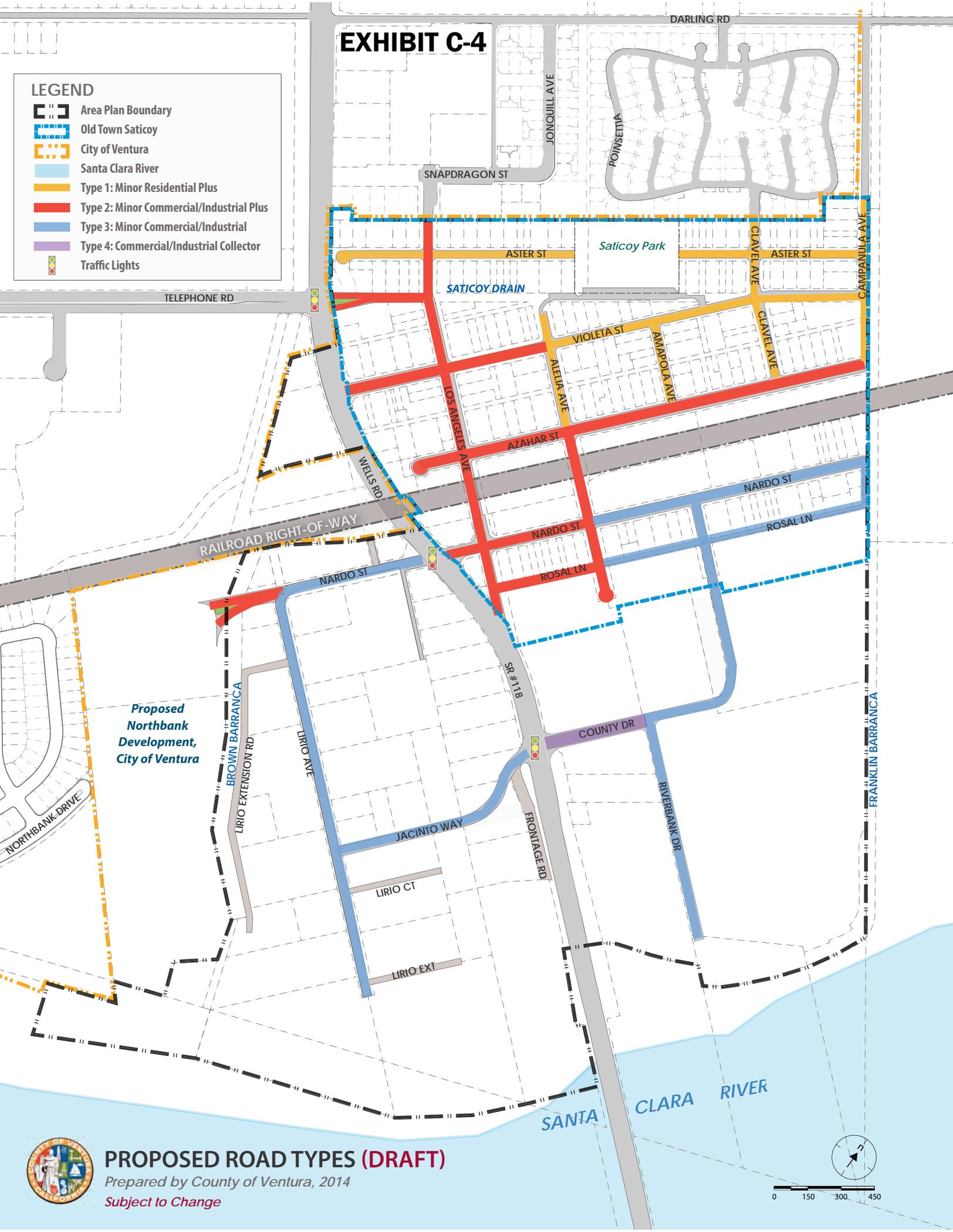


EXHIBIT C-4

LEGEND

-  Area Plan Boundary
-  Old Town Saticoy
-  City of Ventura
-  Santa Clara River
-  Type 1: Minor Residential Plus
-  Type 2: Minor Commercial/Industrial Plus
-  Type 3: Minor Commercial/Industrial
-  Type 4: Commercial/Industrial Collector
-  Traffic Lights



PROPOSED ROAD TYPES (DRAFT)

Prepared by County of Ventura, 2014

Subject to Change



0 150 300 450

SEP 29 2014

STATE OF CALIFORNIA

Edmond G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



September 25, 2014

Kari Finley
Ventura County
800 South Victoria Avenue
Ventura, CA 93009

RE: SCH# 2014091054 Saticoy Area Plan Update-PL14-0066, Ventura County.

Dear Ms. Finley,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts
Ventura County
September 25, 2014**

SEP 29 2014

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks CA 91362
folkes9@msn.com
(805) 492-7255
(805) 558-1154 Cell

Chumash
Tataviam
Ferrnandefio

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
(805) 640-0481
(805) 216-1253 Cell

Chumash

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road
Bradley , CA 93426
mupaka@gmail.com
(805) 472-9536

Chumash

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach CA 93433
(805) 481-2461
(805) 474-4729 Fax

Chumash

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez , CA 93460
varmenta@santaynezchumash.
(805) 688-7997
(805) 686-9578 Fax

Chumash

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
mupaka@gmail.com
(805) 472-9536 Voice/Fax
(805) 835-2382 Cell

Chumash

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stennsle, Chair
365 North Poli Ave
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214

Chumash

Stephen William Miller
189 Cartagena
Camarillo , CA 93010
(805) 484-2439

Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014091054 Saticoy Area Plan Update-PL14-0066, Ventura County.

**Native American Contacts
Ventura County
September 25, 2014**

SEP 29 2014

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365 Chumash
Santa Ynez , CA 93460
elders@santaynezchumash.org
(805) 688-8446
(805) 693-1768 Fax

Richard Angulo
P.O. Box 935 Chumash
Salome , AZ 85348

Randy Guzman - Folkes
4676 Walnut Avenue Chumash
Simi Valley , CA 93063 Fernandefio
ndnRandy@yahoo.com Tataviam
(805) 905-1675 Cell Shoshone Paiute
(805) 520-5915 Fax Yaqui

Santa Ynez Band of Mission Indians
Tribal Admin/Counsel Sam Cohen
P.O. Box 517 Chumash
Santa Ynez , CA 93460
info@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax

Coastal Band of the Chumash Nation
Michael Cordero, Chairperson
P.O. Box 4464 Chumash
Santa Barbara CA 93140
CbcnTRIBALCHAIR@gmail.com
(805) 689-9528

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
(805) 649-2743 Home

Charles S. Parra
P.O. Box 6612 Chumash
Oxnard , CA 93031
(805) 340-3134 Cell
(805) 488-0481 Home

Melissa M. Parra-Hernandez
119 North Balsam Street Chumash
Oxnard , CA 93030
envyy36@yahoo.com
(805) 983-7964
(805) 248-8463 Cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014091054 Saticoy Area Plan Update-PL14-0066, Ventura County.

**Native American Contacts
Ventura County
September 25, 2014**

SEP 29 2014

Frank Arredondo
P.O. Box 161 Chumash
Santa Barbara CA 93102
ksen_sku_mu@yahoo.com

Coastal Band of the Chumash Nation
Janet Darlene Garcia
P.O. Box 4464 Chumash
Santa Barbara CA 93140
(805) 689-9528

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Conslt
P.O. Box 365 Chumash
Santa Ynez , CA 93460
freddyromero1959@yahoo.com
(805) 688-7997, Ext 37

Coastal Band of the Chumash Nation
Crystal Baker
P.O. Box 723 Chumash
Atascadero , CA 93423
(805) 466-8406

Barbareno/Ventureno Band of Mission Indians
Kathleen Pappo
2762 Vista Mesa Drive Chumash
Rancho Pales , CA 90275
(310) 831-5295

PeuYoKo Perez
5501Stanford Street Chumash
Ventura , CA 93003
grndowl4U@yahoo.com
(805) 231-0229 Cell

Barbareno/Ventureno Band of Mission Indians
Raudel Joe Banuelos, Jr.
331 Mira Flores Court Chumash
Camarillo , CA 93012
(805) 987-5314

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014091054 Saticoy Area Plan Update-PL14-0066, Ventura County.

Kadakia, Ruchita

From: Vanessa Rauschenberger <vanessa.r@goldcoasttransit.org>
Sent: Thursday, September 25, 2014 5:42 PM
To: Finley, Kari
Cc: Sussman, Shelley; Rowan, Rosemary; Connell, Kathy; Steven Brown; Claire Johnson-Winegar
Subject: RE: Notice of Preparation of Draft EIR - Ventura County Saticoy Area Plan update
Attachments: Wells Rd Bus Route.JPG

Hi Kari,

Thanks for giving us the opportunity to provide input on the Saticoy area plan and proposed circulator route. While we are open to consideration of all options, we don't typically design short one-way loop bus routes unless absolutely necessary to turn a bus around at the end of a route. As an alternative, one of the options we are currently studying is a route that would connect Oxnard to Ventura via Wells Road. (As shown by the yellow line on the attached map.) The blue dots I have drawn on this map (at signalized intersections) show the potential bus stop locations that would help to make this route successful. If this route is implemented, the businesses along Liro Ave as well as the County of Ventura Public Works facility would be within the 1500 ft walking distance of a bus route that would provide access to Oxnard as well as Wells Center. As a general rule, longer more direct routes such as the recently implemented Route 21 along Victoria Avenue tend to attract the most riders and provide more benefit to the surrounding community.

Please let me know if you have any questions or would like to meet again to discuss transit options for this area.

Vanessa Rauschenberger

Planning Manager
Gold Coast Transit
805-483-3959 x141
vanessa.r@goldcoasttransit.org
www.GoldCoastTransit.org

From: Finley, Kari [mailto:Kari.Finley@ventura.org]
Sent: Monday, September 15, 2014 11:35 AM
To: Finley, Kari
Cc: Sussman, Shelley; Rowan, Rosemary
Subject: Notice of Preparation of Draft EIR - Ventura County Saticoy Area Plan update

Hello all:

Please see the attached Notice of Preparation and scoping meeting for the Saticoy Area Plan update.

Thank you,

Kari Finley

Long Range Planning Section
kari.finley@ventura.org

Ventura County Resource Management Agency | Planning Division
P. 805.654.3327 | F. 805.654.2509
800 S. Victoria Ave., L #1740 | Ventura, CA 93009-1740
www.ventura.org/rma/planning
For online permits and property information, visit [VC Citizen Access](#)



EXHIBIT C-2

- LEGEND**
- Area Plan Boundary
 - Old Town Saticoy
 - City of Ventura
 - Existing Transit Routes (Gold Coast #10 & 11)
 - Bus Stops
 - Proposed west-side Transit Route Loop
 - Existing Class I Bike Path/Lane
 - Recommended Class I Bike Path (per City of Ventura)
 - Recommended Class II Bike Lane (per City of Ventura)
 - Proposed extension of Class I Bike Path
 - Proposed extension of Class II Bike Lane
 - Proposed Class III Bike Route
 - New Pedestrian Connections

NOTE:
The Area Plan will include pedestrian improvements on all public streets in Saticoy

Pedestrian walkway over Saticoy Drain to Park

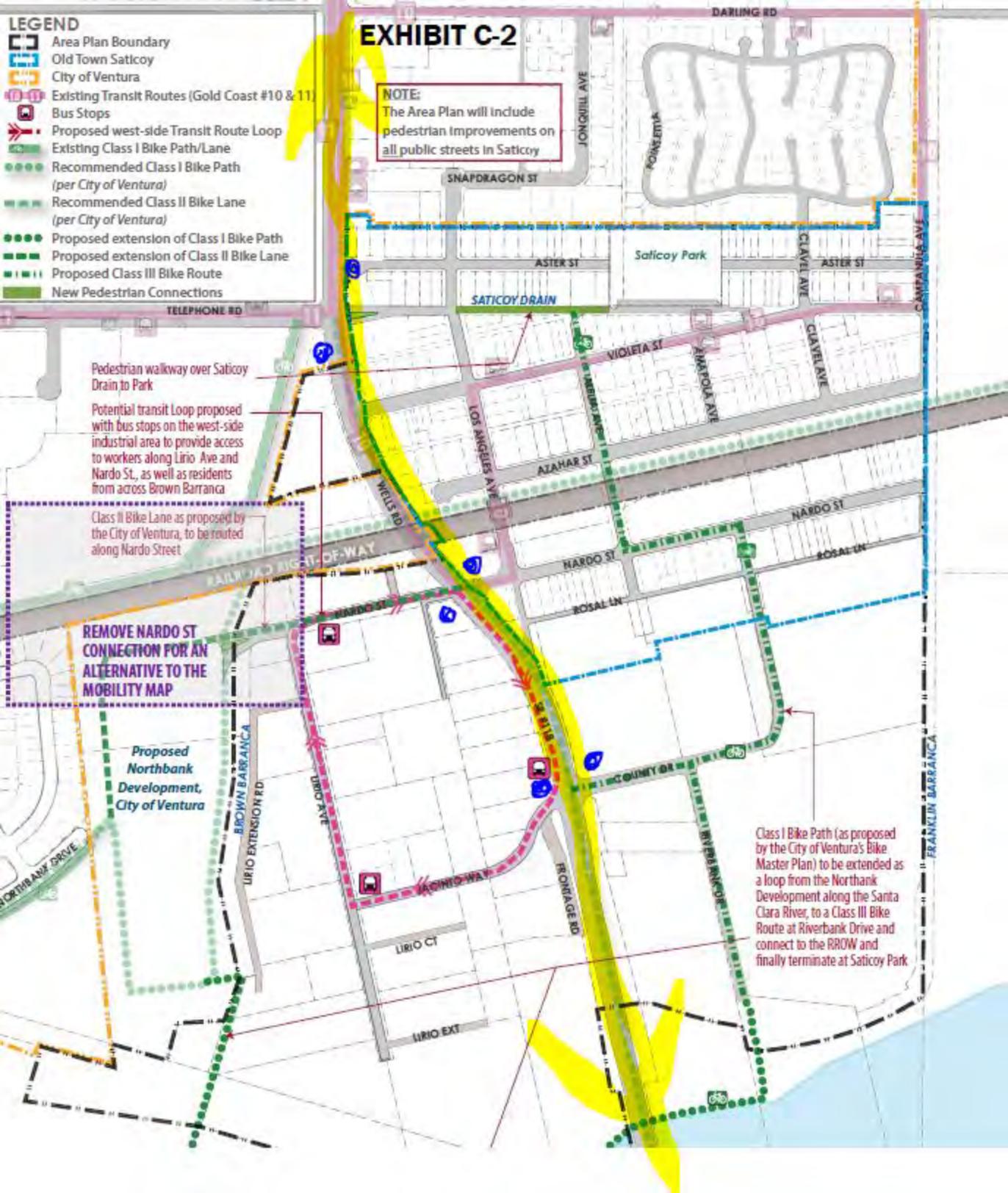
Potential transit Loop proposed with bus stops on the west-side industrial area to provide access to workers along Lirio Ave and Nardo St., as well as residents from across Brown Barranca

Class II Bike Lane as proposed by the City of Ventura, to be routed along Nardo Street

REMOVE NARDO ST CONNECTION FOR AN ALTERNATIVE TO THE MOBILITY MAP

Proposed Northbank Development, City of Ventura

Class I Bike Path (as proposed by the City of Ventura's Bike Master Plan) to be extended as a loop from the Northbank Development along the Santa Clara River, to a Class III Bike Route at Riverbank Drive and connect to the RROW and finally terminate at Saticoy Park





**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM**

DATE: October 14, 2014

TO: RMA – Planning Division
Attention: Kari Finley

FROM: Transportation Department *Ban*

SUBJECT: REVIEW OF DOCUMENT Notice of Preparation of Draft Environmental Impact Report (NOP/DEIR)
Project: **Saticoy Area Plan Update**
Lead Agency: **Ventura County Resource Management Agency – Planning Division**
Update Saticoy Area Plan that defines goals, policies, and programs for Saticoy and provides basis for future growth and development (VTA Co).

Pursuant to your request, the Public Works Agency Transportation Department has reviewed the NOP/DEIR for the Saticoy Area Plan Update.

We offer the following comments:

1. The funding mechanism for the construction and maintenance of the proposed new improvements such as landscaped parkways, trees, and street lights must be identified and quantified. Currently, there is no funding available or resources to install and maintain these urban-type improvements.
2. The draft Vision Plan provides section views or sketches of the proposed complete streets. The Transportation/Mobility Technical Study must provide an analysis of the required right-of-way and road improvements. The analysis must provide:
 - a. Constructability and feasibility analysis, including the most current cost estimates for right-of-way acquisition and construction; and
 - b. Identification of the funding sources that will be pursued or used to implement the proposed improvements.
3. If the Northbank Development in the City of Ventura does not construct or finance the Nardo Street Extension, then the DEIR should address how the extension/improvement will be constructed and funded.
4. The Proposed Vehicular Mobility Map (Exhibit C-1) and Multi-Modal Mobility Map (Exhibit C-2) have similar capitalized notes that state: "Remove Nardo Street connection for an alternative to the mobility map." Please clarify the intent or meaning of the notation.

5. The proposed Class I Bike Path along the Santa Clara River must address how the bike path will cross the state highway.
6. The proposed Class I Bike Path along the railroad should address whether the new bike path will be within the railroad right-of-way and the requirements that may be imposed by the SPRR. The easterly end of the proposed bike path does not appear to connect to any other bike path to the south, north, or east.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

T:\Planning\Land Development\Non_County\14-512 (GP-SAP).doc



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



October 14, 2014

Ms. Kari Finley
Senior Planner
Planning Division
Ventura County Resource Management Agency
800 South Victoria Avenue. L#1740
Ventura, CA 93009
Kari.Finley@ventura.org

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Saticoy Area Plan Update, Ventura County, SCH#2014091054

Dear Ms. Finley:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the Saticoy Area Plan Update Draft Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species (CESA) Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*

The proposed Saticoy Plan Update is a comprehensive revision of the existing Saticoy Area Plan, including goals and policies, land use maps, vehicular and non-vehicular mobility maps, and design guidelines for Old Town Saticoy. The project will require a General Plan Amendment as well as the Non-Coastal Zoning Ordinance. The time horizon for the proposed project is 20 years.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the Project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the County to minimize impacts to fish and wildlife resources with a focus on these stressors. A copy of the current California Wildlife Action Plan can be viewed at: <http://www.wildlifeactionplan.org/california>.

The Department offers the following comments and recommendations to assist the County in avoiding or minimizing potential project impacts on biological resources.

Specific Comments

The Department recommends that zoning and land uses adjacent to the Santa Clara River be designed to maintain the natural function of the floodplain. Zoning designations which protect open areas such as agriculture or natural habitat will assist in maintaining connectivity to the river, and provide areas for stormwater to spread out, reducing downstream flooding. By providing for infiltration of storm flows, maintaining open floodplain areas would also help recharge ground water aquifers, thereby reducing the effects of drought cycles on ground water supplies. Open areas on the floodplain also serve as refugia for wildlife during high flow events and should be protected from intensified land uses.

General Comments

1. The Department has responsibility for streams, wetland, and riparian habitats. It is the policy of the Department to strongly discourage development in streams and wetlands, or conversion of wetlands to uplands. We oppose any development or conversion that would result in a reduction of acreage of habitat function or value, unless, at a minimum, project mitigation assures there will be “no net loss” of habitat acreage, value, and function. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent or perennial, should be retained and provided with substantial setbacks that preserve the riparian and aquatic function and values to onsite and offsite wildlife populations. Mitigation measures to compensate for impacts to streams, wetland, and riparian habitats must be included in the DEIR and must compensate for the loss of function and value. For wetlands, the contributing local watershed should be protected from alteration in order to maintain wetland hydrologic function.
 - a) The Saticoy Area Plan supports stream, aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.¹ Please note that some wetland and riparian habitats subject to the Department’s authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.

¹ Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

- b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or “entity”) must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department will determine whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department’s issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction’s (Lead Agency’s) Negative Declaration or Environmental Impact Report for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.²
2. The Department considers adverse impacts to a species protected by the CESA for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b), (c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

² A notification package for a LSA may be obtained by accessing the Department’s website at www.wildlife.ca.gov/habcon/1600.

3. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the DEIR:
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas.
 - b) A range of feasible alternatives to ensure that alternatives to the proposed project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, particularly wetlands. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

4. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats, the DEIR should include the following information:
 - a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region.
 - b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see <http://www.dfg.ca.gov/habcon/plant/>). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008¹). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

¹ Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed.

- c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at www.wildlife.ca.gov/biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
- d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

- 5. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.
 - b) Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas and refugia, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
 - c) The zoning of areas for development projects or other uses that is nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

- d) A cumulative effects analysis as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

6. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances and associations with a state-wide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the California Natural Diversity Data Base, or by may be included in Sawyer, et al. 2008.
7. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
8. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human disturbance, etc.
9. The Department recommends that measures be taken to avoid project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season, which generally runs from February 1- September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, the Department recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the

disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

10. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.
11. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Dan Blankenship, Senior Environmental Scientist (Specialist), at (661) 259-3750 or Daniel.Blankenship@wildlife.ca.gov.

Sincerely,



for:
Betty J. Courtney
Environmental Program Manager I

ec: Christine Found-Jackson, CDFW, Glendale
Mary Meyer, CDFW, Ojai
Scott Morgan (State Clearinghouse)

October 15, 2014



County of Ventura RMA – Planning Division
Attn: Kari Finley, Senior Planner
800 South Victoria Ave., L #1740
Ventura, CA 93009

Email: kari.finley@ventura.org

Subject: Comments on the NOP of a Draft EIR for Amendments to the Saticoy Area Plan, General Plan and Non-Coastal Zoning Ordinance

Dear Ms. Finley:

Thank you for the opportunity to comment on the scope of environmental analysis to be performed in conjunction with a Draft EIR for proposed amendments to the Saticoy Area Plan, General Plan and Non-Coastal Zoning Ordinance. Attached are comments that we received as a result of intra-city review of the Notice of Preparation and draft project description for the subject project. If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Maggie Ide, at (805) 654-7727.

- Susan Rungren – Water Resource Manager, Ventura Water; (805) 652-4523; srungren@cityofventura.net
- V.S. Chandrashaker – Associate Engineer, City of Ventura Public Works; (805) 654-7714; cchandrashaker@cityofventura.net

Should you contact one of the City departments, we ask that you include a copy of your correspondence to Maggie Ide, Associate Planner, City of Ventura Planning Division; mide@cityofventura.net.

Sincerely,

A handwritten signature in blue ink that reads "Dave Ward".

Dave Ward, AICP
Planning Manager

Attachment: As stated

CITY OF VENTURA

CITY MEMORANDUM

Date: October 14, 2014

To: Maggie Ide, Associate Planner

From:  V. S. Chandrashaker, Associate Engineer

Subject: County of Ventura – Saticoy Area Plan

One of the Mobility Plan alternatives in the proposed Saticoy Area Plan is the deletion of the western extension of Nardo Street. As part of the traffic analysis, the County will need to address the vehicular, pedestrian and bicycle impacts due to the deletion of this facility.



Memorandum

Date: October 14, 2014
To: Maggie Ide, Associate Planner
From: Susan Rungren, Water Resource Manager
Subject: County Saticoy Area Plan Update

This following information is provided in response for comments regarding the County Saticoy Area Plan Update.

The County has retained a Consultant, Milner-Villa Consulting, who is preparing a Water Supply/Resources analysis for the project. Ventura Water has either directed the consultant to or provided the consultant with the following information as requested:

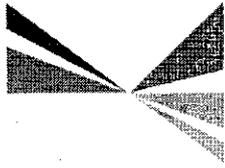
- Existing City Policy on water connections outside the City Limits, Section 22.110.055 of City Code.
- Existing City Drought Ordinance, Ordinance No. 2014-013.
- 2014 Comprehensive Water Resources Report dated May 1, 2014.

The following analysis related to water should be completed for the Update to the County Saticoy Area Plan:

- Available water supply vs. anticipated water demand for the area.
- Water system analysis of the existing water distribution system, pump station, and available storage. The analysis should evaluate and determine if there are any system deficiencies or needed system improvements in order for the proposed plan update to be served by the City's existing water system.
- Determine how the existing City Policy on water connections outside the City Limits affects the County Saticoy Area Plan Update.
- Determine how the City's Drought Ordinance affects the County Saticoy Area Plan Update.

Please let me know if you have any questions or comments.

October 17, 2014



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scaq.ca.gov

Officers

President

Carl Morehouse, San Buenaventura

First Vice President

Cheryl Viegas-Walker, El Centro

Second Vice President

Michele Martinez, Santa Ana

Immediate Past President

Greg Pettis, Cathedral City

Executive/Administration Committee Chair

Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

Ms. Kari Finley, Senior Planner
Ventura County Resource Management Agency
Planning Division
800 South Victoria Avenue, L#1740
Ventura, California
Telephone: (805) 654-3327
E-mail: Kari.Finley@ventura.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for Saticoy Area Plan Update [SCAG NO. IGR8200]

Dear Ms. Finley,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for Saticoy Area Plan Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for Saticoy Area Plan Update. The proposed project is a direct follow up to a Sustainability Planning Grant/Compass Blueprint planning project that SCAG coordinated with Ventura County in 2012-2013. The proposed project would comprehensively revise the existing Saticoy Area Plan, including goals and policies, land use maps, vehicular and non-vehicular mobility maps, and design guidelines for Old Town Saticoy for the small, unincorporated community of Saticoy located along the boundary between the City of Ventura to the north and the unincorporated County of Ventura.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scaq.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunl@scaq.ca.gov.

Thank you.

Sincerely,

Ping Chang,
Program Manager, Land Use and Environmental Planning

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR SATICOY AREA PLAN
UPDATE [SCAG NO. IGR8200]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS Goals		
Goal		Analysis
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscsc.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>. The forecasts for the region and applicable jurisdictions are below.

Forecast	Adopted SCAG Region Wide Forecasts		Adopted County of Ventura - Unincorporated Forecasts		Adopted City of San Buenaventura (Ventura) Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	100,500	107,200	116,900	128,800
Households	6,458,000	7,325,000	33,700	35,300	45,200	50,100
Employment	8,414,000	9,441,000	42,800	44,900	70,500	77,400

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscsc.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: http://rtpscsc.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



October 15, 2014

Kari Finley
County of Ventura
800 South Victoria Avenue, LN #1740
Ventura, CA 93009

Dear Kari:

Re: SCH 2014091054 Ventura County Saticoy Area Plan Update - NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings and Engineering Branch (RCEB) is in receipt of the *Notice of Preparation (NOP) of a Draft Environmental Impact Report* from the State Clearinghouse for the proposed County of Ventura (County) Saticoy Area Plan Update.

The project area includes the active rail tracks. RCEB recommends that the County add language to the Saticoy Area Plan Update so that any future development adjacent to or near the planned railroad right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at any planned at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076,
ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E., Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

October 20, 2014

Ms. Kari Finley
Ventura County Resource Management Agency
Planning Division
800 South Victoria Avenue, L#1740
Los Angeles, CA 90012

Re: Saticoy Area Plan Update; PL14-0066
Notice of Preparation of Draft EIR
SCH#2014091054, IGR No.140932EA
Vic. VEN/118/ PM 0.587 – 1.716

Dear Ms. Finley

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed update of the Saticoy Area Plan. We note the Saticoy Area Plan includes updates of goals and policies, land use maps and vehicular and non-vehicular mobility maps. Key road improvements include a new link between Telephone Road and Los Angeles Avenue and a new link between Lirio Avenue and Wells Road which is (State Route 118).

Caltrans shares similar goals with the County of Ventura to provide a safe and inter-connected transportation system for its residents and for goods movement. Caltrans through its efforts to continually improve its standards and processes to provide flexibility while maintaining the safety and integrity of the state's transportation system has updated the Highway Design Manual (HDM) to incorporate complete streets policies. Caltrans' new Mission Statement is "*Caltrans provides a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*"

The following comments are based on the notice of preparation of a Draft EIR received:

Mobility Action A-8 (MOB-A-8) states that the County in cooperation with the City of Ventura "shall encourage Caltrans to stripe State Route 118 to safely accommodate bicycles". Please contact Caltrans' District 7 Bicycle Coordinator Dale Benson for any bicycle related questions on State highway facilities, he can be reached at dale.benson@dot.ca.gov.

We concur with MOB-A-1 which states "The County Transportation Department in coordination with the City of Ventura shall maintain and update the Transportation Impact Mitigation Fee Ordinance to fund improvements to existing road facilities within Saticoy". We recommend the County establish a Transportation fund that development projects can contribute to for the funding of improvements even on State routes. Such a fund may also provide matching funds often required for State or Federal funding.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Ms. Kari Finley
October 20, 2014
Page 2

Any work on or affecting State right-of-way will need an encroachment permit from Caltrans. Please coordinate all planned improvements on or affecting State Route 118 with Caltrans early in the planning process.

Please submit a copy of the traffic study for our review if one has been prepared, otherwise we request that one is prepared and that it includes the following information.

- Presentations of assumptions and methods used to develop trip generation, trip distribution, trip assignments, and choice of travel mode. Travel modeling should be consistent with other regional and local modeling forecasts and with travel data.
- Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. Scenarios involving different assumptions on development and growth should be considered.
- Analysis of AM, and PM peak-hour volumes for both existing and future conditions in the affected area. Future conditions would include foreseeable development within the Central City Community Plan.
- Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including a description of transportation infrastructure improvements, financial costs, funding sources and financing, sequence and scheduling considerations, implementation responsibilities, controls and monitoring.
- A plan of realistic mitigation measures under the control of the lead agency or project sponsors or specification percent shares of the costs for various mitigation actions undertaken by other agencies. Any traffic mitigation fees may be assessed proportionally with the additional traffic generated by the project. (See Caltrans' Traffic Impact Study Guide for a suggested formula which can be accessed electronically at: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Please be aware that although the lead agency is required to comply with Ventura County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does not adequately address cumulative transportation impacts and does not analyze for safety, weaving problems, or delay. Caltrans directs preparers

Ms. Kari Finley
October 20, 2014
Page 3

of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis.

In the spirit of mutual cooperation Caltrans staff is available to work with the plan's traffic engineers to identify the parameters and the scope of work for the traffic study, as well as to determine mitigation measures on State Highway facilities if any are the necessary.

If you have any questions regarding these comments, feel free to contact me at (213) 897 – 9140 or project coordinator Elmer Alvarez at (213) 897-6696 or electronically at elmer.alvarez@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Dianna Watson". The signature is fluid and cursive, with the first name being the most prominent.

DIANNA WATSON
IGR/CEQA Branch Chief
Caltrans District 7

cc: Scott Morgan, State Clearinghouse

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Kari Finley/Shelley Sussman, Planning DATE: October 15, 2014

FROM: Alicia Stratton

SUBJECT: Request for Review of Notice of Preparation of a Draft Environmental Impact Report and Scoping Meeting, Saticoy Area Plan Update (PL14-0066)

Air Pollution Control District staff has reviewed the subject notice of preparation, which is a proposal for a comprehensive revision of the existing Saticoy Area Plan, including goals and policies, land use maps, vehicular and non-vehicular mobility maps, and design guidelines for Old Town Saticoy. The proposed project also includes changes to zoning and will require a general plan and zoning amendment. The project location is the Saticoy community in unincorporated Ventura County, with a population of approximately 1,000 people.

Air quality is identified in the notice of preparation as an area of potentially significant impacts for analysis in the environmental impact report. A consultant study is underway for development of the air quality chapter. We look forward to reviewing the air quality chapter of the environmental impact report and are available to answer any questions regarding air quality issues for the environmental impact report.

If you have any questions, please call me at (805) 645-1426.



VENTURA LOCAL AGENCY FORMATION COMMISSION

COUNTY GOVERNMENT CENTER • HALL OF ADMINISTRATION

800 S. VICTORIA AVENUE • VENTURA, CA 93009-1850

TEL (805) 654-2576 • FAX (805) 477-7101

WWW.VENTURA.LAFCO.CA.GOV

November 5, 2014

Kari Finley, Senior Planner
Resource Management Agency, Planning Division
County of Ventura
800 S. Victoria Avenue L#1740
Ventura, CA 93009

SENT VIA E-MAIL

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Saticoy Area Plan Update

Dear Ms. Finley:

Thank you for providing the Ventura Local Agency Formation Commission (LAFCo) with the opportunity to review the NOP for the Saticoy Area Plan EIR, and for allowing additional time to complete these comments.

While LAFCo is not a responsible agency under the California Environmental Quality Act (CEQA) with regard to adoption of the Area Plan Update, it would be a responsible agency for those future proposals within the Saticoy Community that require LAFCo action. LAFCo may rely on the County's environmental document for proposed reorganizations (e.g., annexations to the City of Ventura and/or Saticoy Sanitary District), amendments of the sphere of influence for the Saticoy Sanitary District, and/or Out of Agency Service Agreements (OASAs) for new or extended water provision. The comments that follow are solely those of the LAFCo staff, and the NOP has not been reviewed by the Commission.

Project Description

The project involves a comprehensive revision of the existing Saticoy Area Plan. The Saticoy Area Plan governs land uses and development within the 197-acre unincorporated Saticoy Community, which is located immediately east of and contiguous to the City of Ventura, and is within the City's sphere of influence. Components of the project include: updates to the goals and policies, land use maps, mobility maps, and design guidelines; zone changes and establishment of new zoning classifications; and modifications to the zoning use matrix and development standards. In order for the proposed revisions to the Area Plan to be made, amendments to the County General Plan and Non-Coastal Zoning Ordinance (NCZO) would also be necessary. The proposed changes are intended to result in improved housing opportunities, infrastructure improvements, and revisions to the land use and circulation patterns within the Saticoy Community.

LAFCo Law

LAFCo's purposes are to (1) discourage urban sprawl, (2) preserve open space and prime agricultural land, (3) efficiently provide government services, and (4) encourage the orderly formation and development of local agencies, such as cities (Government Code § 56301). Although LAFCo approval is not required in order for the County to amend its General Plan, Area Plan, or NCZO, the EIR should acknowledge that future LAFCo action would be necessary in order for the City or Saticoy Sanitary District to provide new or extended services (by annexing territory within the boundaries of the Area Plan, or through new OASAs).

Annexation of the Saticoy Community to the City of Ventura

County Planning staff should continue to coordinate with the City to ensure that the proposed Area Plan update is consistent with the City's General Plan policies regarding the Saticoy Community and the *Saticoy & Wells Community Plan*, based on the following:

1. The Saticoy Community meets the State's definition of a Disadvantaged Unincorporated Community (DUC), pursuant to Government Code § 56033.5 and Water Code § 79505.5. Ventura LAFCo specifically designated the Saticoy Community as a DUC, and LAFCo will generally not approve an annexation of 28 acres or more of land contiguous to a DUC unless a request to annex the DUC has been filed with the LAFCo Executive Officer (LAFCo Commissioner's Handbook Section 3.2.5).
2. In November 2009, the City adopted the *Saticoy & Wells Community Plan*. The Community Plan contains the City's vision for land uses and development in the unincorporated Saticoy Community, due to its location within the City's sphere of influence.
3. LAFCo Commissioner's Handbook Section 3.2.4.3 states: "LAFCo encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. In support of this policy LAFCo has adopted the Guidelines for Orderly Development, the policies of which are incorporated by reference." The Guidelines for Orderly Development ("Guidelines") have been adopted by LAFCo, the County, and all Ventura County cities. The Guidelines are intended to facilitate the orderly planning and development of Ventura County, including the promotion of "efficient and effective delivery of community services for existing and future residents" and the encouragement of urban development "within incorporated cities which exist to provide a full range of municipal services and are responsible for urban land use planning." Two of the policies of the Guidelines for areas within city spheres of influence state:

- *Land uses allowed by the County without annexation should be equal to or more restrictive than land uses allowed by the City.*
- *Development standards and capital improvement requirements imposed by the County for new or expanding developments should not be less than those that would be imposed by the City.*

EIR Contents

Several topics have been identified by the Ventura County Planning Division as resulting in potentially significant environmental impacts related to the project. The identified topics (as well as housing, fire protection/emergency services, law enforcement/emergency services, and schools) should be analyzed as part of the environmental review of the project. The discussion should identify the public agencies that would be responsible for providing public services, the existing and anticipated demand for the services, and the ability for the agencies to provide the services. Service needs for each topic should be based on the highest intensity development that could be supported (it appears that development intensity exceeding final build-out of the revised Area Plan may potentially be accommodated during implementation of the revised Area Plan).

Based on the information available for public review at this time, at a minimum, the following topics should be evaluated in the environmental document:

Water Service

The NOP states that the City of Ventura will continue to provide domestic water service to the Saticoy Community, so the EIR should include an evaluation of the supply and demand of potable water from the City.

Pursuant to Government Code § 56133, the City may only provide new or extended services outside of its boundaries if approved by LAFCo. Therefore, the analysis should include a discussion of whether any new or extended water service would be required in order to accommodate the anticipated development within the Saticoy Community, and should address any expected new demands for OASAs between the City and individual landowners.

The City of Ventura also imposes limits on the provision of water outside its municipal boundaries. The water analysis in the EIR should address the City's legal constraints regarding the provision of potable water in the Saticoy Community, in particular any development exceeding one residence or a "low water consuming commercial or industrial use" (City Code § 22.110.055). The evaluation should also include a discussion of the City's draft ordinance for water dedication and development in-lieu fee, which would impose additional requirements for development that increases water demand (Draft City Code § 22.180). Specifically, the analysis should address how

water availability for the proposed build-out of the updated Area Plan would be affected by the implementation of the proposed ordinance.

The materials available on the Ventura County Planning Division's website suggest that the *2013 Comprehensive Water Resources Report* (prepared by RBF Consulting for Ventura Water on June 10, 2013) will be used as a reference for the water study to be prepared for the Area Plan. LAFCo staff recommends that the Planning Division consider data available in the updated version of the report (*2014 Comprehensive Water Resources Report* prepared by RBF Consulting for Ventura Water on May 1, 2014). As acknowledged in the Initial Study prepared for the project, the 2014 report contains drought projections that demonstrate the possibility of water demand in the City exceeding supply, which should be addressed as part of the water analysis in the EIR.

Sewer Service

According to the NOP, the Saticoy Sanitary District will continue to provide sanitary sewer collection and treatment services to properties within the Saticoy Community. The EIR should address the service capacities of the District, and identify and quantify any expected new demands on the sewer system. Additionally, the EIR should acknowledge that several properties that are within the Saticoy Community are outside the Saticoy Sanitary District's service area and sphere of influence [(APNs 090-0-280-13 (undeveloped), and 090-0-082-04 and 090-0-082-05 (developed)], and should clarify if the District provides wastewater collection and treatment service for these properties. The currently-undeveloped parcel may require a sphere of influence amendment and annexation to the District in order to be developed.

Transportation/Circulation

The Planning Division plans to evaluate traffic impacts through a traffic impact study. It appears that the proposed Area Plan will eliminate the planned extension of Nardo Street (in the unincorporated area) to Northbank Drive (in the City). Both the City and County General Plans currently include the Nardo/Northbank road extension. An analysis of potential impacts resulting from exclusion of the planned road extension should be included as part of the traffic impact study.

Housing

The NOP explains that proposed changes in zoning designations within the Saticoy Community will create new opportunities for development. 169 new dwellings and 1,929 new jobs could be supported as a result of the Area Plan Update. The environmental analysis should also address how implementation of the revised Area Plan will provide improved opportunities/incentives for construction of new housing and affect the

County's regional housing needs and supplies during the next 20 years (the projected time horizon for build-out of the revised Area Plan).

Fire Protection/Emergency Services

The Ventura County Fire Protection District (VCFPD) will continue to provide fire protection services and emergency services within the Saticoy Community. Through a mutual aid agreement, the City of Ventura also provides fire protection services within the Saticoy Community, and is the first responder within the area. While the Initial Study explains that the "combined emergency response provides more than adequate levels of staff, equipment and facilities within the Saticoy Area" and provides driving distances and times from fire stations to the Saticoy Community, the discussion of fire protection and emergency services should specifically address how the change in development potential could affect the VCFPD's ability to provide fire protection and emergency response within its service area (i.e., emergency response times), as well as the City of Ventura's ability to deliver services it is obligated to provide.

Law Enforcement/Emergency Services

The Ventura County Sheriff's Office will continue to provide law enforcement and emergency services within the Saticoy Community. The Initial Study concludes that implementation of the County's General Plan policies pertaining to future discretionary development review and mutual aid agreements with the City would address the potential impacts related to safety that would result from the revised Area Plan. The evaluation should also include specific information (i.e., emergency response times) regarding the ability of the Sheriff's Office to provide services as a result of the change in development potential being contemplated in the revised Area Plan.

Schools

The Ventura Unified School District provides public education to the Saticoy Community's population. The Initial Study includes information detailing that a new middle school and elementary school are necessary in order to accommodate growth in the student population, but that California Government Code § 65996 considers development fees authorized by Senate Bill 50 to be "full and complete school facilities mitigation." The environmental analysis should include an evaluation of the expected increase in the demand on school facilities that would occur as a result of the revised Area Plan, even if school fees qualify as financial mitigation for the deficiency in school facilities and the need for additional schools has been identified.

Additional Comments

For your reference, the LAFCo Commissioner's Handbook is available on the Ventura LAFCo website at ventura.lafco.ca.gov, and can be found under the "Policies" tab.

Kari Finley
November 5, 2014
Page 6 of 6

LAFCo staff requests to be notified when the EIR is available for review, and will provide further comments at that time, if necessary.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Andrea Ozdy".

Andrea Ozdy
Analyst