

APPENDIX H - SATICOY AREA PLAN UPDATE CONSISTENCY WITH SCAG 2012 – 2035 RTP/SCS

NOTE: DUE TO THE SIMILARITIES BETWEEN THE RTP/SCS GOAL AND STRATEGY STATEMENTS AND THE APPLICABLE SATICOY AREA PLAN GOALS AND POLICIES, THE SATICOY GOALS AND POLICIES ARE NOT REPEATED FOR EACH RTP/SCS GOAL.

2012-2035 RTP/SCS Goals and Strategies

Goal 1. **Better Place-making**

Create better places to live and work through compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure in order to reduce travel time and relieve road congestion.

Goal 2. **Lower Cost to Taxpayers and Families**

Reduce the cost of development for taxpayers and reduce the everyday costs of housing and transportation by creating more compact neighborhoods and placing everyday destinations closer to homes and closer to one another.

Goal 3. **Benefits to Public Health and the Environment**

Better place-making will encourage an active lifestyle and reduce impacts to natural environments.

Goal 4. **Greater Responsiveness to Demographics and the Changing Housing Market**

Strategies focused on high-quality places, compact infill development, and more housing and transportation choices will be responsive to newly emerging market forces.

Goal 5. **Improved Access and Mobility**

Placing destinations closer together and increasing alternative transportation options to decrease the time and cost of traveling between destinations.

Strategy 1. A Land Use growth pattern that accommodates the region's future employment and housing needs and protects sensitive habitat and natural resource areas.

Strategy 2. A Transportation Network that consists of public transit, highways, local streets, bikeways, and walkways.

Strategy 3. Transportation System Management (TSM) measures that maximize the efficiency of the transportation network.

(NOTE: Strategy #3 is **Not Applicable**. This would be developed for a wider regional area than that covered by the Area Plan Update.)

Saticoy Goals and Policies that address the RTP/SCS Goals and Strategies

Land Use Goal #1 A safe, healthy and sustainable community.

LU-1.1 Discretionary development shall be designed to conserve water used for landscaping by implementing the requirements of the Ventura County Landscape Design Criteria, as amended. Water conservation techniques include, but are not limited to: Replace lawns with drought-tolerant ground cover or other drought tolerant plants; utilize drought-tolerant trees mixed with hardscapes for areas that require landscaping and when feasible use native plants; Install irrigation systems designed to use the minimum amount of water necessary to maintain landscapes; and; Use recycling or “grey” water for landscaping.

LU-1.2 Discretionary development shall be designed to reduce energy consumption by implementing one or more the following building techniques:

- Install solar panels on roofs of residential, commercial or industrial buildings;
- Install a “cool roof” (a roof that reflects and discharges heat);
- Plant trees to shade structures and reduce interior heat gain during months with warmer temperatures;
- Install dual-paned windows; and
- Install extra insulation.

Land Use Goal #2 A well-designed, economically vital, and pedestrian-oriented commercial district in Old Town Saticoy that meets the daily shopping and service needs of Saticoy residents and visitors.

LU-2.1 East of State Route 118 (SR 118), all development within areas zoned Town Center shall provide commercial use at the ground floor with direct pedestrian access from Los Angeles Avenue (L.A. Avenue), Violeta Street and Azahar Street.

LU-2.2 Commercial use is the principal use in the Town Center and residential use may be permitted within the Town Center as a secondary use.

LU-2.3 In order to maximize the intensity of development within the Town Center, joint parking use agreements between property owners are encouraged

LU-2.4 Retain and enhance the Farmers and Merchants Bank, the Saticoy Walnut Growers Association Warehouse, and the Saticoy Southern Pacific Depot through the adaptive reuse of these historic structures.

LU-2.5 New development at the north and south entrances to the commercial town center at Telephone Road / SR 118 and at L.A. Avenue / SR 118 shall serve as gateway sites to Old Town Saticoy. New development at these locations shall incorporate the signage and landscape features identified in Section H.5.c. of Chapter VII, Old Town Saticoy Development Code.

Land Use Goal #3 Well-designed residential areas within Old Town Saticoy provide a diversity of housing types that include a range of options for ownership, size, design, and affordability.

LU-3.1 Residential development within the R/MU zone that includes 20 or more units shall include outdoor shared common recreation space. Uses considered as common recreation space may include parks, common gardens, picnic/BBQ areas, and playgrounds.

LU-3.2 Discretionary residential development within the R/MU zone that is adjacent to the railroad or industrial land uses shall be designed to mitigate the noise and vibration generated by these industrial uses and prevent residents from accessing the railroad tracks.

LU-3.3 Potential use conflicts between industrial and residential use in Old Town Saticoy, shall be minimized through temporary or permanent methods such as building enclosures, building location and orientation, noise walls or landscape buffers, site and building design techniques.

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

LU-4.1 To enable industrial development within the West Industrial Section, construction of a new public road linking Lirio Avenue to SR 118 shall be prioritized.

LU-4.2 Opportunities for industrial development that can utilize the railroad, including freight services, shall be provided within the IND zone.

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

LU-5.1 New or expanded community facilities should be located within, or in close proximity to, the Town Center in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.

LU-5.3 Public amenities such as pocket parks or landscaped plazas shall be integrated into large-scale commercial developments¹ within the Town Center zone. As an alternative to such on-site amenities, large-scale commercial developments may pay an in-lieu fee to an established program created to provide park facilities within Saticoy.

LU-5.4 Community facilities should incorporate outdoor areas with benches, trees and other amenities or, when feasible, provide indoor amenities that allow for small social and civic gatherings.

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

MOB-1.3 To improve safety, air quality, and noise levels in residential areas, the Public Works Agency/Transportation Division shall determine whether trucks with more than two axles on streets within the Residential (RES) and Residential/Mixed Use (R/MU) zones should be prohibited. If a prohibition is justified, the Transportation Division shall make that recommendation to the Board of Supervisors.

MOB-1.5 Discretionary development shall be designed to incorporate new roads and road improvements as shown on the Vehicular Mobility Map (Figure IV.3) and in accordance with applicable road standards when such roads are located within the development along the property boundary, or are necessary to mitigate traffic impacts by traffic from the proposed development. Alternatively, discretionary development may be conditioned to make a fair-share contribution to a road improvement program that will build or improve those roads.

MOB-1.6 Provisions for adequate, long-term private road or alley maintenance shall be required for discretionary development that includes private roads or alleys.

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

MOB-1.7 Within Old Town Saticoy, existing street and alley patterns should be retained in order to preserve the area's small-town scale and planned circulation patterns (Vehicular Mobility Map – Figure IV.3). Street vacations or relocations within Old Town Saticoy may be allowed when the resulting street and block patterns retains or improves connectivity and the small block pattern in Saticoy. (Chapter V(D)(1))

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

MOB-2.1 A financing and construction program shall be established as part of a Capital Improvement Plan, or other established program, to build a permanent public road between Lirio Avenue and SR 118 at County Drive. (See Vehicular Mobility Map - Figure IV.3.) Once a program is established, all discretionary development on Lirio Avenue shall be conditioned to make a fair-share contribution to fund the road.

Mobility Goal #3 A multimodal network that provides for the safe movement of pedestrians, bicycles, transit, and vehicles, and improves the health of Saticoy residents.

MOB-3.1 Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in Chapter V (See Road Classifications and Multimodal Map – Figure IV.4). In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, or infrastructure maintenance districts.

MOB-3.2 To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.

MOB-3.3 To increase pedestrian safety within the Town Center and Residential/Mixed Use zones, minimize the number of curb cuts that cross pedestrian routes by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.

MOB-3.4 Improvements within the public right-of-way should support existing and future transit service by including the following: (a) adequate shoulder for bus stops; (b) adequate space for, and construction of, benches and/or shelters at bus stops; and (c) crosswalks at street corners.

MOB-3.5 The design of replacement facilities for the Saticoy Drain shall provide the following: (a) vehicular access from SR 118 to L.A. Avenue (Telephone Lane); (b) allowance for completion of future L.A. Avenue road link over the Saticoy Drain; and (c) pedestrian/bicycle facilities that connect L.A. Avenue to Saticoy Park.

MOB-3.6 Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain should incorporate pedestrian and bicycle paths.

MOB-3.7 Implement the bicycle path, lane, and route improvements as outlined on Figure IV.4 (Multimodal Mobility Map) and ensure that any new or redesigned street allows for adequate bicycle access.

MOB-3.8 Public or private projects shall include provisions for adequate, safe, and convenient *long-term* and *short-term bicycle parking*, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the *Ventura County Parking and Loading Design Guidelines*.

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

RES-1.1 Where permitted, discretionary projects should be designed to reduce vehicle miles traveled by:

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

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

RES-2.1 Discretionary development shall be designed to capture and contain any potential spills of pollutants within the development site and ensure they are properly disposed. Such spills, or any polluted runoff from such development, shall not be conveyed into the Santa Clara River, the Brown Barranca, or the Franklin Barranca.

RES-2.2 In order to conserve water, all landscape plans shall be prepared in accordance with applicable State regulations. In addition, new discretionary development adjacent to the Santa Clara River, the Brown Barranca, or the Franklin Barranca shall only include drought tolerant plants and, whenever feasible, should include plants that are native to the Santa Clara River watershed.

RES-2.3 In order to preserve the ecological functions of the Santa Clara River, discretionary development shall include the following:

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

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

RES-3.1 With the exception of non-native invasive plant species, vegetation in flood control channels shall remain undisturbed to the maximum extent feasible, consistent with flood control requirements. Any removal of non-native invasive plant species shall be done in a manner that maintains and enhances the natural ecosystem functions and values.

RES-3.2 Alterations to the Brown or Franklin Barrancas shall utilize natural rather than man-made materials (e.g. earth berms, rocks, plants native to the Santa Clara River watershed) whenever feasible.

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

PF-2.1 Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:

- Water-conserving landscaping and irrigation systems (See LU-1.1);

- Low impact development practices;
- Use of dual flush toilets and other water-saving appliances;
- Gray water systems.

PF-2.2 Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.

PF-2.3 Discretionary development shall be designed to adequately protect groundwater quality as determined by the Watershed Protection District.

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

PF-4.2 Ensure that Saticoy residents and business owners have a vehicle to communicate with County staff and elected representatives.

PF-4.3 The County shall collaborate with the City of Ventura on issues of mutual interest and concern, including but not limited to water and sewer service, public safety, public road and trail connections, stormwater management, and future annexation.

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

PF-5.1 The County shall collaborate with business and land owners in Saticoy to explore options to assist in the financing of necessary infrastructure improvements, such as the creation of assessment or improvement districts.