ARROYO NUEVO SPECIFIC PLAN
A CONCEPTUAL SPECIFIC PLAN FOR THE USA-PETROCHEM REFINERY SITE
VENTURA, CA

By:
Tanner J. Shelton

Senior Project
City & Regional Planning Department
California Polytechnic State University
San Luis Obispo
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| Senior Project Advisor |
| Signature | Date |

| Hemalata C. Dandekar |
| Department Head |
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I. OVERVIEW & INTRODUCTION

Introduction to the Specific Plan

The City of Ventura (“City”) has long and vibrant history, and like all urban settlements has been subject to physical, social, and economic changes and evolution over time. No community in the City has better encapsulated these changes than the Westside, also known more informally as “The Avenue.” Over the past century, the Ventura Avenue area has evolved from a primarily agricultural district to prolific oilfield industrial zone to a predominately residential community.

The North Avenue neighborhood and its Upper North Avenue District are no exception to these changes and evolution in character. The Upper North Avenue District is home to a mix of industrial, commercial, and residential uses, including the former USA-Petrochem Refinery Site. Historically, the site was used for an array of industrial purposes, including a urea fertilizer manufacturing facility, and later oil refinery operations. The last of these operations ceased in 1984, and the refinery has remained closed and undeveloped since.

The Arroyo Nuevo Specific Plan (“Specific Plan”) aims to serve as a catalyst for the redevelopment and improvement of the former USA-Petrochem Refinery Site and the surrounding neighborhood and will coincide with the annexation of the North Avenue neighborhood into the City.

The Specific Plan Area

The Specific Plan area is the former site of the USA-Petrochem Refinery, which ceased operations in 1984 and has remained undeveloped since. This site is located within the greater North Avenue neighborhood and Upper North Avenue district, and is currently located within unincorporated Ventura County just north of the City of Ventura’s sphere of influence. Figure 1.1 illustrates the Specific Plan location and Table 1.1 contains a complete list of the parcels that constitute the project site.

Although the Specific Plan area is currently located within unincorporated Ventura County, the project site is located within the City of Ventura’s sphere of influence. Review of the County and City General Plans, as well as the North Avenue Area Plan, lead to the determination that the conceptual specific plan is most likely to proceed under the jurisdiction of the City of Ventura. As such, the conceptual specific plan will be prepared to the standards the City of Ventura has established for specific plans. A detailed discussion regarding annexation and jurisdictional setting can be found in the Specific Plan’s accompanying Background Report.
Figure 1.1: Project area and boundaries
Planning/Design Vision

The City and North Avenue neighborhood are at a critical point in history. As the 20th century economic base of the City fades into history, the Arroyo Nuevo Specific Plan area presents an opportunity for the community to seize the opportunity to be a part of the 21st century economy, while being respectful of the neighborhood’s and the City’s rich and unique history.

The Arroyo Nuevo community aims to be a complete urban village within the greater City of Ventura, with a dynamic mix of housing, commercial activity, industrial/high-tech innovation, and open space conservation. The community’s design strives to cultivate a strong sense of community and a truly “24/7” activity hub that will serve area residents and connect seamlessly to and compliment other neighborhoods across the City and surrounding region. Additionally, the Specific Plan acknowledges the current Brooks Institute of Photography campus located adjacent to the Specific Plan area and takes into account the evolving and uncertain future of the Brooks Institute at its current location. Arroyo Nuevo is designed with traditional town planning and placemaking principles in mind, and as such places an emphasis on walkability, sense of place, and varied public spaces, and dynamic streetscapes. The community’s design also incorporates regional influences, and places an emphasis on the outdoor, California lifestyle.

A detailed narrative of the plan, its elements, and design principles can be found in Chapter Two, Goals, Policies, and Plans.
Relationship to the City of Ventura General Plan

Specific Plan Purposes

This Specific Plan, the Arroyo Nuevo Specific Plan, sets forth the land use policies and standards to guide future development on the former USA-Petrochem Refinery property. It presents solutions to planning and design issues and is used to regulate government agency and public review of potential environmental impacts of Arroyo Nuevo.

When development projects affecting all or part of Arroyo Nuevo are reviewed by the City, the planning staff shall use this Arroyo Nuevo Specific Plan as the means of evaluating the project(s). Projects are to be judged on their consistency with the Arroyo Nuevo Specific Plan’s policies and for compliance with the development standards contained within the Specific Plan. The policies and standards of this Specific Plan shall take precedence over more general policies and programs applied throughout the rest of the Westside community or the rest of the City. In situations where policies or standards relating to a particular subject have not been provided within this Specific Plan, the existing policies and standards of the 2005 General Plan and the City of San Buenaventura Municipal Code shall govern.

Relationship to General Plan

The City of Ventura General Plan is the primary policy planning document that provides the framework for management and utilization of the City’s physical, economic and human resources. The City General Plan consists of 10 elements expressing the intent of the City Council in approving resolution numbers 2005-072, 2005-073, and 2007-049.

The Arroyo Nuevo Specific Plan provides a direct linkage between the City’s General Plan and the detailed Arroyo Nuevo development plans. It directs all facets of future development within the Specific Plan area, including:

- Establishment of design guidelines and standards
- Location and detailing of infrastructure
- Implementation strategies and guidelines

Under California law, a specific plan must be consistent with the City’s General Plan (California Code 65450 et seq.). Through the establishment of a Form Based Code, this Specific Plan implements the City’s General Plan on a site specific level of detail. The Arroyo Nuevo Specific Plan is consistent with the General Plan’s overarching land use policies of “infill first” growth, encouraging communities with distinctive identities, and the development of relatively dense, walkable communities.

As per the General Plan, the entire Arroyo Nuevo site has a General Plan designation of Industrial. However, General Plan language indicates that the site should be considered for redevelopment and renewal in the future. In order to accomplish meet this designation, The Arroyo Nuevo Specific Plan introduces five transect zones to the site, which are as follow:

- T1 Open Space (OS) Zone
- T3 Neighborhood General (T3) Zone
- T4 Urban General (T4) Zone
- T5 Urban Center (T5) Zone
- Civic (CV) Zone

Arroyo Nuevo contains multiple densities and building typologies throughout the site, however average residential density for the entire 98 acre site is approximately 6.2 dwelling units per acre, for a total of 600 residential units.
I. OVERVIEW & INTRODUCTION

Relationship to General Plan Visions & Policies

The City of Ventura’s General Plan, adopted in 2005, places an emphasis on smart growth and neighborhood identity. This is evident in the General Plan’s emphasis on infill growth. In the plan’s introduction, it is established that with the passage of SOAR (Save Open Space & Agricultural Resources), the Hillside Voter Protection Area, and other land use constraints, along with natural boundaries, make it abundantly clear that an “infill first” strategy should be pursued. The North Avenue community, the home of the Specific Plan area is one of the districts, corridors, and or neighborhoods slated for future infill growth. The General Plan establishes narratives and visions for both the North Avenue and Upper North Avenue District, respectively. These narratives are as follows:

**NORTH AVENUE:**

*Within the City’s Planning Area. Historically, largely oilfield industrial. Includes both the Upper North Avenue and North Avenue districts, and is home to the Brooks Institute, which is world renowned for its professional photographic and motion picture education. Opportunities exist to strengthen the economy of this area and provide for the expansion of the Brooks Institute into a campus-village including spin-off businesses with a mix of housing types and transit options for all ages.*

**UPPER NORTH AVENUE:**

*Home to a mix of industrial uses, including an abandoned oil refinery and Brooks Institute. Tremendous opportunities exist for the remediation and reuse of the former USA Petroleum site, as well as for the expansion of the Brooks Institute as a campus village, surrounded by a green edge to define the upper limits of Ventura.*

The Arroyo Nuevo Specific Plan is consistent with these visions for a variety of reasons. Firstly, however, it should be recognized that the February 2016 announcement that the Brooks Institute will be relocating has a significant impact on these vision statements from the 2005 General Plan. However, despite the departure of the Brooks Institute from the community, the Arroyo Nuevo Specific Plan still strives to create a “village” concept with a variety of housing types, transit options, and economic growth opportunities. Details regarding how the Specific Plan fulfills the key points of the North and Upper North Avenue vision statements are outlined below:

*Figure 1.2: The former USA Petrochem Refinery in 2015*
**Economic Strengthening:**
Arroyo Nuevo contains commercial, office, light industrial, and high tech industrial uses in a variety of densities and typologies. Community serving facilities will include neighborhood serving shops and eateries, as well as more citywide and regional serving institutions. Light industrial facilities are also included, and will provide opportunities for citywide and regional companies to be located in a diverse and dynamic community near major transportation corridors. Finally, office space will be developed a variety of scales ranging from small offices and studios to large campus-like complexes. The goals of these spaces will be to attract high quality, middle class jobs to Ventura in emerging markets of the 21st century. Additional incentives will be provided to relocating high tech, high quality firms and companies to Arroyo Nuevo in the form of eliminated property taxes and the newly established Arroyo Nuevo Enterprise Zone.

**Housing Diversity:**
Arroyo Nuevo contains a wide array of housing at a variety of price points, including integrated workforce housing. The housing stock at Arroyo Nuevo is designed for a variety of life stages, with a focus on the demographics that are likely to work at the companies in the Arroyo Nuevo Enterprise Zone. An emphasis is placed on housing for “millennials”, who desire more dense, walkable, and urban living arrangements, a department which is sorely lacking in Ventura County. Housing typologies in Arroyo Nuevo include single family houses, townhomes, apartments, condominiums, live-work units, and urban villas.

**Transportation Diversity:**
Arroyo Nuevo places an emphasis on multi-modal transportation options. Firstly, all streets in Arroyo Nuevo are designed at a pedestrian scale, with the concept of “complete streets” in mind, creating a safe environment for pedestrians, cyclists, and vehicles. Secondly, Arroyo Nuevo connects directly to the Ventura River Bike Trail, which directly connects to downtown Ventura to the south and the communities of the Ojai Valley to the north. Additionally, Arroyo Nuevo contains the most thorough Class I Bike Path network of any community in Ventura, providing seamless integration to the Ventura River Bike Trail and the rest of the region. Finally, Arroyo Nuevo will be served by a transit center near the corner of Crooked Palm Road and Ventura Avenue, which will provide direct bus and potential future bus rapid transit or light rail connections to the north and south.

**Dynamic Urban Village Concept:**
Despite the departure of Brooks Institute, Arroyo Nuevo still meets the General Plans vision of an “urban village” with a variety of uses and cultural amenities. The Arroyo Nuevo neighborhood is anchored by the Village Center and Los Padres Square, which serves the commercial and entertainment core of the Arroyo Nuevo neighborhood.

**Relationship to Other Planning Documents**
Arroyo Nuevo meets the intent of the housing element by:
- Providing approximately 45 low and 45 moderate income housing units integrated and intermixed with market rate units.
- Creating CC&R’s that insure that buildings and open space (those that are not maintained by the City) are properly maintained and up kept.
- Providing a wide range of housing types that accommodate individuals and families in all phases of life, including young singles, young couples, families, and seniors, and an array of income levels.
- Allowing nontraditional housing units, such as live-work units and carriage houses.
- Providing housing within extremely close proximity to open space, parks, public transportation, a mixed use village center, and employment opportunities at a variety of income levels.

**Specific Plan Authority/Justification**
This Arroyo Nuevo Specific Plan is enacted based on the authority vested in the City of San Buenaventura by the State of California, including but not limited to: the State Constitution, the Planning and Zoning Law (Government Code Sections 65000 et. seq.) and the 2005 General Plan.
Local/Regional Context

The Specific Plan area is located in the North Avenue Community, which consists of the northern portion of the Ventura River Valley and extends northwards from Dakota Drive along Ventura Avenue until it intersects with Canet Road. The neighborhood is bounded by the Ventura River to the west and hills to the east.

The greater Ventura Avenue area was historically noted for its prolific oil production. In 1885, oil was discovered in the area, which lead to the development of the Ventura Avenue Oil Field. During the 1970s, oil production rates declined dramatically, taking much of the economic base out of the area. Some active drilling still occurs in the area, however the North Ventura Avenue community remains economically challenged. Much of the oil field infrastructure remains in the community, and is either abandoned or being used at a significantly reduced capacity. Residential and commercial districts in the North Avenue area have likewise historically suffered from their dependency on the oil industry.

Today, the North Avenue remains much as it did 30 years ago, with a mixture of predominately oil field industrial, single family residential, and agricultural uses. The community also contains Brooks Institute, a renowned four year visual arts college with an enrollment of approximately 400 students. However, in early 2016, it was announced that Brooks Institute would be relocating some operations to Downtown Ventura, creating another potential economic gap in the community.
Chapter Two
Goals, Policies, & Plans
Land Use Goals

The following land use goals establish and guide the vision of the Specific Plan area. These goals are implemented via the Arroyo Nuevo plan and associated development code.

1. Create an “urban village” with a variety of housing options, employment opportunities, and recreational amenities within a walkable and sustainable community setting.
2. Develop a robust and thriving economic and professional community to bring cutting edge industries and jobs to the North Avenue community and the City of Ventura.
3. Provide a wide array of housing typologies at a variety of price points to accommodate individuals at all income levels and phases of life.
4. Protect and enhance the riparian habitats and other natural spaces within the Specific Plan area.
5. Promote sustainable practices and low impact development.
6. Place an emphasis on shared public open spaces.
7. Minimize the vehicular trips to and from the Specific Plan area.
8. Promote and provide infrastructure for alternative and public transportation modes.

The Arroyo Nuevo Plan

The Arroyo Nuevo Plan strives to create a true “urban village”, with a variety of housing options, employment opportunities, and recreational amenities within a walkable and distinctive community. Some of the land uses envisioned in Arroyo Nuevo are listed below:

- Residential (Single Family Homes, Townhouses, Apartments, Condominiums, Villas, and Live-Work Units)
- Commercial (Local serving shops and eateries, professional office space, and high tech office/creative space)
- Industrial (Light industrial operations such as light manufacturing, green technology operations, breweries, and other similar uses)
- Entertainment (Restaurants, coffee shops, amphitheater)
- Open Space (Community gardens, sports facilities, playgrounds, natural open space, programmed parks)

In order to facilitate an aesthetically pleasing, walkable, sustainable, and diverse high quality community, the Arroyo Nuevo Specific Plan is organized based upon a New Urbanist Transect comprised of five zones: T1- Open Space Zone; T3- Neighborhood General Zone; T4- Urban General Zone; T5- Urban Center Zone, and CV-Civic Zone. These transects, and their purposes are described in greater detail in Chapter Three of this Specific Plan, and are based upon the urban transects established in other Specific Plans and Corridor Plans in the City of Ventura, such as the Midtown Corridors Plan, Parklands Specific Plan, and Downtown Specific Plan- to name a few.

Figure 2.1 is an illustrative plan showing how Arroyo Nuevo could look upon complete build out following the guidelines and transect zones established in Chapter Three of this Specific Plan.

Arroyo Nuevo, roughly translated from Spanish as new creek, aims to create a new beginning for the former USA Petrochem Refinery site and the greater Ventura River and Ventura Avenue corridors. On the whole, Arroyo Nuevo contains a traditional interconnected street pattern that responds to and interacts with the natural surroundings of the site. Significant public open space is dedicated along the Ventura River on the site’s western edge, as well as along the two existing creeks on site- Canada Larga Creek along the site’s northernmost boundary, and Manuel Canyon Creek, which transects the southern third of the Specific Plan area. Additionally, the restoration of an old onsite drainage channel has led to the creation of Arroyo Nuevo Creek, which runs through the heart of the site.
Figure 2.1: Arroyo Nuevo Illustrative Plan.
The unifying theme of the Arroyo Nuevo village is an emphasis on outdoor, California living and well designed, vast public open spaces. Emphasis is not placed on private outdoor space in Arroyo Nuevo, instead the design philosophy employed limits private outdoor space in exchange for vast and varied community open spaces. Arroyo Nuevo can be broken down into five distinctive neighborhoods that come together to create a complete village: Canada Larga, Monte Arido, Village Center, Creekside, and The Palms. These five neighborhoods are described and illustrated on the following pages:

**Canada Larga**

The Canada Larga neighborhood occupies the northernmost portion of Arroyo Nuevo directly adjacent to Canada Larga Creek and stretching down Ventura Avenue to the avenue’s intersection with Crooked Palm Road. Along the neighborhoods northern boundary, the creek is lined by a linear park that preserves the streambed’s natural riparian habitats and doubles as a recreational green space for the community. The Canada Larga neighborhood is composed primarily of office and commercial space, at a variety of scales. Two large “campus” like office spaces sit immediately to the south of the creek, while development around Palm Plaza at the intersection of Crooked Palm Road and Ventura Avenue contains office and retail space intermixed with residential.

The Canada Larga neighborhood is also home to the multi-modal Arroyo Nuevo Transit Center, which links the community to the greater Ventura region. This neighborhood is included in the Arroyo Nuevo Enterprise Zone.

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**Figure 2.2: Arroyo Nuevo Illustrative Plan, Canada Larga Neighborhood Detail**
Monte Arido

Immediately south of the Canada Larga neighborhood is the Monte Arido neighborhood. Monte Arido is composed primarily of residences, with more dense apartments and townhomes along the neighborhood’s eastern and southern edges giving way to primarily single family homes in the community’s core.

Monte Arido boosts ample open space, with the Arroyo Nuevo Loop Park and Bike Path winding through the heart of the neighborhood, and three other major parks—Refinery Park, the Monte Arido Commons, and the northern reaches of the vast Riverside Park. The neighborhood is also home to several small “pocket parks” and other community amenities.

Figure 2.3: Arroyo Nuevo Illustrative Plan, Monte Arido Neighborhood Detail
II. GOALS, POLICIES, & PLAN

Figure 2.4: Perspective view of the Monte Arido neighborhood

Figure 2.5: Perspective view of the Village Center neighborhood
Village Center

The Arroyo Nuevo Village Center is located at the heart of the Specific Plan area, and is within walking distance of the four other neighborhoods that make up the Arroyo Nuevo community. As such, the Village Center serves as the heart of the community, home to a dynamic mixture and blend of uses, including residential, commercial, office, and entertainment. One highlight of the community is Arroyo Nuevo Street and Los Padres Square, a lively street lined with shops and restaurants, and anchored by the square and “The Domes”, two large storage tanks from the former oil refinery that have been repurposed as a visual historical marker and observation deck overlooking the Ventura River valley and the neighborhood.

Several other structures from the former oil refinery have been adaptively reused as well, including the former USA-Petrochem Refinery headquarters, repurposed as an educational center and museum, and “The Shed” - large warehouse turned into a community center and pavilion. On the edges of the Village Center are Arroyo Nuevo Creek Park, the core of the large Riverside Park, and Manuel Canyon Creek Park. Additionally, the Village Center is home to a 2,000 seat outdoor amphitheater overlooking the Ventura River and surrounding hillside, and serving as a venue for community events, concerts, plays, and other civic gatherings.

Village Center is also a part of the Arroyo Nuevo Enterprise Zone, which aims to incentivize business development and investment in Arroyo Nuevo and the City as a whole.

Figure 2.6: Arroyo Nuevo Illustrative Plan, Village Center Neighborhood Detail
II. GOALS, POLICIES, & PLAN

Creekside

The Creekside neighborhood extends from the southern bank of Manuel Canyon Creek along the Ventura River to Chaparral Park. The neighborhood is composed of primarily single family homes, with several townhomes and urban villas interspersed. Creekside aims to replicate the traditional California neighborhoods of old, with scenic pedestrian walkways and an emphasis on community outdoor living. The neighborhood is also home to a community garden, as well as a sports facilities for tennis and softball at Chaparral Park.

The Palms

The Palms is a commercial and industrial neighborhood fronting Crooked Palm Road and the adjacent 33 Freeway. The Palms is home to a diversity of commercial and industrial uses, ranging from professional offices, green technology, and breweries. This employment center is located within close proximity to a large amount of housing, as well as transit connections, encouraging alternative transportation commuting behavior. Like Canada Larga and Village Center, the Palms is a part of the Arroyo Nuevo Enterprise Zone.

Figure 2.7: Arroyo Nuevo Illustrative Plan, Creekside & The Palms Neighborhood Detail
Figure 2.6: Prospective view of potential development within the Village Center
I. Purpose and Applicability

The regulations in this Development Code are intended to facilitate the redevelopment of the Arroyo Nuevo Specific Plan area in a manner that successfully creates vital, pedestrian oriented neighborhoods with a mixture of housing types, employment opportunities, and a mixed-use center within walking distance of homes, and achieves the related visions, goals, and objectives identified in the General Plan.

The requirements of this Development Code apply to the Arroyo Nuevo Specific Plan area and to all proposed development, subdivisions, and land uses within specific plan areas. It shall be unlawful, and a violation of the City of San Buenaventura Municipal Code for any person to establish, construct, reconstruct, alter, or replace any use of land or structure, enlarge or subdivide any real property, except in compliance with the requirements of this development Code. No Building Permit or Grading Permit shall be issued by the City and no subdivision shall be approved, unless the proposed construction complies with all applicable requirements of this development Code.

II. Regulating Plan and Zones

Regulating Plan

The Arroyo Nuevo Regulating Plan (Figure 3.1) defines the zones within the Specific Plan area that establish standards for building placement, building design and use, lot standards, and other related requirements for each zone. The Regulating Plan is a synthesis of:

- The designations and visions of the General Plan;
- The findings and recommendations of the Arroyo Nuevo Specific Plan design team;
- Application of the planning principles and vision established in Chapter Two of this Specific Plan;
- The program and vision provided by the property owner(s) in the Specific Plan area; and
- An informal analysis of present and future market and employment conditions in the Ventura region.

Zones and their Purposes

The area subject to the Arroyo Nuevo Specific Plan shall be divided into the following zones, which shall be applied to the property within the Specific Plan area as shown on the Regulating Plan. These zones have been derived from the generalized transect for the City of Ventura (Figure 3.2, on the reverse of the following page).

- T1 Open Space (OS) Zone
- T3 Neighborhood General (T3) Zone
- T4 Urban General (T4) Zone
- T5 Urban Center (T5) Zone
- Civic (CV) Zone

In addition to the four transect based and two special district zones described above, two overlay zones apply to the Arroyo Nuevo Specific Plan area. The purpose of these overlay zones is to provide a finer level of precision and appropriate transitions between uses. These overlay zones are applied to specific areas of the regulating plan, modifying and clarifying selected development standards of the underlying transect zones. These overlay zones are as follows:

- T4.1 Commercial, Office, & Industrial (T4.1) Overlay Zone
- Arroyo Nuevo Enterprise District Overlay (ETP) Zone
Figure 3.1: Arroyo Nuevo Regulating Plan
III. DEVELOPMENT CODE

**T1**
THE NATURAL ZONE consists of the natural and permanent open space areas within Ventura that are intended for preservation. These include the sand beach along the ocean, the Ventura River corridor, the Santa Clara River corridor, the hillsides to the north, and the Ventura/Oxnard Greenbelt to the south, and certain barrancas within the City fabric. The T1 zone may also include lands unsuitable for settlement due to topography, hydrology or vegetation.

**T2**
THE RURAL ZONE consists of areas of Ventura that are reserved for agricultural use (SOAR), and have an open "country road" character and are sparsely settled. Significant T2 areas are present between the 101 Freeway and the Santa Clara River in the Olivas, Northbank, Montalvo and Serra Communities; in the "internal greenbelt" running north to Foothill Road through the Serra, and Poinsettia Communities; south of Foothill Road in the Juanamaria and Wells Communities, and in small patches of the North Avenue Community.

**T3**
THE SUB-URBAN ZONE consists of low-density suburban residential areas within the College, Thille Montalvo, Poinsettia, Juanamaria, Serra, Saticoy and Wells Communities. Planting is naturalistic with relatively deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.

**T4**
THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has wide range of building types. Setbacks and landscaping are variable. Streets typically define medium sized blocks.

**T5**
THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, office, rowhouses and apartment uses. It has a tight network of streets with wide sidewalks, steady tree planting, and buildings set close to the frontages.

**T6**
THE URBAN CORE ZONE consists of the heart of Downtown Ventura, which has the highest development intensities in the City and the greatest variety of uses, and important civic buildings. The Downtown is the City’s historic and cultural heart, and the Code is intended to encourage the area to also become richly mixed use, with specialty retail, offices, and residential in mixed use buildings, and a wide variety of quality restaurants. Buildings are generally simpler and boxier in their massing than in other parts of the City, predominantly mixed in use, between 2 and 6 stories in scale, attached to one another, and set close to street frontages. Streetscapes are intended to include wide sidewalks with steady street tree plantings set in the pavement.

*Figure 3.2: City of Ventura generalized transect. This generalized transect is the basis for the Specific Plan’s zoning designations and development code.*
III. Land Use Regulations

Purpose

The land use standards in this section identify the land use types allowed by the City in each of the zones established by the Arroyo Nuevo Regulating Plan (Figure 3.1) and determine the type of City approval required for each land use type.

Land Uses and Permit Requirements

1) Allowed Land Uses- A parcel or building within the specific plan area shall be occupied by only the allowed land uses for the zone it is located in, as established by the Arroyo Nuevo Regulating Plan (Figure 3.1). Table 3.1 below establishes the allowed land uses for each zone. The land uses listed in Table 3.1 are defined in the City of San Buenaventura Municipal Code, Chapter 24.115.

   a) Establishment of an Allowed Use: Any one or more land uses identified by Table 3.1 as being allowed within a specific zone may be established on any parcel within that zone, subject to the planning permit requirements listed in Table 3.1 and all applicable requirements of this development Code.

   b) Uses not Listed: A land use not listed in Table 3.1 which is determined by the Director to not be an exception is not allowed within the specific Plan area.

   c) Permit Requirements & Development Standards for Similar Uses: When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this development code apply.

2) Permit Requirement- Table 3.1 provides for land uses that are:

   a) Permitted subject to compliance with all applicable provisions of this Development Code. these are shown as “P” uses in Table 3.1;

   b) Allowed subject to the approval of an Administrative Use Permit, and shown as “AUP” uses in Table 3.1

   c) Allowed subject to the approval of a Conditional Use Permit, and shown as “CUP” uses in Table 3.1; and

   d) Not allowed in particular zones, and shown as a “-” in Table 3.1.

Additional City Approval Requirements

Any land use identified as allowed by Table 3.1 may also require other City permits, licenses, and approvals, including but not limited to Design Review in compliance with the San Buenaventura Municipal Code, Chapter 24.545 and/or a building permit.
### III. DEVELOPMENT CODE

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Permit Required by Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OS</td>
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<tr>
<td>GENERAL USE TYPES</td>
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<tr>
<td>Administrative, Business, &amp; Professional Services</td>
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<td>Business &amp; Professional Support</td>
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<td>Cultural &amp; Library Services</td>
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<td>Day Care Centers</td>
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<td>Dining Establishments</td>
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<td>Drinking Establishments</td>
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<td>Education Services</td>
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<td>Farmer’s Market-Certified</td>
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<td>Medical Services</td>
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<td>Nursery Sales</td>
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<td>Personal Services</td>
<td>-</td>
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<td>Recreation Services: Indoor</td>
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<tr>
<td>Recreation Services: Outdoor</td>
<td>-</td>
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<tr>
<td>Research or Laboratory Services</td>
<td>-</td>
</tr>
<tr>
<td>Retail Sales</td>
<td>-</td>
</tr>
<tr>
<td>Safety Services</td>
<td>-</td>
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<tr>
<td>RESIDENTIAL USE TYPES</td>
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<td>Single Family</td>
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<tr>
<td>Attached Single Family (Townhome, Villa)</td>
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<tr>
<td>Multi Family (Apartment, Condo, Loft)</td>
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<tr>
<td>Second Unit - Carriage House</td>
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<tr>
<td>Live/Work Unit</td>
<td>-</td>
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<tr>
<td>OPEN SPACE USE TYPES</td>
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<td>Temporary Uses</td>
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<tr>
<td>Public Parks, Playgrounds, Recreation</td>
<td>P</td>
</tr>
</tbody>
</table>

*Table 3.1: Allowed Land Uses and Permit Requirements*
IV. Development Standards

Purpose

The standards in this section regulate the aspects of each private building that affect the public realm. The standards vary according to the zone each parcel is located in, as established by the Regulating Plan. The urban standards regulate building placement, height, lot standards, building typology, and architectural styles.

T1 OPEN SPACE ZONE STANDARDS

Definition

Standards for the development proposed within the Open Space zone shall be determined by the City through the Zoning Clearance process, unless otherwise noted in Table 3.1. Any proposed new buildings, significant infrastructure improvements, significant landscape improvements, or significant changes to existing buildings, infrastructure, landscaping, or site layout requires Design Review.
**Definition**
The Neighborhood General Zone is composed exclusively of single family, detached residential structures. The purpose of this zone is the creation of environmentally sustainable, pedestrian friendly, traditional residential neighborhoods with an emphasis on creating spaces for social interaction and public gathering. Neighborhood General Zones are to be located within close proximity to and or blended with both Open Space (OS) Zones and Urban General (T4 & T4.1) Zones. This allows residents of Neighborhood General Zones to be located within close proximity to a blend of uses, services, and recreational amenities.

**Land Use Types**
Please refer to Table 3.1 for allowable land uses in the T4 Urban General Zone.

**Building Types**
The following Building Types are allowed in the Neighborhood General (T3) Zone:

- Carriage House
- Single Family House
- Rosewalk

Detailed definitions of each of these building types can be found in Section V of this Chapter.

**Building Placement**
1) Primary Building Setback: Primary buildings shall be placed within the shaded area as shown in Figure 3.T3.1 above.
   a) Front Setback: 10’ minimum, 20’ maximum
   b) Side yard Setback: 5’ minimum, 10’ maximum
   c) Rear Setback:
      i) Where rear alley occurs: 5’ minimum
      ii) All other instances: 10’ minimum
2) Accessory Building Setback & Location: If permitted, accessory buildings may be placed in the shaded area as shown in Figure XXX above
   a) Front Setback: 70% of lot depth
   b) Side yard Setback: 2’ minimum
   c) Rear Setback: 2’ minimum
3) Primary & Accessory building placement is subject to the requirements of Section V (Building Types) of this Chapter.
4) Structural Building Additions: Structural building additions are subject to the requirements of Section V (Building Types) of this Chapter.
Parking Placement & Requirements

1) Parking Placement: At-grade parking is allowed in the shaded area as shown in Figure 3.T3.2.
   a) Front Parking: Front 20’ of lot, not to exceed more than one space in front of a garage. Parking areas must be within 20’ of the property line, and may not border a side street where one occurs.
   b) Rear Parking: Rear 35% of lot

2) Parking Access: Where a rear alley occurs, vehicular access is permitted only from the rear alley.

3) Parking Requirements: See Section V (Building Types) for parking location requirements. See Section IX (Parking Design and Development Standards) for all parking stall sizes. The amount of parking required is as follows:
   a) Carriage House: 1 space per unit, in addition to the parking required for the primary unit.
   b) Single Family House: 2 on site spaces per unit; at least 1 space must be in a garage.
   c) Rosewalk: 2 on site spaces per unit; at least 1 space must be in a garage.

Building Form & Style

1) Building Height: Maximum height shall be measured from the adjacent finished building pad elevation to the roof ridge or top parapet as depicted in Figure 3.T3.3. Attic space may be occupied and not count as story when applying to the height limits of the applicable zone. Occupiable attic space shall not exceed 50% of the ground floor footprint.
   a) Primary Building: 2.5 stories, 30 feet max
   b) Accessory Building: 2 stories, 24 feet max

2) Frontage Types:
   a) Common Yard
   b) Front Yard/Porch

3) Encroachments: Allowable encroachments are as follows:

<table>
<thead>
<tr>
<th>Encroachment Type</th>
<th>Front</th>
<th>Side Yard</th>
<th>Rear</th>
<th>Max. Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Porch</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
<td>Awnings, Trellises</td>
<td>6’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
<td>Stoops/Steps</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>30%</td>
</tr>
<tr>
<td>Balconies, Bay Windows</td>
<td>3’</td>
<td>0’</td>
<td>0’</td>
<td>30%</td>
</tr>
<tr>
<td>Eaves, Chimneys</td>
<td>2’</td>
<td>2’</td>
<td>2’</td>
<td>n/a</td>
</tr>
</tbody>
</table>

*Note: Max. length is expressed as percentage of building frontage.
T4 URBAN GENERAL ZONE STANDARDS

Definition
The Urban General Zone is composed of a wide array of housing typologies and building types. The primary purpose of this zone is the creation of blended residential communities with housing options for a variety of life phases and needs, complimented by access to public spaces for social gathering and recreation, and proximity to an array of services. The Urban General Zone (T4) differs from the Urban General- Commercial, Office, and Industrial Overlay Zone (T4.1) in the amount of commercial, office, and industrial use allowance. Urban General Zones are to be located within close proximity of other zones wherever possible. This allows residents of Urban General Zones to be located within close proximity to a blend of uses, services, and recreational amenities.

Land Use Types
Please refer to Table 3.1 for allowable land uses in the T4 Urban General Zone.

Building Types
The following Building Types are allowed in the Urban General (T4) Zone:
• Carriage House
• Duplex, Triplex, and Quadplex
• Rowhouse/Townhouse
• Attached Villas
• Courtyard Housing
Detailed definitions of each of these building types can be found in Section V of this Chapter.

Building Placement
1) Primary Building Setback: Primary buildings shall be placed within the shaded area as shown in Figure T.T4.1 above.
   a) Front Setback: 0’ minimum, 15’ maximum
   b) Side yard Setback: 0’
   c) Rear Setback:
      i) Where rear alley occurs: 4’ minimum
      ii) All other instances: 5’ minimum, 30’ maximum

2) Accessory Building Setback & Location: Accessory Buildings are not permitted in the Urban General (T4) Zone.

3) Primary building placement is subject to the requirements of Section V (Building Types) of this Chapter.

4) Structural Building Additions: Structural building additions are subject to the requirements of Section V (Building Types) of this Chapter.
Parking Placement & Requirements

1) Parking Placement: At-grade parking is allowed in the shaded area as shown in Figure 3.T4.2, unless subterranean.
   a) Rear Parking: Rear 35% of lot

2) Subterranean Parking: Subterranean parking is permitted for the following building types:
   a) Duplex, Triplex, and Quadplex
   b) Courtyard Housing

Subterranean parking may extend to a height of 3’ max above the finished grade or building pad elevation, provided that the garage perimeter wall either aligns with the face of the building or becomes part of the frontage. The garage perimeter wall must blend in with the building façade whenever possible.

3) Parking Access: Where a rear alley occurs, vehicular access is permitted only from the rear alley.

4) Parking Requirements: See Section V (Building Types) for parking location requirements. See Section IX (Parking Design and Development Standards) for all parking stall sizes. The amount of parking required is as follows:
   a) Carriage House: 1 space per unit, in addition to the parking required for the primary unit.
   b) Duplex, Triplex, and Quadplex: 1 space per unit
   c) Rowhouse/Townhouse: 1 space per unit
   d) Attached Villas: 1 to 1.5 spaces per unit
   e) Courtyard Housing: 1 to 1.5 spaces per unit

Building Form & Style

1) Building Height: Maximum height shall be measured from the adjacent finished building pad elevation to the roof ridge or top parapet as depicted in Figure 3.T4.3. Attic space may be occupied and not count as story when applying to the height limits of the applicable zone. Occupiable attic space shall not exceed 50% of the ground floor footprint.
   a) Primary Building: 3.5 stories, 50 feet max. (20% of the building footprint may be 4 stories, with a maximum height of 60 feet)

2) Frontage Types:
   a) Common Yard
   b) Forecourt
   c) Front Yard/Porch
   d) Stoop

3) Encroachments: Allowable encroachments are as follows:

<table>
<thead>
<tr>
<th>Encroachment Type</th>
<th>Front</th>
<th>Side Yard</th>
<th>Rear</th>
<th>Max. Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Porch</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
<td>Awnings, Trellises</td>
<td>6’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
<td>Stoops/Steps</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>30%</td>
</tr>
<tr>
<td>Balconies, Bay Windows</td>
<td>3’</td>
<td>0’</td>
<td>0’</td>
<td>30%</td>
</tr>
<tr>
<td>Eaves, Chimneys</td>
<td>2’</td>
<td>2’</td>
<td>2’</td>
<td>n/a</td>
</tr>
</tbody>
</table>

*Note: Max. length is expressed as percentage of building frontage
T5 URBAN CENTER ZONE STANDARDS

**Definition**
The Urban Center Zone contains a wide variety of uses and is the area within Arroyo Nuevo that has the highest density of buildings. The purpose of this zone is to provide a dynamic “Village Center” for the Arroyo Nuevo community with a dynamic mixture of uses, including residential, commercial, office, and entertainment space. The Urban Center Zone is to be centrally located within walking distances of Neighborhood General (T3) Zones, Urban General (T4) Zones, and Open Space (OS) Zones. Plentiful public gathering spaces, lively streetscapes, entertainment amenities, and landmarks are to be incorporated within the zone, creating a true community core.

**Land Use Types**
Please refer to Table 3.1 for allowable land uses in the T5 Urban General Zone.

**Building Types**
The following Building Types are allowed in the Urban Core (T5) Zone:
- Rowhouse/Townhouse
- Courtyard Housing
- Commercial/Mixed Use Block
- Office/Industrial Campus

Detailed definitions of each of these building types can be found in Section V of this Chapter.

**Building Placement**
1) Primary Building Setback: Primary buildings shall be placed within the shaded area as shown in Figure 3.T5.1 above.
   a) Front Setback: 0’ minimum, 10’ maximum
   b) Side yard Setback: 0’
   c) Rear Setback:
      i) Where rear alley occurs: 4’ minimum
      ii) All other instances: 0’
2) Accessory Building Setback & Location: Accessory buildings are not permitted within the Urban Core (T5) Zone.
3) Primary building placement is subject to the requirements of Section V (Building Types) of this Chapter.
4) Structural Building Additions: Structural building additions are subject to the requirements of Section V (Building Types) of this Chapter.
PARKING PLACEMENT & REQUIREMENTS

1) Parking Placement: At-grade parking is allowed in the shaded area as shown in Figure 3.T5.2, unless subterranean.
   a) Rear Parking: Rear 35% of lot

2) Subterranean Parking: Subterranean parking is permitted for the following building types:
   a) Courtyard Housing
   b) Commercial/Mixed Use Block

Subterranean parking may extend to a height of 3’ max above the finished grade or building pad elevation, provided that the garage perimeter wall either aligns with the face of the building or becomes part of the frontage. The garage perimeter wall must blend in with the building façade whenever possible.

3) Parking Access: Where a rear alley occurs, vehicular access is permitted only from the rear alley.

4) Parking Requirements: See Section V (Building Types) for parking location requirements. See Section IX for all parking stall sizes. The amount of parking required is as follows:
   a) Rowhouse/Townhouse: 1 space per unit
   b) Courtyard Housing: 1 to 1.5 spaces per unit
   c) Commercial/Mixed Use Block:
      i) Residential: 1 space per unit
      ii) Commercial/Office: 3 spaces per 1,000 square feet
   d) Office/Industrial Campus:
      i) Commercial/Office: 3 spaces per 1,000 square feet
      ii) Industrial: 2 spaces per 1,000 square feet

BUILDING FORM & STYLE

1) Building Height: Maximum height shall be measured from the adjacent finished building pad elevation to the roof ridge or top parapet as depicted in Figure 3.T5.3. Attic space may not be occupied.
   a) Primary Building: 4.5 stories, 65 feet max. (20% of the building footprint may be 6 stories, with a maximum height of 70 feet)
   b) Accessory Building: Not permitted in within the Urban Core (T5) Zone.

2) Frontage Types:
   a) Arcade
   b) Forecourt
   c) Gallery
   d) Shopfront
   e) Stoop

3) Ground Floor Use Requirement: With the exception of attached single family residential structures, the ground floor of buildings is required to be of commercial, office, or industrial use. Residential uses are not permitted on the ground floor.

4) Encroachments: Allowable encroachments are as follows:

<table>
<thead>
<tr>
<th>Encroachment Type</th>
<th>Front</th>
<th>Side Yard</th>
<th>Rear</th>
<th>Max. Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Porch</td>
<td>4'</td>
<td>0'</td>
<td>0'</td>
<td>100%</td>
</tr>
<tr>
<td>Awnings, Trellises</td>
<td>6'</td>
<td>0'</td>
<td>0'</td>
<td>100%</td>
</tr>
<tr>
<td>Stoops/Steps</td>
<td>4'</td>
<td>0'</td>
<td>0'</td>
<td>30%</td>
</tr>
<tr>
<td>Balconies, Bay Windows</td>
<td>3'</td>
<td>0'</td>
<td>0'</td>
<td>30%</td>
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<tr>
<td>Eaves, Chimneys</td>
<td>2'</td>
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<td>2'</td>
<td>n/a</td>
</tr>
</tbody>
</table>
T4.1 URBAN GENERAL- COMMERCIAL, OFFICE, AND INDUSTRIAL OVERLAY ZONE STANDARDS

Definition
The Urban General Zone- Commercial, Office, and Industrial Overlay Zone builds upon the standards established in the Urban General (T4) and allows for a broader scope of commercial, office, and industrial uses than permitted in the Urban General (T4) Zone. The Commercial, Office, and Industrial Overlay Zone is intended to provide ample space for a variety of business models and scales located within close proximity to a variety of residential, entertainment, and open space amenities.

Land Use Types
Please refer to Table 3.1 for allowable land uses in the T4.1 Urban General Zone.

Building Types
The following Building Types are allowed in the Urban General- Commercial, Office and Industrial (T4.1) Overlay Zone:
- Courtyard Housing
- Commercial/Mixed Use Block
- Office/Industrial Campus

Detailed definitions of each of these building types can be found in Section V of this Chapter.

Building Placement
1) Primary Building Setback: Primary buildings shall be placed within the shaded area as shown in Figure 3.T4-1.1 above.
   a) Front Setback: 0’ minimum, 15’ maximum
   b) Side yard Setback: 0’
   c) Rear Setback:
      i) Where rear alley occurs: 4’ minimum
      ii) All other instances: 5’ minimum, 30’ maximum
2) Primary Building Setback- Crooked Palm Road: Primary buildings fronting Crooked Palm Road shall have the following setbacks:
   a) Front Setback: 10’ minimum, 70’ maximum
   b) Side yard Setback: 0’
   c) Rear Setback: 5’
3) Primary Building Setback- Piedra Blanca Drive: Primary buildings fronting Piedra Blanca Drive shall have the following setbacks:
   a) Front Setback: 10’
   b) Side yard Setback: 5’
   c) Rear Setback: 5’
4) Accessory Building Setback & Location: If permitted, accessory buildings may be placed in the shaded area as shown in Figure 3.T4-1.1 above
   a) Front Setback: 45% of lot depth
   b) Side yard Setback: 5’ minimum
   c) Rear Setback: 5’ minimum
5) Primary & Accessory building placement is subject to the requirements of Section V of this Chapter.
6) Structural Building Additions: Structural building additions are subject to the requirements of Section V of this Chapter.
Parking Placement & Requirements

1) Parking Placement: At-grade parking is allowed in the shaded area as shown in Figure 3.T4-1.2, unless subterranean.
   a) Rear Parking: Rear 35% of lot.

2) Parking Placement- Crooked Palm Road: At-grade parking is allowed in the front setback for lots fronting Crooked Palm Road.

3) Subterranean Parking: Subterranean parking is permitted for the following building types:
   a) Courtyard Housing
   b) Commercial/Mixed Use Block
   Subterranean parking may extend to a height of 3’ max above the finished grade or building pad elevation, provided that the garage perimeter wall either aligns with the face of the building or becomes part of the frontage. The garage perimeter wall must blend in with the building façade whenever possible.

4) Parking Access: Where a rear alley occurs, vehicular access is permitted only from the rear alley.

5) Parking Requirements: See Section V (Building Types) for parking location requirements. See Section IX (Parking Design and Development Standards) for all parking stall sizes. The amount of parking required is as follows:
   a) Courtyard Housing: 1 to 1.5 spaces per unit
   b) Commercial/Mixed Use Block:
      i) Residential: 1 space per unit
      ii) Commercial/Office: 3 spaces per 1,000 square feet
   c) Office/Industrial Campus:
      i) Commercial/Office: 3 spaces per 1,000 square feet
      ii) Industrial: 2 spaces per 1,000 square feet

Building Form & Style

1) Building Height: Maximum height shall be measured from the adjacent finished building pad elevation to the roof ridge or top parapet as depicted in Figure 3.T4-1.3.
   a) Primary Building: 3 stories, 45 feet max.
   b) Accessory Building: 2 stories, 24 feet max

2) Frontage Types:
   a) Forecourt
   b) Gallery
   c) Shopfront
   d) Stoop

3) Ground Floor Use Requirement: The ground floor of buildings is required to be of commercial, office, or industrial use. Residential uses are not permitted on the ground floor.

4) Encroachments: Allowable encroachments are as follows:

<table>
<thead>
<tr>
<th>Encroachment Type</th>
<th>Front</th>
<th>Side Yard</th>
<th>Rear</th>
<th>Max. Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Porch</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
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<td>6’</td>
<td>0’</td>
<td>0’</td>
<td>100%</td>
</tr>
<tr>
<td>Stoops/Steps</td>
<td>4’</td>
<td>0’</td>
<td>0’</td>
<td>30%</td>
</tr>
<tr>
<td>Balconies, Bay Windows</td>
<td>3’</td>
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<td>0’</td>
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</tr>
<tr>
<td>Eaves, Chimneys</td>
<td>2’</td>
<td>2’</td>
<td>2’</td>
<td>n/a</td>
</tr>
</tbody>
</table>
CV CIVIC ZONE STANDARDS

Definition
The Civic Zone is intended to provide adequate space for community services and amenities, such as public educational facilities, local government offices, public safety services, and community gathering spaces. These zones are placed throughout Arroyo Nuevo to ensure that the community has equitable access to important community facilities.

Land Use Types
Please refer to Table 3.1 for allowable land uses in the Civic Zone.

Building Types
Building Types shall be determined by the City through the zoning clearance and design review process, unless otherwise noted by Table 3.1.

Building Placement
Building Placement shall be determined by the City through the zoning clearance and design review process, unless otherwise noted by Table 3.1.

Parking Placement & Requirements
Parking Placement & Requirements shall be determined by the City through the zoning clearance and design review process, unless otherwise noted by Table 3.1.

Building Form & Style
Building Form & Style shall be determined by the City through the zoning clearance and design review process, unless otherwise noted by Table 3.1.

ETP ARROYO NUEVO ENTERPRISE DISTRICT OVERLAY ZONE STANDARDS

Definition
The Arroyo Nuevo Enterprise District (ETP) Overlay Zone is an overlay zone providing tax incentives to qualifying businesses and firms located within its boundaries. This overlay zone has no physical development standards. Properties within the Enterprise District Overlay (ETP) Zone are subject to the development standards in the underlying base zone in which the property is located.

The Enterprise District (ETP) Overlay Zone shall provide tax incentives and other incentives to qualifying businesses located within the zone. Qualifying businesses and firms should primarily provide middle to high wage employment opportunities in a skilled or professional industry. The goal of the Enterprise District is to encourage high quality jobs in emerging markets of the 21st century. The City has struggled with attracting and maintaining a professional job base, especially in high tech and professional markets that millennials and other young professionals are attracted towards. As such, the Ventura area runs the risk of become an elderly dominated “brain drain” if significant action is not taken to improve the economic prospects of young professionals.

Qualifying companies and or startups must be from one of the following North American Industry Classification System categories:

- Manufacturing (NAICS 31-33)
  - Green Tech Manufacturing
- Information (NAICS 51)
  - Publishing Industries
  - Motion Picture and Sound Recording
  - Internet Publishing and Broadcasting
  - Telecommunications
  - Data Processing and Hosting
  - Other Information Services
• Financial Activities (NAICS 52)
  - Finance and Insurance
  - Securities and Commodities
  - Funds, Trusts, and Other Financial Vehicles

• Professional and Business Services (NAICS 54-55)
  - Professional, Scientific and Technical Services
  - Management of Companies or Enterprises

• Health Care (NAICS 62)
  - Medical Offices
  - Medical Technology

The City shall draft a list of economic incentives that apply to the Arroyo Nuevo Enterprise District (ETP) Zone. Such measures may include, but are not limited to: property tax reductions, business tax reductions, sales tax reductions, high tech infrastructure investment, etc.
V. Building Type Standards

Purpose

This section identifies the building types allowed within Arroyo Nuevo Specific Plan area, and provides design guidelines for each type, in order to ensure that development within the Specific Plan area is consistent with the City's goals for building form, character, and quality. Additionally, the building type guidelines ensure that Arroyo Nuevo is a walkable, sustainable, and diverse high quality community, as established in the Goals and Objectives for the Specific Plan area. The building type guidelines determine the minimum lot standards, access standards, parking standards, service standards, open space standards, frontage standards, and building size/massing standards.

Applicability

Each proposed building shall be designed in compliance with the standards of this Section for the applicable building type, except for public and institutional buildings, which because of their unique nature and application are not required to comply with these building type requirements.

Allowable Building Types

The building types allowed in the Specific Plan area are outlined in Table 3.2 below. Each building type is subject to the requirements of the applicable zone it is located in.

<table>
<thead>
<tr>
<th>Building Type</th>
<th>OS</th>
<th>T3</th>
<th>T4</th>
<th>T4.1</th>
<th>T5</th>
<th>CV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carriage House</td>
<td></td>
<td>Y</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Single Family House</td>
<td></td>
<td></td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
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<td>-</td>
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<td>Y</td>
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<td>-</td>
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<tr>
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<td>Y</td>
<td>Y</td>
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<td>Y</td>
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<td>Office/Industrial Campus</td>
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<td>Y</td>
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</tr>
</tbody>
</table>

Table 3.2: Allowed Building Types by zone.
Carriage House

**Definition**

A Carriage House is a detached residence above a garage that provides complete independent living facilities for living, sleeping, cooking, and sanitation. Carriage Houses are located towards the rear of a same lot on which a single family residence is located, and must be located along and accessed from an alley. Carriage Houses may also be referred to as ‘second dwellings’ or ‘granny flats’, and are fall under the category of an “Accessory Building” in this document.

**Lot Standards**

Lots must be at a minimum 80’ deep, as measured from the primary street to the alley.

**Access Standards**

1) The main entrance to the unit shall be accessed from the side yard of the main house. The primary pedestrian circulation to this entrance should be from the alley.

2) Parking and other services shall be accessed from the alley.

3) Stairs should be located within the larger of the two side yards.

**Parking Standards**

1) One off-street parking space, in addition to the parking required for the primary unit.

2) Garages may accommodate up to two cars.

**Service Standards**

1) All utility access and trash container areas shall be located in the alley.

2) Separate water services and meters are required for all Carriage Houses.

**Open Space Standards**

1) One side yard shall be a minimum of at least 15’.

2) One outdoor space, separate from the primary yard, of at least 100 square feet, shall be provided. This private yard space may be provided at grade or in the form of a balcony, patio, or loggia oriented towards either the alley or the larger of the two side yard setbacks.

**Frontage Standards**

1) As Carriage Houses are located along alleys, no specific frontage typology is required.

2) Windows facing the alley are required.

3) Balconies, patios, and loggias are encouraged to face the alley.
Building Size/Massing Standards

1) 25’ maximum frontage along the alley
2) Carriage Houses shall be designed as flats located above the detached garages
3) 2 stories maximum, including the garage, with a maximum height of 24 feet.
4) Carriage Houses shall be a minimum size of 300 square feet and a maximum of 550 square feet.

Definition

A detached building designed as a single dwelling on a single lot. A detached garage and Carriage House may be built in addition to single family homes on qualifying lots.

Lot Standards

Lots at a minimum must be 40’ wide and 60’ deep.

Access Standards

1) The primary entrance to the house shall be located in the front façade and shall be accessed directly from the street.
2) Where an alley is present, parking and services shall be accessed through the alley.
3) Where an alley is not present, parking and services shall be accessed by a driveway of no more than 10’ wide for one car garages, and no more than 20’ wide for two car garages.

Parking Standards

1) Two off street parking spaces.
2) At least one required space shall be accommodated within a garage.
3) Garages may accommodate up to two cars.
4) Parking spaces not accommodated within a garage shall be accommodated in a driveway leading to a garage. Individual parking spaces or carports are not permitted.
Service Standards

1) Where an alley is present, services, including all utility access and trash container areas shall be located in the alley.

2) Where no alley is present, services, including all utility access and trash container areas shall be located at least 8’ behind the front of the house and be screened from view from the street.

Open Space Standards

1) Front yards are defined by the setback and Frontage type standards of the applicable zone.

2) Rear yards shall be no less than 15% of the area of each lot, and no more than 35% of the area of each lot, and of a regular geometry.

3) Where an alley is present, driveways and vehicle parking spaces may not be included in the rear yard area calculations.

Frontage Standards

1) As feasible, living areas (e.g. living room, family room, dining room, etc.) rather than sleeping and service rooms, are oriented towards the primary street frontage.

2) The applicable frontage requirements established in Section VI of this Chapter apply.

3) Frontage types that provide a transition between the public to the private by the means of outdoor living space are preferred types.

Buildings Size/Massing Standards

1) Buildings shall be composed of one, one and half, and two story typologies, with a maximum height of 30’.

2) Building elevations that are 45 feet or longer shall be designed to provide at least one horizontal or vertical plane break of at least one foot. Architectural elements such as bay windows, projecting rooms, covered balconies, or porches may be provided in lieu of the horizontal plane break.

3) Attic space may be occupied, and occupiable attic space may not exceed 50% of the ground floor footprint.
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Duplex, Triplex, and Quadplex

Definition

Duplexes, triplexes, and quadplexes take a multiple units that are architecturally presented as a large home or small apartment complex.

Lot Standards

Lots at a minimum must be 50’ wide and 60’ deep. The maximum lot width shall be 80’.

Access Standards

1) The primary entrance to each dwelling shall be located in the front façade and shall be accessed directly from the street. Access to second floor dwellings shall be by a stair, which may be open or enclosed.

2) Where an alley is present, parking and services shall be accessed through the alley.

3) Where an alley is not present, parking and services shall be accessed by a driveway of no more than 10’ wide.

Parking Standards

1) One off street parking space per unit.

2) Required parking spaces shall be accommodated within garages.

3) Garages may accommodate up to four cars.

4) Parking shall be shielded from view from the primary street to the maximum extent feasible.

Open Space Standards

1) Front yards are defined by the setback and Frontage type standards of the applicable zone.

2) Each ground floor dwelling shall have a private or semi-private yard of at least 120 square feet.

3) Each upper floor dwelling shall have a private or semi-private outdoor space of at least 26 square feet in the form of a balcony, patio, or loggia; oriented towards the primary street or alley.

Frontage Standards

1) As feasible, living areas (e.g. living room, family room, dining room, etc.) rather than sleeping and service rooms, are oriented towards the primary street frontage.

2) The applicable frontage requirements established in Section VI of this Chapter apply.

3) Frontage types that provide a transition between the public to the private by the means of outdoor living space are preferred types.
1) On corner lots, entrances to dwellings on both frontages are encouraged, especially in triplexes and quadplexes.

**Building Size/Massing Standards**

1) Buildings shall be composed of two and two and a half story typologies.

2) Buildings should be massed like large house or small apartment building.

3) Building elevations that are 50 feet long or longer shall be designed to provide at least one horizontal or vertical plane break of at least one foot. Architectural elements such as bay windows, projecting rooms, covered balconies, or porches may be provided in lieu of the horizontal plane break.

4) Dwellings within buildings may be designed as flats or townhomes.

5) Attic space may be occupied, and occupiable attic space may not exceed 50% of the ground floor footprint.

**Figure 3.6- Rosewalk Diagram**

**Definition**

Rosewalks are a group of detached single family houses arranged on either side of a common green or pedestrian thoroughfare. This common green or pedestrian thoroughfare replaces the street as the primary right of way. As such, rear alleys are required in order to provide vehicular access to homes. Standards for single family houses located on Rosewalks are similar to those established for “Single Family Houses” as established in this Chapter, however differ in a few regards.

**Lot Standards**

Lots at a minimum must be 40’ wide and 60’ deep. Detached garages and Carriage Houses are not allowed. A maximum of five adjacent lots are allowed along each side of a rosewalk.

**Access Standards**

1) The primary entrance to the house shall be located in the front façade and shall be accessed directly from the rosewalk.

2) Parking and services shall be accessed through the alley.

**Parking Standards**

1) Two off street parking spaces per unit.

2) At least one required space shall be accommodated within a garage.

3) Garages may accommodate up to two cars.
4) Parking spaces not accommodated within a garage shall be accommodated in a driveway leading to a garage. Individual parking spaces or carports are not permitted

Service Standards
1) Services, including all utility access and trash container areas shall be located in the alley.

Open Space Standards
1) Front yards are defined by the setback and frontage type standards of the applicable zone.
2) Rear yards shall be no less than 15% of the area of each lot, and no more than 35% of the area of each lot, and of a regular geometry.
3) Where an alley is present, driveways and vehicle parking spaces may not be included in the rear yard area calculations.

Frontage Standards
1) As feasible, living areas (e.g. living room, family room, dining room, etc.) rather than sleeping and service rooms, are oriented towards the rosewalk.
2) The applicable frontage requirements established in Section VI of this Chapter apply.
3) Frontage types that provide a transition between the public to the private by the means of outdoor living space are preferred types.

Building Size/Massing Standards
1) Buildings shall be composed of one, one and half, and two story typologies, with a maximum height of 30'.
2) Building elevations that are 45 feet or longer shall be designed to provide at least one horizontal or vertical plane break of a least one foot. Architectural elements such as bay windows, projecting rooms, covered balconies, or porches may be provided in lieu of the horizontal plane break.
3) Attic space may be occupied, and occupiable attic space may not exceed 50% of the ground floor footprint.
Rowhouse/Townhouse

**Definition**
A building comprised of two or more attached two or three story dwelling units. The elevation and massing of each Rowhouse building must delineate between each individual unit. Rowhouses may be built on adjoining individually owned lots, or may be built on one large single lot.

**Lot Standards**
Individual Rowhouse lots (or units when built on one large lot) at a minimum must be at least 27’ wide and 36’ deep, and a maximum of 35’ wide and 50’ deep.

**Access Standards**
1) The primary entrance to the rowhouse shall be located in the front façade and shall be accessed directly from the street.
2) Parking and services shall be accessed through the alley. This type is not allowed without an alley.

**Parking Standards**
1) One off street parking space per unit.
2) All required parking spaces shall be accommodated within a garage, which may be attached or detached from the dwelling.
3) Garages may accommodate up to two cars.

**Service Standards**
1) Services, including all utility access and trash container areas shall be located in the alley.

**Open Space Standards**
1) Front yards are defined by the setback and Frontage type standards of the applicable zone.
2) Rear yards shall be no less than 10% of the area of each lot and of a regular geometry.
3) In lieu of a reduced rear yard space at grade, semi-private/private yard space may be provided in the form of a balcony, patio, or loggia oriented towards either the alley or the primary street. Additionally, rear yard space may also be provided with a combination of at grade space and balcony, patio, or loggia space.

**Frontage Standards**
1) As feasible, living areas (e.g. living room, family room, dining room, etc.) rather than sleeping and service rooms, are oriented towards the primary street.
2) The applicable frontage requirements established in Section VI of this Chapter apply.
3) Frontage types that provide a transition between the public to the private are required.
Building Size/Massing Standards

1) Buildings shall be composed of 2 and or 3 story typologies, with a maximum height of 45’

2) Individual Rowhouses shall be delineated one from the other by way of varied massing, wall articulation, frontage type placement, or roofline articulation.

3) The elevations of each Rowhouse may be either symmetrical or asymmetrical in nature, repetitive or unique in disposition from its neighbors, as long the delineation between units is apparent.

Courtyard Housing

Definition

A group of dwelling units arranged to share one or more common courtyards where the individual units are townhouses, flats, townhouses over flats, and flats over flats. These units are arrayed next each other on one or more courts or passageways that are partly or entirely opened to the street.

Lot Standards

Lots at a minimum must be 100’ wide, and at a maximum no more than 250’ wide.

Access Standards

1) The main entrance to each ground floor dwelling must be directly off a common courtyard or from the street.

2) Access to second and third floor dwellings be provided through an open or roofed stair, serving up to three dwellings.

3) Where an alley is present, parking and services shall be provided through the alley.

4) Where an alley is not present, parking and services should be accessed by a driveway near the side lot line of 20 feet maximum width.

Parking Standards

1) One to one and a half parking spaces per unit.

2) Required parking should be at grade in form of surface parking, carports, or garages, or subterranean.
3) Dwellings may have direct or indirect access to their stall(s) or direct access to stalls enclosed within the garage.

4) Entrances to subterranean garages and or driveways shall be located as close as possible to the side or rear of each lot.

5) Parking shall be shielded from view from the primary street to the maximum extent feasible.

Service Standards

1) Where an alley is present, services, including all utility access and trash container areas shall be located in and or accessed from the alley.

2) Where no alley is present, services, including all utility access and trash container areas shall be screened from view from the street.

Open Space Standards

1) Front yards are defined by the setback and Frontage type standards of the applicable zone.

2) Courtyard Housing shall be designed to provide a central courtyard and or a series of interconnected courtyards with a cumulative total of at least 15% of the lot.

3) Private open space may be provided in the form of side or rear yards, patios, porches, balconies, or roof decks.

4) Courtyards shall be connected to the public right of way and each other by the means of interconnected paseos.

5) Courtyard design, orientation, and dimensions are subject to final review and approval by the City’s Design Review Committee.

Frontage Standards

1) Entrance doors and living spaces (e.g. living rooms, dining rooms, etc.) shall be oriented towards the courtyards and or the fronting street to the greatest extent possible.

2) Frontage types are required to provide a transition between the indoors and outdoors, as well as the public/semi-public and private spaces. Frontage types such as porches are encouraged, but are not allowed to encroach into the courtyard or other internal outdoor spaces.

3) The applicable frontage requirements established in Section VI of this Chapter apply.

Building Size/Massing Standards

1) Buildings shall be composed of one, two, three, and or four story typologies, with a variation of heights encouraged in order to add interest and architectural diversity. The maximum height allowed is 50’, with 20% of the building footprint allowed a maximum height of 60’.

2) Building may contain any four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.

3) Dwellings may be repetitive or unique as established by individual designs.
Attached Villas

Definition
Attached Villas are two to three story attached villas with the appearance and massing of small home or manor, with a distinctive emphasis on outdoor spaces such as patios, balconies, and roof terraces. Units are arranged facing the street, with variable setbacks and semi-public courtyards and open space fronting the street.

Lot Standards
The minimum unit footprint and lot size is 30’ x 30’. The maximum unit footprint and lot size is 35’ x 35’. No private, at grade, open space is allowed on Attached Villa lots.

Access Standards
1) The primary entrance to the Attached Villa shall be located in the front façade and shall be accessed directly from the street.
2) Parking and services shall be accessed through an alley or shared parking easement. This type is not allowed without an alley or shared parking easement.
3) Shared parking easements shall be accessed by a driveway near the side or end of a lot or block.
4) The maximum number of curb cuts allowed to access a shared parking easement is one per every six units.

Parking Standards
1) One to one and a half off street parking space per unit.
2) All required parking spaces shall be accommodated within a garage, which is attached to the dwelling unit.
3) Garages may accommodate up to two cars.
4) Where applicable, shared parking easements, to the maximum extent feasible, shall not be visible from the primary frontage street.

Service Standards
1) Where an alley is present, services, including all utility access and trash container areas shall be located in and or accessed from the alley.
2) Where no alley is present, services, including all utility access and trash container areas shall be accessed from the shared parking easement and screened from view from the street.

Open Space Standards
1) Front yards are defined by the setback and Frontage type standards of the applicable zone.
2) At-grade, privately owned outdoor space is not permitted. All at-grade, outdoor space is communally owned and maintained by an organization of Attached Villa owners.
1) Semi-private/private yard will be provided in the form of a balcony, patio, terrace or loggia oriented towards either the alley or the primary street, and must be 75 square feet at a minimum.

2) Additional semi-private/private yard space shall be provided in the form of a roof deck, which shall over 25% of the roof area at minimum, and 50% of the roof area at maximum.

Frontage Standards

1) As feasible, living areas (e.g. living room, family room, dining room, etc.) rather than sleeping and service rooms, are oriented towards the primary street.

2) The applicable frontage requirements established in Section VI of this Chapter apply.

3) Frontage types that provide a transition between the public to the private are required.

Building Size/Massing Standards

4) Buildings shall be two story typologies, with a maximum height of 30’

2) Individual Villas shall be delineated one from the other by way of varied massing, wall articulation, frontage type placement, or roofline articulation.

3) All buildings shall have a roof deck accessed via stairs from the second floor of the structure. The roof deck and related infrastructure shall not be counted towards the overall building height.

Commercial/Mixed Use Block

Figure 3.10- Com/Mixed Use Block Diagram

Definition

Commercial/Mixed Use Block building types are designed for occupancy by a variety of uses in one building. Typically, the ground floor is designed for retail, commercial, or office uses, with the upper floor configured for those uses as well or for residences. These residences are typically in the form of flats or lofts.

Lot Standards

Lots must be a minimum of 30’ wide, and a maximum of 200’ wide.

Access Standards

1) The primary entrance to each ground floor storefront is directly from the street.

2) The entrance to the residential portions of the building is through a street level lobby, or through a podium level lobby accessible from the street or side yard.

3) Interior circulation to each dwelling is through a corridor.

4) Where an alley is present, parking and services shall be provided through the alley.

5) Where an alley is not present, parking will be accessed from a side street that is not considered the “primary frontage street” wherever possible. In case that this is not possible, parking will be accessed from the “primary frontage street” through or under the building.
6) Parking entrances to subterranean garages and/or driveways will be located as close as possible to the side or rear of each lot.

7) Shared/off-site parking is allowable for this building type.

**Parking Standards**

1) Required Spaces:
   a) Commercial/Office: 3 spaces/1,000 square feet
   b) Residential: 1 space/unit

2) Required marking may be accommodated in an underground garage, surface parking, or off-site/shared parking lots.

3) Dwellings have indirect access to their parking stall(s)

4) Parking entrances to subterranean garages or driveways shall be accessed from alleys whenever possible, however, in the case no alleys are present, parking entrances should be located as close as possible to the side or rear of each lot.

5) Parking areas, to the maximum extent feasible, should not be visible from the primary frontage street.

**Service Standards**

1) Where an alley is present, services, including all utility access and trash container areas shall be located in and or accessed from the alley.

2) Where no alley is present, services, including all utility access and trash container areas shall be screened from view from the street and accessed from the parking area, side yard, or rear of a building.

**Open Space Standards**

1) Private residential open space may be provided in form of terraces, balconies, or loggias. Although not mandatory, these spaces are highly encouraged wherever feasible, and shall be a minimum of 25 square feet per unit.

2) Semi-private, communal residential open space may be provided in the form of a shared roof deck. The design and scope of roof decks is subject to review by the City’s Design Review Committee.

**Frontage Standards**

1) Entrance doors and living spaces (e.g. living rooms, dining rooms, etc.) shall be oriented towards the courtyards and or the fronting street to the greatest extent possible.

2) Frontage types are required to provide a transition between the indoors and outdoors, as well as the public/semi-public and private spaces. Frontage types such as porches and stoops are encouraged, but are not allowed to encroach into the courtyard or other internal outdoor spaces.

3) The applicable frontage requirements established in Section VI of this Chapter apply.
Building Size/Massing Standards

1) Buildings shall be composed of up to four and a half story typologies at a maximum. The maximum height allowed is 65’, with 20% of the building footprint allowed a maximum height of 70’.

2) Each dwelling may have only one side exposed to the outdoors with direct access to at least at terrace, balcony, or loggia.

3) Buildings shall maintain any of two types of dwellings: lofts or flats.

Office/Industrial Campus Buildings

Definition

Office/Industrial Campus Buildings are designated for solely commercial, office, and industrial uses in a campus or office park setting. The standards for these buildings provide flexibility in order to accommodate a variety of uses and business types.

Lot Standards

Lots must be a minimum of 100’ wide.

Access Standards

1) The two primary entrances may be provided- one from the street and one from the primary parking area, where one exists.

2) Interior circulation onsite may be provided by either external or interior corridors.

3) Where an alley is present, parking and services shall be provided through the alley.

4) Where an alley is not present, parking will be accessed from a side street that is not considered the “primary frontage street” wherever possible.

5) For buildings along Crooked Palm Road, surface parking is allowed in the front of the building in the “Front Setback” area. This is to provide a buffer between Highway 33 and businesses and the surrounding community.
III. DEVELOPMENT CODE

Illustrative Photo

6) Parking entrances to subterranean garages and/or driveways will be located as close as possible to the side or rear of each lot.
   a) Exception: Buildings along Crooked Palm Road, where driveways may be located in the center or front of each lot.

7) Shared/off-site parking is allowable for this building type.
1) Shared/off-site parking is allowable for this building type.

Parking Standards
1) Required Spaces:
   a) Commercial/Office: 3 spaces/1,000 square feet
   b) Industrial: 2 spaces/1,000 square feet
2) Required marking may be accommodated in an underground garage, surface parking, or off-site/shared parking lots.

Service Standards
1) Where an alley is present, services, including all utility access and trash container areas shall be located in and or accessed from the alley.
2) Where no alley is present, services, including all utility access and trash container areas shall be screened from view from the street and accessed from the parking area, side yard, or rear of a building.

Open Space Standards
There are no open space standards for this building type.

Frontage Standards
1) Public work spaces and reception areas should be oriented towards the street and or primary parking area, and should have large, transparent street facing windows.
2) Blank and windowless facades on any façade are prohibited.
3) The applicable frontage requirements established in Section VI of this Chapter apply.

Building Size/Massing Standards
1) Buildings shall be composed of up to three story typologies at a maximum, with a maximum height of 45'.
2) Façade and height variation is required in order to provide architectural diversity and variety.
3) Buildings with a façade length of more than 175 feet shall have the appearance of multiple attached buildings or significant façade embellishments and architectural detailing to provide a distinct sense of place and visual variety.
VI. Frontage Type Standards

Purpose

This chapter identifies the frontage types allowed within the Specific Plan area, and for each provides a brief description and illustrative imagery. Frontages serve the purpose of allowing individual buildings to interface with the public right of way and surrounding buildings, creating inviting streets with a sense of place. Frontages are also critical in providing transitions between interior private space and exterior public space.

Applicability

Each of the allowable frontage types shall work in combination with the underlying zone’s Urban Standards and the standards established for each Building Type in this Chapter.

Allowable Frontage Types

The frontage types allowed in the Specific Plan area are outlined in Table XXX below. Each frontage type is subject to the requirements of the applicable zone it is located in.

<table>
<thead>
<tr>
<th>Frontage Type</th>
<th>Zone</th>
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<tr>
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<td>CV</td>
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<tr>
<td>Shopfront</td>
<td>OS</td>
</tr>
<tr>
<td>Stoop</td>
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</tbody>
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Table 3.3: Allowed Frontage Types by zone.

Arcade

An arcade is the façade of a building with an attached colonnade. Balconies may overhang the sidewalk while the ground floor remains set at the lot line. This type is ideal for when ground floor retail uses are present. Arcades must fully cover the sidewalk, in a manner where a pedestrian cannot bypass it (except when Arcade fronts a Plaza). An easement for private use of the right of way shall be recorded by the City.

Illustrative photo of an arcade type frontage

Common Yard

A common yard occurs where the façade of a building is setback from the frontage property line with a significant yard space. An encroaching porch may be appended to the façade and must be a minimum of 50 square feet. Entry patios or courtyards are also allowed, and must be a minimum of 48 square feet. Common yards must be visually continuous with neighboring yards, and shall be free of obstructing visual impediments such as walls and fences.

Illustrative photo of an common yard type frontage
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Forecourt
A forecourt is a façade aligned close to the frontage property line with a portion(s) setback for variety and visual interest. This type suits gardens and courtyards, which may be semi-private or public in nature, as well as small scale vehicular access for disabled parking or offloading areas. This typology should be used in conjunction with stoops and shop fronts where possible.

Illustrative photo of a forecourt type frontage

Front Yard/Porch
A front yard/porch occurs primarily in zones where the façade of a building is setback a minimum of 10’ from the frontage property line. Porches are required, and may encroach into the front setback. Porches must be a minimum of 50 square feet, and shall be designed in a manner to encourage outdoor living space, and not simply for use as a “front landing”.

Illustrative photo of a front porch/yard type frontage

Gallery
A gallery is nearly identical to the “Arcade” frontage type, with the exception that balconies or other encroachments may not overhang the sidewalk. The only allowable overhang is structural shading element. This type is well suited for ground floor retail and commercial. Gallery must fully cover the sidewalk, in a manner where a pedestrian cannot bypass it (except when Gallery fronts a Plaza). An easement for private use of the right of way shall be recorded by the City.

Illustrative photo of a gallery type frontage

Shopfront
A shopfront is a façade with doors and windows to the street to attract passing pedestrians. This frontage type is placed at or close to the frontage property line, with the entrance at sidewalk grade. Shopfronts are designed specifically for retail, commercial, and dining uses. Awnings and or similar shading devices are allowed to encroach over the public sidewalk.

Illustrative photo of a shopfront frontage
Stoop

A stoop is placed close to the frontage property line with the ground story elevated from the sidewalk, ensuring a degree of privacy for the windows. This type is well suited for ground floor residential uses with short to no setbacks. A porch may be allowed to cover the stoop and provide an outdoor living space.

Illustrative photo of a stoop type frontage
VII. Architectural Guidelines

Purpose

This chapter’s intention is to provide general architectural and style guidelines for the Arroyo Nuevo community. Arroyo Nuevo strives to be an architecturally diverse community that reflects the heritage, climate, and culture of Ventura, as well as symbolic of a new beginning for the site and the City as a whole. The 11 architectural styles outlined in this chapter are recommended architectural styles for the Specific Plan area.

The Architectural Guidelines determine the general characteristics of each style, and list key required design elements that must be incorporated into each specific category.

Applicability

Each proposed building within the Specific Plan area must be designed within one of the architectural styles established in this chapter. All proposed buildings must contain the key required design elements listed for the selected architectural style. These elements are intentionally broad and limited in specific detail in order to encourage architectural diversity and expression within each architectural style and across the entire Arroyo Nuevo community.

Each of the permitted architectural styles is subject to the standards of the underlying zone and its associated Urban Standards, Building Type standards, and Frontage Type standards established in this chapter. Proposed structures are subject to potential review by the City’s Design Review Committee, as determined by the guidelines in Section 24.545 of the Municipal Code.

Allowable Architectural Styles

The architectural styles allowed in the Specific Plan area are outlined in the Table 3.4 below. Additionally, the allowed building types for each style are listed. Each architectural style is subject to the requirements of the applicable zone it is located in.
<table>
<thead>
<tr>
<th>Architectural Style</th>
<th>Building Type(s)</th>
</tr>
</thead>
</table>
| American Foursquare        | • Carriage House  
|                            | • Singe Family House  
|                            | • Rosewalk  
| Beach Cottage              | • Carriage House  
|                            | • Singe Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Rowhouse/Townhouse  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
| California Farmhouse       | • Carriage House  
|                            | • Singe Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
|                            | • Office/Industrial Campus  
| California Contemporary    | • Duplex, Triplex, and Quadplex  
|                            | • Rowhouse/Townhouse  
|                            | • Commercial/Mixed Use Block  
|                            | • Office/Industrial Campus  
| Craftsman                  | • Carriage House  
|                            | • Single Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Courtyard Housing  
| Italianate                 | • Carriage House  
|                            | • Single Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Rowhouse/Townhouse  
|                            | • Commercial/Mixed Use Block  
| Mediterranean Revival      | • Carriage House  
|                            | • Single Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Rowhouse/Townhouse  
|                            | • Attached Villas  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
|                            | • Office/Industrial Campus  
| Mission/Spanish Revival    | • Carriage House  
|                            | • Single Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Rowhouse/Townhouse  
|                            | • Attached Villas  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
|                            | • Office/Industrial Campus  
| Modern Industrial          | • Duplex, Triplex, and Quadplex  
|                            | • Rowhouse/Townhouse  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
|                            | • Office/Industrial Campus  
| Monterey Revival           | • Carriage House  
|                            | • Single Family House  
|                            | • Duplex, Triplex, and Quadplex  
|                            | • Rosewalk  
|                            | • Courtyard Housing  
|                            | • Commercial/Mixed Use Block  
| Traditional Commercial     | • Commercial/Mixed Use Block  

**Table 3.4: Allowed Architectural Styles by Building Type**
American Foursquare

Definition

The American Foursquare style was popular from the late 19th century to the mid-20th century across the United States. American Foursquare structures are relatively plain, incorporating handcrafted woodwork and simple details, and developed primarily as a reaction to the ornate Victorian Style that was dominate during the same era. The style draws influences from the Prairie School and Craftsman styles.

Required Design Elements

Required design elements of American Foursquare structures are as follows:

- Relatively basic, square design
- 1.5 to 2 stories high
- Central dormer
- Large front porch with wide stairs
- Clapboard, brick, stucco, or shingle siding
- Hipped roof

Building Types

The American Foursquare style is allowed in the following Building Types:

- Carriage House
- Singe Family House
- Rosewalk

Images: Illustrative style photos
Beach Cottage

Definition

The Beach Cottage style derives from coastal homes popular across America, particularly in California. This style shares many qualities with other common California architectural styles, particularly Craftsman, with an emphasis on outdoor living in a coastal climate. The Beach Cottage style is distinguished by its use of horizontal siding or cladding, light and breezy paint palette, large porches, and relatively massive roofs. Beach Cottage structures emulate a light and breezy quality.

Required Design Elements

Required design elements of the Beach Cottage style are as follows:

- Horizontal siding or shingles
- Light, beachy paint palette
- Architectural elements such as beams, rafters, brackets, and trim, painted white for contrast
- Front porch with optional upper floor loggias, verandas, or balconies
- Tall sloped roofs accented by features such as dormers, towers, or other architectural features

Building Types

The Beach Cottage style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Rowhouse/Townhouse
- Courtyard Housing
- Commercial/Mixed Use Block

Images: Illustrative style photos
California Farmhouse

Definition

The California Farmhouse style, also known as the “Modern Farmhouse” style, evolved from the traditional farmhouse styles, which highlighted the simplicity of rural living and grew from classic elements of Americana architecture, as well as elements of English and French country homes. The California Farmhouse style is a more modern, chic take on this classic style that has been emerging in Northern California and other parts of the state.

Required Design Elements

Required design elements of the California Farmhouse style are as follows:

• Use of natural materials, such as wood, stone, and shingles
• Beamed ceilings
• Features such as gabled roofs, dormers, and large “barn style” doors and windows
• Porches or verandas, and in the absence of these, large patios
• Incorporation of modern elements such as metal and other accent materials
• Rustic exterior lighting features

Building Types

The California Farmhouse style is allowed in the following Building Types:

• Carriage House
• Single Family House
• Duplex, Triplex, and Quadplex
• Rosewalk
• Courtyard Housing
• Commercial/Mixed Use Block
• Office/Industrial Campus

Images: Illustrative style photos
California Contemporary

Definition

The California Contemporary style reinterprets the modernist tradition with a local and eclectic flavor. The style emphasizes massing and raw structural elements over articulation and detailing. Additionally, the style places a focus on outdoor living spaces and an integration between the outdoors and indoor living spaces.

Required Design Elements

Required design elements of the California Contemporary style are as follows:

- Interlocking volumes of differing heights and widths
- Clean, consistent forms and shapes
- Flat, sloped, or barrel roofs. Slopes and barreled roofs should be clad with metal.
- Use of cladding materials in single plane expanses, such as corrugated metal, wood, cast concrete, or plaster.
- Large, glass windows where possible
- Uniquely sloped and angled roofs are encouraged
- Balconies on some or all of the upper floors

Building Types

The California Contemporary style is allowed in the following Building Types:

- Duplex, Triplex, and Quadplex
- Rowhouse/Townhouse
- Commercial/Mixed Use Block
- Office/Industrial Campus

Images: Illustrative style photos
Craftsman

Definition

The Craftsman style, also known as the Arts and Crafts style, has its roots in the greater English and American Arts and Crafts movements during the late 19th and early 20th century. The hallmarks of the style include a high quality of craftsmanship, attention to detail, use of local and natural materials, and a focus on simplicity and connections to nature. The style was exceptionally popular in California from the late 1890s through the latter half of the 1920s, and is the primary architectural style of the “California Bungalow”.

Required Design Elements

Required design elements of the Craftsman style are as follows:

- Large, single, low pitched roofs
- Broad eaves
- Large front porches with wide stairs
- Low slung massing (exceptions of multi-storied variants)
- Exposed rafter tails and porch columns with articulated woodwork
- Horizontal cladding with siding and shingles
- Stone, concrete, or brick base
- Use of local and natural materials whenever possible

Building Types

The Craftsman style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Courtyard Housing

Images: Illustrative style photos
Italianate

Definition
The Italianate style is modeled from 16th century Italian Renaissance architecture and emerged during the Victorian from the mid-1830s to the late 1890s, during which it became an increasingly popular style in California. The Italianate style provided square towers, asymmetrical plans, and large verandas and porches, making it highly adaptable, either as a single family house or a rowhouse.

Required Design Elements
Required design elements of the Italianate style are as follows:

- Low pitched, hipped or gable ended roofs
- Wide eaves supported by decorative wood brackets
- Tall, vertically oriented proportions for windows and doors
- Highly detailed window and door trim
- Cladding of brick, clapboard, stucco, or stone
- Highly detailed, classically proportioned front porches
- Larger Italianate buildings may be more simple, boxlike forms accented by architectural features such as towers, cupolas, and projected bays

Building Types
The Italianate style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Rowhouse/Townhouse
- Commercial/Mixed Use Block

Images: Illustrative style photos
Mediterranean Revival

Definition

The Mediterranean Revival style incorporates elements from the Spanish Renaissance, Italian Renaissance, and Beaux Arts movements and peaked in popularity in the 1920s and 1930s, especially in California and Florida. Although similar to the Mission/Spanish Revival style, the Mediterranean Revival draws more influence from European traditions than the New World Colonial leanings of Mission/Spanish Revival.

Required Design Elements

Required design elements of the Mediterranean Revival style are as follows:

- Use of stucco or plaster as primary wall material
- Recessed entries
- Roofs may be pitched or flat. Flat roofs may be accessible and used as a roof deck or terrace
- Pitched roofs must be finished with Roman or Mission tile
- Offset of primary building mass by articulation or interlocking volumes
- In commercial or mixed use buildings, ground floor articulation by the means of arcades, galleries, arches, or large and visually interesting windows
- Use of decorative Mediterranean flourishes, such as tile, pavers, and architectural detailing
- Mediterranean color palettes, with creams, whites, and other hues

Building Types

The Mediterranean Revival style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Rowhouse/Townhouse
- Attached Villas
- Courtyard Housing
- Commercial/Mixed Use Block
- Office/Industrial Campus

Images: Illustrative style photos
Mission/Spanish Revival

Definition

The Mission/Spanish Revival style has its roots in the style of the missions of California, which built during the Spanish colonization of California. These structures relied heavily on the use of local materials, primarily local clay adobe. In the present day, the style is defined by flat stucco or plaster wall surfaces, recessed openings for doors and windows, minimal trim, courtyards and patios, and tile roofs. The style is an integral part of the urban fabric of California cities, past and present.

Required Design Elements

Required design elements of the Mission/Spanish Revival style are as follows:

- Low pitched roofs with red clay tile
- Asymmetrical massing composition, articulated by tours, chimneys, and balconies
- Covered patios, porches, and or loggias, often defined by semi-enclosed or fully enclosed courtyards
- Stucco or plaster wall surfaces
- Mediterranean color palettes, with creams, whites, and other hues.

Building Types

The Mission/Spanish Revival style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Rowhouse/Townhouse
- Attached Villas
- Courtyard Housing
- Commercial/Mixed Use Block
- Office/Industrial Campus

Images: Illustrative style photos
**Modern Industrial**

**Definition**

The Modern Industrial style incorporates elements of industrial architecture with modern, contemporary architectural themes, creating unique hybrid style that reflects the history and heritage of the Specific Plan area. The elements, materials, and forms seen in this architectural style are rooted in industrial buildings, but are repurposed to serve not only industrial uses, ranging from residential to retail.

**Required Design Elements**

Required design elements of the Modern Industrial style are as follows:

- Interlocking volumes of differing heights and widths
- Uniquely angled and sloped roofs are encouraged
- Use of “industrial” materials such as metal, corrugated metal, steel, brick and concrete for decoration and structural purposes
- Large glass windows where possible
- Large, warehouse-like doors and entry ways, especially in large commercial or mixed use buildings
- Flat, sloped, or barrel roofs. Slopes and barreled roofs should be clad with metal

**Building Types**

The Modern Industrial style is allowed in the following Building Types:

- Duplex, Triplex, and Quadplex
- Rowhouse/Townhouse
- Courtyard Housing
- Commercial/Mixed Use Block
- Office/Industrial Campus

*Images: Illustrative style photos*
Monterey Revival

Definition
The Monterey Revival style originates from an architectural style developed in California during the Spanish colonial era. The style was popular in adobes and presidios across California during this era, was left untouched until the “Monterey Revival” movement emerged in the 20th century, repolarizing the style.

Required Design Elements
Required design elements of the Monterey Revival style are as follows:

- 2 stories high
- Hip or gable ended roofs
- Walls made of stucco, plaster, wood, or brick
- Second story covered porches that run the length of at least 75% of the front façade, with exposed wood columns
- Shingled or tiled roof
- Traditional colonial architectural elements, such as lighting fixtures and railings

Building Types
The Monterey Revival style is allowed in the following Building Types:

- Carriage House
- Single Family House
- Duplex, Triplex, and Quadplex
- Rosewalk
- Courtyard Housing
- Commercial/Mixed Use Block

Images: Illustrative style photos
Traditional Commercial

Definition

For the purposes of this Specific Plan, the Traditional Commercial style reflects the architecture of the classic commercial or “taxpayer” block found in communities of varying scales across the United States. These commercial blocks are occupied on the ground floor entirely by commercial, and on the upper floors may contain office and or residential uses. The architectural detailing of these structures vary greatly, however core elements bind the style together.

Required Design Elements

Required design elements of the Traditional Commercial style are as follows:

- In multi-floor buildings, visual delineations shall be made between floors by use of materials, building massing, windows, or other means of façade articulation.
- Materials and styles should reflect the overall character of the City and the Specific Plan area.
- Allowable wall cladding/material includes stucco, plaster, brick, wood siding, corrugated metals, stone, and others as determined by the design review process.
- Ground level commercial spaces have large, highly transparent windows.
- Entrances to the building should be defined and articulated by awnings, recessed entrance, and/or architectural articulation.

Building Types

The Traditional Commercial style is allowed in the following Building Types:

- Commercial/Mixed Use Block
VIII. Landscape Guidelines

Purpose

This chapter’s purpose is to establish general landscape guidelines for the Arroyo Nuevo community. Arroyo Nuevo is located in a diverse ecological area, and is surrounded by riparian, chaparral, non-native grasslands, and oak woodland habitats. These guidelines seek to insure that plant selection and general landscape aesthetics are appropriate for the urban fabric, as well as providing proper transitions between the surrounding landscape and the site. With this Specific Plan’s emphasis on outdoor living, the landscape and outdoor spaces should be designed to be aesthetically pleasing, sustainable, and reflective of the region’s climate and the community’s needs.

Applicability

These landscape guidelines apply to all public spaces, as well as to the front yards and semi-public spaces of all Building Types. Private yard space, such as backyards, are not subject to the requirements of this chapter. Public spaces, such as parks, are also subject to the standards established in Chapter 4 of this plan.

General Landscape Criteria

All landscape plants and landscape designs shall be consistent with the following criteria:

1) Frame views, articulate outdoor space, and soften the appearance of architecture and the urban fabric

2) Trees and shrubs will shade west facing facades and outdoor living spaces to the greatest feasible extent, providing shade and reducing heat gains

3) Trees with open canopies and or deciduous habits are to be used along south and west facing sides of structures and living spaces, in order to allow winter sun exposure and summer shade.

4) Street trees are required on all streets, and should be distinctive to each individual street, giving each thoroughfare character and identity

5) Plant selection should and irrigation systems should maximize water efficiency. All plants, with exception of ornamental and fruit trees, must have a WUCOLS (Water Use Classification of Landscape Species) rating of moderate, low, or very low water use rating for Coastal Southern California.
6) Public and private landscapes shall be integrated with stormwater drainage systems that encourage biofiltration, infiltration, and removal of pollutants and sediment from waterways and the neighboring Ventura River.

7) Outdoor hardscaping should be designed with permeable paving and or other materials such as stone or gravel that allow infiltration of water into the ground.

8) Front yard plantings shall be appropriate to the Building Type, scale, orientation, and purpose of the front yard space. A blend of shrubs and trees at a variety of scales are encouraged.

9) Lawns may not exceed 25% of the landscaped area of any lot.

10) California native plants must consist of at least 45% of all planted material within the Specific Plan area.

11) Fruit trees and vegetable gardens are highly encouraged in both the public and private realm. Fruit and vegetable garden are exempted from the WUCOLS water rating requirements established above.

**Landscape Lighting**

Any proposed landscaping lighting shall be consistent with the following criteria:

1) Indirect and shielded lighting prevents spillover glare onto adjacent residences, streets, walkways or natural areas.

2) Varying light intensities provide a soft glow at entries and outdoor living areas and accent landscaping and architectural features.

3) Indirect driveway and parking area lighting is provided in concealed fixtures.

4) Walkway and driveway lighting mounted at low levels in bollards or stairs and walls

5) Wall-wash, soffit or down-light architectural lighting

6) Concealed landscape lighting

**Image: Native Western Sycamores in the Ventura River**

**Image: Community orchard & gardens**
IX. Parking Standards

Purpose & Applicability

The purpose of this chapter is to establish general landscape guidelines for the Specific Plan area. The parking standards established in this chapter apply to all off-street parking within the Specific Plan area, regardless of public or private ownership.

Parking Space Dimensions

1) Shared garages and parking lot stalls shall be designed with the following minimum dimensions, as outlined in Table 3.5 below.

1) Standalone residential parking (Carriage House, Single Family House, Duplex, Triplex, Quadplex, Rowhouse/Townhouse, Attached Villa) stalls will be 9’ x 18’ in size.

<table>
<thead>
<tr>
<th>Angle of Parking</th>
<th>Length of Parking Stall</th>
<th>Width of Parking Stall</th>
<th>Aisle Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>60° or less (one-way)</td>
<td>20 ft</td>
<td>9 ft</td>
<td>18 ft</td>
</tr>
<tr>
<td>90° (two-way)</td>
<td>20 ft</td>
<td>9 ft</td>
<td>24 ft</td>
</tr>
</tbody>
</table>

Table 3.5: Parking Dimensions Table

Access to Parking

1) Parking, including parking garages, shall be accessed from alley or secondary frontage when possible. The driveway of a parking area or garage on a frontage street shall not exceed two lanes in width.

Landscaping

1) Amount: Each use shall provide landscaping within and or around the parking area at a minimum ratio of 10 percent of the gross area of the parking lot. One street tree is required for every four parking spaces, or trees of a sufficient number and size to achieve 50% canopy coverage of the paved area at maturity, whichever is greater.

2) Location: Landscaping should be dispersed throughout each parking area to provide shade and soften the appearance of hardscape.

3) Selection: All plant materials must comply with the Landscape Guidelines provided in this Specific Plan.

4) Percolation and Runoff: Parking lots of more than 5 spaces must be designed in manner that allows approximately 75% of water that falls on its surface to percolate into the groundwater, reducing urban runoff. This may be accomplished by permeable paving or other permeable materials, or the use of landscaping and or swales to gather and percolate water into the ground.

Parking Lot Lighting

Lighting shall comply with the following requirements

1) Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less, except where higher fixtures are not obtrusive and reduce light proliferation/pollution.

2) Lighting shall be shielded or recessed so that:
   a) The light source (i.e., bulb, etc.) is not visible from off the site; and
   b) Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.

X. Sign Guidelines

The criteria used for evaluating the design of individual signs within the Specific Plan area shall follow the standards and procedures established in Chapter 24.420, Sign Regulations, of the City of Ventura’s Municipal Code.
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Chapter Four
Infrastructure
IV. Infrastructure

Introduction

The California Government Code requires Specific Plans to include text and diagrams that specify “the proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, and other essential facilities proposed to be located in the area covered by the plan and needed to support the land uses described in the plan.” This chapter of the Specific Plan focuses on infrastructure in order to meet the basic requirements of the Government Code. It should be noted that in its present state, the infrastructure plan is incomplete, due to this plan being a “draft concept”. Further work will be needed in order to provide a complete and fully detailed Infrastructure Plan.

Water Supply

Local water services to the project site will be provided directly by the City of Ventura. Currently the City provides drinking water to over 109,000 residents through approximately 31,000 water service connections. The City obtains its water from three sources: the Ventura River, Lake Casitas, and local groundwater wells. The City of Ventura owns and operates 11 wells, three water treatment plants, 23 booster pump stations, 31 water storage reservoirs and more than 500 miles of distribution pipelines. The City also owns and operates three water treatment plants: North Ventura Avenue Treatment Plant (located approximately .4 miles north of the Specific Plan area), Bailey Conditioning Facility, and the Saticoy Conditioning Facility.

Several existing water mains provide water to the site or traverse the site in route to the Ventura Avenue Treatment Plant. The largest of these is a 33” transmission main that cuts through the site from along the River’s edge in the northern portion of the Specific Plan area to Crooked Palm Road in the southern portion of the site. Ventura Avenue contains additional water mains that have the potential to be extended to serve the Project Area.

In light of the current (2012-2016), historic multi-year drought and associated water shortage, projects within the proposed Specific Plan area will be required to meet the highest levels of water efficiency. This will be accomplished by the following means:

1) Lawns and turf limited to 25% of open lot area
2) Use of moderate, low, and very low water use rated plant materials
3) Required ultra-low flow water fixtures
4) Implementation of water capturing and reuse systems, such as rainwater collection and graywater irrigation systems
5) Irrigation limits and use of highly effective, low water use irrigation systems such as drip irrigation
6) Use of recycled wastewater from the Ojai Valley Sanitary District Plant, located approximately .4 miles north of the Specific Plan area, for outdoor irrigation via a “Purple Pipe” recycled water main that will directly service the site.

Wastewater Disposal

Sewer service to the project area is currently provided by the Ojai Valley Sanitary District. There are available sewer mains located within the Specific Plan area. The Specific Plan area is located approximately .4 miles down grade of the Ojai Valley Sanitary District Sewage Treatment Plant. Service to the plant hence would require the use of a sewage lift station, which is currently located within the Specific Plan area. This lift station uses a 12” force main, which follows the alignment of the Ventura River Bike Path north to the sewer district’s treatment plant.

As of 2008, the plant was operating at about 2.0 million gallons per day (MGD), and has a capacity of 3.2 MGD. It is anticipated that there is adequate capacity to accommodate the Specific Plan area when fully developed.

Stormwater Runoff

The Specific Plan area is immediately adjacent to the Ventura River to the west. Additionally, two natural streams- Manuel Canyon Creek and Canada Larga Creek, transverse the site, running generally from east to west. Additionally, a large concrete storm culvert currently runs across the middle of the site, which will be transformed into a new restored streambed known as Arroyo Nuevo. Due to its proximity to so many waterways, all feasible efforts will be taken to ensure that runoff entering the Ventura River and its tributaries is of the highest possible water quality.
In order to accomplish these goals, stormwater drainage systems shall include be a hybrid of a conventional stormwater system combined with a innovative “infiltration first” system that will utilize bio-filtration and infiltration to prevent potential pollutants and excessive sediments from entering the Ventura River or other waterways. In order to accomplish these objectives, and comply with the County of Ventura’s Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requirements, the site design will include Best Management Practices (BMPs) such as stormwater detention, catch basin inserts, bioretention filtration, permeable pavers, bioswales, and grass swales throughout. Figure 4.1 below highlights special “focus areas” bioretention filtration.

**Flood Control Protection**

According to the Federal Emergency Management Agency (FEMA), large portions of the site are located within the mapped 100 year floodplain. In order to remove these areas from the floodplain, detailed engineering and hydrology studies have/will be conducted in order to install the proper stormwater, drainage, and grading improvements to remove the site from mapped floodplain. Upon the completion of these studies, a FEMA Letter of Map Revision based on Fill (LOMR-F) will be requested in order to fully remove the site from a designated floodplain.

**Schools**

The Specific Plan area is located within the boundaries of the Ventura Unified School District (VUSD). The VUSD operates 25 schools across the City of Ventura, including 17 elementary schools, 4 middle schools, and 4 high schools. Additionally, the VUSD operates adult education, independent study, and special education schools. In total, the VUSD serves approximately 17,429 students across its campuses. The Specific Plan area contains Civic zoned land that may be used for the construction of new education facilities if necessary.

**Emergency Services**

Upon annexation into the City of Ventura, the Specific Plan area will be served by the Ventura Fire Department (VFD) and Ventura Police Department (VPD) for emergency services. The nearest VFD fire station is located at 717 N. Ventura Avenue. The VPD is headquartered on Dowell Drive, with a sub-station at 110 North Olive Drive, just off of Ventura Avenue.

**Utilities and Services**

Utilities and services will be provided by the following companies:

1) **Electricity:** Southern California Edison (SCE) will serve and maintain the Specific Plan area’s electrical facilities. Where alleys are present, all wires shall be placed underground in alleys. All transformers shall be placed in alleys and may be either underground or above grade. Electrical meters shall be accessed from the alley. Where alleys are not present, all wires and transformers shall be placed underground. Electrical meters shall be placed on side yard elevation of structure.
2) **Gas**: The Southern California Gas Company shall provide natural gas from its interstate system, and service connections are provided throughout the Specific Plan area’s vicinity. All gas lines shall be placed in streets or alleys.

3) **Telephone & Cable**: Telephone service will be provided SBC. Cable and Internet service will be provided by Charter Communications. Where alleys are present, wires shall be placed underground in alleys. Cable/Switch boxes shall be placed in alleys and may be underground or at grade. Where alleys are not present, all wires and cable/switch boxes shall be placed underground.

### Transportation and Street Standards

#### Transportation Framework

Arroyo Nuevo strives to be a sustainable, walkable community with a strong jobs-housing balance. As such, one of the primary objectives of this Specific Plan is to reduce trip length and the number of vehicular trips to and from the community. This will be accomplished by the following means:

1) **Balance/Blend of Jobs-Housing**: The Specific Plan area will have a balance of jobs and housing, which will be ensured by zoning and the development code.

2) **Public Transportation**: The Arroyo Nuevo Multi-Modal Transit Center will be constructed near the intersection of Crooked Palm Road and Ventura Avenue. This transit center will be served by the current Gold Coast Transit Route 16, which runs from Ojai to Downtown/Midtown Ventura. Additional bus service should be added in the form of a direct bus line via Ventura Avenue to Downtown/Midtown Ventura. The Transit Center shall also be designed for more potential bus routes, and potential light rail or trolley service to Downtown Ventura in the future. Bus Rapid Transit (BRT) is another form of service that could be implemented from the Arroyo Nuevo Transit Center.

3) **Bicycle/Pedestrian Pathways**: The Specific Plan area will have dedicated, Class I bike and pedestrian thoroughfares throughout that connect to the Ventura River Bike Path system and the Ventura Avenue Corridor.

4) **Complete Streets**: All streets and roadways in the Specific Plan area will be designed with all users—automobiles, pedestrians, bicyclists, and a variety of age groups—in mind. Priority should not be placed on the automobile, but instead upon the human user.

5) **Connected Street Grid**: Streets in the Specific Plan area should be well integrated and connected to each other, and legible to the pedestrian and driver alike. A map of the proposed Arroyo Nuevo street network can be found in Figure 4.2.

### Offsite Transportation Improvements

In order to mitigate the impact of the development within the Specific Plan area on local transportation networks, the following offsite improvements shall be made.

1) **Improvements to Ventura Avenue from Canada Larga Road south to San Carlos Street**: These improvements may include, but are not limited to:
   a) Widening and addition of travel lanes
   b) Addition of sidewalks
   c) Addition and or dedication of bike lanes
   d) Installation of street landscaping and furniture

2) **Improvements to the CA-33 and Canada Larga Road interchange**: These improvements may include, but are not limited to:
   a) Traffic signals at the intersection of on/off ramps and Canada Larga Road
   b) Traffic signal or traffic circle at Canada Larga Road and Ventura Avenue

3) **Improvements to Crooked Palm Road south of the Specific Plan area**: These improvements may include, but are not limited to:
   a) Widening and addition of travel lanes
   b) Addition of sidewalks
   c) Addition and or dedication of bike lanes
   d) Installation of street landscaping and furniture
   e) Installation of a traffic signal or traffic circle at the intersection of Crooked Palm Road and Ventura Avenue.

4) **Funding for new transit lines**: Developers shall pay a fee to help expand bus and or other public transportation services to and around the Specific Plan area.
Figure 4.2: Transportation Infrastructure Plan
Street Standards

All streets within the Specific Plan area are designed with the principles of “Complete Streets” in mind, and must incorporate the needs of automobiles, pedestrians, and bicyclists. In order to accomplish these objects, 4 street types have been established for the Arroyo Nuevo community. Each street type is designed to reflect the character of the adjacent land uses and neighborhood. The street types are as follows:

Ventura Avenue/Crooked Palm Road

1) Total Right of Way: 70'
2) Traffic Lanes: 3 (2 lanes each direction, 1 center turn lane)
3) Parking: Parallel (2 sides)
4) Bike Lanes: Class II
5) Traffic + Parking Width: 50'
6) Sidewalk Width: 10'
7) Planter Type: Planter Strip or Square
8) Applicable Streets: Ventura Avenue, Crooked Palm Road
1) Total Right of Way: 54’ – 62’
2) Traffic Lanes: 2 (2 lanes each direction)
3) Parking: Parallel (2 sides)
4) Bike Lanes: Class II
5) Traffic + Parking Width: 42’
6) Sidewalk Width: 6’ – 10’
7) Planter Type: Planter Strip or Square
8) Applicable Streets: Los Padres Drive, Vista Del Rio, Cerro Noroeste Street, Matilija Street
IV. Infrastructure

Neighborhood Street

1) Total Right of Way: 48’ - 52’
2) Traffic Lanes: 2 (2 lanes each direction)
3) Parking: Parallel (2 sides)
4) Bike Lanes: Class III
5) Traffic + Parking Width: 36’
6) Sidewalk Width: 6’- 8’
7) Planter Type: Planter Strip or Square (Square may project into parking lane)
8) Applicable Streets: Piedra Blanca Drive, Hadock Street, San Rafael Street, Monte Arido Drive, Reyes Street, San Cayetano Street, Mutau Street, Alder Drive, Cobblestone Road, San Guillermo Street, Portero John Drive.
Neighborhood Core Street

1) Total Right of Way: 75’
2) Traffic Lanes: 2 (2 lanes each direction)
3) Parking: Angled (2 sides)
4) Bike Lanes: Class III
5) Traffic + Parking Width: 55’
6) Sidewalk Width: 10’
7) Planter Type: Square
8) Applicable Streets: Arroyo Nuevo Street, San Emigdo Street, Whiteacre Drive
Chapter Five
Implementation
V. Implementation

Introduction

This chapter, as mandated by State Law, discusses implementation of this Specific Plan. The implementation of this Specific Plan is divided into three broad categories: regulatory actions, phasing, and financing. The entirety of the Specific Plan area is currently owned by a single property owner (Petrochem Development I LLC), and is likely to be developed a single project undertaken by the property owner and or a developer(s).

Regulatory Actions

The following actions must be completed prior to the approval and consequent implementation of this Specific Plan:

- Annexation
- General Plan Amendment
- Zone Amendments
- Tentative Map
- Planned Development Permits
- Design Review Approval
- Development Agreements

The property owner, and or developer(s) shall be responsible for the completion of these items. Upon the completion of these actions, this Specific Plan will follow Section 24.555 of the City of Ventura Municipal Code, which establishes the procedure for the adoption, amendment, and repeal of specific plans.

Phasing

Development and phasing will occur in phases agreed upon by the property owner and the City. The anticipated timeline for development is approximately 5 to 15 years for complete build out, and may vary considerably based upon economic conditions, demand, and financing.

Financing

Financing of development, infrastructure, and any other public improvements will be the responsibility of the property owner and or developer(s) of the project. It will be the responsibility of the property owner and or developer(s) to ensure the timely completion of public streets, facilities, utilities, and other necessary infrastructure improvements. Once constructed, all public infrastructure facilities will be dedicated to the City of Ventura for future maintenance.
BIBLIOGRAPHY


USA-Petrochem Refinery Site
Conceptual Specific Plan

VOLUME I:
BACKGROUND REPORT

Tanner Shelton
CRP 461· Senior Project I
City & Regional Planning Department
California Polytechnic State University

March 2016

Cover Image:

USA- Petrochem Oil Refinery, 2012
Source: http://imgur.com/gallery/lDnn1
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I. Executive Summary

Introduction
The Petrochem Refinery is a former industrial site located in unincorporated Ventura County just north of the City of Ventura. The project site is within the City of Ventura’s sphere of influence, and is bounded by Highway 33 and Crooked Palm Road to the east, the Ventura River to the west, and Brooks Institute to the north. The objective of this Senior Project is to create a “Conceptual Specific Plan” for the project site that builds upon previous proposals, specifically those that aimed to redevelop the site with a blend of residential, commercial, industrial, educational, and open space uses.

Site History
Historically, the project site was used for an array of industrial purposes, including a urea fertilizer manufacturing facility, and later oil refinery operations. The last of these operations ceased in 1984, and the refinery has remained closed and undeveloped since. The project site is currently in the final stages of clean up and remediation. In August 2015 SESPE Consulting, Inc. submitted a Pre-Screen Application for a Legislative Amendment on behalf of the property owner, in hopes of allowing for the redevelopment of the project site with a mixture of residential, commercial, and industrial uses, as well as the dedication of approximately 54.9 acres as open space. The conceptual specific plan is intended to take the program and vision for the Petrochem site from the 2015 Pre-Screen application, and with some major adjustments and modifications, formulate a potential specific plan for the project site.

Natural Setting
The North Avenue community is located in a north-south valley with steep hillsides to the east and west. No faults are located on the project site. However, two faults are located near the project site that could have potential impacts to the area. In the event of an earthquake, liquefaction may occur, as the project site is an area prone to liquefaction. The Ventura River runs north to south along the western edge of the project site, which due to its relatively natural state and surrounding topography, can be prone to flooding events. Additionally, the river contains an abundance of habitats for critical riparian species.
**Regulatory Setting**

The former USA-Petrochem Refinery Site is located in unincorporated Ventura County, California, however, the project site, is within the City of Ventura’s sphere of influence. Review of the County and City General Plans, as well as the North Avenue Area Plan, lead to the determination that the conceptual specific plan is most likely to proceed under the jurisdiction of the City of Ventura. As such, the conceptual specific plan will be prepared to the standards the City of Ventura has established for specific plans.

**Case Studies**

Two specific plans, one local, and one from Northern California, were analyzed in order to gain perspective and familiarity with specific plans. The local specific plan, Parklands Specific Plan #6, was analyzed primarily for structure and formatting purposes. The Northern Californian specific plan, the Railyards Specific Plan, was analyzed for design solutions and approach, due to the similarities between the brownfield site and the former USA-Petrochem Refinery site.

**Literature Review**

To prepare for drafting the conceptual specific plan, literature relating to specific planning process and or the project site were read, analyzed, and summarized. In total, three academic articles relating to smart growth, brownfields, and form based codes were studied. Additionally, the California Office of Planning & Research’s (OPR) The Planner’s Guide to Specific Plans was read to further background knowledge on the specific planning process.
II. Introduction

Project Description
The Petrochem Refinery is a former industrial site located in unincorporated Ventura County just north of the City of Ventura. The project site is within the City of Ventura’s sphere of influence, and is bounded by Highway 33 and Crooked Palm Road to the east, the Ventura River to the west, and Brooks Institute to the north. Table 1 contains a complete list of parcels that constitute the project site, and Figure 1 illustrates the project site location.

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Table 1: Project Site Parcels, Acreage, Zoning Designation, & Property Owner

Historically, the project site was used for an array of industrial purposes, including a urea fertilizer manufacturing facility, and later oil refinery operations. The last of these operations ceased in 1984, and the refinery has remained closed and undeveloped since. The project site is currently in the final stages of clean up and remediation.
LEGEND

- Project Site Boundary
- Site Location

*Figure 1: Project Site location map*
Over the years, various redevelopment proposals and plans have emerged for the site, with none gaining significant traction.

The objective of this Senior Project is to create a “Conceptual Specific Plan” for the project site that builds upon previous proposals, specifically those that aimed to redevelop the site with a blend of residential, commercial, industrial, educational, and open space uses. The project will create a dynamic and vibrant conceptual solution for the project site that is rooted in practicality and market realities. The deliverable will be an implementable Draft Conceptual Specific Plan that could be adapted and expanded upon by a developer or government agency, if desired.

Regional Context

The City of Ventura is located on the southern edge of the California Central Coast, approximately equidistant to Santa Barbara to the north and Malibu to the south. Highways 101, 126, and 33 pass through the City, providing connections to the north, east, and south. Ventura is approximately 70 miles north of Los Angeles, and 400 miles south of San Francisco (Figure 2).

The City is home to approximately 109,000 people, and is the county seat of Ventura County. As such, Ventura serves as the County’s civic center, and is home to the County Government Center, Ventura County Healthcare Agency, and other government agencies.
In additional to healthcare and public administration, the City also has large numbers of employment in retail, accommodation/food services, and agriculture. The City is also in close proximity to a wealth of open spaces and natural resources, including Channel Islands National Park, multiple State Beaches, and Los Padres National Forest.

Local Context

The project site is located just outside of the City of Ventura, in unincorporated Ventura County. The project site is in the North Avenue Community, which consists of the northern portion of the Ventura River Valley and extends northwards from Dakota Drive along Ventura Avenue until it intersects with Canet Road. The neighborhood is bounded by the Ventura River to the west and hills to the east.

The greater Ventura Avenue area was historically noted for its prolific oil production. In 1885, oil was discovered in the area, which lead to the development of the Ventura Avenue Oil Field (Figure 3). At its peak, the field produced 31 million barrels of oil per day, and was the 12th most productive oil field in the United States. (California Department of Conservation, Division of Oil, Gas, and Geothermal Resources).

During the 1970s, oil production rates declined dramatically, taking much of the economic base out of the area. Some active drilling still occurs in the area, however the North Ventura Avenue community remains economically challenged. Much of the oil field infrastructure remains in the community, and is either abandoned or being used at a significantly reduced capacity. Residential and commercial districts in the North Avenue area have likewise historically suffered from their dependency on the oil industry.
Today, the North Avenue remains much as it did 30 years ago, with a mixture of predominantly oil field industrial, single family residential, and agricultural uses (Figure 4 & 5). The community also contains Brooks Institute, a renowned four year visual arts college with an enrollment of approximately 400 students. However, in early 2016, it was announced that Brooks Institute would be relocating some operations to Downtown Ventura, creating another potential economic gap in the community.

*Figure 4: Typical oil field industrial development along Ventura Avenue, just north of Shell Road.*

*Figure 5: Ventura Avenue, looking north from Grant Park. The North Avenue Community is the northern most neighborhood in the image. (Source: http://www.vcreporter.com/venturaAvenue/)*
III. Site History

The project site has been used for industrial purposes since the early 1950s. In December 1951, a urea fertilizer manufacturing facility was established by the Shell Oil Company at the project site. In 1964, the Ventura County Board of Zoning Adjustment granted the installation of an ammonia plant, however both operations were terminated when the plant was shut down by the Shell Oil Company in the early 1970s. In 1972, USA Petrochem purchased the property, and applied for a condition use permit (CUP) to allow for oil refinery operations to occur on the site. CUP #3393 was granted by the Ventura County Planning Commission in 1974, allowing for an oil refinery facility for the production of desulfurized petroleum fuels at a rate of not more than 30,000 barrels per day. Additionally, CUP #3393-A, also granted in 1974, and allowed for the production and storage of ammonia on the site, utilizing one of the existing ammonia/urea manufacturing facilities. In 1976, USA Petrochem was granted a modification to CUP #3393-A, allowing for the reactivation of an existing 282 ton per day ammonia fertilizer manufacturing facility in addition to the previously approved production and storage facilities. This effectively reopened the entire plant and was the plant’s production and employment peak.

In 1984, the refinery was closed, and has remained undeveloped since. Several development plans have been proposed for the project site in the decades since its closure, most notably in 1995 and 2007. The 1995 proposal called for 400 homes and condominiums, along with a six acre park. The 2007 proposal, known as “The Village at Canada Larga” focused on partnering with the neighboring Brooks Institute to expand their campus and develop a town center at the site. This plan called for a campus expansion to allow for four times the current student population at the site, including dorms, classrooms, and soundstages. In addition, the town center included a 60 room hotel, 50,000 square feet of commercial and office space, and approximately 600 units of market rate housing (Figure 6). Both proposals fell apart due to a variety of infrastructure and political issues surrounding the proposals. In 2009, a scaled down proposal of the “The Village at Canada Larga” was proposed, in conjunction with the City of Ventura. However, this proposal was also eventually derailed due to the political climate.

Figure 6: The Village at Canada Larga (Source: http://www.mparchitects.com)
In the meanwhile, the abandoned oil refinery continued to sit on the site, and in 2014 the County of Ventura and property owner, Petrochem Development I, LLC, entered into Compliance Agreement #CA14-0005 that facilitated the removal of all machinery and equipment associated with the refinery by the end of 2015. Residual liquid waste and contaminated soil were cleaned up under a separate enforcement action by the U.S. Environmental Protection Agency. The final condition of the compliance agreement between the property owner and the County of Ventura Code Compliance Division required that the property owner submit a “Pre-Screen Application” with a proposal for the redevelopment or re-use of any existing concrete foundations associated with the structures and concrete aprons in specified areas of the site.

To fulfill this requirement, in August 2015 SESPE Consulting, Inc. submitted a Pre-Screen Application for a Legislative Amendment on behalf of the property owner, allowing for the redevelopment of the project site with a mixture of residential, commercial, and industrial uses, as well as the dedication of approximately 54.9 acres as open space. The applicant and its consultant suggest that although a zone change could be considered, the preparation of a specific plan would allow for a more unified, diverse, and complete community. This conceptual specific plan is intended a draft plan that could be considered moving forward with the redevelopment of the project site, and implements and expands the property owners and community’s vision for the Petrochem site.

2015 Proposal Highlights

The conceptual specific plan is intended to take the program and vision for the Petrochem site from the 2015 Pre-Screen application, and with some major adjustments and modifications, formulate a potential specific plan for the project site. The 2015 proposal is composed of many elements that together create a unique, sustainable, and walkable community that serves the needs of the adjacent area, the region, and the landscape. The key parts of this plan, along with the proposed concept plan for the site (Figure 7), are outlined below.

**Brooks Institute Campus Expansion Area**

The northern portion of the proposed project will contain uses that are predominately associated with Brooks Institute, including new classroom and office facilities, student housing and associated amenities, as well as campus serving commercial uses. These proposed amenities will complement the existing Brooks Campus to create a “complete” college campus. The campus expansion area will span both sides of Canada Larga Creek, which will be preserved and restored to create a scenic open space and habitat restoration area.
Neighborhood Center/Campus Annex
A major element of the campus expansion area is the Neighborhood Center/Campus Annex Core, located near the corner of North Ventura Avenue and Crooked Palm Road, at the northeastern corner of the site. The Neighborhood Center will serve as a “hub” for the project and the neighboring Brooks Institute. The area will be composed of commercial uses and office/classroom space for Brooks Institute expansion. Potential commercial uses include: campus and neighborhood serving uses, such as a community market, a restaurant or deli, and small shops that meet the daily needs of neighborhood residents, students, and faculty. A public transit station will be sited near the corner of North Ventura Avenue and Crooked Palm Avenue, providing a connection with Ojai to the north and Ventura to the south via shuttle bus service.

Student & Faculty Housing
Just west of the Neighborhood Center/Campus Annex is the proposed Student and Faculty Housing Village, which will consist of apartments and studios. In conjunction with faculty and student housing units, the village will include amenities for Brooks Institute personnel and students. Potential facilities may include a small recreation center/ gym, picnic areas, and other outdoor recreation areas. The student and faculty housing will have pedestrian and bike path linkages to the existing Brooks Institute campus via a newly constructed bridge crossing Canada Larga Creek. This bridge will connect directly to the main campus and a 1.6 acre area of potential campus expansion immediately adjacent to the existing Brooks Institute facilities.
**Industrial Arts**
To the south of the Neighborhood Center/Campus Annex and the Student and Faculty Housing Village is a proposed “Industrial Arts” area. This portion of the project will have a blend of unique uses, ranging from commercial and industrial to potential live-work arrangements. The goal of the Industrial Arts community is to foster unique, innovative, and creative businesses. Examples of potential tenants could include artists, such as a sculptor that specializes in utilizing recycled metals in his or her works, or perhaps an architectural firm that is a leader in green design and sustainable home design. Similar creative light industrial uses will also be encouraged. Creative startups and tech ventures could also find a home in the Industrial Arts community. This community could also house businesses with entertainment elements, such as a brewery or art gallery. The Industrial Arts community will create a unique synergy with the neighboring Brooks Institute, which specializes in the creative and visual arts. There’s the potential for a startup incubator or co-working space in conjunction with Brooks exists, that contribute to the entrepreneurial and creative spirit of the area.

The Industrial Arts Area also has the potential for live-work units. These live-work units will provide space for professionals who wish to live and work in the same place, want a more sustainable lifestyle, and desire to live in a dynamic area surrounded by fellow creative and innovative professionals. The Industrial Arts area is centered around the former core of the previous refining and manufacturing operations that existed at the site decades ago. The potential exists for some of the historic infrastructure from the existing plant to be reused as architectural elements in the Industrial Arts community, creating a truly unique and memorable location.

**Office and Studio Production**
Located just to the south of the Industrial Arts community are areas dedicated for professional office space and studio production facilities. These spaces fulfill the project’s aim to provide ample professional and creative space in a unique setting for both businesses and artists. The offices and studio production spaces will feed off of the energy provided by the adjacent Brooks Institute and the Industrial Arts area. Much like the Industrial Arts area, these spaces have the potential to utilize existing structures from previous uses on the site, creating unique structures for businesses and companies to be located.
Medium Density Residential
A medium density residential community is located directly west of the Industrial Arts and Office/Studio Production districts. This residential core will consist of medium density housing. The proposed housing will be designed with sustainability in mind, and will incorporate sustainable building practices whenever possible. The housing is located near ample open space, commercial amenities, businesses, and public transit systems, making the housing exceptionally livable and well suited to walking. Connections to existing roadway infrastructure will be provided by several new surface roads being proposed on the site. The residential units will also be connected to regional bike networks, such as the neighboring Ventura River Trail, as well as an extensive onsite network of pedestrian pathways and trails.

Affordable/Workforce Housing
Located immediately south of the restored Manuel Canyon Creek is an affordable and workforce housing community. This community will contribute to the stock of affordable housing in Ventura County. This affordable housing community could be used as general affordable housing, or programmed to a certain demographic (i.e. veterans, families, elderly, etc.). Regardless, like the proposed market rate housing, the affordable development will focus on sustainability and livability, and is integrated to surrounding uses and amenities, including open space, commercial retail, and public transit access.

Light Industrial
At the southern end of the project site is a proposed light industrial area. This area will be designed for the development of general light industrial, technical research, and other related business types. The proposed light industrial area will be compatible with the existing industrial uses to the south of the project site, and the residential uses proposed to the north as an element of the proposed project.

Open Space
Approximately 54.9 acres of the 98 acre site will be dedicated as open space. This equates to roughly 56% of the project site. This area will be used for a variety of purposes, including habitat preserves and recreational park space. The open space will provide unparalleled public access to the Ventura River, which will be protected as a preserve along the project area.
IV. Natural Setting

Overview

The project site’s natural context and setting was analyzed in order to 1) gain a complete understanding of the project area’s physical surroundings and 2) identify any potential hazards that could have a detrimental impact on the project site now or in the future. The topics below were research and analyzed.

Topography

The North Avenue community is located in a north-south valley with steep hillsides to the east and west. A relatively flat area occupies the floor of the valley, as seen in the topographic map (Figure 8). The project site itself is located adjacent to the Ventura River, and is relatively flat, as illustrated in Figures 9 and 10. Generally, the project site slopes slightly downwards towards the south and west. To the west of the Ventura River are relatively steep hills, which provide an aesthetically pleasing backdrop to the project site. Two small creeks traverse the site from east to west, Canada Larga Creek in the northern portion and Manuel Canyon Creek to the south. Several small drainage channels traverse the site in this direction as well, taking storm water runoff to the Ventura River.

Figure 8: Topographic Map of the North Avenue area (Source: http://bmpproto.esri.com/WorldTopoMap/WorldTopographicMap.html)
Figure 9: The project site in January 2016, looking east from the Ventura River Bike Path

Figure 10: The project site in January 2016, looking northwest from Crooked Palm Road
Seismic Activity, Faults, & Liquefaction

No faults are located on the project site. However, two faults are located near the project site that could have potential impacts to the area, as illustrated by Figure 11. The Red Mountain Fault runs east-west approximately two miles north of the project site. Another east-west fault, the Ventura Fault, is located approximately three miles south of the project site. (http://www.ventura.org/rma/operations/gis/pdf/gis/Faults.pdf)

Earthquake induced landslides do not have the potential to occur on the project site, however they are possible in the hills directly to the west (Figure 12). The risk from these landslides are low however, due to the Ventura River serving as a natural barrier between the project site and the risk area.

In the event of an earthquake, liquefaction may occur. Liquefaction is defined as a loss of strength or stiffness in the ground as a result of an earthquake. The potential for liquefaction depends on both the susceptibility of a soil to liquefy and the potential for shaking to exceed a specified threshold level. The project site is located in an area that is prone to liquefaction, as illustrated by Figure 13.

Figure 11: Ventura Avenue area fault map, with the location of the project site highlighted. (Source: http://earthquake.usgs.gov/hazards/qfaults/map/)
Figure 12: Earthquake induced landslide hazard map
Figure 13: Liquefaction hazard map
Hydrology & Drainage

The Ventura River runs north to south along the western edge of the project site. The Ventura River watershed encompasses 226 square miles, and carries runoff from altitudes of 6,200 feet in the Transverse Range to the Pacific Ocean at sea level. The creek contains several notable tributaries, including Matilija Creek, Coyote Creek, and San Antonio Creek. Two dams, Casitas and Matilija, are sited upstream of the project site on the tributaries of the Ventura River. Due to their location and function, neither provide significant flood control. The watershed is largely undeveloped, allowing the river to flow naturally, with most of the streams and creeks remaining uncontrolled and un-channelized. (Ventura River Watershed Plan, 2015)

Due to its relatively natural state and surrounding topography, the Ventura River can be prone to flooding events. In fact, large portions of the Ventura River Valley lie within the 100 and 500 year floodplains, including portions of the project site. Figure 14 on the following page illustrates the FEMA defined 100 year floodplain and its relationship to the project site.

In addition to the Ventura River, two smaller drainages flow from east to west across the project site, feeding the Ventura River. Both Canada Larga and Manuel Canyon Creeks carry runoff from the hills to the east of the project site towards the Ventura River, which flows to the Pacific Ocean. Both creeks pose minor flooding threats to the site.
Figure 14: 100 Year Floodplain hazard map
Biology & Wildlife

The Ventura River contains an abundance of habitats for critical riparian species. Historically however, these habitats have been damaged by human activity, such as dumping and homeless encampments along the river’s course through the Ventura River Valley (Figure 15). Regardless, the river contains valuable wetland and riparian habitat for sensitive species such as Rainbow Trout, Southern Pond Turtle, Monarch Butterfly, and Southern California Steelhead Trout (Ventura General Plan EIR).

The project site is also surrounded by chaparral, non-native grasslands, and oak woodland habitats. The project site itself contains some disturbed chaparral and non-native grassland habitats, mainly along the northern and southern edges of the site.
Soils

The project site contains three soil types: Metz, Riverwash, and Sorrento. Figure 17 illustrates the location of these soils on the project site.

The Metz soil series consists of very deep, somewhat excessively drained soils that formed in alluvial material from mixed, but dominantly sedimentary rocks. Metz soils are located near floodplains and alluvial fans and have slopes of 0 to 15 percent. Additionally, the soil has negligible to low runoff, and moderately rapid permeability (USDA).

Secondly, Riverwash soil is defined as soil that is un-stabilized sandy, silty, clayey, or gravelly sediment that is flooded, washed, and reworked frequently by rivers. As such, its composition varies greatly by waterway and watershed (NRCS/USDA).

Finally, the Sorrento soil series has very deep, well drained soils that formed in alluvium mostly from sedimentary rocks. Sorrento soils are typically found on alluvial fans and stabilized floodplains and have slopes of 0 to 15 percent. Characteristics of this soil type are negligible to medium runoff, with moderate to moderately slow permeability. The soil type is excellent for agriculture and is typically found in cultivation or in a naturalized state with grassland or sycamore woodlands (USDA).
Figure 17: Soil type map
V. Regulatory Setting

Overview

The former USA-Petrochem Refinery Site is located in unincorporated Ventura County, California, a little more than a mile north of the City of Ventura. The project site is currently zoned for Limited Industrial (M2), General Industrial (M3), and Open Space (OS) by the County of Ventura. However, the project site, along with the rest of the North Avenue Community, is within the City of Ventura’s sphere of influence, meaning that the City also has some authority on land use and infrastructure in the area. Conversations regarding annexation of the North Avenue Community, illustrated in Figure 18, into the City of Ventura have circulated for years, but have often hit political roadblocks. In order to determine how the creation of a specific plan and eventual development at the project site should proceed, both City and County regulatory documents were reviewed. The relevant findings from these County and City documents are summarized in the sections below, and in light of the evidence found, are followed by a determination of what agency to proceed with developing the conceptual specific plan under.

Figure 18: North Avenue Community (Source: Donald Nielsen)
The County of Ventura General Plan designates the project site as “Existing Community-Urban Reserve” on its land use diagrams. The land use designation is further described as “industrial” in the Ventura Avenue Area Plan. The Ventura Avenue Area Plan, described in detail later, is a joint City-County area plan that lays out development standards for the North Ventura Avenue Community.

The County General Plan contains several policies relating to urban development in unincorporated land. Firstly, Goal 3.2.1 of the Ventura County General Plan states that the County should “recognize areas within the County planned for urban development which are currently incorporated or which are candidates for future incorporation.” This is followed by Goal 3.2.2, which encourages the County to “direct urban development to existing cities and unincorporated urban centers within their own Area of Interest, and maintain open space between urban areas”. Other land use goals also discuss the importance of discouraging outward expansion of urban development when developable areas exist within cities, their spheres of influence, and unincorporated urban centers.

These goals are backed by several policies in the General Plan’s land use element. Policy 3.2.2-1 establishes that the “urban” land use designation should include existing incorporated lands within a City’s sphere of influence, and or unincorporated urban areas within a sphere of influence or their own adopted area of interest. The General Plan stresses that urban growth should be contained to these areas first and foremost, stating in Policy 3.2.2-3 if a suitable amount of developable land exists within a city’s sphere of influence then outward expansion into the city’s Area of Interest should be discouraged.

Additionally, the County of Ventura has several policies regarding activity within a City’s sphere of influence. First and foremost, annexation is strongly encouraged over the formation of new or expansion of existing County service areas. Secondly, County policy states that land uses allowed to proceed in a sphere of influence without annexation by a City should be equal to or more restrictive than land use allowed by the City.

To conclude, County policy in the General Plan clearly mandates that new development should be encouraged towards the cities and or their spheres of influence, with a preference of annexation within a sphere of influence over the extension of County services.
City of Ventura General Plan

The City of Ventura’s General Plan, adopted in 2005, places an emphasis on smart growth and neighborhood identity. This is evident in the General Plan’s emphasis on infill growth. In the plan’s introduction, it is established that with the passage of SOAR (Save Open Space & Agricultural Resources), the Hillside Voter Protection Area, and other land use constraints, along with natural boundaries, make it abundantly clear that an “infill first” strategy is pursued. Despite its current General Plan Diagram designation as “Industrial”, the North Avenue Community is one of the districts, corridors, and or neighborhoods slated for future infill growth.

The City of Ventura defines a neighborhood as the “basic building block of a Community, stating in the General Plan that “a true neighborhood is not a subdivision of similar houses disconnected from surrounding places. Instead it is an identifiable area containing a neighborhood center with a pedestrian-friendly mix of uses and a palette of housing types for people in all stages of their lives.” Elaborating further on this, the plan describes a district, such as the North Avenue District, as “streets or areas emphasizing specific types of activities and exhibiting distinct characteristics”.

With these definitions in mind, the General Plan establishes narratives and visions for both the North Avenue and Upper North Avenue District, respectively. These narratives are as follows:

North Avenue
Within the City’s Planning Area. Historically, largely oilfield industrial. Includes both the Upper North Avenue and North Avenue districts, and is home to the Brooks Institute, which is world renown for its professional photographic and motion picture education. Opportunities exist to strengthen the economy of this area and provide for the expansion of the Brooks Institute into a campus-village including spin-off businesses with a mix of housing types and transit options for all ages.

Upper North Avenue District
Home to a mix of industrial uses, including an abandoned oil refinery and Brooks Institute. Tremendous opportunities exist for the remediation and reuse of the former USA Petroleum site, as well as for the expansion of the Brooks Institute as a campus village, surrounded by a green edge to define the upper limits of Ventura.

In addition to the objectives established in the visions for the North Avenue and Upper North Avenue, several applicable land use policies can be found throughout the plan that relate to the potential development of the project site. These policies, and their associated implementation actions, are highlighted below:
POLICY 3A: Sustain and complement cherished community characteristics
• Action 3.2: Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.
• Action 3.5: Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations.

POLICY 3B: Integrate uses in building forms that increase choice and encourage community vitality
• Action 3.8: Adopt new development code provisions that designate neighborhood centers, as depicted on the General Plan Diagram, for a mixture of residences and small-scale, local serving businesses.
• Action 3.9: Adopt new development code provisions that designate areas within districts and corridors for mixed-use development that combines businesses with housing, and focuses on the redesign of single-use shopping centers and retail parcels into walkable, well connected blocks, with a mix of building types, uses, and public and private frontages.

POLICY 3C: Maximize use of land in the city before considering expansion
• Action 3.14: Utilize infill, to the extent possible, development to accommodate the targeted number and type of housing units described in the Housing Element.
• Action 3.18: Complete community or specific plans, subject to funding, for areas such as Westside, Midtown, Downtown, Wells, Saticoy, Pierpont, Harbor, Loma Vista/Medical District, Victoria Corridor, and others as appropriate. These plans will set clear development standards for public and private investments, foster neighborhood partnerships, and be updated as needed.

POLICY 3E: Ensure the appropriateness of urban form through modified development review
• Action 3.25: Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).
• Action 3.27: Require the use of techniques such as digital simulation and modeling to assist in project review.
In conclusion, the City of Ventura’s General Plan strongly encourages an “infill first” approach to development that places an emphasis on creating distinctive, dense, and sustainable neighborhoods. The General Plan also has very clearly defined visions for the Upper North Avenue Area, with an aim to create an urban village centered on the Brooks Institute and other new industrial and commercial enterprises.

North Avenue Area Plan (Joint City/County Planning Document)

The North Avenue Area Plan was approved in 1984 (and later revised in 1990) by both the County and the City of Ventura. The intent of the document was to provide a long range plan which would clearly state the City’s and County’s policies and vision for the area, and provide a basis for future annexation into the City of Ventura. Since the North Avenue Community is in the City of Ventura’s sphere of influence, it is apparent that the area will be eventually annexed into the City, although the plan states that the annexation is likely to occur slowly and some of the development may occur under the County jurisdiction.

Additionally, the plan states that any Discretionary Projects in the area should meet both County and City development standards, and if there is a difference between standards, the more stringent should apply. Facilities such as streets, bikeways, secondary drainage facilities, and water systems should conform to the City of Ventura’s standards, to prepare for future annexation into the City of Ventura.

Under the plan, the project site is designated “Industrial”. The plan states that since the North Avenue Community contains a large amount of oil related manufacturing, light manufacturing, and open storage facilities, these uses are appropriate, and the “Industrial” designation is intended to allow for their continuation and expansion. However, it should be noted that the plan was primarily written in the early 1980s, before the significant decline in oil production.

The plan, although dated, makes annexation of the area into the City of Ventura the eventual goal for the entire North Avenue Community. In the meanwhile, the plan’s primary objectives seem to be to keep the area in a relatively consistent state until annexation by the City of Ventura. Upon annexation, it is likely that more intensive and ambitious community development and visioning could occur.
Conclusions & Next Steps

Upon review and analysis of the Ventura County General Plan, the City of Ventura General Plan, and the joint City-County North Avenue Area Plan, it is apparent that the proposed conceptual specific plan would most likely proceed under the jurisdiction of the City of Ventura. Although it is impossible to say this with 100 percent certainty due to an array of external factors (i.e. political climate, etc.), the subject literature makes it clear that eventual annexation is the preferred policy. As such, the conceptual specific plan will be prepared to the standards the City of Ventura has established for specific plans.

City of Ventura Specific Plan Procedure

Section 24.555 of the City of Ventura Municipal Code establishes procedures for the adoption amendment, and repeal of specific plans. These regulations shape the planning process for all proposed specific plans in the City of Ventura and its sphere of influence. The proposed conceptual specific plan, currently located in the City’s sphere of influence, will likely be annexed into the City and will be required to follow the methodology and standards presented in Section 24.555 of City code.

Firstly, the preparation, adoption, or repeal of a specific plan may be initiated by either government or private sector action. The City can initiate specific plan preparation, adoption, or repeal via either the planning commission or city council. Private sector entities may initiate this process by an application, pursuant to Section 24.500.030 of City of Ventura Municipal Code. This section governs administrative provisions regarding applications, and states that applications for permits and approvals required by the zoning code must be filed with the planning division by at least one of the owners of the property and or by his/her agents, trustees, and or attorneys.

Section 24.555 establishes that a proposed specific plan’s contents must be include the elements specified in Government Code Section 65451 and may include such other material as determined necessary or appropriate by the community development director. Code also requires that at least one public hearing must be held before issuing any recommendation regarding a proposed specific plan.

Following notice and hearing, the planning commission and design review committee are charged with making a written recommendation to city council regarding the proposed adoption, amendment, or repeal of a specific plan. This recommendation may be for approval, condition approval, or disapproval of the proposed action. In order to obtain approval or conditional approval of the proposed specific plan, an affirmative vote of those present and
voting for the planning commission, and an affirmative vote of not less than a majority of the total voting membership of the design review committee.

After action by the planning commission and design review committee, the city council is required to hold at least one public hearing prior to acting upon the proposed specific plan. Following notice and hearing, the city council shall adopt, conditionally adopt, deny, amend, or repeal the specific plan in question. Specific plans may be adopted by either ordinance or resolution, or in part by ordinance if the remaining portion is adopted by resolution. In the instance of conditional approval with modifications, any substantial modifications not previously considered by the planning commission must first be referred to that body for its recommendation.

Upon adoption or amendment of a specific plan, all zoning actions, subdivisions, public improvement projects, development agreements, and any other discretionary approvals within the plan’s effective area must be consistent with the specific plan.
VI. Case Studies

Overview
Two specific plans, one local, and one from Northern California, were analyzed in order to gain perspective and familiarity with specific plans. The local specific plan, Parklands Specific Plan #6, was analyzed primarily for structure and formatting purposes. The Northern Californian specific plan, the Railyards Specific Plan, was analyzed for design solutions and approach, due to the similarities between the brownfield site and the former USA-Petrochem Refinery site.

Parklands Specific Plan #6
City of Ventura, California

A specific plan adopted by the City of Ventura was read and analyzed in order to gain insight into specific plan structure, format, and content within the City of Ventura. This specific plan was prepared for single, large scale development projects, much like the proposed Petrochem conceptual specific plan. Parklands Specific Plan #6 follows the regulations established in City of Ventura Municipal Code Section 24.555, which establishes procedures for the adoption, amendment, and repeal of specific plans. Additionally, both plans take advantage of Section 24.2A.100 of City code. This section states that in order to further the policies of the General Plan, the City Council may, from time to time, adopt and amend “development codes” for communities, corridors, and districts. Such development codes are encouraged to take the form of urban transect based, form-based coding, with regulating plans and or similar mechanisms to prescribe appropriate land use and site design principles. Upon adoption, these development codes are embedded as individual subparts of Chapter 24 of City code. The key points of the Parklands Specific Plan #6, especially in regards to City of Ventura specific plan structure, are outlined below.

Overview
Parklands Specific Plan #6 (“Specific Plan”) opens with an Overview chapter. The chapter begins with a discussion of the vision for Parklands, a proposed community on the east end of the City of Ventura (“City”). The vision laid out envisions Parklands as a catalyst for the revitalization of the Wells-Saticoy neighborhood based upon new urban standards and traditional neighborhood structure. The vision contains a discussion about traditional neighborhood design, and list the new urbanist principles that will be incorporated throughout the plan in order to achieve the vision.
Figure 22: Parklands Illustrative Site Plan (Source: Parklands Specific Plan #6)
Following the vision, the chapter hones in on the Specific Plan’s relation to the general plan and the plan’s legal standing/authority. The Specific Plan lists all of the City’s General Plan Goals, Policies, and Visions that it accomplishes and or implements.

The Overview chapter also establishes the local and regional context of the plan, and highlights how the Specific Plan proposal fits into the neighborhood context of the existing Wells Road community. Figures and illustrations are used to highlight the proposed Specific Plans relationship and interaction with the surrounding neighborhoods.

**Goals & Policies**
The Parklands development proposal contains a variety of commercial, residential, and mixed uses, along with significant open space dedications. An overview of the Parklands development, complete with unit count and zoning is provided in the opening of the chapter, along with an illustrative master plan (Figure 22). Discussion of the proposed development is then broken down into four distinct communities, each with its own unique character. Each community is discussed in greater detail in these subsections, and is accompanied by illustrative site plans and renders of each of the four communities. An emphasis is placed on visual mediums to convey the goals and policies of the plan, and the Specific Plan generally avoids the traditional goal/policy format.

**Development Code**
The third chapter of the Specific Plan is the development code. As described in the Section 24.2A.100 of the City Municipal Code, this section is written as a form based code, and serves the regulating code for the planning area. The development code is written with the aim of being placed in as a subpart in the City’s zoning regulations, and is formatted and written as such.

Firstly, the development code establishes the urban transect zones for the planning area, and contains the required land use diagram, referred to as the “regulating plan”. Since the code is based off the urban transect, there is no traditional land use based zoning. The allowable land uses are established in a matrix that defines allowable land uses for each of transects. This matrix is unique to the Parklands site, and differs from allowable uses in other transects across the City.

The plan then dives into urban standards for each of the three transects in the planning area. These urban standards regulate the aspects of each private building that affect the public realm, such as building height, placement, and façade design. Standards for Park and Open Space are to be separately determined by the City through
the zone clearing process. The urban standards for each transect contain the following elements:

- **Definition:** An overview of the transect and the typology and purpose of development within the transect.
- **Building Types:** Discusses the allowable building typologies in transect.
- **Building Placement:** Includes setbacks for primary and accessory structures, building placement.
- **Parking Requirements**
- **Building Profile and Frontages:** Includes building height, frontage typology, and encroachments.

Each of the elements contains not only text descriptions, but also visual representations of the elements being described (Figure 23).

Following the urban standards, the Specific Plan discusses building type standards. Each building typology includes illustrative diagrams and photos, and requirements for access, parking, landscaping, frontage typology, and massing. At the end of the building type standards is a map illustrating allowable building type distribution in the planning area.

Architectural guidelines build upon the guidance provided in the urban standards and building standards. The specific plan identifies three project-specific architectural styles. The principal characteristics of each style are defined in terms of the overall form, materials, scale, and various architectural elements and details. These are accompanied by illustrative photos, diagrams, and sketches.

The development code contains a unique subsection following architectural guidelines; sustainable design opportunities. This subsection identifies various sustainable design features that should be integrated into the development, as determined by the City and the developer. These sustainable measures are categorized into the following sections: energy, landscape and hydrology, indoor environmental quality, and resource conservation. Example sustainable initiatives include passive solar design, rain gardens, use of sustainable materials, and rainwater collection.

The development code then dives into an array of design based regulations, including landscape guidelines, sign guidelines, yard standards, and parking design. Each of these sections contains relevant maps, diagrams, and photographs in conjunction with the written regulations.
Finally, the development code closes with the administration subsection. This subsection describes who is responsible for administering the code, and the applicability of the code. It also discusses the approval requirements for projects within the planning area.
Infrastructure Plan

The infrastructure plan includes texts and diagrams that discuss private and public infrastructure. Infrastructure discussed includes water, wastewater, storm drainage, solid waste, street improvements, parks & recreation, policing, schools, and bike/pedestrian pathways. For each of these topics, objectives, policies, and plan proposals are discussed. Interspersed with this information is a summation of the status of the Wells Community Master Infrastructure Plan and Capital Improvement Deficiency Study, and an explanation of how the specific plan relates to these existing infrastructure plans. The infrastructure plan also calls for the developer to reimburse the City for their “fair share” of costs.

The infrastructure plan also contains detailed and extensive transportation and street standards. The objective statement of the transportation/street standards is to minimize length and number of car trips. This interesting objective statement ensures that Parklands meets the purposes and standards of a Traditional Neighborhood Development by minimizing automobile use and reducing emissions, and is reflected throughout the plan proposals, which places an emphasis on transit, walkability, and the concept of “complete streets”. Illustrative imagery and diagrams are used to convey the desired standards (Figure 24).

In conjunction with the transportation and street standards, parking standards are established in the infrastructure plan. This subsection refers to the numerical parking standards established in the development code, and also contains a parking plan, which locates all on and off street parking in the planning area.

The final component of the infrastructure plan is public landscaping standards. This section discusses all elements of plantings in the public realm, including parkways, streets, open space areas, and parks. Standards for sustainability, such as biofiltration features, drought tolerant landscapes, and permeable paving are established in this section as well. Additionally, this section of the plan contains a discussion of park typologies, and illustrative plans of each.

Implementation Plan

This chapter of the specific plan describes how the plan is implemented through an economic and phasing strategy. The economic strategy states that the installation and maintenance of public improvements will occur in a way that does not “encumber” the City. This elaborated by explaining that all development occurring within the specific plan area will be directly obligated for implementing the major roadway, water, sewage, drainage, and open space improvements identified in the specific plan. The required improvements are then described in relatively simple phasing strategy, which highlights the timing of major improvements.
**A TWO-LANE PARKWAY**

- Movement/Speed ............ Slow / 20 mph
- Crossing time ............ 12 seconds
- ROW Width ................. 68'
- Travel Lanes .............. 1 in each direction
- Parking .................... both sides, parallel, not striped
- Curb Type .................. Vertical
- Curb Radius ............... 10' typical or 15' with bulb-outs
- Median Width ............. 10'
- Sidewalk Width ........... 6'
- Planter Type ............... Continuous
- Planter Width ............. 6'
- Tree Spacing .............. 25' on center; 35' on center in median

**B FREE-FLOW RESIDENTIAL STREET**

- Movement/Speed ............ Free / 25 mph
- Crossing time ............ 8 seconds
- ROW Width ................. 54'
- Travel Lanes .............. 1 in each direction
- Parking .................... both sides, parallel, not striped
- Curb Type .................. Vertical
- Curb Radius ............... 10' typical or 15' with bulb-outs
- Median Width ............. n/a
- Sidewalk Width ........... 6'
- Planter Type ............... Continuous
- Planter Width ............. 6'
- Tree Spacing .............. 25' on center

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**Figure 24:** Parklands Street Standards (Source: Parklands Specific Plan #6)
Railyards Specific Plan
City of Sacramento, California

The Railyards Specific Plan area is a 244 acre former industrial site located adjacent to Downtown Sacramento. The plan aims to reinforce and expand the role of central Sacramento as the regional center for business, commerce, government, housing, and education. This is accomplished by implementing policies that create more mixed use, transit oriented neighborhoods that have an emphasis on jobs/housing balance.

Much like the Petrochem Refinery site in Ventura, California, the Railyards Specific Plan area is a former industrial site that once played a large role in the region’s economy, in this case a railyard and associated industrial uses for the Union Pacific Railroad. Both sites, following their closure, have long struggled to be properly repurposed into suitable uses. Although much larger in size and scope, the Railyards site shares many characteristics with the Petrochem Refinery site, namely proximity to established residential areas, adjacency to major waterways (the Sacramento & Ventura Rivers), adjacency to major freeways (Interstate 5 & State Route 33), and industrial sites that represent the regions’ respective histories (rail/transport in Sacramento, oil/petroleum in Ventura) (Figures 25-26). Due to these similarities, the Railyards Specific Plan was analyzed for applicable best practices.

Introduction/Plan Vision
The Railyards Specific Plan establishes the following objectives for the Specific Plan area:

- Integrate the Railyards area into the fabric of the existing Central City.
- Create a dynamic 24-hour mixed use urban environment with a range of complementary uses.
- Connect the Railyards area with Sacramento’s downtown, Old Sacramento, the Alkali Flat neighborhood, and the Sacramento River.
- Transform the Railyards from an underutilized and environmentally contained industrial sire into a transit oriented mixed urban environment.
- Create a sustainable community that utilizes green building technology, water conservation measures, and renewable energy resources.
Figure 25: Sacramento Railyards Abandoned Structure (Source: Railyards Specific Plan)

Figure 26: Sacramento Railyards Aerial (Source: http://www.sacbee.com/news/)

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Project Concept
The Railyards area is a combination of districts that provide an array of amenities and uses. This is balanced by dynamic and civic spaces, with an aim to create a community that is a global “civic icon” with its own “historical roots”. The project concept also acknowledges that shifts in market conditions are likely between the time of the plan’s implementation and actual build out. As such, the plan and its related Design Guidelines provide for a certain degree of flexibility in terms of land use and other regulations.

The planning area is comprised of five districts, which together complete the Railyards community. These five districts are highlighted below, and are also illustrated in Figure 27:

- Depot District: The connection point of Railyards and greater downtown Sacramento, home of the new Sacramento Intermodal Transit Facility and other transit supportive mixed uses, including the high speed rail station.
- Central Shops District: A mixture of shops, museums, and other entertainment facilities surrounds the historic Central Shops buildings.
- West End: This district links the entire Railyards project to the Sacramento River with pedestrian oriented streetscapes and a range of entertainment, cultural, and regional activities that add to the regional draw of the Railyards area.
- East End: The primary residential neighborhood that aims to capture the spirit of the city’s traditional open space oriented neighborhoods with a linear urban park.
- Riverfront District: This area is located where the Railyards site connects to the waterfront, with an emphasis on views, open space, housing, and a hotel.

In addition to establishing and describing each of the proposed districts in detail, the plan also highlights the proposed housing mix that will be a part of the planning area. The plan proposes 10,000 to 12,000 new dwelling units of various typologies within the planning area, ranging from apartments and condominiums to loft style live work units. This calculates to approximately 40 to 50 dwelling units per acre. The specific plan points out the many amenities and locational features that will encourage housing development, but also discusses some of the challenges housing in the area will face, such as price, and the potential to “draw” attached, urban style housing away from the much needed redevelopment of downtown Sacramento.
Principles, Goals, and Policies

Unlike many form based plans in the City of Ventura, the Railyards Specific Plan uses a traditional planning hierarchy for conveying desired goals and results. Accordingly, the plan uses a traditional “Principle, Goal, Policy” format for establishing regulations. Generally, a principle is a description of a desired result, a goal a specific condition or end that serves as a concrete step towards fulfilling the principle, and a policy a specific statement that serves a guide to the development of City regulations. Despite its many differences from form based code, noteworthy principles, goals, and policies that are relatable to the Petrochem site are worth highlighting.

Firstly, the plan puts a heavy emphasis on sustainability and sustainable principles. Principle One of the plan states that the Railyards should be a “National Leader” in Sustainable Development. This is accomplished by maximizing the use of sustainable development practices in the plan area. Noteworthy policies enacted by the plan include:

Figure 27: Sacramento Railyards District Plan (Source: Railyards Specific Plan)
• Encouraging high density development that uses land efficiently and supports the use of transit
• Promote urban infill
• Create centralized parking facilities to support a “park once” strategy
• Reduce the use of energy in occupied buildings through the use of energy efficient appliances, thermal windows, and energy efficient insulation
• Encourage site and building design that improves energy efficiency by incorporating natural cooling and passive solar systems.
• Install greenroofs to insulate buildings and lessen urban runoff
• Install water conserving appliances and low flow fixtures
• Drought tolerant trees and plants whenever possible
• Encourage installation of bioswales
• Encourage reuse of applicable buildings
• Provide permeable surfaces wherever possible to prevent stormwater runoff
• Reduce stormwater runoff through the capture and reuse of rainwater
• Provide attractive and comfortable pedestrian spaces that incorporate attractive shade trees for natural cooling and UV protection

Principles Two through Five of the plan focus on making the Railyards and the neighboring downtown core of Sacramento a commercial, civic, transit, employment, and residential hub for the entire region. This emphasis is due in large part to the large efforts to improve and revitalize the greater downtown Sacramento region. Although much different in scale, these efforts bear resemblances to the ongoing attempts to revitalize the Ventura Avenue area, particularly the North Avenue area, where the Petrochem site is located. Notable “hub-building” policies from the Railyards Specific Plan that are relatable to the Petrochem site include:

• Create an intensive mixed use transit oriented urban environment that will become an integral part of the City and the greater region.
• Require active and public oriented ground level uses that contribute to the pedestrian environment.
• Create a pattern of open spaces and pedestrian ways that creates strong linkages with surrounding areas and fosters a strong sense of place
• Create a high density, predominately residential neighborhood with a strong mix of neighborhood amenities.
• Encourage structured parking and service facilities that do not detract from the neighborhood character of the area.
• Reinforce urban form, character, and materials through the appropriate height of buildings and scale transitions to the surrounding area.
• Provide a range of residential types that address the housing needs of a diverse population.
• Provide housing affordable to a range of income groups
• Encourage, where possible, vertical mixed integration of housing and other uses.

The final applicable principles of the plan aim to reconnect Railyards and the City Center to the Sacramento River and preserve and adaptively reuse historic structures whenever feasible. These principles and their associated policies focus on restoring historic connections and places to enhance the overall quality of life in the area. Firstly, reconnecting the City to the Sacramento River will create a dynamic open space area with the potential for a variety of programming, including recreation and entertainment venues. The Railyards Specific Plan is correct when it states that the “most memorable cities of the world have established distinctive identities as a response to their natural settings”. The plans’ aim to interact directly with the river will allow for the planning area to do so, and will provide connections to other neighboring riverfront areas. Secondly, the restoration and reuse of historic buildings within the Plan Area will enrich the experience of residents and those who work and visit the site. The preservation and reuse of historic structures also provides a connection and recognition of the history of the City and the region, and adds a “sense of place” to the plan area.
VII. Literature Review

Overview
To prepare for drafting the conceptual specific plan, literature relating to specific planning process and or the project site were read, analyzed, and summarized. In total, three academic articles relating to smart growth, brownfields, and form based codes were studied. Additionally, the California Office of Planning & Research’s (OPR) The Planner’s Guide to Specific Plans was read to further background knowledge on the specific planning process.

Brownfield redevelopment as a smart growth option in the United States
By: Michael Greenberg, Karen Lowrie, Henry Mayer, K. Tyler Miller, and Laura Solitare
The objective of this essay is to analyze brownfield redevelopment as a “smart growth” option in the United States. Smart growth can be defined as concentrating new growth and construction into already developed areas and limiting development in agricultural lands and open space. Overtime, the principals of smart growth have merged with those of the New Urbanism movement, which focus on promoting dense, walkable, livable neighborhoods with a blend of uses over low density, single use suburban sprawl.

The principles of smart growth focus heavily on the redevelopment of already developed areas. As such, turning to blighted or underutilized properties, such as brownfields, for potential areas for growth and development is a natural extension of smart growth policy. In fact, brownfield sites can be catalysts for attracting investment into long abandoned communities. However, the essay highlights the many environmental, political, and legal challenges to redeveloping brownfield sites. The authors propose several policy devices to draw attention to neighborhoods with brownfields and promote positive redevelopment. These policies are outlined below:

1. Making redevelopment of brownfields a bipartisan political priority at the local, state, and federal level
2. Locating or expanding government services in these places
3. Providing economic incentives to redevelop/remove decaying brownfields
4. Discouraging keeping unused or underutilized brownfield sites in a mothballed state by making it financially disadvantageous for property owners to do so.
5. Improve infrastructure and fund other quality of life improvements
6. Promoting brownfield sites to developers and providing planning incentives to develop

After formulating potential policies to stimulate brownfield development, the authors then turn their attention to brownfield development as a smart growth strategy based on several criteria, including ecological/public health, short and long term economic feasibility, government reaction, public/special interest reaction, moral imperative, and flexibility/time pressure. The key takeaways as they relate to the project site are summarized as follows:

**Ecological/Public Health:** Concentrated development reduces air pollution, water usage (lack of expansive yards and lawns), and has the public health benefit of remediating contaminated land that can be a source of neighborhood exposure risk. Additional public health benefits can stem from having walkable, healthy communities. From a land use and ecology standpoint, focusing development to brownfields reduces urban sprawl, protecting open space and reducing impacts on ecosystems.

**Short/Long Term Economic Feasibility:** Lower infrastructure and building costs are the primary advantages to developing on brownfield lands versus greenfield sites. Additional economic benefits stem from reinvestment into abandoned and or blighted sites. However, the large economic downside of investing in brownfields is the uncertainty about economic returns. Brownfield developments carry greater risks and uncertainties than other infill sites, especially remediation costs and potential liabilities.

**Government Reaction:** Brownfield development has the potential to be an incentive for developers to avoid urban sprawl. However, state agencies and local governments need to develop proactive, collaborative processes between agencies to ensure streamlined and responsible processes to encourage brownfield remediation and development. In most cases, local governments are supportive of infill development on brownfield sites for economic and community development reasons.

**Public/Special Interest Reaction:** Public opinion on infill development varies greatly depending upon demographics and age. However, the general trend in the past two decades has been a slow rejection of suburban lifestyles in favor of more urban, compact lifestyles. This is especially true amongst millennials. Compacted, urban neighborhoods can be antidotes to our rushed way of living, providing more time for personal activities and family and less time
driving to those activities. Additionally, builders and other housing related industries are strongly supportive of infill, brownfield development policies. However, most in the industry do not want their development rights restricted elsewhere.

**Moral Imperative:** Brownfield redevelopment on infill sites has the ability to reduce the deterioration of blighted or overlooked communities if implemented properly. Moreover, urban sprawl is inherently unsustainable, and degrades natural resources, and raises the ethical obligation the current generation has to limit sprawl and develop inwards. However, brownfield development can also cause gentrification of areas, raising property values and forcing longtime residents out.

**Flexibility & Time Pressure:** According to the paper, time is an often overlooked factor in analyzing policy. If local governments do not take action to remediate and facilitation redevelopment on their brownfield sites, the effects of continued sprawl will continue to be felt in sunken costs and the loss of open space. By taking action on brownfields, these negative actions can be significantly curtailed.

To conclude, the paper reaches the conclusion that brownfield redevelopment is in fact a viable smart growth policy solution. The Achilles heel of brownfields, however in economic feasibility and time constraints on redevelopment projects. Despite this, the authors argue that brownfields should be further pursued as a smart growth, infill development solution that warrants further research and policy development.

**A new era of development: Rock Hill’s Brownfield Renovation Project**

**By: David Vehaun**

Rock Hill, South Carolina is a city of a little more than 66,000 people located in the greater Charlotte metropolitan area. In 2005, the City of Rock Hill and a development partner entered into an agreement to pursue the redevelopment of a former cellulose manufacturing facility along the banks of the Catawaba River. Shortly thereafter, the development partner purchased the 1,008 acre site from the former plant operator, and efforts to redevelop the site began. The subject essay explores these development efforts in detail.

Shortly after purchase, the cleanup of the site began under the regulations of the United States Environmental Protection Agency’s Resource Conservation and Recovery Act (RCRA). The developer actively partnered with the City and the South Carolina Department of Environmental Control, allowing for quick completion of the cleanup process. Immediately after site cleanup, the demolition of
the former facility began, with all site work complete 18 months later, in late 2007. The developer has agreed to remain responsible of maintaining long term remediation systems that are located on the site.

Once demolition began, the developer began negotiations with City officials regarding future development on the site. This involved annexing the property into the City of Rock Hill, as the site was located just outside of the City’s limits. The developer then hosted an intensive two day multi-disciplinary design workshop, which was attended by all stakeholders, including government agencies, business representatives, local residents, and many others. The result of this workshop was a mixed use development that would include residential, commercial, and light industrial elements, which ultimately evolved into the Riverwalk development proposal. The proposal places an emphasis on creating a variety of uses anchored by recreational opportunities and unique amenities- such as a velodrome (a professional oval bicycle racing track), a BMX park, and other “tourism” amenities and attractions. The hope was for these unique amenities and recreational opportunities to serve as a catalyst for new development.

The City and developer entered into a memorandum of understanding providing a framework to achieve the previously established goal of a high quality mixed use development on a very unique and important site. This memorandum formalized that the development would be annexed into the City, and would proceed as a public-private partnership to ensure public financial assistance for public infrastructure such as roads, trails, and utilities. Both parties also agreed to create a land use plan that would provide design and planning flexibility based on the size, complexity, and absorption rates associated with the project. In general, this land use development agreement provides the development with greater certainty in the development process, which is essential considering the great uncertainties associated with brownfield development sites. In general, this agreement parallels a rezoning application for the project, and gives the City and developer maximum latitude for creative and flexible design and zoning, and the ability to condition development on the provision of specific improvements or other phasing considerations.

In addition to the memorandum of understanding, the developer also established financing mechanisms with the City of Rock Hill. Tax Incremented Financing (TIF) was implemented by rolling the Riverwalk development into an adjacent TIF district. Later, a municipal improvement district (MID) was established to support the TIF district. These actions provided the developer with additional funding that was necessary to complete the highly risky project.
In summary, the Riverwalk development proposal illustrates the many challenges and intricacies that are involved with brownfield redevelopment projects. Creative solutions are often needed to ensure that the cleanup and redevelopment of such sites are feasible. As exemplified by the Riverwalk project, a strong working relationship with local government is essential to ensuring brownfield redevelopment proposals are successful, due in part to the environmental, legal, and planning complexities found on such projects. Without the strong working relationship and innovative public-private agreements between the City and the developer, it is unlikely that the Riverwalk development project would be a feasible undertaking for a private sector developer acting alone.

Form Based Zoning from Theory to Practice
By: David Walters and Dustin Read
The use of form based zoning has been increasing tremendously over the past two decades across the United States. Ventura, California, where the project site is located, is one of many cities nationwide that has implemented form based zoning. Form based codes impose relatively strict controls on the external form and scale of buildings in order to define urban form and character. Form based codes also provide broad flexibility in allowable land uses, placing an emphasis on form and typology over traditional land use designations. Due to this, form based codes represent a sharp departure from traditional “Euclidean” zoning ordinances, and if implemented properly, can encourage mixed use development and reduce the amount of time developers spend on costly and time consuming project entitlements. Authors Walters and Read analyze the advantages and disadvantages of form based codes, and discuss how form based zoning can be improved to support development that is both financially viable and socially beneficial.

At their best, form based codes offer a means of liberating real estate markets and providing developers with the ability to respond to consumer preference. Since regulatory requirements are satisfied by building siting, massing, and frontage requirements, this allows developers to the ability to change the product mix of the development to satisfy market demands without going through timely or costly zoning changes. In addition to being more responsive to real estate markets, form based codes typically deliver more pedestrian friendly, mixed use developments that have a strong sense of “place”.

However, there are many challenges and concerns stemming from form based codes. Practices and standards vary greatly by jurisdiction, with some codes authorizing “by right” development as long as certain standards are met, while other codes may favor a more discretionary approach, recognizing “design sensibility” and
stakeholder input. This latter strategy can prove problematic because it effectively devolves form based zoning into negotiated zoning, with uncertain outcomes for developers. Form based zoning also generates concerns regarding aesthetics and design. Many architects and planners feel that form based zoning can compromise creative urban design and lead to mere recreation of urban environments of the past, which are no longer reflective of today’s economy and consumer preferences. Although public workshops and stakeholder participation ensure design standards reflect community interests, there is no guarantee that these standards will be economical for developers.

Other grievances with form based zoning arise when form based codes incorporate restrictions similar to those found in conventional zoning ordinances. When traditional zoning regulations are combined with form based codes, this can detract from the advantages of the by-right, truly form based development process and add excessive regulatory hurdles for proposed projects. Finally, the private development community is divided on the economic merits of form based zoning. Some developers argue that form based codes provide predictability (if not excessive), encourage improvements to the public realm, and safeguard the developers investment by ensuring that surrounding projects also following form based code. On the other hand, critics of form based zoning point out that if shape and bulk restrictions would be voluntarily pursued if they increased market value, and instead that form based zoning creates more headaches than it solves.

The paper reaches two critical conclusions about form based zoning. The first is that cities or neighborhoods pursuing form based zoning must be committed and steadfast in their implementation of these standards in order to ensure legitimacy and success of the regulations. Secondly, municipalities must not impose extensive aesthetic regulations or add excessive “Euclidean” regulations to form based codes. These steps will ensure that form based zoning does not become overly complicated and burdensome, ensuring the legitimacy of this regulatory approach in the eyes of private sector.
The Planner’s Guide to Specific Plans

The Planner’s Guide to Specific Plans serves as the State of California’s “blueprint” for the development and implementation of specific plans. The Guide provides a topical overview of the key components of the specific planning process. Due to this, a thorough review and analysis of the Guide was prioritized and emphasized as an “essential” piece of literature to be reviewed for the Background Report. This chapter aims to summarize the critical components of the Guide, especially topics that are relevant to the project site.

Specific Plan

At its root, a specific plan is a tool for the systematic implementation of the general plan. Specific plans are greatly varied in terms of content, length, and defined area, and as such specific plans in California take a wide variety of shapes and forms. For example, some plans set forth broad policy concepts, while others focus on every facet of development. The same is true for the geographical area a plan encompasses, with some specific plans covering areas as large as 3,000 acres, and others covering as little as one acre. Regardless, specific plans are viewed as a great tool for developing a “sense of place”, bridging the gap between monotonous urban developments and livable neighborhoods. Typically, the range of issues covered in the specific plan is to the discretion of the preparing agency and the decision making body, however, all specific plans are required to comply with Sections 65450-65457 of Government Code.

Legal Requirements

Specific Plans are required to comply with Sections 65450-65457 of Government Code. Section 65451 lays out the statutory requirements for the structure of specific plans. These requirements are outlined below:

Specific Plan shall include a text and a diagram(s) which specify the following:
Distribution, location, and extent of land use
- Major components of proposed private/public infrastructure
- Development standards
- Implementation measures
- Statement of relationship to the General Plan

Specific plans may be initiated by the local planning agency, planning commission, or legislative body. The preparation of a specific plan may also be undertaken by a private party, as provided by the local agency (§65450).
Suggested Planning Process
The Guide suggests the following process for the creation of specific plans. These steps are not mandatory, but rather a suggested planning process. Similar methodology can achieve similar results.

The Work Program
The work program is the first suggested consideration after making the decision to prepare a specific plan. Firstly, the work program should set forth the responsibilities of the departments, consultants, and or other parties in each phase of plan preparation. In addition, this program should provide direction regarding the scope of work, appropriate funding mechanisms, involved consultants, public participation, and deadlines.

Current Context
This step of the planning process focuses on the planning area in its current state. A complete analysis of relevant policies and planning area issues should be undertaken. Some of the suggested issues to be analyzed include existing land use, environmental, and infrastructure conditions.

Long Term Direction
It is important to ensure that specific plan serves a tool for the implementation of the general plan. In light of the general plan; issues and opportunities for the planning area should be discussed and analyzed appropriately, leading eventually to development of policies. The Guide recommends that initial objectives and policies ought to be established early in the development of the specific plan.

Plan Creation: Steps for Consideration
The guide puts forth a general list of considerations and information for inclusion in specific plans. Firstly, it is suggested that background information and technical data be included in the specific plan for future reference and use. Secondly, the Guide recommends inter-governmental coordination and inclusion of any relevant polices from these agencies (i.e. LAFCOs, Regional Water Quality Boards, etc.). Additionally, integrating the California Environmental Quality Act (CEQA) process into the preparation of a specific plan are highly recommended, as both documents will contain extensive amounts of the same content and data. Finally, the Guide advocates for the revision and refinement of objectives and policies throughout the process, and even suggests preparing “plan alternatives” to help with the development of the final plan.
Implementation
The final step of the specific planning process is the implementation of the plan. Section 65451 of Government code requires that a specific plan contain a program of implementation measures— including regulations, programs, public works projects, and financing measures.

Model Specific Plan Outline
Although state law specifies mandatory specific plan contents, it leaves the formatting of the plan to the discretion of the local legislative body. A detailed model specific plan outline is provided. The general format of this outline is highlighted below:

- Introduction
- Summary/Overview
- Introduction/Background
- Infrastructure Plan
- Implementation Measures
- Plan Administration/Enforcement
- Appendices

Specific Plans Relationship to Other Planning Measures
A specific plan may not be adopted or amended unless the proposed plan or amendment is consistent with the general plan. Subsequent zoning, subdivision, and public works projects within the planning area must be consistent with both the specific plan and the general plan. An action, program, or project is considered specific with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment. Additionally, state law requires that the land use diagrams of specific plans be consistent with those in the general plan. Since a specific plan is essentially an implementation tool for the general plan, it can not supersede that of the general plan. An exception, however, occurs for specific plans that contain multiple development phases. A specific plan is allowed not to be initially consistent with the general plan land use diagram at an early phase, as long as the final phases of a project are consistent.

In addition to the general plan, specific plans are required to be consisted with a host of other planning documents and policies. These include Airport Land Use Plans, The California Coastal Act, and the Surface Mining and Reclamation Act (SMARA).
Finally, specific plans must be consistent with implementing measures. This includes specific plan consistency with proposed annexations/incorporations (LAFCO), capital improvement programs, development agreements, housing projects, park land, public utilities, subdivisions, and zoning.

**Implementation**

All specific plans must contain a “program of implementation measures”, including regulations, programs, public works projects, and financing. Common strategies include a form of overly-zoning or other zoning like regulation as part of the implementation program. Implementation of public infrastructure and facilities is often accomplished by the inclusion of a capital improvements program in the plan.

Specific Plans must also include or identify a financing program or source. Various mechanisms and sources can be used to fund the implementation of a specific plan.

Local agencies frequently require that a specific plan be adopted for an area as a prerequisite to a development project, particularly ones that are large in scale. Development agreements a common tool used in these instances. These agreements provide a developer with the assurance that his/her project may proceed as originally approved, and not be affected by changes in land use regulations. A specific plan can facilitate the administration of a development agreement by separating the development policies and regulations applied to a project site from those of the jurisdiction as a whole.
VIII. Bibliography


