

OLIVAS PARK SPECIFIC PLAN

City of San Buenaventura
December 2, 2019





OLIVAS PARK SPECIFIC PLAN

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1 INTRODUCTION

1.1 PURPOSE OF THE SPECIFIC PLAN

The Olivas Park Specific Plan provides the City of Ventura with a planning document to direct the orderly development of the approximately 139-acre property known as the Olivas Park Drive Extension Area. The Specific Plan provides an infrastructure plan and a conceptual land use plan to ensure that this area of the city is developed in a manner consistent with the goals, objectives, principles, and policies of the City of Ventura General Plan (referred to in this document as the General Plan).

The Olivas Park Specific Plan sets forth a plan for the infrastructure necessary to develop the area, establish maximum flexibility to support commercial and/or industrial development of the area, and establish an efficient review process, to allow the City to respond to potential developments that provide jobs and strengthen the local tax base.

1.2 AUTHORITY & SCOPE

California Government Code (Sections 65450 through 65457) authorizes the preparation and adoption of specific plans. The Olivas Park Specific Plan has been prepared in accordance with the requirements of this code.

1.2.1 CALIFORNIA GOVERNMENT CODE COMPLIANCE

California Government Code Section 65450 gives a legislative body the authority to prepare a specific plan for the systematic implementation of the General Plan for all or part of the area covered by the General Plan. As outlined in Government Code Sections 65451 and 65452, specific plans are to contain a text and a diagram or diagrams specifying the relationship of the Specific Plan to the General Plan and the distribution, location and extent of land uses, infrastructure, development standards, and implementation and phasing.

1.2.2 CITY OF VENTURA 2013-2018 ECONOMIC DEVELOPMENT STRATEGY ALIGNMENT

The City of Ventura Economic Development Strategic Plan is a City Council-approved policy document that is updated annually.

The strategy plan provides guidance for the city in considering projects and policies that implement long term economic development. The Olivas Park Specific Plan implements the strategy plan which has been a component of the City's Economic Development Strategy as is part of Focus Area 1.

1.2.3 CITY OF VENTURA BICYCLE MASTER PLAN

The City of Ventura Adopted Bicycle Master Plan, dated May 2011, is the guiding document for development of a city-wide bike riding network. Figure 3-1 of the Bicycle Master Plan proposes Class 2 bike lanes in both directions on Olivas Park Drive between the Ventura Harbor area and Johnson Drive, which is a "High Volume Bicycle Route" intended to accommodate recreational and commuter bicycle traffic.



FIGURE 1-1 CITY OF VENTURA BOUNDARY

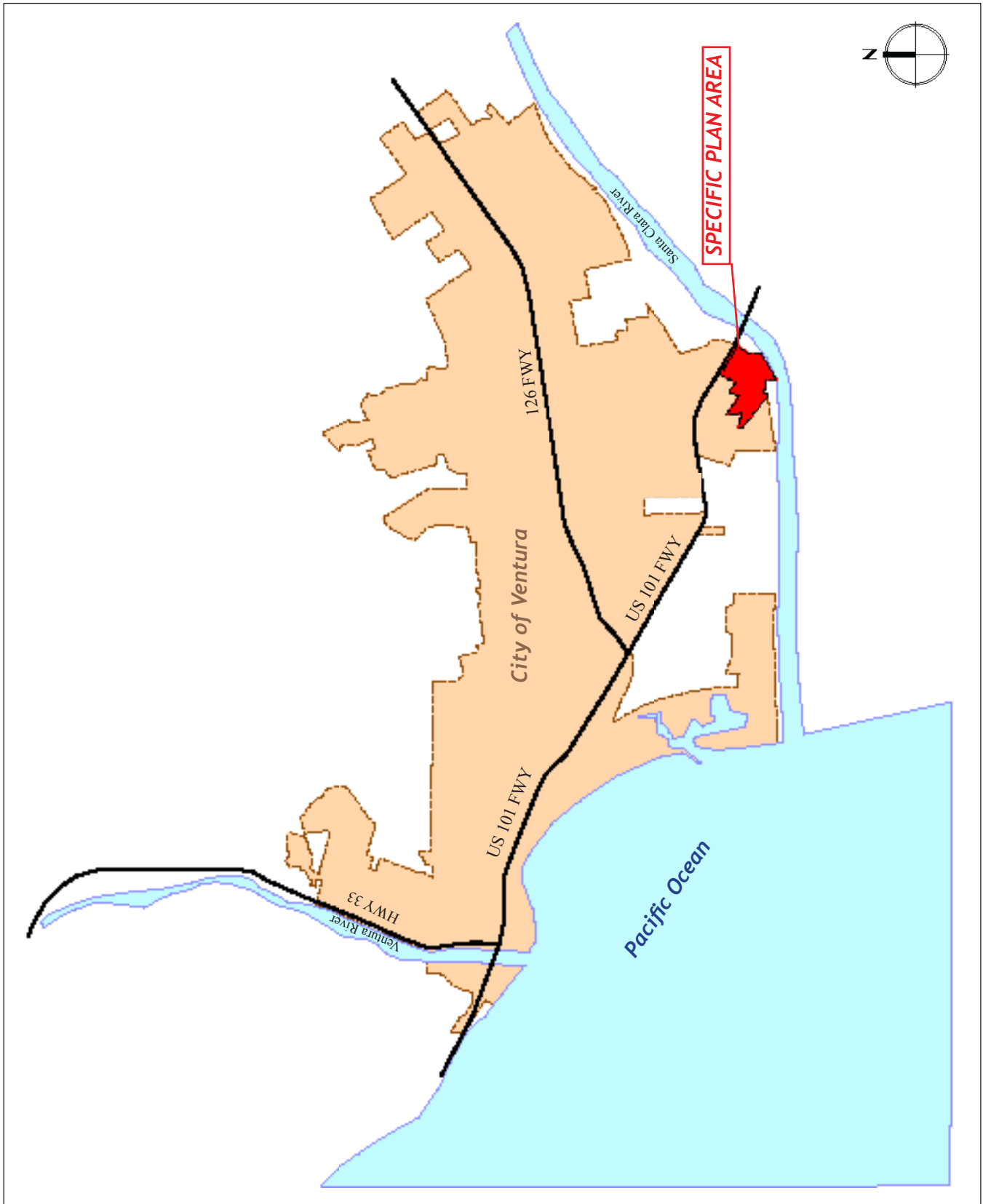
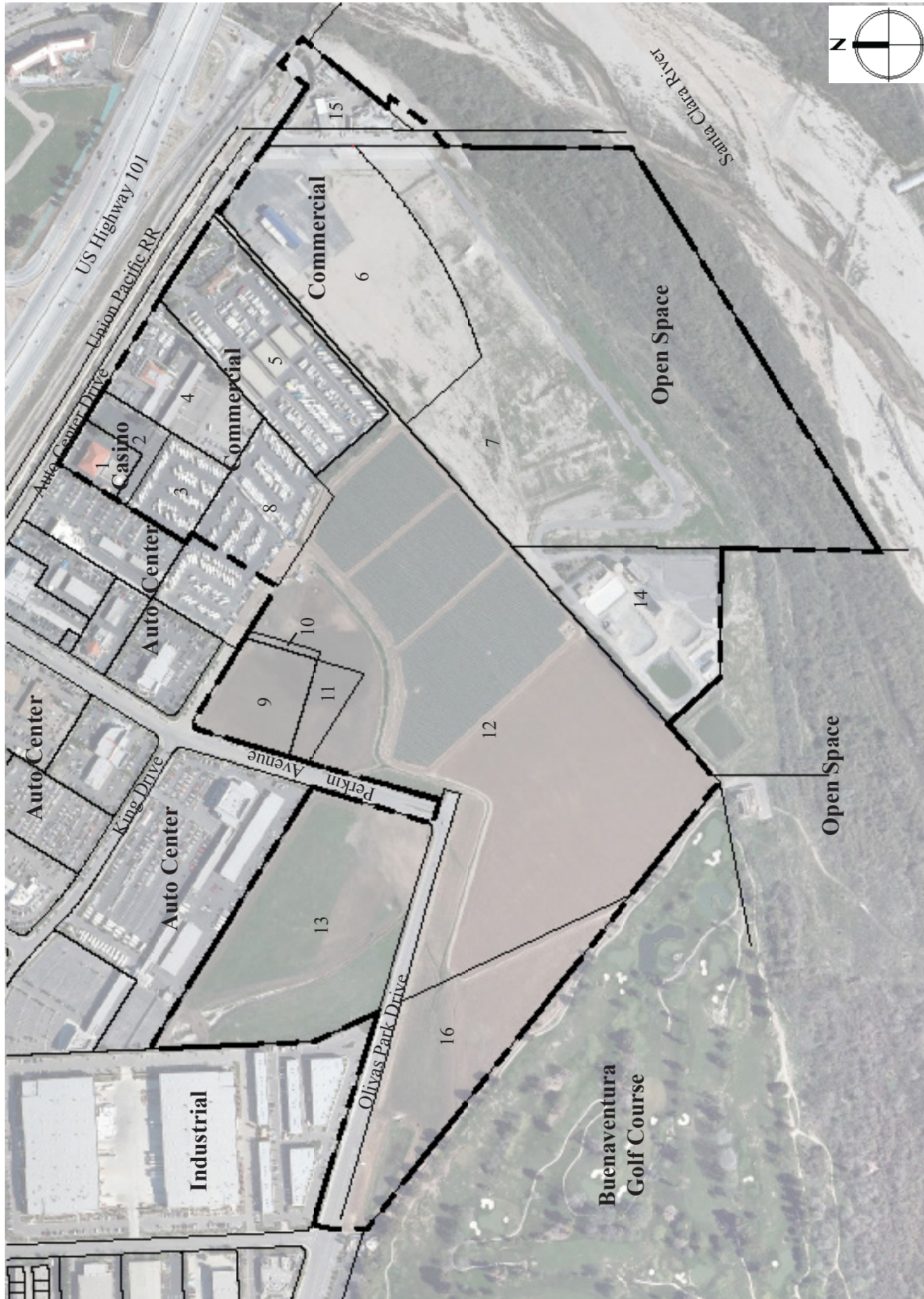


FIGURE 1-2 EXISTING SITE & SURROUNDING USES





Implementation of the Olivas Park Specific Plan will complete a significant link Master Plan.

1.3 PROJECT SITE LOCATION

1.3.1 PHYSICAL SETTING & SITE CHARACTERISTICS

The Olivas Park Specific Plan Area is located in the southeastern portion of the City of Ventura shown in Figure 1-1. The Specific Plan Area, as shown in Figure 1-2, includes a total of 16 parcels; eight of the parcels are currently developed in whole or in part with such uses as auto sales and related uses, a gaming club, recreational vehicle sales, and vehicle/truck storage.

The City-owned decommissioned Montalvo Community Services District wastewater treatment facility occupies one Specific Plan Area parcel. Approximately 10-12 acres of another parcel is currently used for row crop production and the remaining six parcels are currently vacant, undeveloped land.

Surrounding uses include auto sales to the north, commercial uses to the northwest, and a golf course to the southwest. Auto Center Drive, the Southern Pacific Railroad, and the U.S. 101 are to the north of the Specific Plan Area, and the Santa Clara River lies to the south and east. Figure 1-2 shows existing and surrounding land uses within their local context.

* Note: Parcel 8 is a total of 5.92 acres only 3.64 of which are located within the Specific Plan Area.

1.4 PROJECT GOALS & OBJECTIVES

1.4.1 GENERAL GOALS

- Create a land plan that allows for commercial and industrial development.
- Develop infrastructure to allow for commercial and industrial development to implement the Economic Development Strategy goals for Focus Area 1.
- Create an integrated circulation and transportation system which considers and includes vehicular, pedestrian, bicycling, transit and parking elements.
- Maximize opportunities for the establishment of uses that strengthen the City's economic base.

1.4.2 CIRCULATION GOALS & POLICIES

- Construct an extension of Olivas Park Drive from Perkin Avenue to Johnson Drive to complete a local and regional circulation network to enhance access to the Ventura Auto Center and help address traffic impacts at the 101 Freeway/Victoria Avenue off-ramp.
- Construct bike lanes and pedestrian sidewalks along Olivas Park Drive to provide a safe, direct connection between the Ventura Harbor, Focus Area One, the Johnson Drive corridor and the Montalvo residential community.
- Establish and maintain a Transportation Management Demand program to efficiently address the peak hour roadway impacts and reduce roadway congestion and related greenhouse gas emissions.

1.4.3 LAND USE GOALS & POLICIES

- Allow for the logical development of the Specific Plan Area with commercial and industrial uses compatible with those within and around the Ventura Auto Center, the Santa Clara River and the San Buenaventura Golf Course.

1.4.4 ECONOMIC GOALS & POLICIES

- Allow for a range of commercial and industrial uses, of any scale that will capitalize on the project area freeway visibility and high inter-regional traffic volumes, provide local jobs and goods and services, which will increase the City’s sales tax base.
- Fulfill action items cited in the 2013-2018 Economic Development Strategy, including:

Consolidation of auto dealers to Focus Area 1/Auto Center
Improved accessibility, visibility and circulation

1.4.5 PUBLIC FACILITIES & SERVICES GOALS & POLICIES

- Extend fiber optic infrastructure to the area to support the economic viability of the future businesses within the Specific Plan Area.

1.4.6 SPECIFIC PLAN PREPARATION & PROCESS

The Olivas Park Specific Plan (Specific Plan) sets forth plans, regulations, and conditions for orderly development within the Specific Plan Area and implementation of applicable provisions of the City of Ventura General Plan and related plans and policies

The Specific Plan assures existing and future development of the Specific Plan Area as a coordinated commercial/industrial project with

integrated vehicular circulation, landscaping, pedestrian walkways and infrastructure.

The Specific Plan was prepared in accordance with the requirements of the California Government Code (Sections 65450 through 65457) and is intended for adoption as a resolution of the City of Ventura. The Specific Plan establishes the regulations and procedures required for the systematic execution of the General Plan for the area covered by the Plan.

The Specific Plan is designed to streamline the entitlement process within the Specific Plan Area and provide guidelines for development. The Specific Plan will be implemented by the City of Ventura and may be amended pursuant to the Municipal Code.

1.5 GENERAL PLAN CONSISTENCY

The Olivas Park Specific Plan is consistent with the goals, objectives, principles, and policies of the City of Ventura General Plan as specified below.

1.5.1 GENERAL PLAN GOALS

- Our Prosperous Community: The Specific Plan allows for commercial and industrial development that would provide local jobs and increase the City’s sales tax base.
- The Specific Plan also achieves the goals of Focus Area 1 in the 2013-2018 Ventura Economic Development Strategy.
- Our Healthy & Safe Community: The construction of the levee/floodwall will provide flood protection.
- Our Accessible Community: The connection to Johnson Drive from the Olivas Park Drive will improve circulation.
- Our Well Planned Community: All land uses are consistent with the General Plan.



2

DEVELOPMENT PLAN

2.1 LAND USE PLAN

The Olivas Park Specific Plan establishes policies to accommodate a wide range of commercial and industrial businesses.

The Specific Plan seeks to implement key long-term goals of the City. It provides for the connection of Johnson Drive to the existing terminus of Olivas Park Drive to improve circulation. The construction of a new levee/floodwall will provide needed flood protection for the area.

The proposed Land Use Plan is illustrated in Figure 2-1 and a statistical summary of the zoning is provided in Table 2-1.

2.1.1 ZONE CLASSIFICATIONS

The Olivas Park Specific Plan Area is zoned Commercial Planned Development - Olivas Park Specific Plan (CPD-OPSP), Mixed-Use Zone - Olivas Park Specific Plan (MXD-OPSP) and Open Space (OS). These zoning areas are shown on Figure 2-1: Land Use Plan. Table 2-1: Zoning Summary provides the acreages by district.

In order to meet the economic development objectives of Focus Area One, the Olivas Park Specific Plan uses differ somewhat from the CPD and MXD uses in the Municipal Code. Uses that could be potentially incompatible with the Focus Area 1 character and function have been eliminated from the Specific Plan Area.

FIGURE 2-1 LAND USE PLAN



Table 2-1 Zoning Summary		
ZONING	ACRES	% OF TOTAL AREA
Open Space/Infrastructure Uses:		
Open Space	30.60	22.0%
Olivas Park Drive & Levee/Floodwall	12.65	9.1%
<i>Open Space/Infrastructure Subtotal:</i>	<i>43.25</i>	<i>31.1%</i>
Commercial (CPD-OPSP)	36.11	25.9%
Manufacturing (MXD-OPSP)	59.58	42.9%
<i>Developable Area Subtotal:¹</i>	<i>95.69</i>	<i>68.9%</i>
Project Total:	138.94	100.00%

¹ Includes estimated zoned area net of Olivas Park Drive and levee/floodwall.



2.2 CPD-OPSP PERMITTED USES

Except as prohibited below, uses listed in Municipal Code Section 24.242.020 (C-P-D Commercial Planned Development Zone - Uses – Permitted) are permitted in the CPD-OPSP zone, in addition to the following uses:

CPD-OPSP	Permitted Uses
General	<ol style="list-style-type: none"> 1. Automotive and Accessories: New Vehicle Dealerships, (including auto. truck, motorcycle and recreational vehicle sales, leasing and service dealerships). Incidental uses may include, but are not limited to, the following: <ol style="list-style-type: none"> a. Repair, maintenance and servicing of appliances or components for motor vehicles. b. Testing shops (excluding noise producing or noxious performance testing). c. Repair, maintenance and servicing of above-listed items. d. Diagnostic facilities. e. Paint and restoration shops. f. Body shops. g. Used vehicle sales (excluding vehicle types that the dealer does not sell new) h. Automotive rentals 2. Gaming/Casino

Uses listed in Municipal Code Section 24.242.030 (C-P-D Commercial Planned Development Zone – Uses Subject to a Use Permit) are permitted in the CPD-OPSP zone with approval of a Use Permit, in addition to the following uses:

CPD-OPSP	Uses subject to a Use Permit
General	<ol style="list-style-type: none"> 1. Vehicle fuel sales 2. Food and Fish Processing: Fish and Meat Processing 3. Personal storage 4. Vehicle storage 5. Food and Fish Processing: Food Processing 6. Food Truck Commissary & Kitchen Facility

The following uses are permitted in Municipal Code Section 24.242.020 (C-P-D Commercial Planned Development Zone) but are not permitted in the CDP-OPSP zone:

CPD-OPSP	Uses Permitted in Section 24.242.020, but Not Permitted in the OPSP
	<ol style="list-style-type: none"> 1. Lodging Services: Bed & Breakfasts 2. Personal Services: Restricted 3. Day Services Facility 4. Auction Sales 5. Group Care



2.3 MXD-OPSP PERMITTED USES

Except as prohibited below, uses listed in Municipal Code Section 24.244.020 (M-X-D Mixed-Use Zone – Uses – Permitted) are permitted in the MXD-OPSP zone, in addition to the following uses:

MXD-OPSP	Permitted Uses
General.	<ol style="list-style-type: none"> 1. Automotive and Accessories: New Vehicle Dealerships, (including auto, truck, motorcycle and recreational vehicle sales, leasing and service (dealerships). Incidental uses may include, but are not limited to, the following: <ol style="list-style-type: none"> a. Repair, maintenance and servicing of appliances or components for motor vehicles b. Testing shops (excluding noise producing or noxious performance testing). c. Repair, maintenance and servicing of above-listed items. d. Diagnostic facilities. e. Paint and restoration shops. f. Body shops. g. Used vehicle sales (excluding vehicle types that the dealer does not sell new) h. Automotive rentals 2. Boat building or repair

Uses listed in Municipal Code Section 24.244.030 (M-X-D Mixed Use Zone – Subject to a Use Permit) are permitted in the MXD-OPSP zone with approval of a Use Permit, in addition to the following uses:

MXD-OPSP	Uses subject to a Use Permit
General	<ol style="list-style-type: none"> 1. Vehicle fuel sales 2. Operable Vehicle Storage 3. Personal storage 4. Food Truck Commissary & Kitchen Facility (Conditional Use Permit within the Storage Areas on Figure 2-1 only.) 5. Caretakers unit when accessory to a permitted use 6. Food, fish and/or meat processing

The following uses are permitted in Municipal Code Section 24.244.020 (M-X-D Mixed Use Zone) but are **not** permitted in the MXP-OPSP zone:

MXD-OPSP	Uses Permitted in Section 24.244.020, but Not Permitted in the OPSP
	<ol style="list-style-type: none"> 1. All residential uses, except for caretaker units as described above 2. Laundry Services 3. Day services facilities

2.3.1 USES - SPECIAL PROVISIONS

All uses shall comply with all applicable special provisions of the zoning code, including, but not limited to:

- Temporary Uses, as defined in Section 24.110.1800 may be conducted in the CPD-OPSP and MXD-OPSP zones only to the extent permitted therein. The permit process shall follow the provisions defined in Chapter 24.120 of the Municipal Code, except that the length of seasonal events may exceed the Municipal Code if approved through a Use Permit.
- Such seasonal events must comply with all requirements of the City’s building and safety division, fire department, police department, business license section and other agencies.
- Temporary gatherings, non-charity auctions and promotional activities shall require a Community Development Director’s Permit. Temporary gatherings of individuals that may involve eating, drinking, dancing, fund raisers, or other similar activities, may be conducted at any one site but only for a maximum of one instance of no more than seven consecutive days in any 30 day period and a maximum of six times per calendar year.
- All Automotive and Accessory uses as identified in Sections 2.2 & 2.3 shall comply with the provisions set forth in the Ventura Auto Center Specific Plan.
- Community Meeting uses are subject to special provisions pursuant to Section 24.480 - Standards for Assembly Uses.
- Day Care Centers are subject to special provisions pursuant to Municipal Code Chapter 24.480 - Standards for Assembly Uses.
- Dining Establishments: Fast Service, Drive-up are subject to special provisions pursuant to Municipal Code Sec. 24.475.
- Education Services: Commercial are subject to special provisions pursuant to Municipal Code Chapter 24.480 - Standards for Assembly Uses.
- Operable Vehicle Storage areas shall be completely enclosed by a solid fence or wall of no less than six feet in height. The Operable Vehicle Storage use type consists of establishments providing long-term storage services of operable motor vehicles, recreational vehicles, or boat trailers as defined and limited in the City of Ventura Municipal Code Section 24.115.350(9). Typical uses include automobile dealer inventory storage, fleet storage, and recreational vehicle or trailer storage.



- Personal Storage use areas shall be completely enclosed; outdoor storage is not allowed except for Operable Vehicle Storage as a part of a Personal Storage development and in conformance with the Operable Vehicle Storage requirements. The Personal Storage use type consists of establishments providing storage services primarily for personal effects and household goods within enclosed storage areas having individual access as defined and limited in the Municipal Code Section 24.115.3330. Typical uses include mini- warehouses.
- Recreation Services: Indoor Entertainment, Indoor/Outdoor Sports and Recreation are subject to special provisions pursuant to Municipal Code Chapter 24.480 - Standards for Assembly Uses.
- Recycling Services: Consumer Recycling Collection Points are subject to special provisions pursuant to Municipal Code Sec. 24.485 - Required development and operational standards.
- Wireless Telecommunications Facilities are subject to special provisions pursuant to Municipal Code Chapter 24.497 - Standards for Wireless Telecommunication Facilities.

2.3.2 ENERGY REDUCTION

The commercial and industrial structures proposed for development within the Specific Plan Area shall be designed to increase energy efficiency 20 percent beyond Title 24 requirements as of 2016. Proposed energy conservation measures shall be specified in individual development permits and shall be subject to review and approval by the Building and Safety Division.

2.3.3 TRANSPORTATION DEMAND MANAGEMENT PLAN

Prior to the issuance of building permits totaling 500,000 square feet of occupied space within the Specific Plan Area the property owner or owners shall cooperatively prepare and implement an on-site Transportation Demand Management (TDM) Plan. The TDM Plan will be reviewed and approved by the Community Development Director and must meet the objective environmental impact requirements established in the Olivas Park Drive Extension Project Final Environmental Impact Report (FEIR). The Olivas Park Drive Extension Project FEIR requirements call for reduction of project-specific pollutant levels to 25 pounds per day each of reactive organic compounds (ROG) and nitrogen oxides (NOx) through a combination of structural energy efficiency 20% greater than Title 24 as of 2016, implementation of the TDM, and payment into the City of Ventura Air Quality Mitigation Fund.

2.3.4 GHG REDUCTION PLAN

Prior to any planning entitlement within the Specific Plan Area, the project applicant shall prepare and submit a Greenhouse Gas (GHG) Reduction Plan consistent with the Olivas Park Drive Extension Project FEIR.

3 CIRCULATION

3.1 CIRCULATION PLAN

The Circulation Plan locates the existing and proposed road network and is illustrated in Figure 3-1. In addition to providing sufficient access to the proposed land uses, the street network is designed to link Specific Plan Area development to adjacent existing communities. Final engineered road alignments may vary and are subject to review and approval by the City of Ventura based on policies contained in this document and without requiring an amendment to this Specific Plan.

3.1.1 OLIVAS PARK DRIVE EXTENSION

The Olivas Park Drive extension will involve an approximately 5,750 linear foot roadway connecting Olivas Park Drive near Golf Course Drive to Johnson Drive at the Johnson Drive/Auto Center Drive intersection. This segment of Olivas Park Drive will have a cross section that varies between 87 feet and 92 feet, and includes two 11-foot travel lanes, two 12-foot travel lanes, a 14-foot median, and two 6-foot bike lanes. There will be no on-street parking in this area.

Between Golf Course Drive and Perkin Avenue, Olivas Park Drive will have 10-foot sidewalks on both sides of the street. East of Perkin Avenue, Olivas Park Drive will have a 10-foot sidewalk on the north side and no sidewalk amenities on the south side. The new sidewalk at Olivas Park Drive will tie in with the existing sidewalk at Auto Center Drive. Please see Figure 3-2 for street sections and Figure 3-3 for a detailed plan of the Auto Center Drive/Olivas Park Road intersection. The proposed roadway extension will also include a new storm drain connection to the Santa Clara River.

3.1.2 KING DRIVE EXTENSION

King Drive currently terminates east of Perkin Avenue. King Drive may be extended, at the discretion of any developer implementing this area of the Specific Plan, to connect with the Olivas Park Drive Extension. If King Drive is extended, it can be done as a public or private street as shown in Figure 3-4A and 3-4B.

3.1.3 BIKE LANES

Class II Bike lanes will be included on both sides of the Olivas Park Drive extension consistent with the General Plan and 2011 Ventura Bicycle Master Plan. This linkage will implement a section of planned bicycle facilities of the City's General Plan. In addition, the City's pedestrian network will be expanded with the completion of sidewalks on Olivas Park Drive between Golf Course Drive and Perkin Avenue. Currently, this section of Olivas Park Drive does not provide safe pedestrian access as sidewalks in the north and south side of the roadway terminate east of the intersection with Golf Course Drive. The proposed new sidewalk on the north side of the Olivas Park Drive extension will also enable direct pedestrian access between



FIGURE 3-1 CIRCULATION PLAN

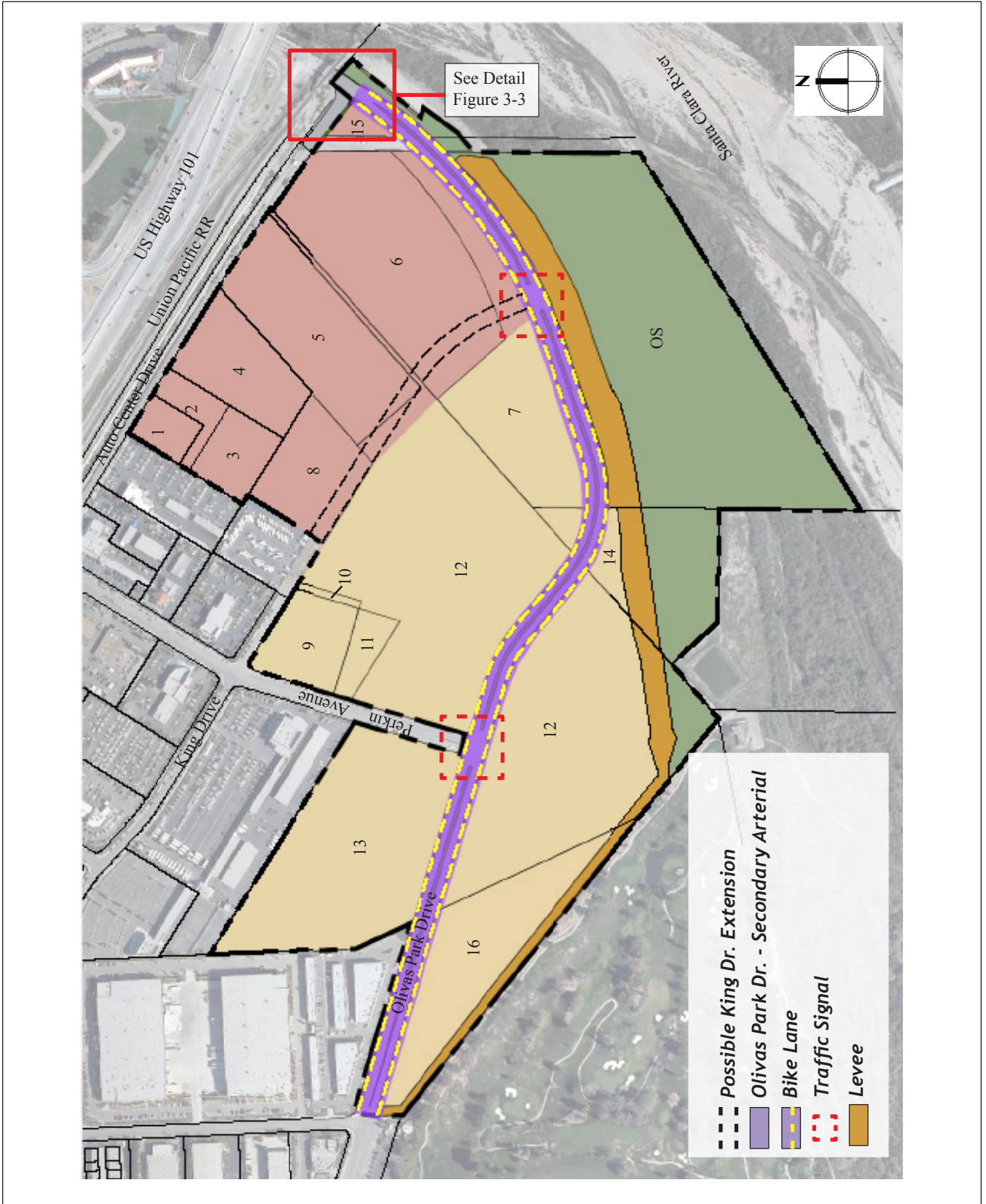
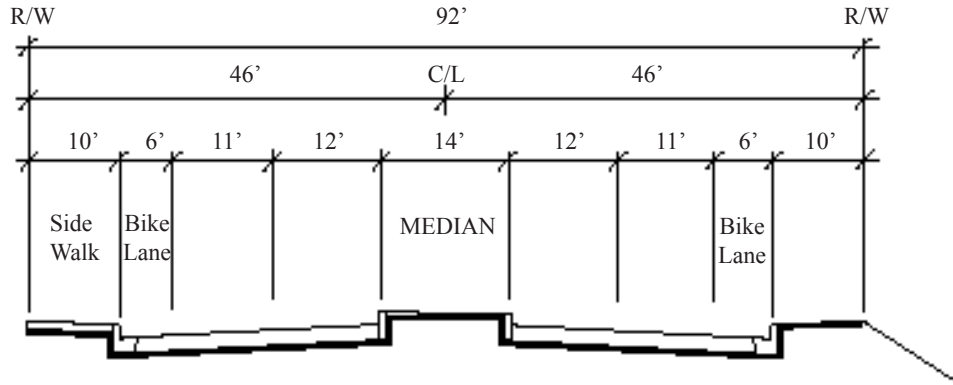
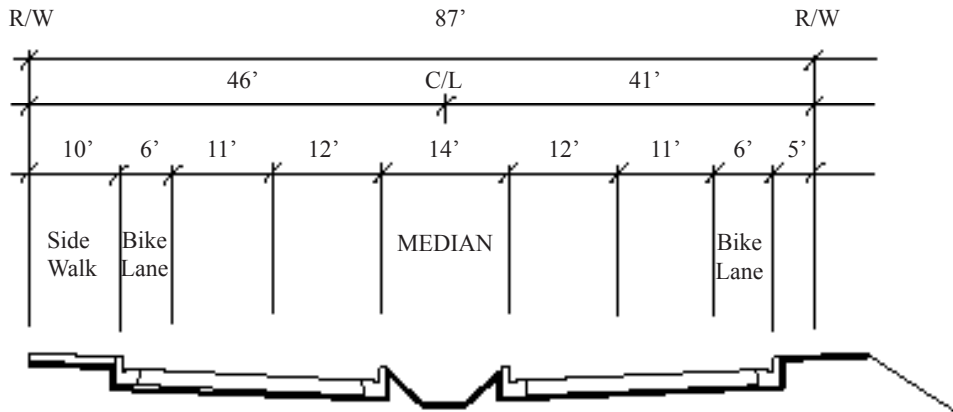


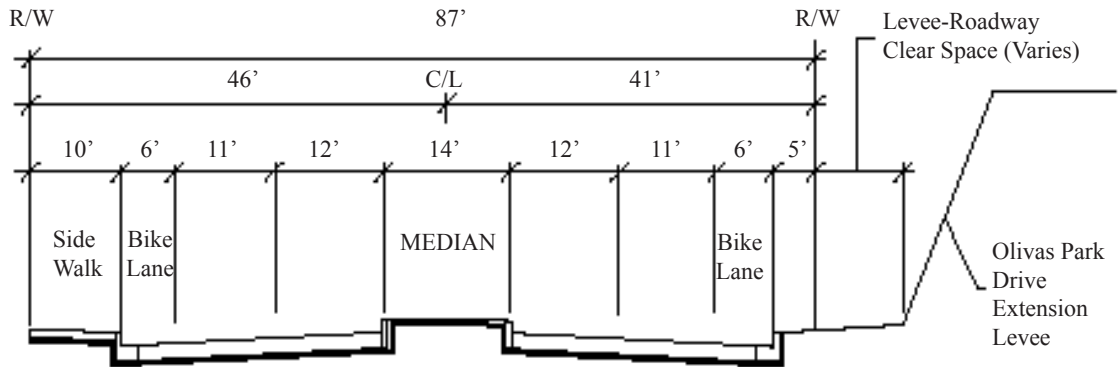
FIGURE 3-2 SECONDARY ARTERIAL - OLIVAS PARK DRIVE



Golf Course Drive to Perkin Avenue)



Perkin Avenue to 1,000 feet east



From 1,000 feet east of Perkin Avenue to Auto Center Drive

NOT TO SCALE

FIGURE 3-3 AUTO CENTER DRIVE/OLIVAS PARK ROAD INTERSECTION



the Specific Plan Area and Johnson Drive.

Alternate designs will also be explored to provide more enhanced pedestrian and bicycle facilities along Olivas Park Drive, within the proposed right of way. A separated multi-purpose trail along the south side of the street will be designed through the area and integrated with the bicycle and pedestrian facilities extending to Johnson Drive and N. Harbor Blvd. The right of a way dimension can be reallocated to allow for the trail by slightly narrowing the travel lanes and center median. The final design will be refined through the public improvement plans for Olivas Park Drive.

3.1.4 PUBLIC STREET LANDSCAPING **- OLIVAS PARK DRIVE**

Median landscape for Olivas Park Drive shall be installed as a part of the roadway improvement project. Olivas Park Specific Plan Developers shall install Olivas Park Drive parkway landscaping concurrently with adjoining parcel development and provide landscape maintenance. The minimum landscape area dimension behind the right-of-way shall be 15 feet. The landscape area shall consist of a combination of street trees, ground cover, native grasses, and low-growing shrubs consistent with AB 1881. Organic mulch materials shall be applied and maintained within all areas that do not have ground cover. High-efficiency automatic irrigation systems, including rain sensors, drip emitters where appropriate, and low-flow heads shall be provided for all landscape areas. All irrigated areas shall utilize City of Ventura recycled water and City-provided parkway signage shall clearly indicate that recycled water is applied to the landscape areas.

One or more primary theme trees within the Olivas Park Drive corridor shall be approved by the City of Ventura. These trees shall be at least 24-inch box

size at planting, and shall be spaced approx. 40 feet on center and located between 5 and 10 feet off the back of sidewalk right-of-way line. Adjacent to the levee, where no sidewalk exists, the trees shall be located within 5 to 10 feet of the right-of-way line and not within a drainage swale area. Additional tree plantings should be provided within landscape setback areas.

In no case shall trees with extended root systems be planted within 30 feet of the toe of the Santa Clara River levee, or at any greater distance as required from the levee by the Army Corps of Engineers or any other public agency responsible for the integrity of the levee. In no event shall vegetation of any type be allowed within 15 feet of the face of the Santa Clara River flood wall.

Ground cover and ornamental grasses shall be consistent with AB 1881. The intent is to provide a consistent theme along the entirety of the Olivas Park Drive frontage while allowing for creative expression of the coastal vegetation and a clear view of adjacent business for pedestrians, bicyclists, and automobile traffic. Olivas Park Drive Intersection setbacks, entry areas and monument sign areas may include ground cover, shrubs, and flowering plants consistent with AB 1881.

A portion of the Olivas Park Drive center median will contain a bio-filtration area to provide water quality treatment of the runoff from the roadway prior to entering storm drains and the Santa Clara River. The bio-filtration area shall be planted as part of construction of Olivas Park Drive as modular bio-filtration units adjacent to catch basins, with a water quality basin on the south side of the levee.



3.1.5 PUBLIC STREET LANDSCAPING - PERKIN AVENUE

The minimum landscape area dimension behind the right-of-way shall be 10 feet. On-street parking is allowed on Perkin Avenue, and short-term parking related to automotive sales and other anticipated businesses require a direct path of travel at multiple locations between the on-street parking and the sales lot parking areas. In order to accommodate this pedestrian access requirement, the landscape area shall consist of ground cover and street trees with low-growing shrubs allowed along the parking lot-adjacent edge of the landscape area. High-efficiency automatic irrigation systems, including rain sensors, drip emitters where appropriate, and low-flow heads shall be provided for all landscape areas. All irrigated areas shall utilize City of Ventura recycled water and shall clearly indicate that recycled water is applied to the landscape areas.

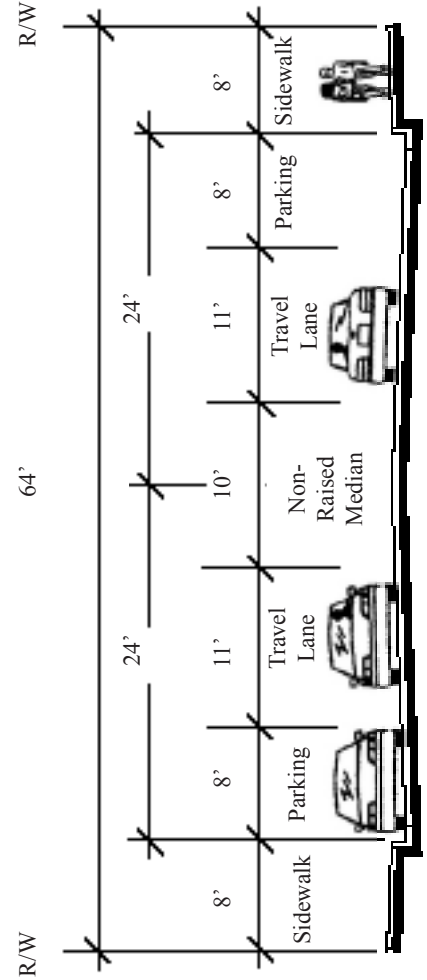
One or more primary theme trees within the Perkin Avenue corridor shall be approved by the City of Ventura. These trees shall be at least 24-inch box size at planting, and shall be spaced approximately 40 feet on center and located approximately 5 feet behind the back of sidewalk right-of-way line. Additional tree plantings should be provided within landscape setback areas.

Perkin Avenue Intersection setbacks, entry areas and monument sign areas may include ground cover, shrubs, and flowering plants consistent with the landscape palette.

FIGURE 3-4A INDUSTRIAL COLLECTOR & LOCAL STREET - KING DRIVE EXTENSION (PUBLIC) (NOT REQUIRED)



- Possible King Dr. Extension
- Olivas Park Dr. - Secondary Arterial
- Bike Lane
- Traffic Signal
- Levee



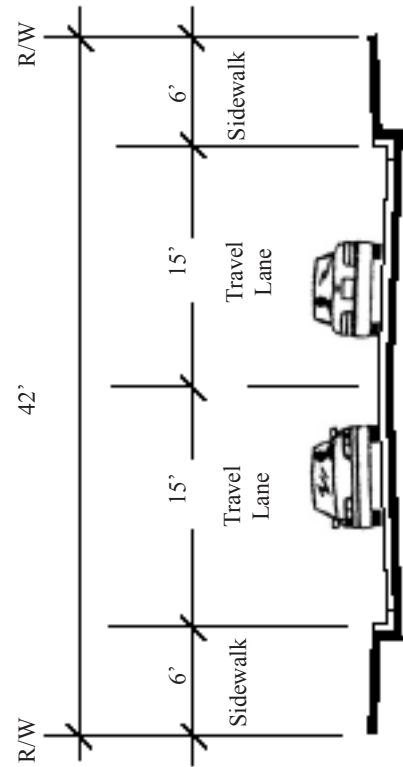
NOT TO SCALE



FIGURE 3-4B INDUSTRIAL COLLECTOR & LOCAL STREET - KING DRIVE EXTENSION (PRIVATE) (NOT REQUIRED)



- Possible King Dr. Extension
- Olivas Park Dr. - Secondary Arterial
- Bike Lane
- Traffic Signal
- Levee



NOT TO SCALE

4

PUBLIC SERVICES & FACILITIES

4.1 PUBLIC SERVICES

This section addresses the public service requirements for the Olivas Park Specific Plan Area. All necessary utilities of sufficient capacity are either adjacent to or will be brought to the site as defined within this Specific Plan. Figure 4-1 illustrates existing public services near the project area.

The Olivas Park Drive improvement plans will provide the final design and specifications for all in-street utility infrastructure within Olivas Park Drive and Perkin Avenue as shown in Figures 4-2 to 4-5.

4.1.1 FIRE PROTECTION

The Olivas Park Specific Plan Area is served by the Ventura Fire Department. Fire Station #5 is located approximately three miles west of the Specific Plan Area and would be the primary response company.

Individual projects will be reviewed by Fire Department staff regarding fire protection requirements. The use of non-flammable materials, especially roofing materials, will be required for all structures in the Specific Plan Area.

4.1.2 POLICE PROTECTION

The Olivas Park Specific Plan Area is served by the City of Ventura Police Department. Individual projects will be reviewed by Police Department staff regarding safety protection requirements.

4.2 PUBLIC FACILITIES

4.2.1 POTABLE WATER SYSTEM

The City of Ventura will provide domestic water service to the Specific Plan Area. Transmission mains exist within the plan area and will be expanded to provide potable water service to the Specific Plan Area as shown in Figure 4-2. The exact configuration of the internal or on-site potable water systems will be determined at the time the improvement plans are prepared for each individual parcel.

4.2.2 RECYCLED WATER SYSTEM

The City of Ventura will provide recycled water service to the Specific Plan Area in order to encourage water efficient landscapes and conservation to the extent that it is available. Businesses shall utilize reclaimed water for all landscape irrigation purposes. Figure 4-3 illustrates the proposed backbone Recycled Water System. The exact configuration of the internal or on-site recycled water systems will be determined at the time the improvement plans are prepared for each individual parcel.

4.2.3 WASTEWATER SYSTEM

Local wastewater services are provided to the project site vicinity by the City of Ventura. All existing and proposed wastewater lines drain through a network of pipes to the Ventura Water Reclamation Facility (WRF) on Spinnaker Drive. Figure 4-4 illustrates the proposed backbone Wastewater System. The exact configuration of



the internal or on-site wastewater systems will be determined at the time the improvement plans are prepared for each individual parcel.

The City of Ventura requires that new development connect to the city's existing wastewater system. Any developer constructing a new wastewater line is required to coordinate the construction and dedication of any such wastewater system with the City for future operation and maintenance.

4.2.4 STORM WATER DRAINAGE

The Olivas Park Specific Plan Area is located in the Santa Clara River basin. Storm water from the on-site commercial and industrial areas currently drains to the south from the Specific Plan Area to the Perkin Avenue storm drain. From the agricultural fields, storm water sheet flows south to the river.

A new storm drain system will be included as part of the Olivas Park Drive Extension project. The hydrology was analyzed using Ventura County's version of the Modified Rational Method, VC-RAT. The Tc's (Time of concentration) were established using Ventura County's Tc calculator, and the resulting Tc and watershed parameters were used in VC-RAT to establish design discharges for the 10-, 50-, and 100-year storm events. During the design phase of the project, the 10-yr flows were used to design the drainage facilities in the proposed road, and to size the proposed median swales, as outlined in the EIR concept plan. The 50-year event was used to establish sizes of the cross-culverts, which do not penetrate the proposed levee. Other culverts were designed for the 100-year event as these culverts will penetrate the levee to provide outlets for the project site. The proposed conceptual backbone drainage system is illustrated in Figure 4-5.

4.2.5 NATURAL GAS

The Southern California Gas Company (SCG) supplies gas resources to the City of Ventura. The existing SCG facilities will serve as primary sources of gas supply for the Olivas Park Specific Plan. SCG will review the proposed gas piping layout at the design development phase. Figure 4-8 - Dry Utilities provides preliminary layouts for backbone utility locations.

4.2.6 ELECTRICITY

Southern California Edison (SCE) provides electricity to the Specific Plan Area. The existing SCE facilities will serve as the primary sources of electrical supply for the Olivas Park project. All future electrical additions located within the project boundaries will be placed underground. Figure 4-8 - Dry Utilities provides preliminary layouts for backbone utility locations.

4.2.7 COMMUNICATIONS

Telephone, fiber optics and cable infrastructure and service will be provided by private vendors.

4.2.8 SANTA CLARA RIVER LEVEE

As illustrated in Figure 4-6, the separately-permitted proposed Olivas Park Levee system consists of a 2,162-foot long concrete floodwall on the westerly segment, connecting to an approximately 2,575-foot length of earthen levee on the east, and two Floodbreak floodgate systems within a reach that extends from the eastern boundary of the Buena Ventura Golf Course to approximately 270 linear feet northwest of the intersection of Auto Center Drive and Johnson Drive. The earthen levee will end near a high point in the proposed Olivas Park Drive extension, crossing the road via a FloodBreak floodgate system. On the west side of the road crossing, the Floodbreak gate will tie into a CMU floodwall, which will run parallel to

FIGURE 4-1 PUBLIC SERVICES

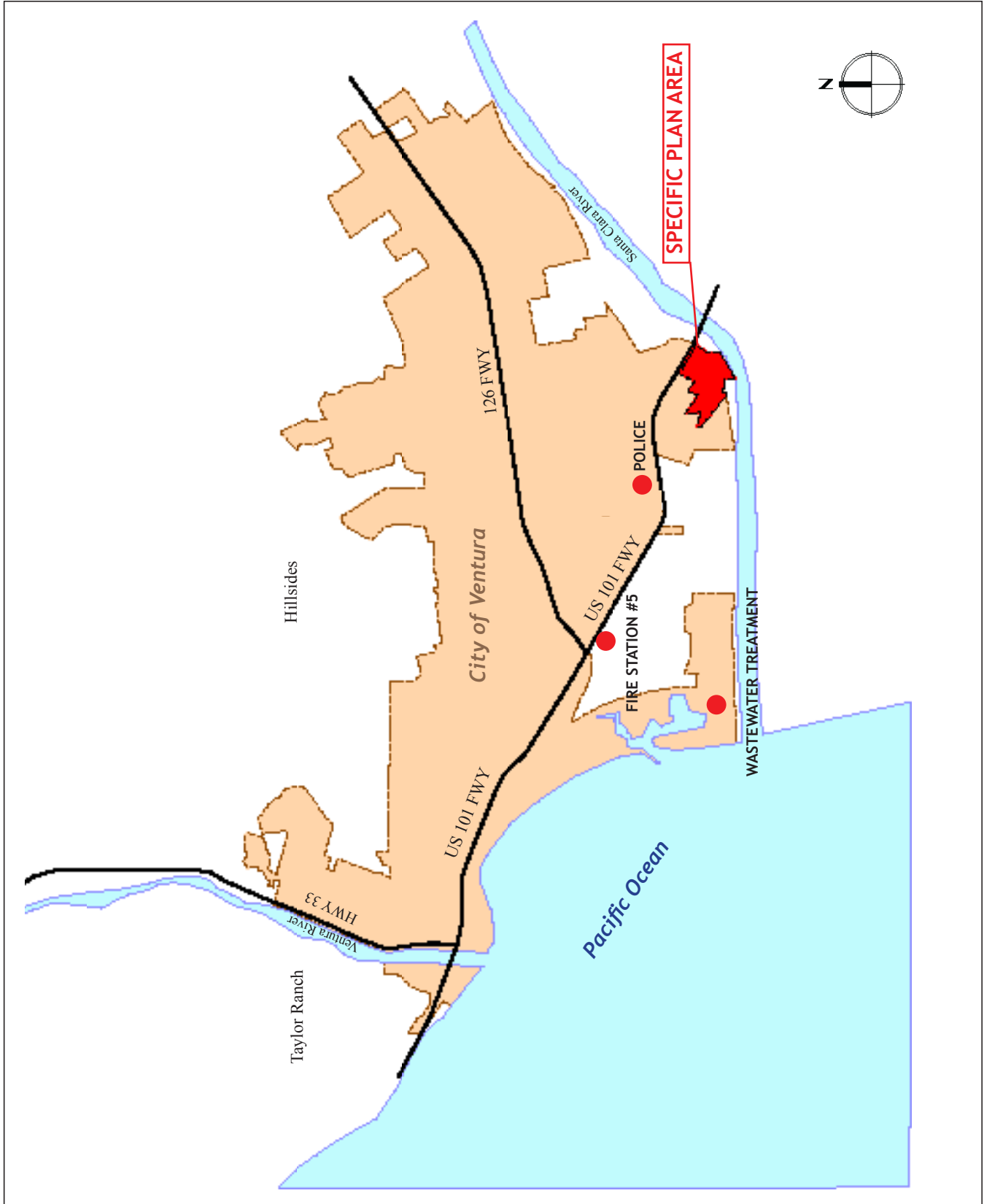


FIGURE 4-2 PROPOSED BACKBONE POTABLE WATER SYSTEM



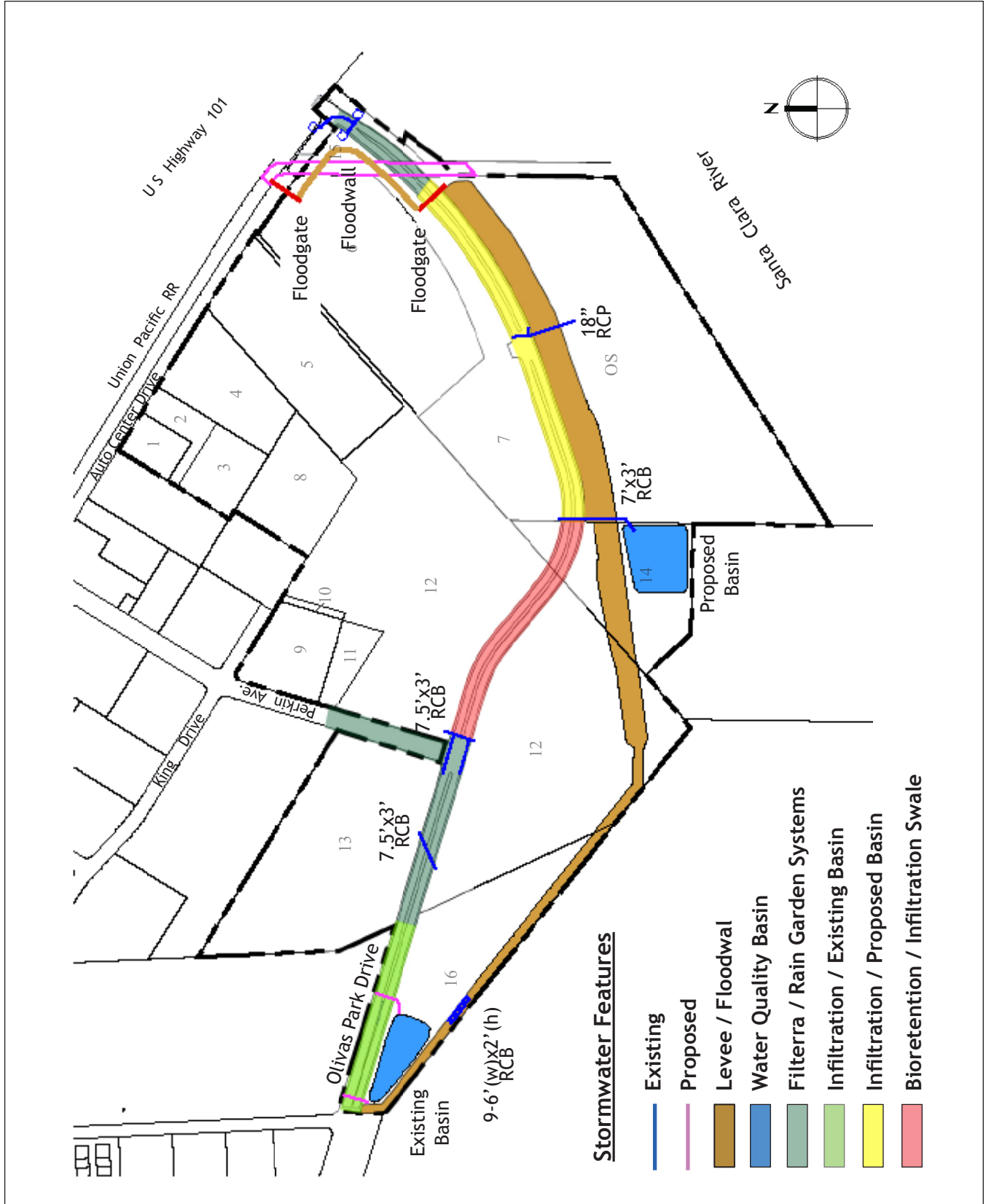
FIGURE 4-3 PROPOSED BACKBONE RECYCLED WATER SYSTEM



FIGURE 4-4 PROPOSED BACKBONE WASTEWATER SYSTEM



FIGURE 4-5 PROPOSED BACKBONE STORMWATER DRAINAGE SYSTEM





Olivas Park Drive until the proposed intersection of Olivas Park Drive/Auto Center Drive, before turning west along the south edge of Auto Center Drive, crossing via a FloodBreak gate system and joining the edge of the railroad embankment via an earthen berm levee.

Dual 15-foot wide levee access roads will be provided on either side of the floodwall. These two access roads converge into one at the top of the earthen levee located at the terminus of the western floodwall. The northern access road will begin at Olivas Park Drive south of the Golf Course Drive intersection. The southern access road will merge with the existing access road that runs parallel to the golf course eastern edge.

The earthen levee will be designed in accordance with Federal and Ventura County standards. The cross section for the proposed earthen levee height includes an earthen fill extending at a 2:1 side slope from the existing ground on the riverside of the levee. The top of the levee will have a minimum 20-foot base width. The fill will transition back to the existing ground on the landside at a 2:1 slope. The levee top will include a 15-foot crushed miscellaneous base (CMB) access road. Loose riprap will be placed on the riverside of the levee fill material. A 15-foot buffer area will be provided between the toe of the earthen levee and the Olivas Park Drive Extension.

A smaller reach of earthen berm levee will be included at the easterly terminating end of the levee at the UPRR embankment. The earthen fill will extend from the Auto Center Drive flood gate to the existing UPRR embankment.

The FloodBreak gate is a passive flood mitigation product that is set into the roadway pavement section. The system is designed to raise itself by hydrostatic pressure as flood waters rise against the gate system. The gate can also be used on a manual mode, where it is raised manually in advance of an anticipated flood event. The implementation of a FloodBreak gate system avoids extensive fill

for the proposed Olivas Park Drive Extension and reduces the impact on the existing Auto Center Drive and driveways of the pump station and Coast Self Storage.

4.2.9 INFRASTRUCTURE RESPONSIBILITY

Table 4-1 summarizes the infrastructure and utilities required to serve the Specific Plan Area and identifies the responsible parties for construction, funding, maintenance and administration of those facilities. Notwithstanding any other provision of the Specific Plan or of the related documents, the City shall have no obligation regarding any infrastructure referenced in this Specific Plan unless and until a Development Agreement providing for the funding of the same is entered into by the property owners and the City and said Development Agreement goes into effect. In addition, in no event shall the City be responsible for funding any infrastructure referenced in this Specific Plan unless there is available and adequate funding for that infrastructure from the City's capital improvement funding accounts.

Off-site improvements are defined as those that are outside the individual development parcels, but are required to be installed by the developer based on an impact caused by the development of the individual parcel. On-Site improvements are those that are located within the development parcels, that are the full responsibility of the developer.

Table 4-1 depicts the anticipated sequencing of the backbone infrastructure improvements by numbering construction steps 1 through 4 and defining the order in which improvements are intended to be constructed. The initial improvements (Sequencing #1) to be constructed are the Levee/Floodwall, Olivas Park Drive extension, and all sewer, water and storm drain utilities within the Olivas Park Drive extension.

4.2.10 FINAL INFRASTRUCTURE DESIGN

Final infrastructure design is not required to precisely match the diagrams in this Specific Plan. Adjustments to utilities or infrastructure that achieve the intent of the plan shall be permitted at the discretion of the City Engineer, Ventura Water General manager, or applicable Department Head without the need to amend this plan.



FIGURE 4-6 LEVEE SECTION KEY MAP

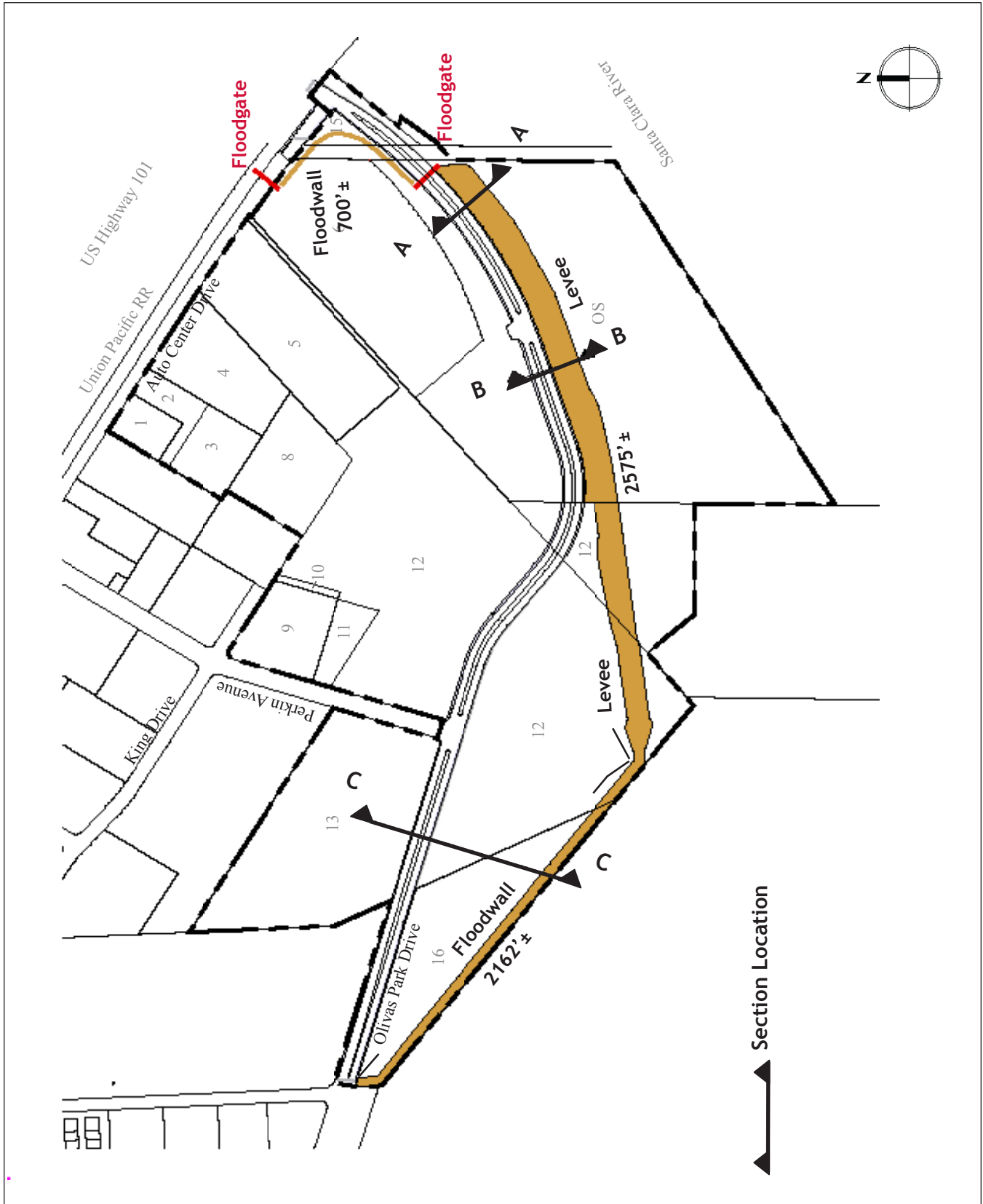


FIGURE 4-7 ROADWAY AND LEVEL SECTIONS

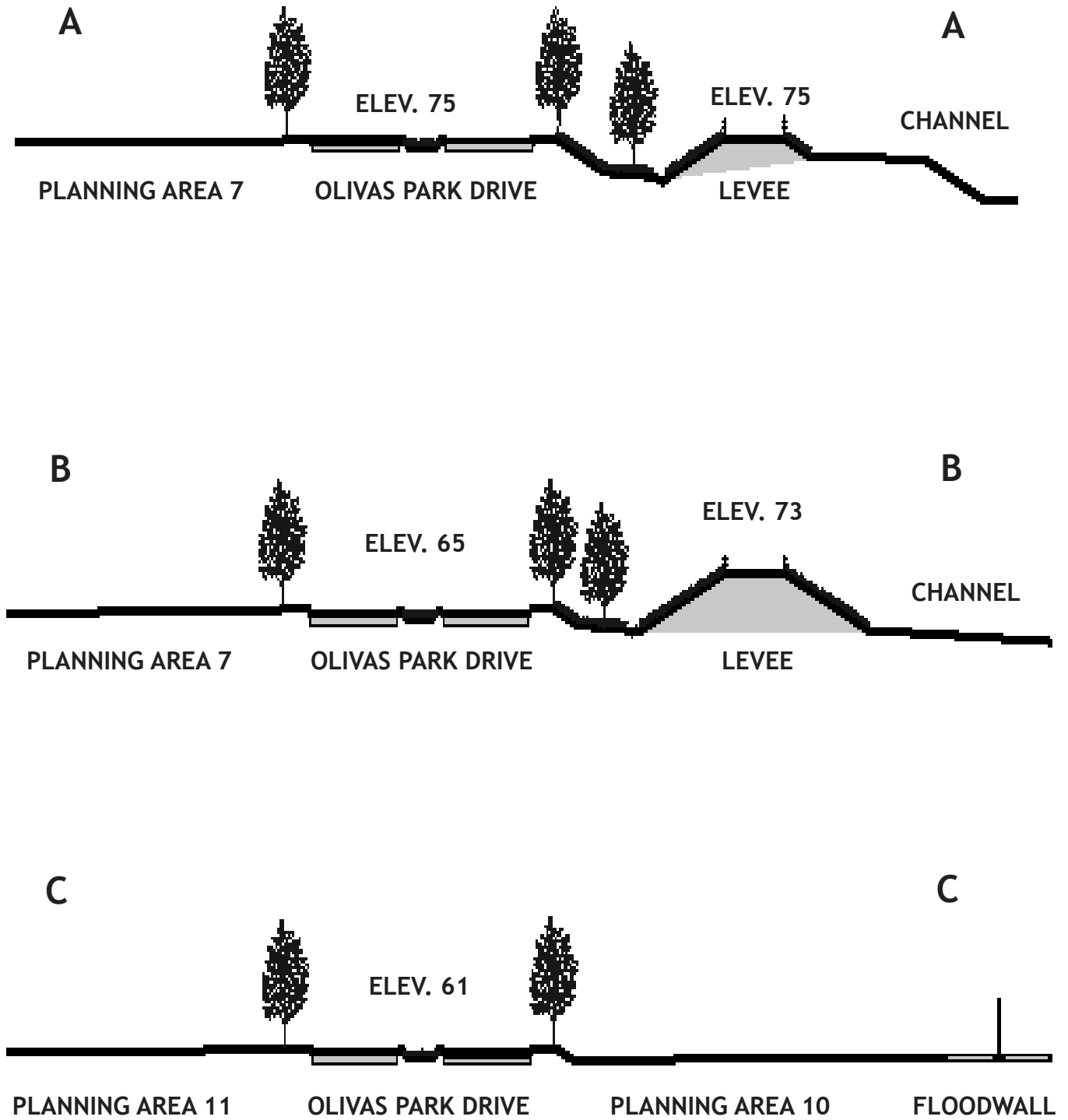




FIGURE 4-8 DRY UTILITIES



Table 4-1
Infrastructure Responsibility Summary

	Sequencing	Funding	Construction	Maintenance Funding	Project Administration	Figure Reference
Streets						
Olivas Park Dr. Ext.	1	City*	City	City	City	3-2
101/Olivas Park Dr.	4	City*	City	City	City	3-3
King Dr. Ext.	3	Developer	Developer	See Note 1	Developer	3-4
Landscape & Streetlights	1	City*	City	See Note 2	City	-
Olivas Park Sidewalk	3	Developer*	Developer	City*	Developer	-
Off-site Improvements	TBD	Developer*	City	City	City	-
Water & Sewer - Olivas Park Drive & Perkin Avenue (King Drive by Developer)						
Potable Water	1	City*	City	City	City	4-2
Recycled Water	1	City*	City	City	City	4-3
Wastewater	1	City*	City	City	City	4-4
Flood Control/Drainage						
Stormwater Drainage	1	City*	City	See Note-2	City	4-5
Levee/Floodwall	1	Developer*	City	See Note-3	VCWPD	4-7
Utilities						
Natural Gas	2	Developer	Developer/ Utility	Developer/Utility*	The Gas Company (SCG)	4-8
Electricity - Street lights, signals, irrigation	2	City	City/Utility	Developer/Utility*	Edison (SCE)	4-8
Phone/Fiber Optics	2	Utility	City/Utility	Developer/Utility*	AT&T	-
Cable TV	2	Utility	City/Utility	Developer/Utility*	Spectrum Cable, Charter	-
Solid Waste	3	Developer	Developer	Developer	E. J. Harrison	-

1. Maintenance funding by City if public street, by Developer if private street.
2. Maintenance funding by Developer, maintained by City.
3. Maintenance funding by Developer, maintained by Ventura Co. Watershed Protection District.

* May be funded by a CFD or other financing district or as otherwise provided in a future Development Agreement between the City and the property owner or developer, consistent with Section 4.2.9.



5

DESIGN OBJECTIVES, GUIDELINES & STANDARDS

5.1 INTRODUCTION

The Olivas Park Specific Plan is a flexible land use and infrastructure focused Plan to lay the foundation for future commercial and industrial development interest.

5.2 DEVELOPMENT STANDARDS

Unless otherwise noted, building coverage, setbacks, heights, landscaping, fencing, parking, signage and all other property development and operational standards shall comply with those of the applicable zoning district in Title 24 of the Municipal Code:

- CPD-OPSP shall comply with Chapter 24.242: CPD Commercial Planned Development district standards.
- MXD-OPSP shall comply with Chapter 24.244: MXD Mixed-Use Zone district standards.



5.2.1 DEVELOPMENT POTENTIAL

The Olivas Park Drive Extension Project Final EIR analyzed an increase of up to 1,258,000 square-feet of retail commercial and up to 75,000 square feet of light industrial uses for the Plan Area. For traffic analysis, this buildout was converted to vehicle trips using the Institute of Transportation Engineers (ITE) Trip Generation Manual, resulting in:

- 43,722 average daily trips (ADT)
- 1,100 A.M. Peak Hour trips
- 3,809 P.M. Peak Hour trips

Trip generation varies by type of use, therefore using the trip-cap approach can allow up to an additional 1,258,000 square feet of retail commercial and up to an additional 75,000 square feet of light industrial development in the Plan Area, but also other variations of square footage can result in the same trip generation.

To provide flexibility for future development, the Specific Plan will cap gross development of the Plan Area based on the gross ADT, A.M. or P.M. Peak Hour trips identified in the Final EIR.

Any proposal that exceeds the trip-cap for ADT, A.M. Peak Hour, or P.M. Peak Hour shall not be permitted without an amendment to the Specific Plan.

The Community Development Department shall maintain an accounting of trips for the Plan Area. Calculations shall be based on the latest edition of the Institute of Transportation Engineers Trip Generation Manual. Property owners shall notify staff of any tenant change in order to allow accurate accounting of trips.

Transportation Demand Management (TDM) programs that reduce trip generation may, at the discretion of the Community Development Director, be considered in calculating final trip

generation when there are assurances the programs will be successful and maintained.

5.3 OPEN SPACE STANDARDS

Open Space areas will be deed-restricted and permanently zoned as such to prevent future conversion to other uses. Any landscaping is to be native or adapted species in all open space areas to the maximum extent feasible and should need little or no irrigation after a grow-in period. All required irrigation shall be with recycled water. Lighting, if any, should be minimal with cut-offs or shields to prevent light intrusion into natural areas.

5.4 SIGNAGE

Signage shall comply with the Municipal Code, except the applicant may submit a sign program to establish additional signage opportunities within the Specific Plan Area given the freeway proximity of the project site

6 IMPLEMENTATION

6.1 IMPLEMENTATION OVERVIEW

The implementation of the Olivas Park Specific Plan requires that two major projects, defined herein as the Implementation Infrastructure, be completed as depicted in Figure 6-1:

- Construction of the Santa Clara River levee/floodway project;
- Extension of Olivas Park Drive and completion of Perkin Avenue and all necessary backbone infrastructure utilities including potable water main lines, recycled water main lines, sewer trunk lines, storm drainage systems and installation of dry utilities and street lights. This infrastructure is generally depicted in Figures 4.2 to 4.6.

6.2 PHASING

There are two phases to the Olivas Park Specific Plan:

- 1) The Implementation Infrastructure; and
- 2) The development of the individual projects within the Specific Plan Area. No sequence of development within the Olivas Park Specific Plan is required.

The Implementation Infrastructure shall be designed and constructed with funding and timing determined under the terms of a future Development Agreement between the City of Ventura and the Olivas Park Specific Plan property owners consistent with Section 4.2.9.

6.2.1 PHASE 1 IMPROVEMENTS - IMPLEMENTATION INFRASTRUCTURE

The following infrastructure and public improvements are required, with precise sequencing and timing to be determined by the City of Ventura in cooperation with the Olivas Park Specific Plan property owners subject to available funding:

- Completion of a levee/floodwall that is approximately 5,400 linear feet in length along the north side of the Santa Clara River and issuance of a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) for any parcel within the Specific Plan that is determined to be within a FEMA-designated 100-year Flood Plain.
- The removal of any remaining wastewater treatment components at the decommissioned and abandoned Montalvo Community Services District (MCSD) facility.



- Completion of the extension of Olivas Park Drive as a four-lane Secondary Arterial between Golf Course Drive and Auto Center Drive; completion of roadway improvements to Perkin Drive between King Drive and Olivas Park Drive.
- Construction of backbone Implementation Infrastructure improvements to Olivas Park Drive and Perkin Drive, including: water mains (Figure 4-2); Reclaimed water lines (Figure 4-3); sewer lines (Figure 4-4); storm drainage facilities (Figure 4-5); street lights, traffic signal conduits, and electrical and natural gas lines.

6.2.2 PHASE 2 IMPROVEMENTS - DEVELOPMENT OF INDIVIDUAL PARCELS

The following infrastructure and private improvements are required at the time of individual parcel development, with precise sequencing or inter-parcel coordination to be determined by the City of Ventura in cooperation with the Olivas Park Specific Plan property owners:

- Connection to Implementation Infrastructure roadways and utilities.
- Construction of any modifications to Implementation Infrastructure required for development of the Specific Plan Area parcels.
- Construction of onsite improvements and buildings without phasing or sequencing limitation, but otherwise consistent with the Mitigation Monitoring and Reporting Program of the Olivas Park Drive Extension Final EIR

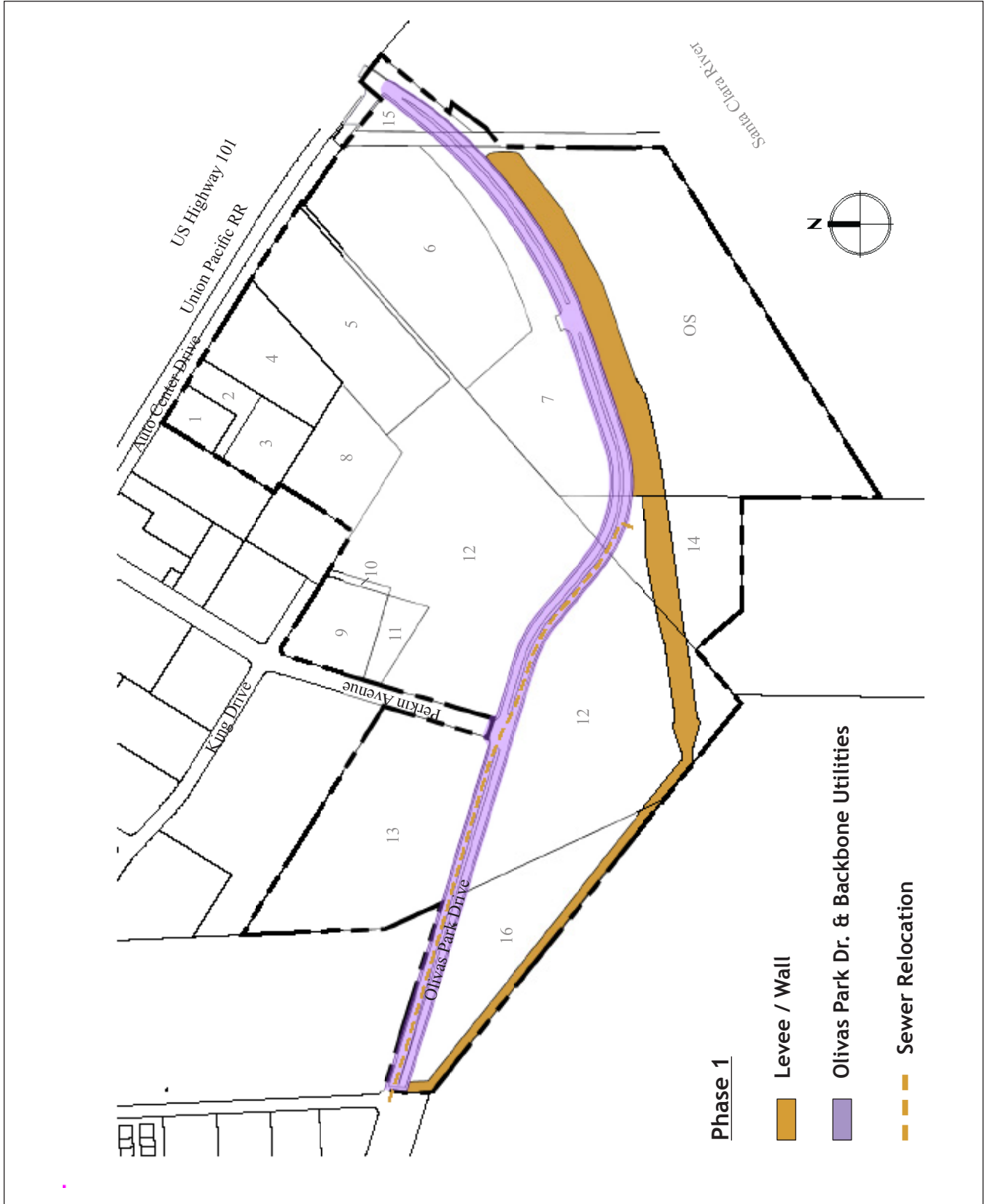
6.3 DEVELOPMENT REVIEW & APPROVAL PROCESS

Establishment of uses and site, building or

landscaping improvements within the Olivas Park Specific Plan Area to standard City review process and procedures except as follows:

- **Planning Commission.** The initial development of a parcel, the redevelopment of a parcel, a major new building and addition, or a tentative map shall require final action by the Planning Commission at a public hearing.
- **Design Review.** Design review shall be incorporated into the staff review of the project, utilizing a City contracted architectural and/or landscape consultant to provide peer review of project plans. The applicant shall fully fund the cost of the peer review. The Community Development Director shall have the authority of determining whether a project warrants consultant peer review. No review by the Design Review Committee is required.
- **Administrative Hearing Officer.** Sign programs, use permits, façade improvements, landscaping modifications, other similar entitlements, and parcel maps, shall require final action by the Administrative Hearing Officer at a public hearing. The Community Development Director has the authority to route any Administrative Hearing Officer item to the Planning Commission. No additional fees will be collected if an item is routed to a higher hearing body.
- **Director’s Approval.** Minor modifications to existing development, or lot line adjustments, may be processed through administrative action at the discretion of the Community Development Director. The Community Development Director has the authority to route any administrative action to a public hearing before the Administrative Hearing Officer. No additional fees will be collected if an item is routed to a higher hearing body.

FIGURE 6-1 PHASE 1 IMPROVEMENTS





6.4 SPECIFIC PLAN AMENDMENTS

Amendments may be requested pursuant to Section 65453(a) of the California Government Code and consistent with City policies and procedures. Depending upon the nature of the proposed Specific Plan Amendment, additional environmental analysis may be required, pursuant to Section 15162 of the California Environmental Quality Act.

6.5 MITIGATION MONITORING & REPORTING PROGRAM

Refer to the Olivas Park Drive Extension FEIR Mitigation Monitoring and Reporting Program and the subsequent Olivas Park Specific Plan CEQA documents for implementation and reporting of the Mitigation Measures.

Appendix A - Zoning Table by Initial Ownership

Parcel	APN	Existing Land Use	Existing Zoning	Gross Area ³ (Acres)	Net Area (Acres) ¹	Est. Building S.F. ²
Planning Area "A"						
1	138-0-230-150	Commerce	CPD	1.3		
2	138-0-230-740	Commerce	CPD	0.77		
3	138-0-230-730	Commerce	CPD	1.84		
4	138-0-230-130	Commerce	CPD	3.87		
5	138-0-230-210	Commerce	CPD	7.31		
8	138-0-230-760	Commerce	CPD	3.64		
9	138-0-230-860	Commerce	CPD	2.63		
10	138-0-230-870	Commerce	CPD	0.12		
11	138-0-230-880	Commerce	CPD	0.82		
12	138-0-230-890	Commerce	CPD-OPSP	34.31		
		Parks/Open Space	Open Space/Infrastructure	5.25		
13	138-0-230-650	Commerce	CPD	12.51		
Hofer Subtotal (PA "A")				74.37	65.00	934,361
Planning Area "B"						
6	179-0-050-150	Commerce	CPD	12.02		
7	179-0-050-160	Commerce	CPD	7.34		
		Parks/Open Space	Open Space/Infrastructure	29.91		
VOC Subtotal (PA "B")				49.27	20.50	294,683
Planning Area "C"						
14	179-0-050-030	Commerce	CPD	1.09		
		Parks/Open Space	Open Space/Infrastructure	5.56		
City Subtotal (PA "C")				6.65	1.00	14,375
Planning Area "D"						
15	139-0-010-575	Commerce	CPD	0.15		
		Parks/Open Space	Open Space/Infrastructure	1.34		
City Subtotal (PA "D")				1.49	1.00	14,375
Planning Area "E"						
16	138-0-230-820	Manufacturing	MPD	5.97		
		Parks/Open Space	Open Space/Infrastructure	1.19		
Wolff Subtotal (PA "E")				7.16	5.20	74,749
TOTAL				138.94	92.70	1,332,543

¹ Source: 2005 General Plan FEIR Table 2-3 "Project Area Development Potential."

³ All acreages are approximate.

