

GPAC Meeting #11 Summary

February 15, 2022



Introduction

On February 15, 2022, the City of Ventura General Plan Update (GPU) team convened the 11th meeting of the General Plan Advisory Committee (GPAC). The primary meeting objectives were to:

- Discuss a citywide “framework” for future growth and conservation
- Discuss the land use direction and role in the city for each “Areas of Discussion”

The GPAC’s review of the revised draft of the Vision, Core Values and Strategies was on the agenda but there was not sufficient time to discuss the topic at the meeting.

The meeting was open to the public and live-streamed to YouTube. This document summarizes the key content presented and themes discussed in the meeting.

Meeting Participants

The following participants attended the meeting:

General Plan Team

- Matt Raimi, Raimi + Associates
- Lilly Nie, Raimi + Associates
- Gabriela Zayas del Rio, Raimi + Associates
- Susan Harden, Circlepoint
- Peter Gilli, City of Ventura
- Neda Zayer, City of Ventura

GPAC Members

- Doug Halter, GPAC Vice Chair
- Nicholas Bonge, GPAC
- Stephanie Caldwell, GPAC
- Kyler Carson, GPAC
- David Comden, GPAC
- Joshua Damigo, GPAC
- Peter Freeman, GPAC
- Kacie Goff, GPAC
- Kelsey Jonker, GPAC
- Stephanie Karba, GPAC
- Erin Kraus, GPAC
- Louise Lampara, GPAC
- Scott McCarty, GPAC
- Bill McReynolds, GPAC
- Daniel Reardon, GPAC
- Sabrena Rodriguez, GPAC
- Alejandra Tellez, GPAC

Absent: Lorrie Brown, Nick Deitch, Dana Worsnop, and Philip Bohan

Meeting Format

Doug Halter welcomed GPAC members and the public to the 11th GPAC meeting. Susan Harden followed with a brief overview of the meeting agenda and then handed it over to Matt Raimi to share staff updates. Notable updates included City Council adopting the Draft Housing Element on January 31st and upcoming engagement opportunities, including public comment period on the revised General Plan Vision from late February to mid-March and a community workshop planned for April.

Matt gave a presentation covering best practices for land use development and a proposed Citywide Framework for Ventura's physical evolution. Following this brief overview, the GPU team opened a Zoom poll that asked GPAC members and members of the public to rate how comfortable they were with the proposed Citywide Framework. In the second half of the presentation, Matt provided high-level recommendations for growth and development in some of the Areas of Discussion. At various points throughout the presentation, GPAC members and members of the public were asked to rate how comfortable they were with the recommendations for each Area of Discussion. Following the presentation, Susan facilitated a discussion session for GPAC members to provide feedback on the draft Citywide Framework and the preliminary direction suggested for each Area of Discussion.

The GPU team originally planned to conclude the meeting with a discussion on the revised Vision, Core Values, and Strategies. However, because there was not enough time, GPAC members were asked to submit their feedback via email. The meeting concluded with public comment.

Presentation

The presentation was divided into two parts. In the first part, the General Plan Team provided an overview of the Citywide Framework that presented a concept of how growth and conservation could occur over the next 20-30 years. The second part of the presentation provided more detail on a proposed direction for approximately 10 of the Areas of Discussion including background information, recommendations, and questions to consider during the alternatives. Following the Framework and each group of 2 or 3 areas, the Team used a Zoom poll to understand the GPAC's and public's reaction to the ideas, using a scale of 1 to 5 (with 1 being most uncomfortable and 5 being very comfortable). These polls served as an informal "heat check" and provided a general sense of direction for the subsequent GPAC discussion session.

The following is a summary of the results of each part of the presentation.

Citywide Framework

The Citywide Framework identified constraints to development, locations where development was likely to occur, the relationship between each of the different parts of the city, and the networks connecting the areas together. Topics presented included the following:

- Preserving and enhancing the ring of open space around the city
- Addressing environmental constraints to development, including sea level rise and fire hazards
- Enhancing the downtown as the heart of the city
- Focusing new development on a series of mixed-use nodes including on the west side of downtown, around 5 points, and along the Johnson corridor.
- Expanding jobs on the Westside and south of highway 101

- Redeveloping the Main Street, Victoria, Telephone and Thompson corridors with mixed-use development.

The results of the poll (see Figure 1) show that approximately two-thirds of participants were “comfortable” or “very comfortable” with the draft Framework and only 15% were “very uncomfortable” or “uncomfortable.”

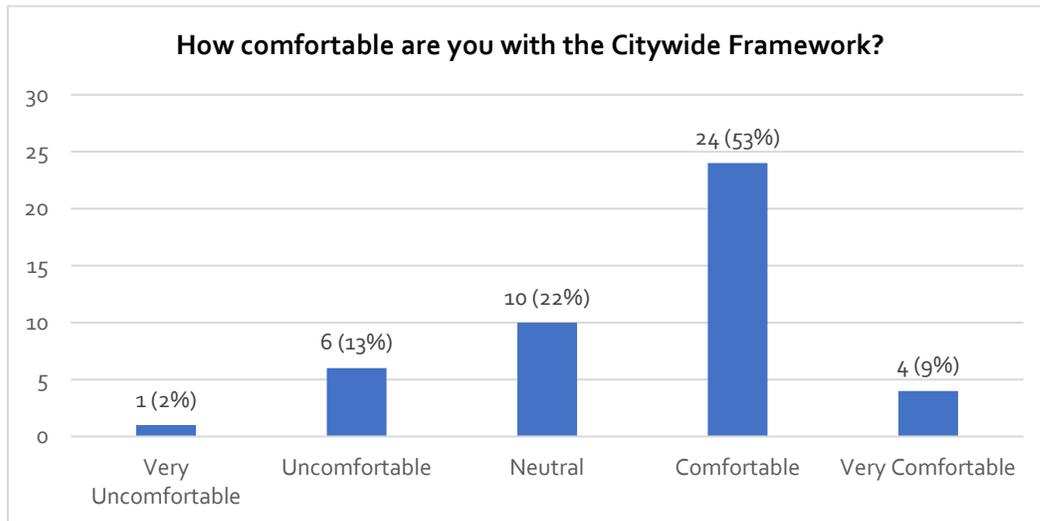


Figure 1: Poll Results - Citywide Framework

Areas of Discussion

For the Areas of Discussion, the General Plan team presented information on the existing policy direction, proposed recommendations and questions to consider for eight Areas of Discussion, and provided high-level direction for the remaining Areas of Discussion. (Information on the recommendations for each area can be found in the PowerPoint presentation on the [project website](#)). Participants were then asked to provide their level of comfort with the proposed recommendations. The detailed results of these Zoom polls are in the figures below and high-level take-ways are as follows:

- More than half of all participants said they were “comfortable” or “very comfortable” with the direction for all areas except for the Westside (which only had 47%)
- The areas that received the highest ratings of “comfortable” and “very comfortable” were the Victoria Corridor (78%), Five Points/Loma Vista (68%), and Telegraph Corridor (63%)
- The areas with the most “uncomfortable” or “very uncomfortable” feedback was the Downtown at 18% and Arundell/North Bank at 16% of total respondents. The remaining areas had responses between 1% and 8%.
- The area that participants were most “neutral” about was the Westside at 47%. Other areas ranged from 18% to 38%.

While this was only a small sample, there appeared to be generally positive feedback on the direction of the Areas of Change.

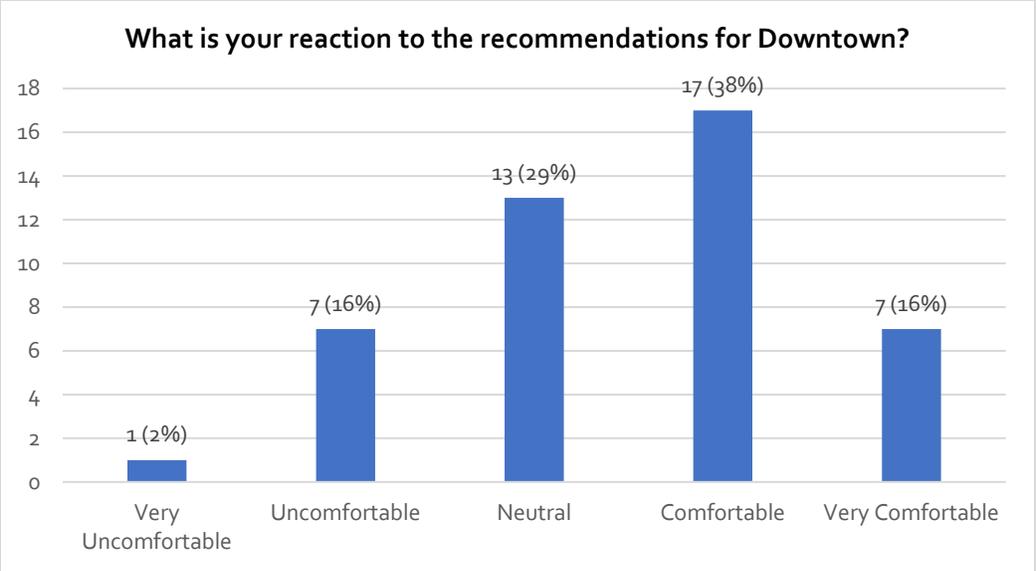


Figure 2: Poll Results – Downtown

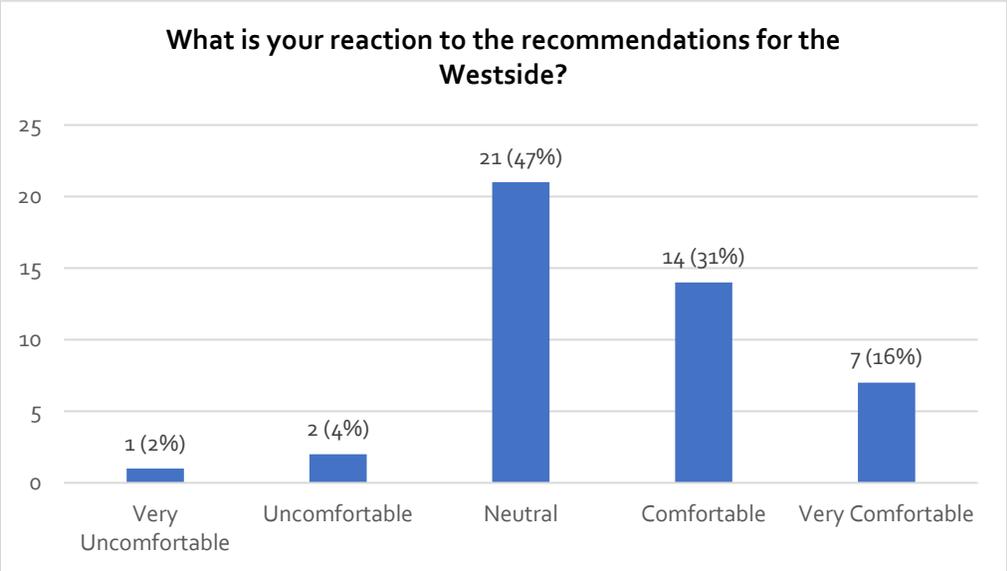


Figure 3: Poll Results - Westside

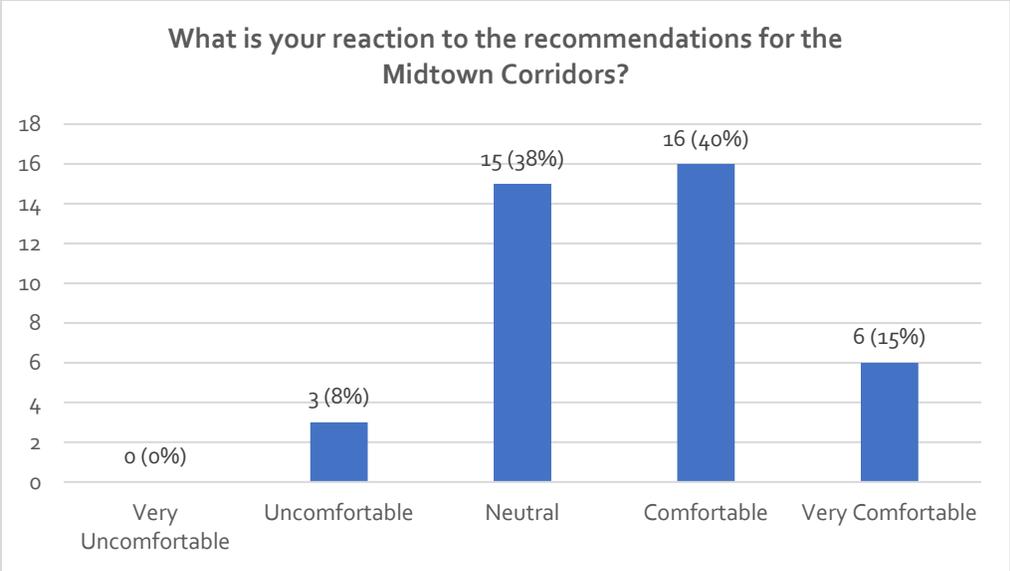


Figure 4: Poll Results - Midtown Corridors

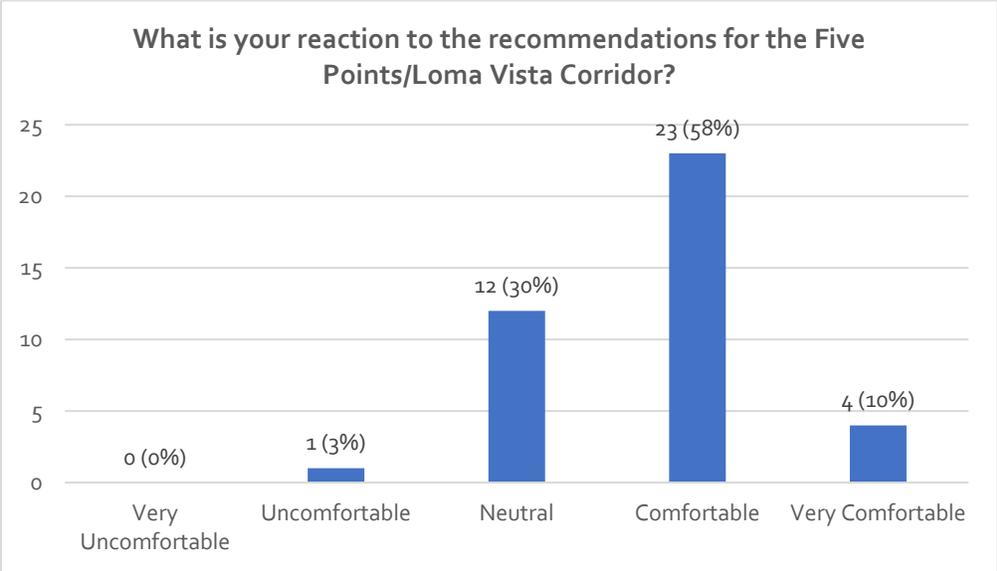


Figure 5: Poll Results - Five Points/Loma Vista Corridor

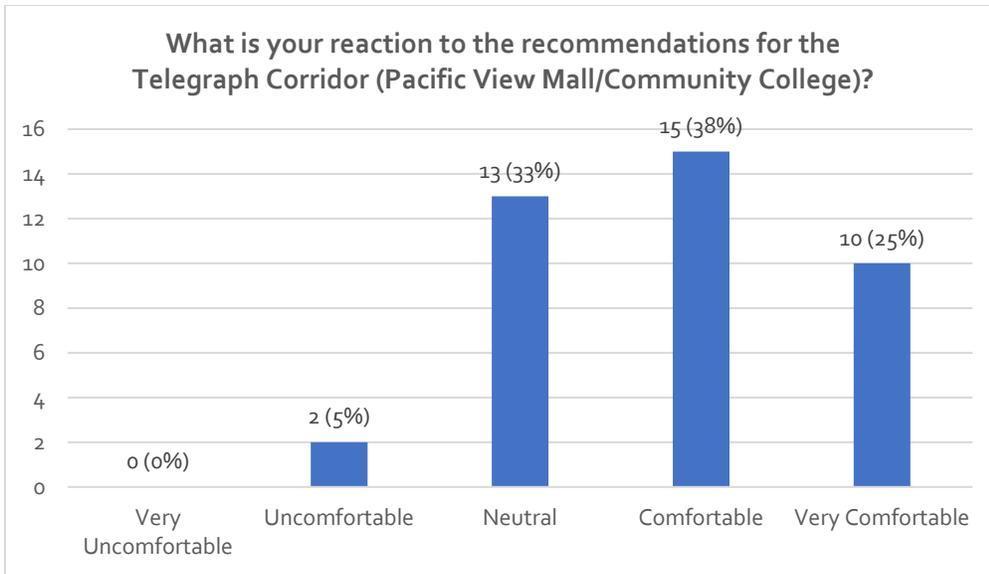


Figure 6: Poll Results - Telegraph Corridor

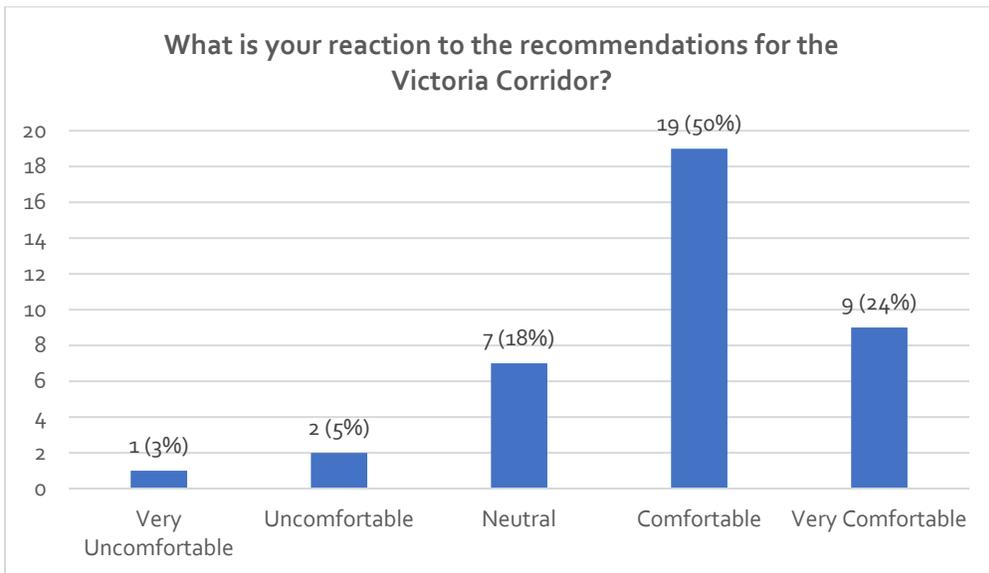


Figure 7: Poll Results - Victoria Corridor

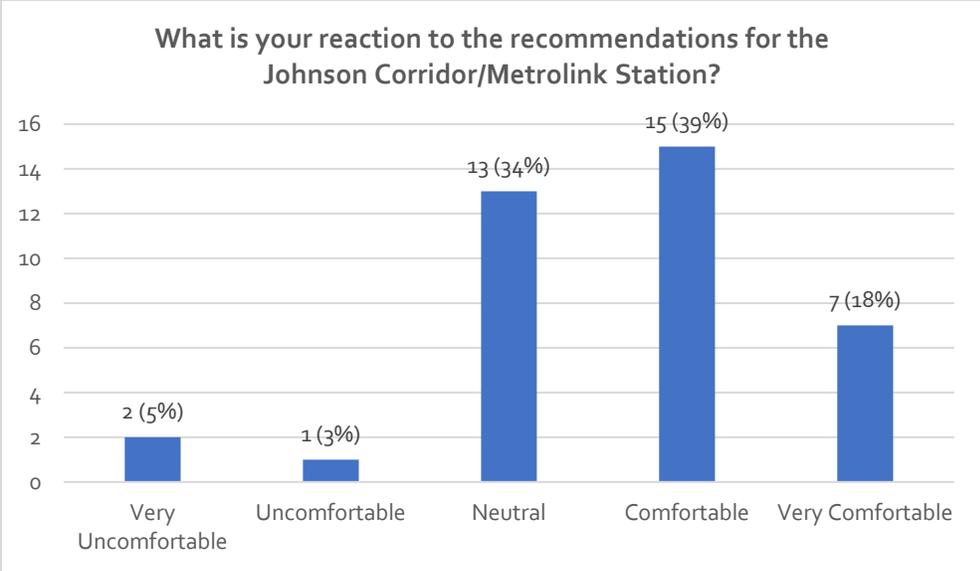


Figure 8: Poll Results - Johnson Corridor/Metrolink

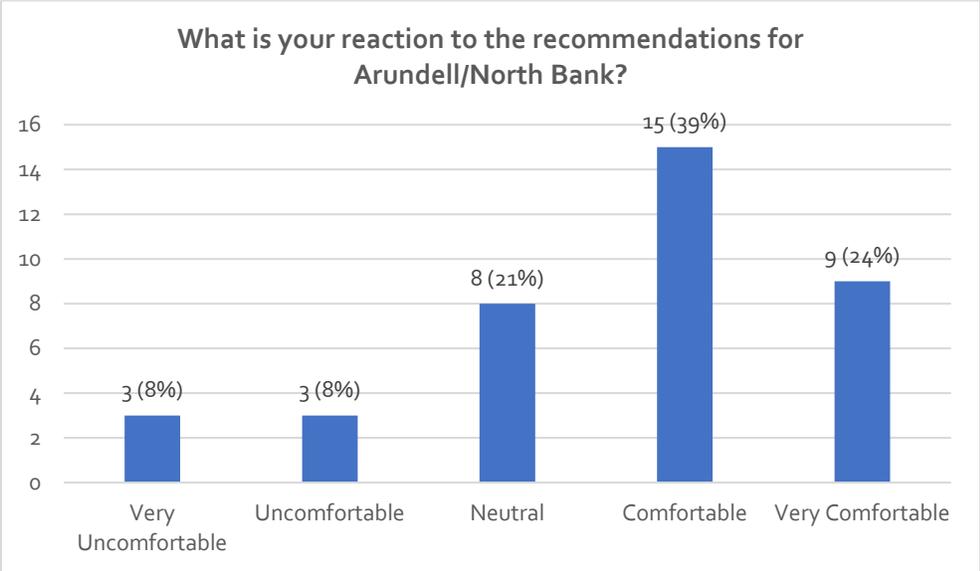


Figure 9: Poll Results - Arundell/NorthBank

GPAC Feedback and Discussion

Citywide Framework

At the conclusion of the presentation, GPAC members provided feedback on the overall direction of the Citywide Framework and whether any concepts were missing. Below is a summary of the discussion session.

- The trail plan is a good start but could be more robust, particularly for avid cyclists. There are still certain areas of the city disconnected from transit loops proposed in the Framework. Consider first creating a transportation vision that will drive the overall vision for the city and the physical layout of different areas.
- Freight corridors should be added to the Framework to figure out where to locate job centers, transit loops, and trails. Community College is a major jobs and training center that is missing from the employment districts identified in the Framework.
- Framework shouldn't group together all the SOAR land as one potential annexation area.
- Trail proposed on SR-126 should be able to connect to the ocean. Transit loops should also connect to Oxnard (i.e., Wagon Wheel, the Collection) and the Ventura Harbor. Framework needs to specify the type of "retail and offices" planned for each Area of Discussion.
- Ventura Harbor is a good candidate for a fourth transit loop, considering that the Ventura County Airport Shuttle connects at the Four Points Hotel. Need to figure out how to provide more trail connections to the proposed mixed-use corridors, which currently have no associated trails. Should also have activity centers at the Government Center and North Bank/Arundell areas, given their high jobs concentration.
- Framework doesn't identify any jobs centers on the Eastside; the Saticoy area could be a potential employment district, but the City would need to study annexation. Darling/Wells could be another activity center as there is already a shopping center proposed there. With the continuation of Main Street Moves, one issue with turning Foothill Road into a multiuse trail is that the City would be eliminating almost all east-west vehicle routes to Downtown.

Areas of Discussion: Land Use Alternatives

GPAC members were then asked to provide feedback on the recommendations presented for each Area of Discussion. Specifically, they were asked to consider the following questions:

- What land uses should be the primary focus for each area?
- What should the character of the area be?
- What should the intensity and scale of the area be? (e.g., 2-3 story buildings, 6-7 story buildings)

Below is a combined summary of what GPAC members discussed.

Downtown

- Downtown buildings should be limited to 3-4 stories, so that new development doesn't block sight lines of the hillsides and the ocean.

- Keep height limits to what are in the Downtown Specific Plan, which already meets the needs of what the General Plan is trying to achieve.
- Main Street Moves is a good starting point for Downtown to become more pedestrian-friendly and retail-friendly. Pearl Street in Boulder, Colorado is a model for what Main Street could become, as a pedestrian-only area with thoughtful consideration for parking and traffic circulation.
- Focus on denser uses and multimodal activity centers in the Westside/Downtown juncture.

Westside

- Limit building heights to 3 stories (4 stories stepping back) along Ventura Avenue and Olive Street, with 2 stories everywhere else. Support keeping business and industry on the Westside to prevent the neighborhood from becoming a bedroom community for Santa Barbara, which is driving up house prices.
- Need to define the types of retail that we want to bring into the Westside (including those that don't already exist). The costs of remediation will be expensive and could drive up housing costs. One strategy that the City can pursue is creating its own redevelopment agency.
- The oil and petroleum industry needs to go. Keeping the area livable for residences will ensure that the industry which remains will stay cleaner and more environmentally friendly.
- Pro-growth is not necessarily what all Venturans want. There can still be change and progress, but we also need to maintain some character and balance and not build for buildings' sake. We also shouldn't discount all in-person office and retail; people are social beings and will likely/are already going back to that mode of living.

Midtown Corridors, Five Points/Loma Vista Corridor, and Telegraph Corridor (Pacific View Mall/Community College)

- Limit buildings heights to 3 stories along Midtown corridors. Five Points currently has 1 story medical buildings; consider adding more mixed use along Loma Vista from Main to Mills.
- The Five Points/Loma Vista area was originally envisioned as a wellness hub with planned renovations for both hospitals. As a critical piece of the planned wellness hub, it should retain its focus as a mixed-use jobs center. There are also many opportunities for redevelopment along the Telegraph Corridor.
- Need to think about setbacks for the Midtown corridors, especially if development goes up to 3 stories. Having tall buildings right up against the street would change the open, welcoming feel of the corridors. The development across the street from Ventura High School is an example of a "hovering" building.
- Area around Ventura High School (including Santa Cruz/Main) should be a neighborhood activity center.
- Consider adding activity centers and trails in the Midtown Corridors (there are currently none proposed in the Citywide Framework). Note that the hospitals on Loma Vista will be used by an older demographic and people with mobility impairments. In addition to sufficient mass transit, adequate car parking needs to be considered in this area.
- Higher-rise development should be placed and grouped in areas where that height already exists (i.e. where the hospitals are). If we're building up, we need to build back.

- Need to look at parcel assemblage along Telegraph corridor since the parcels are so small. We don't know what the next thing will be for the Pacific View Mall, and we need to give the owner the flexibility and ability to come up with what that is.

Victoria Corridor, Johnson Corridor/Metrolink Station, and Arundell/North Bank

- The City has been unsuccessful so far in transforming Victoria Corridor, a 6-lane thoroughfare, into a walkable corridor. Victoria Corridor is one of the most hazardous areas in the city for cyclists, especially between US-101 and SR-126.
- With the new Veterans facility planned by the County Sheriff's Office, there is an opportunity to increase services and transportation options in that area.
- The connection from US-101 (southbound) and SR-126 (westbound) moves traffic onto Victoria and further intensifies use along the corridor.
- Consider working with Caltrans to put a connector between US-101 (southbound) and SR-126 (eastbound) to alleviate traffic on Victoria.
- It doesn't seem possible for all uses on Victoria Corridor to coexist together (pedestrians, freight, retail, etc.). The only possible options are things that people wouldn't like. For example, creating a "tunnel" with taller buildings fronting Victoria and walkable spaces behind them.
- Need to preserve Arundell/North Bank for industrial and R&D uses. Even limited residential use will be challenging and should be discouraged.
- Arundell/McGrath should not become a solely industrial area. Considering that owners of smaller industries and factories live there already, more residential should be made available to business owners and workers.

Other areas:

- Keep the racetracks at the Fairgrounds. They are still a popular attraction and offer a cool and nostalgic experience.

Public Comments

Several individuals spoke during public comment at the close of the meeting. Comments are summarized below:

- Think about the needs of every Ventura resident, particularly vulnerable residents such as cyclists and people using wheelchairs.
- Circulation is a major component and challenge of the General Plan. City Council must continue to push for capping the freeway. We have been considering annexing the McGrath property for quite a while and it is still an important matter. We don't know what the future holds and need to stay flexible and adaptable.
- Partner with Caltrans to move more traffic away from city streets and onto major transportation corridors. That would help the Victoria Corridor and Westside move more effectively.
- The Ventura Harbor needs to be more explicitly called out in the Citywide Framework strategies, particularly around sea level rise adaptation, improved access to the ocean, and

connections to potential transit loops and off-street bicycle and pedestrian trails. The Framework fails to identify that the Harbor as a major multi-use activity center and employment district.

Appendix: Chat Transcript

18:04:25 From Lilly Nie, Raimi + Associates to Waiting Room Participants:

Hello everyone, we will be starting shortly.

18:04:28 From Lilly Nie, Raimi + Associates to Waiting Room Participants:

Thanks for your patience!

18:19:35 From GPAC | Sabrena Rodriguez to Everyone:

could you please post a link in the chat for the housing element? We were under the impression this was a 'draft.'

18:21:38 From bill thieman to Everyone:

How and when can I add comments on survey results

18:22:36 From City | Neda Zayer to Everyone:

Here is a link to the City Council staff report packet on the Housing Element:

<https://www.cityofventura.ca.gov/DocumentCenter/View/30616/13A>

18:45:32 From wendell to Everyone:

It's nice to think that people will use public transportation, but the reality is we drive most places we go. There seems to be little focus on moving cars around the city.

A comprehensive transportation plan must be a part of the overall plan.

18:47:06 From Dru van Hengel, Nelson\Nygaard to Everyone:

Register here for the Active Transportation Plan workshop: <https://www.activeplanventura.com/>. Click "get involved" to open registration link or you can watch livestreamed on City's YouTube Channel.

19:14:44 From Kathy Bremer to Everyone:

Westside issues— cleaning up brown fields is an expensive proposition.

19:15:24 From KajaThomas to Everyone:

IMO, worth the money for long term benefits.

19:17:43 From Kathy Bremer to Everyone:

My point is without grant funding the city is unlikely to be able to afford to do the work. Annexing the north avenue is an expensive proposition.

19:26:13 From KajaThomas to Everyone:

I agree. We are a beautiful coastal city. That is why people want to be here. More bike paths, more green space, utilize/revitalize the vacant/derelict commercial spaces already there, and better overall planning. I think that's what you're trying to do!

19:26:43 From GPAC | Josh Damigo, MA to Everyone:

+1 Louise

19:28:35 From Bill & Kate to Everyone:

I would expand the downtown zone to encompass the promenade and pier area. Front street could be the Funk Zone with a rebuilt ped overpass to the pier. Need a transit center downtown (including a Metrolink Stop). The entire zone could be automobile-limited and ped, bike, pedi-cab friendly. Ventura had to be dragged into a pedestrian downtown. We have embraced it. Let's expand.

19:29:10 From Christy Weir to Everyone:

The Ventura College Campus is definitely a main jobs center.

19:29:57 From KajaThomas to Everyone:

Such a good point about the evolution of retail and office space.

19:32:03 From KajaThomas to Everyone:

Bike paths that aren't on the road like the bike path up to Ojai would be incredible.

19:33:22 From Bill & Kate to Everyone:

Regarding the Mixed Use Corridors: I think the Framework jumps too quickly to saying we need higher buildings and density. There is already huge interest in walking and shopping in Midtown. What is lacking are wide sidewalks, ped crosswalks that aren't deadly, and more trees. A veg planting of trees down the center lane of Main Street through Midtown (as on upper State Street) between intersections would create a "Midtown Village".

19:35:15 From GPAC | Pete Freeman to Everyone:

Forgot to mention public transit to the beach area/Harbor

19:35:23 From Liz Campos she/her to Everyone:

govt center is covered with a park

19:35:38 From Bill & Kate to Everyone:

We need to reduce car traffic if we are going to implement pro-active transportation projects. I support a Foothill Greenway.

19:36:23 From Mark Sirota to Everyone:

Agree that

19:37:05 From Bill & Kate to Everyone:

Thompson Blvd has many "noxious uses" that should be phased out. Needs more safe ped crossings, remove street parking.

19:37:10 From Liz Campos she/her to Everyone:

yes to westside transit hub.

19:37:40 From Mark Sirota to Everyone:

I agree that we should limit downtown height to 4 stories.

19:37:43 From GPAC | David Comden to Everyone:

I agree and include more housing (in addition to jobs) being so close to the beach..

19:38:09 From KajaThomas to Everyone:

Yes! If we go any higher downtown, we will lose the charm and the draw for all of the local restaurants etc. There are plenty of vacant/unsafe commercial spaces that could be made into something wonderful.

19:38:16 From Bill & Kate to Everyone:

Fort Collins is even better than Boulder. Both are excellent examples! Need to connect to the beach

19:38:25 From George Amandola to Everyone:

Do you really wish Ventura to develop like Santa Monica?

19:38:46 From Wendell to Everyone:

Shouldn't the downtown area be focused between the beach and the government center rather than around Main Street?

19:39:00 From GPAC | Erin Kraus to Everyone:

I agree Nick - Main St could be inspired/informed by Boulder's Pearl St

19:39:08 From GPAC | David Comden to Everyone:

And welcome visitors with an ungraded train stop.

19:39:12 From George Amandola to Everyone:

Thank you Kelsey!!!!

19:40:11 From Christy Weir to Everyone:

The Downtown Specific Plan was created with careful attention to each parcel, height limits and view corridors. We don't need to re-invent it.

19:40:51 From George Amandola to Everyone:

I agree with @Christy Weir !!!!!

19:42:04 From Kathy Bremer to Everyone:

On the Westside we need to be cognizant of adjacency problems with high-rises adjacent to 1920-1940s bungalows.

19:42:34 From Liz Campos she/her to Everyone:

Westside is available in many ways for all the recommended changes. mixed use, light industry, keep the jobs close by. heavy industry & environmental degradation needs to be cleaned up.

19:42:41 From GPAC | Sabrena Rodriguez to Everyone:

The school district property on Stanley is listed as commerce, but really it's public/institutional

19:43:52 From Liz Campos she/her to Everyone:

yes Sabrena, and it often serves as an activity center.

19:44:45 From Christy Weir to Everyone:

The Westside plan needs to include bike lanes, wider sidewalks, street trees, more public parking, 3-story height limit. An enhanced public realm is crucial for the safety, walkability, health and beauty of this neighborhood.

19:45:18 From Liz Campos she/her to Everyone:

Christy is very correct

19:46:05 From Kathy Bremer to Everyone:

For the Westside it is hard to beat the 1999 plan.

19:47:01 From Liz Campos she/her to Everyone:

and our current vision began with that as a foundation Kathy

19:47:49 From George Amandola to Everyone:

Well stated and thoughtful comments Kelsey Jonker!!!!

19:47:51 From Christy Weir to Everyone:

I completely agree with Kelsey's points.

19:48:10 From GPAC | Pete Freeman to Everyone:

I like the neighborhood center at Stanley and the Ave

19:48:41 From C to Everyone:

good points Kelsey

19:48:46 From GPAC | Sabrena Rodriguez to Everyone:

the green 'park' in the midtown map is not a park, it's a school — Washington school (historic)

19:48:47 From Liz Campos she/her to Everyone:

yes.

19:49:02 From Bill & Kate to Everyone:

The city does not require adequate setbacks for taller buildings. Examples are Ventura Ave at Thompson and on Main St across from VHS. Tall buildings are towering over a narrow sidewalk. Any trees or greenery responsibility falls on the public space (which is already too limited) rather than falling on the developers. If the city doesn't require better designs and public spaces, the community will not support.

19:49:44 From Kathy Bremer to Everyone:

Excellent points Bill & Kate.

19:52:17 From Christy Weir to Everyone:

The Midtown Corridor Code is very specific and had a lot of public input— are changes being proposed? One thing that does need updating is requiring wider sidewalks. New buildings with zero setbacks next to 6-foot sidewalks are not walkable, and do not accommodate mature canopy trees.

19:52:29 From Bill & Kate to Everyone:

No discussion yet of adding neighborhood parks to deficient parts of Ventura. I agree with the commenter that the focus of this plan is on building rather than needed amenities.

19:53:15 From Bill & Kate to Everyone:

VHS students are walking in the Main Street roadway because the sidewalk is too narrow.

19:53:30 From GPAC | Sabrena Rodriguez to Everyone:

agreed, bill & kate!

19:53:57 From Dan Long to Everyone:

I do think it is a shame to have higher buildings than the great public High School building along with the obvious lack of sidewalk space between the new developments.

19:54:49 From wendell to Everyone:

Midtown corridor is a congestion mess. An expansion of mixed use in this area needs to accommodate the increase in traffic that will bring. Walking and biking are already life threatening.

19:55:07 From GPAC | Erin Kraus to Everyone:

Agreed Bill & Kate - setbacks are needed for sure. Very distressing to see buildings right up to the sidewalks.

19:55:56 From Christy Weir to Everyone:

I would love to see the new General Plan focus more on the public realm— wide sidewalks, urban forestry.

19:56:22 From GPAC | Sabrena Rodriguez to Everyone:

And, why are we the only coastal town without a view ordinance?

19:56:38 From GPAC | David Comden to Everyone:

both good points

19:56:41 From Bill & Kate to Everyone:

Thank you to our school principals who allow public use of their grounds on weekends! Without those spaces, many of us who have no open space. However, there is no certainty this allowance by the schools will continue.

19:57:14 From Liz Campos she/her to Everyone:

Christy is right. if we dont include public amenities the new bldgs will be empty.

19:57:32 From George Amandola to Everyone:

More density means overcrowded surf spots!!! More density means more road traffic and congestion!!!!

19:59:07 From Kathy Bremer to Everyone:

Crowding the sidewalk with giant buildings does not make an area pleasant and walkable.

20:01:19 From KajaThomas to Everyone:

Agreed Kathy!

20:01:33 From Liz Campos she/her to Everyone:

the new veteran bldg area is also without wheelchair access, the parking lot at gateway plaza is a pedestrian killing field. Veterans need access.

20:01:34 From Wendell to Everyone:

Can the city get the cooperation from CALTRANS to solve some of the surface street problems we face?

20:01:44 From GPAC | David Comden to Everyone:

Victoria is a main arterial thoroughfare and may never be able to accommodate bikes...but we need to find adjacent ways to bike in and through the area...

20:01:52 From Karen Flock to Everyone:

Most schools don't allow use of open space after school hours. There are a lot of issues, but it would be great to make this happen. There are some initial discussions. This is a very under utilized resource.

20:02:08 From George Amandola to Everyone:

What happened to the water shortage? Why is that not part of the density discussion?

20:02:12 From Kathy Bremer to Everyone:

The only way to make Victoria safe for cyclists is a protected bike lane.

20:02:27 From Carl Morehouse to Everyone:

Hallelujah Pete! You're on it!

20:02:31 From KajaThomas to Everyone:

Yes George! SO true!

20:02:38 From Maria Navarro to Everyone:

+1 Karen

20:02:44 From GPAC | Sabrena Rodriguez to Everyone:

Actually, Karen, the vast majority of our schools do allow after hours use of the fields. Only a few lack access due to limited security options.

20:03:24 From Maria Navarro to Everyone:

good to know Sabrena!

20:03:30 From Dan Long to Everyone:

During the last GPAC, Comp Plan Update, being able to use the schools green space was an important issue that still has not been utilized but should happen.

20:03:50 From Carl Morehouse to Everyone:

Dan is correct.

20:04:27 From GPAC Dan Reardon to Everyone:

I agree with Kelsey. Not everyone is comfortable with growth for growth sake.

20:04:36 From Trevor Gotsman to Everyone:

Walt Disney has a prototype of mass transportation down the road

20:04:55 From Kioren Moss to Everyone:

There is a perfectly good north and south bike path east of County Square Drive that extends south along Cypress Point Lane right down to the Ventura Freeway.

20:05:00 From GPAC | Pete Freeman to Everyone:

Agree with Stephanie on Arundal/NorthBank

20:05:04 From Dan Long to Everyone:

Yeah Kelsey!

20:06:36 From GPAC | Pete Freeman to Everyone:

there's also a bike path that runs from Community park to Johnson along the barranca.

20:08:07 From GPAC | David Comden to Everyone:

If the Fairgrounds were to move inland, it would benefit the Fair and present the opportunity to make the present site a world class public space. If we pitch ideas to the State, they may listen...

20:09:05 From Trevor Gotsman to Everyone:

Access to public spaces is where to start. Ensure each residence has open access to public resources. This is how to build community.

20:10:57 From GPAC | Steph Karba to Everyone:

@Carl, can you share a link to the Notre Dame student project?

20:12:51 From KajaThomas to Everyone:

Love that Dave Comden!

20:13:11 From Carl Morehouse to Everyone:

Oh yes. Ventura County never approved a county wide transportation sales tax, hence we cannot access Federal and State dollars because we cannot provide a match. That hurts all kind of transportation issues.

20:13:18 From Liz Campos she/her to Everyone:

thank you Brian

20:13:19 From Dan Long to Everyone:

The Fairgrounds serves the whole county during disaster as well as huge draw to be on the coast not only during the Fair that West side residents can walk to but year round. The city just worked to further saving the coastline there with more rehabilitation. During the Thomas Fire fire companies from over 18 states and people and animals were safe next to the ocean in the sea of parking that served all of us well. I think some people have short memories of the importance this site .

20:13:49 From GPAC Dan Reardon to Everyone:

Thanks Brian

20:14:40 From George Amandola to Everyone:

I do not see this convening being representative of the public residents at large. The GPAC is a very small group and recommendations from Rami and comments from GPAC are insightful and yet may not necessarily represent Ventura residents wishes!!!!

20:15:00 From Brian Pendleton to Everyone:

My name is Brian Pendleton, General Manager of the Ventura Port District, an independent special district which owns and operates Ventura Harbor. Thank you for the opportunity to provide public comment to the GPAC. The Harbor was not included, but should be, in the following designations and/or strategies as part of the overall general plan "framework" discussed tonight: Sea Level Rise Adaptation Strategies; Improved Access to Ocean; Major Multi-Use Activity Center; Existing Employment District; Potential Transit Loops; and Off-Street Bicycle / Pedestrian Trails. Thank you.

20:16:01 From Liz Campos she/her to Everyone:

Brian, thanks for recognizing the urgency of climate in your comments.

20:16:38 From Dru van Hengel, Nelson\Nygaard to Everyone:

Register here for Thursday's Active Transportation Plan workshop: <https://www.activeplanventura.com/>. Click "get involved" to open registration link or you can watch livestreamed on City's YouTube Channel.

20:18:01 From Kathy Bremer to Everyone:

Climate will impact us all.

20:22:54 From GPAC | Pete Freeman to Everyone:

Great point Dave Comden

20:22:55 From Kioren Moss to Everyone:

Caltrans owned the land where El Camino Real park now is, for a looping ramp to SB 101 from WB 126, but Jerry Brown I sold the land off, and sold the land off that was going to connect the highways via a bridge over the river along by Montgomery St. and Kimball Rd.

20:24:20 From Susan Harden - Facilitator to Everyone:

Thank you everyone for your participation tonight!