

## 2.0 PROJECT DESCRIPTION

The proposed project involves a specific plan (Parklands Specific Plan, Specific Plan No. 6) for the development of a 66.7-acre, eight-parcel area in the City of Ventura. This section describes the project location, characteristics of the site and the proposed development, project objectives, and the approvals needed to implement the project.

### 2.1 PROJECT APPLICANT

Westwood Communities Corporation  
1263 Westwood Boulevard, Suite 210  
Los Angeles, CA 90024

### 2.2 PROJECT LOCATION

The 66.7-acre plan area is located in Ventura, California. The plan area is located southwest of the intersection of Telephone Road and Wells Road. It is bounded by Telephone Road on the north, Wells Road on the east, and by Blackburn Road and Highway 126 on the south. The western boundary is flanked by single-family homes and a mobile home park. Site Assessor Parcel Numbers and associated acreage are listed in Table 2-1.

**Table 2-1  
Plan Area Parcels**

<b>Parcel Number</b>	<b>Acres</b>
089-0-012-004	0.41
089-0-012-008	0.13
089-0-012-014	21.11
089-0-012-016	6.83
089-0-012-018	26.42
089-0-012-019	2.45
089-0-012-020	5.20
089-0-012-021	3.10
<b>Total</b>	<b>65.65</b>

There is a minor discrepancy between the acreage indicated in the Assessor's Parcel maps and that indicated on the plans. The discrepancy results from differences in survey methodology, with the plan acreage assessed at 1.05 acres greater than that recorded on the Assessor's maps.

The plan area's location within the region and general site vicinity are illustrated in Figures 2-1 and 2-2, respectively. Regional access to the site is provided by the Santa Paula Freeway (SR 126).





Source: Moule & Polyzoides, May 2006



Project Vicinity

Figure 2-1  
City of Ventura





## 2.3 CURRENT LAND USE AND REGULATORY SETTING

The plan area is currently utilized for agricultural row crop production. A supporting caretaker mobile home is located adjacent Telegraph Road near the center of the plan area.

Table 2-2 below summarizes the existing characteristics of the project site.

**Table 2-2  
Existing Site Characteristics**

Site Size	66.7 acres
General Plan Land Use Designation	Neighborhood Low (0-8 du/acre) – 13 acres within the City Agricultural Urban Reserve -40 Acre Minimum – 54 acres within the County
Zoning Designations	R-1-7 (Single-Family Residential) (APN's City Limits) AE-40 (Agricultural Exclusive- 40 Acre Minimum) (APN's County Limits)
Current Use and Development	Agricultural row crop production. Supporting caretaker mobile home located adjacent Telegraph Road near the center of the plan area.
Surrounding Land Use/ Zoning Designations	North: Residential assisted living retirement community and single-family residential. South: Blackburn Road and SR 126, with a single-family residence located adjacent the northern boundary of Blackburn Road. East: Commercial retail, educational, medical office, and a detention basin. West: Single-family residential and a mobile home park.
Regional Access Local Access	State Route 126 Telegraph Road, Wells Road, Blackburn Road, and Saticoy Avenue.
Public Services	Water: City of Ventura Sewer: City of Ventura Fire: Ventura Fire Department Police: Ventura Police Department

### 2.3.1 Current Plan Area Land Use

The 66.7-acre plan area is currently used for row crop agricultural production along with a caretaker's mobile home. Crop production on the site is primarily flowers. Brown Barranca crosses through the northeastern portion of the plan area.

### 2.3.2 Surrounding Land Uses

A single-family home community and a mobile home community are located adjacent the western boundary of the plan area. On the southern plan area boundary, an existing single-



family home is located on the north side of Blackburn Road. To the east, commercial retail, educational facilities, a medical office building, and a private water reservoir are located across Wells Road. To the north of the plan area across Telegraph Road is a neighborhood of single-family detached houses, a medical office building and an assisted-living retirement community.

### 2.3.3 Land Use Regulatory Overview

Assessor Parcel Numbers (APNs) 089-0-012-020, 089-0-012-019, 089-0-012-021, 089-0-012-004, and 089-0-012-008 (totaling about 11 acres) are located within the City of Ventura and are zoned Single-Family Residential (R-1-7). The remaining APNs, 089-0-012-014, 089-0-012-016 and 089-0-012-018, (totaling about 54 acres) are currently within unincorporated Ventura County and have a County zoning classification of AE -40 (Agriculture Exclusive -40 Acres).

## 2.4 PROJECT CHARACTERISTICS

The proposed project involves the adoption of the Parklands Specific Plan (Specific Plan No. 6) to guide future development within the plan area. Development under the Parklands Specific Plan would include predominantly residential uses, with supporting infrastructure, green-space, community recreational space, and a small amount of service commercial development. The Specific Plan directs all facets of future development within the 66.7-acre plan area, including:

- *Designation of land uses*
- *Designation of required access and circulation elements*
- *Location and sizing of infrastructure*
- *Phasing of development*
- *Financing methods for on and offsite public improvements*
- *Establishing aesthetic and functional or operational design guidelines and standards of development, including maintenance, repair and replacement of infrastructure*

### 2.4.1 Specific Plan Development Potential

Figure 2-3 provides an overview of the proposed Regulating Plan and Figure 2-4 shows the conceptual configuration of the building lots. Proposed residential land uses include 173 condo or live-work units, 110 Duplex/Triplex/Quadplex units (also condominiums), and 216 Single-Family Homes, totaling 499 residential units on 33.49 developable acres. Live-work units are integrated housing and working space units with retail or commercial space on the first floor and residential above. The overall amount of condominium housing or live-work space would not exceed the equivalent of 150 multi-family residences if commercial space were to take the place of residences. Other proposed land uses include 6,560 square feet of civic space as a community center, 25,000 square feet of commercial/retail space, and approximately 5.84 acres of active recreational parks. The park spaces including a linear park/bikepath along Brown Barranca, 1.82 acres of passive recreational parks, and 3.96 acres of sensitive habitat reserves. Greenspace (parks and the Barranca Preserve) within the plan area totals 11.62 acres.







Table 2-3 lists and quantifies the specific plan components in detail, referencing the color-coded planning areas shown on the Regulating Plan (Figure 2-3).

**Table 2-3  
 Specific Plan Buildout Summary**

Planning Area	Land Use	Gross Acreage	Amount
Corridor	Mixed-use Neighborhood Center	5.50	173 du and/or up to 25,000 s.f. of Commercial/Retail Space
Neighborhood General	Single-family houses, carriage houses, duplexes, triplexes, bungalow courts, and rowhouses	19.52	264 du
Neighborhood Edge	Single-family houses and carriage houses on larger lots	8.47	62 du
<b>Subtotal</b>		<b>33.49</b>	<b>499</b>
Parks and Open Space	Barranca, parks, bikepaths, detention basin, etc.	11.62	
<b>Subtotal</b>		<b>11.62</b>	
Streets		22.02	
<b>Subtotal</b>		<b>21.59</b>	
<b>TOTALS</b>		<b>66.7</b>	<b>499</b>

Source: Moule & Polyzoides Architects and Urbanists, Parklands City of San Buenaventura Specific Plan No. 6.  
 s.f. = square feet  
 du = dwelling units

The proposed land use plan includes three different zone designations: (1) Corridor; (2) Neighborhood General; and (3) Neighborhood Edge. These are described below.

**a. Corridor (COR).** The Corridor zone is applied to the mixed-use and pedestrian-oriented Neighborhood Center as indicated as “Courtyard Housing and Live/Work” on Figure 2-4. The Neighborhood Center will accommodate a mix of up to 15,000 square feet of convenience retail, and 150 attached courtyard multi-family dwelling units with the option to designate live-work spaces. It centers on a tree-lined parking plaza marked by residences with lofts above. Its plaza will link to the southern part of the plan area by a pedestrian bridge spanning Brown Barranca. The COR zone, applied to the mixed-use and pedestrian-oriented Neighborhood Center, is intended to be occupied primarily by live-work and mixed use buildings that may accommodate retail, office, or residential uses on ground floors, and offices and residences on second and third floors.

**b. Neighborhood General (NG).** The intensities within the NG zone are lower than in the COR zone, with single-family attached and detached houses fronting streets, parks and



other public places. The NG zone is applied to areas intended for a variety and mix of houses, duplexes, triplexes, and bungalow courts on a variety of lot sizes.

c. **Neighborhood Edge (NE).** The Neighborhood Edge intensities are lower than NG densities with single-family attached and detached houses fronting streets, parks and other public spaces. Large lot executive homes are at the edge of the plan area abutting existing detached housing to the west. The NE zone is applied to areas intended for a mix of house and lot sizes, characterized primarily by detached single-family homes on larger lots.

## 2.4.2 Project Access, Circulation and Parking

a. **Project Access.** Ingress and egress to the plan area is proposed via street connections to Telegraph Road, Wells Road, and Blackburn Road. Additional vehicle access is proposed with an extension of Carlos Street, which currently terminates at the eastern plan area boundary at Wells Road. The internal street network would ultimately extend west of the plan area past Linden Drive to Saticoy Avenue. In addition, the applicant proposes to extend Nevada Avenue, which currently terminates outside the plan area at the northern boundary of Telegraph Road. The Nevada Avenue extension would continue south of Telegraph Road through the plan area (see Figure 2-5).

Regional access to the plan area is provided by the Santa Paula Freeway (SR 126). Frontage improvements would include the widening of Wells Road and Telegraph Road and construction of a raised median on these roadways opposite the plan area boundary. Wells Road between Carlos Street and Telegraph Road would include two travel lanes, while Wells Road south of Carlos Street to Citrus Drive would include four travel lanes. The intersection of Wells Road with SR 126 would consist of six lanes on Wells Road. Wells Road would contain a Class II bike path on both sides of the roadway and would be designed to accommodate parallel parking.

Telegraph Road extending west from Wells Road to Saticoy Avenue would also include two travel lanes, a Class II bike lane on the south side of the road, a central median, and a 24-foot wide parkway on the north side of the street that accommodates a meandering bike path and pedestrian path.

The 2005 General Plan envisioned that these two roadway segments would be widened to secondary arterial standards with four travel lanes; however, the need for future capacity enhancements has been reevaluated and it has been determined that the roadways need not be expanded from collector standards. As a result, a General Plan amendment (AO-227) is to be included in conjunction with the Parklands Specific Plan to amend Figures 3.5 and 4.3 of the General Plan to allow the segment of Wells Road between Telegraph Road and Carlos Street to be constructed as a collector in the short term, while retaining the future widening to arterials standards in the long term. A similar General Plan amendment for Telegraph Road between Wells Road and Saticoy Avenue is proposed in conjunction with the Hansen Trust Property Specific Plan.

b. **Pedestrians and Bicycles.** The bicycle circulation plan would consist of Class III bike lanes within the plan area where bikes would share the road with vehicles. A Class I bike path





would flank the Brown Barranca linear park and connect with the Class I bike route that continues north of Telegraph Road along the barranca. Class II bike lanes would be provided on Telegraph Road and Wells Road, while a bike/pedestrian shared path would also be constructed in a parkway on the northern side of Telegraph Road. Sidewalks would be provided throughout the plan area and a pedestrian bridge would be constructed across Brown Barranca to provide pedestrian connectivity between the residential neighborhoods west of the barranca and the mixed use neighborhood on the eastern edge of the barranca.

**c. Parking.** Specific Plan parking standards draw on the parking patterns of traditional American small towns and neighborhoods as precedents. Such patterns allow for a mix of uses and for the creation of a compact, tight-knit neighborhood feel. In general, single and multi-family residential units would be constructed with on-site private parking spaces, while visitor parking spaces, civic and park use parking spaces, commercial parking spaces and affordable housing parking spaces would be provided as on-street parking. Table 2-4 provides a summary of parking proposed by use.

**Table 2-4  
 Parking Supply Summary**

Use	Parking Spaces
<b><i>On-Site Private Parking</i></b>	
Multi-family residential	284
Single-family residential	690
Retail	55 to 66
<b>Subtotal</b>	<b>1,029 to 1,040</b>
<b><i>On-Street Parking</i></b>	
Multi-family residential	588
Single-family residential	504
<b>Subtotal</b>	<b>1,092</b>
<b>Total Plan Area Parking</b>	<b>2,132</b>
<i>Source: Parklands Specific Plan, Section 5.2.</i>	

Networks of small blocks would allow parking on both sides of the street on most of the streets within the plan area and would accommodate for most of the neighborhood’s parking demand. On-street spaces would be used to allow for more parking.

### 2.4.3 Community Amenities

The proposed specific plan includes 11.62 acres as open space, parks, and sensitive habitat reserve. In addition, it provides for a 6,560 square foot community building. The plan would dedicate 6.84 acres of parks to be maintained by the City through an assessment district. The



proposed linear park and bike path would become part of Ventura’s linear park system. The 3.69-acre portion of Brown Barranca that crosses through the plan area would be dedicated to the City of Ventura and would be maintained by the City. The remaining parks will be privately owned and to be maintained by a Maintenance Assessment District or the Home Owners Association. Table 2-5 contains a list of the parks and greenspaces that are included in the plan area, while Figure 2-3 illustrates these areas in green.

**Table 2-5  
Proposed Parklands Greenspace**

<b>Greenspace</b>	<b>Park Type</b>	<b>Area (acres)</b>	<b>Owned by</b>
Central Park	Active	0.83	City
Linear Park/Bike Path	Active	2.61	City
Tot lot	Active	0.09	MAD
Pocket Park	Active	0.14	MAD
Neighborhood Park 1	Active	0.5	City
Neighborhood Park 2	Active	0.23	City
Recreation Field	Active	1.44	City
<b>Subtotal Active Recreation</b>		<b>5.84</b>	
Pocket Park	Passive	0.06	HOA
Parkway/Allee	Passive	1.4	HOA
Rosewalk	Passive	0.20	HOA
Court	Passive	0.16	HOA
<b>Subtotal Passive Recreation</b>		<b>1.82</b>	
Brown Barranca Preserve <sup>a</sup>	Preserve	3.69	MAD
Detention Basin/Wetlands	Preserve	--b	City
Native Restoration	Natural Preserve	--c	MAD
<b>Subtotal Sensitive Habitat Reserve</b>		<b>3.96</b>	
<b>Total Greenspace</b>		<b>11.35</b>	
<i>Source: Moule &amp; Polyzoides 8/30/2007</i>			
<i><sup>a</sup> includes upstream area of the Barranca between the two box culverts from Telegraph Road to the downstream culvert inlet (4.14 original acres – 1.60 acres = 2.54 acres of preserve).</i>			
<i><sup>b</sup> Detention Basin preserve park acreage is included in Recreation Field acreage.</i>			
<i><sup>c</sup> Native Restoration acreage is included in Brown Barranca acreage.</i>			

#### 2.4.4 Design Standards

The proposed specific plan includes design guidelines regulating building frontage types, architectural styles, and landscape. These standards would regulate commercial, residential and mixed-use building designs. Various façades would be applied to each neighborhood transect and would provide major definition to the character of each street. Architectural styles



also vary with three different project specific types: Mediterranean, Craftsman, and Beach Cottage. The project's architecture is meant to convey the Ventura's demographics, culture, and climate. Furthermore, the project's landscaping guidelines promote the protection and enhancement of the open spaces and character of adjacent sites. Use of native and drought-tolerant species and preservation of native habitats is also proposed.

#### 2.4.5 Drainage

The plan area currently drains to Brown Barranca, which traverses the plan area from Telegraph Road in a southeasterly direction to Wells Road at Blackburn Road. The drainage continues off-site as a concrete channel beneath Blackburn Road and parallel to Wells Road. Brown Barranca is currently deficient in capacity at Highway 126, south of the site for large storm flow events (100-year storm), but adequate for lesser storm flow events (10-year storm). The Parklands Specific Plan would provide storm drainage in a network of grassy swales, ultimately discharging 100-year or lesser storms to a detention basin proposed in the southeast corner of the plan area. The culvert improvements and detention basin proposed with the specific plan would address existing deficiencies and project generated stormwater increases along Brown Barranca within the plan area and downstream.

Approximately 1,660 linear feet of Brown Barranca traverses the plan area from the northern boundary at Telegraph Road to the southeastern boundary at Blackburn Road and Wells Road. The applicant proposes to preserve 860 linear feet of the barranca, while modifying the remaining portions (725 linear feet) both upstream and downstream of the preserved portion. The preserved area would be excluded from public access through fencing and barrier plantings and would encompass existing unaltered riparian habitat as well as restored riparian habitat where invasive species currently occur.

The modifications to Brown Barranca include extending the existing arched concrete apron by 75 feet at the barranca's entrance to the plan area (along the southern edge of Telegraph Road) to prevent scouring downstream, culverting 725 linear feet of barranca in a triple box culvert downstream of the preserve (upstream of the Blackburn Road crossing), and converting the existing double box culvert tie in located at the downstream end of the plan area (at the Blackburn Road crossing) to a triple box culvert. Upon completion of the undergrounding activities, a manmade revegetated streambed would be reconstructed above the culvert and would empty into the existing concrete trapezoidal channel, which continues downstream of the project area south of Blackburn Road extending past SR 126. A pedestrian bridge would also be constructed across Brown Barranca to connect the commercial center in the northeastern corner of the plan area to the residential areas southwest of the barranca.

The improvements to Brown Barranca were based on the improvements recommended in a Ventura County Watershed Protection District Study entitled "Brown Barranca Pre-Design Report" that was prepared by HDR Engineering and finalized in August 2005. The proposed barranca treatment utilizes the design concepts in that report, adding additional culvert cells and replacing the intermediate open channels to facilitate extension of Carlos Street westward into the plan area between Blackburn Road and Telegraph Road along Wells Road.



## 2.4.6 Site Preparation and Construction

Plan area development would occur in phases, with the earthwork and infrastructure commencing as the first phase. The second phase would involve development of models for each of the six different product types. Subsequent phases would each involve construction of 30 to 40 homes, with a three-month overlap of these phases. However, the building construction phase is market driven, which may cause construction to proceed faster or slower depending on market conditions.

## 2.5 PROJECT OBJECTIVES

The primary objective of the proposed Parklands Specific Plan is to create a financially viable traditional neighborhood that embodies the principles of New Urbanism through emphasizing the public realm, creating pedestrian friendly streets and blocks, and providing a diversity of uses and building types that will generate a distinct sense of neighborhood identity. Parklands is one of the first Traditional Neighborhood Development in the City of Ventura and is intended to bring together New Urbanist ideals, city planning, and livable spaces.

## 2.6 REQUIRED APPROVALS

Implementation of the proposed Parklands Specific Plan would require the following discretionary approvals from the City and other agencies:

### Required Discretionary City Approvals

- *Certification of the EIR*
- *Annexation, Case No. A-327 for the following three parcels totaling 54.36 acres*
  - *089-0-012-014 (21.11 acres)*
  - *089-0-012-016 (6.83 acres)*
  - *089-0-012-018 (26.42 acres)*
- *Specific Plan Approval, Case No. SP-6*
- *Zone Change for City designated parcels (R-1-7 to SP-6) and rezoning for County designated parcels (SP-6), Case No. Z-916*
- *General Plan Amendment AO-227 to amend Figures 3.5 and 4.3 of the General Plan to allow the segment of Wells Road between Telegraph Road and Carlos Street to be constructed as a collector in the near term, while retaining the option for widening to arterial standards in the long term.*
- *Tentative Tract Map S-5632*
- *Design Review, Case No. ARB-2985*
- *Planned Development Permit, Case No. PD-861*

### Discretionary Approvals Required from Other Agencies

- *Ventura County Local Agency Formation Commission - LAFCO approval of reorganization, including annexation to the City of Ventura for the following three parcels totaling 54.36 acres, with simultaneous detachment of the same area from the Ventura County Resource Conservation District and the Ventura County Fire Protection District*



- 089-0-012-014 (21.11 acres)
- 089-0-012-016 (6.83 acres)
- 089-0-012-018 (26.42 acres)
- *Ventura County Watershed Protection District approval of modifications to Brown Barranca*
- *Department of Fish and Game Streambed Alteration Agreement*
- *U.S. Army Corps of Engineers 404 permit*
- *Caltrans Encroachment Permit for any work in the SR 126 and SR 118 right-of-way*



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