



May 25, 2021

Lauterbach and Associates
300 Montgomery Avenue
Oxnard, CA 93036

RE: Notice of Application Incompleteness

Project Name: Saticoy East Village Commercial Center

Project Number: 10484

Case Number(s): DRC-6-20-55396; PD-6-20-55397; UP-6-20-55398

**Project Location: Southeast Corner of Wells Road (State Route 118) and Darling Road
APNs 090-0-280-245, -265, - 395**

Dear Ms. Hernandez,

Thank you for submitting the above referenced project on June 8, 2020 for a new commercial shopping center consisting of seven buildings including a gas station with drive-through car wash, commercial spaces, a day care center, 10 residential units, and two fast-foot drive-through restaurants on a 4.7-acre site located in the Planned Mixed Development (PMXD) Zone within the Saticoy Village Specific Plan.

Staff has reviewed the materials submitted on February 23, 2021 and subsequently a traffic study submitted on March 30, 2021, and has determined the following corrections are needed and/or additional information is required to deem the application complete for filing:

Planning Division

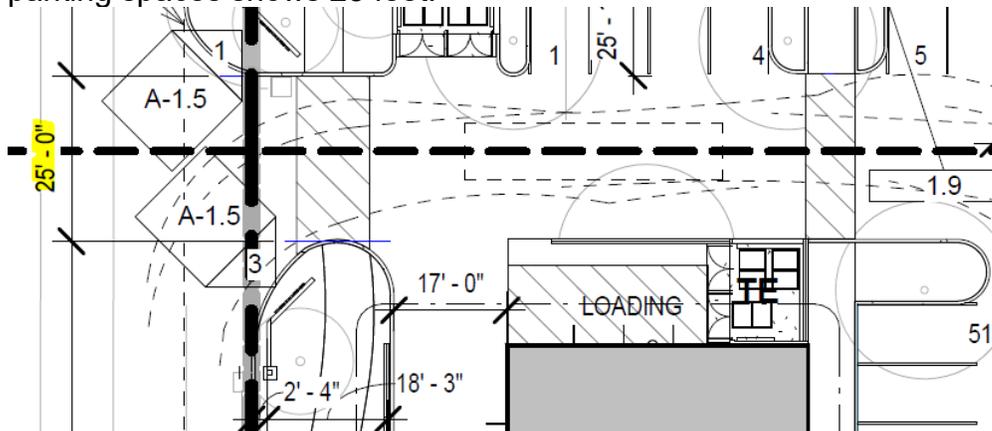
1. Overall Site Concerns. Through review of the second submitted, the proposed project is still a departure from what the Saticoy Village Specific Plan identified for this site which envisioned sit-down restaurants and retail with an emphasis on forming high quality public spaces oriented to the pedestrian. Central to neo-traditional design principles are community parks, pedestrian-friendly streets, and decentralized vehicle-oriented uses to foster comfortable, natural interaction between commercial uses, residential uses, and the greater neighborhood.

The proposed project does not incorporate the neighborhood goals from the Specific Plan because of the combination of uses that are far from the intent for the site. The two fast food drive-throughs, gas station, and car wash combined with a daycare and ground floor residential are in conflict pedestrian oriented development. Staff does not support all of the vehicle-oriented uses condensed into the site and believes that this project does not meet the intent or regulations set forth in the Specific Plan.

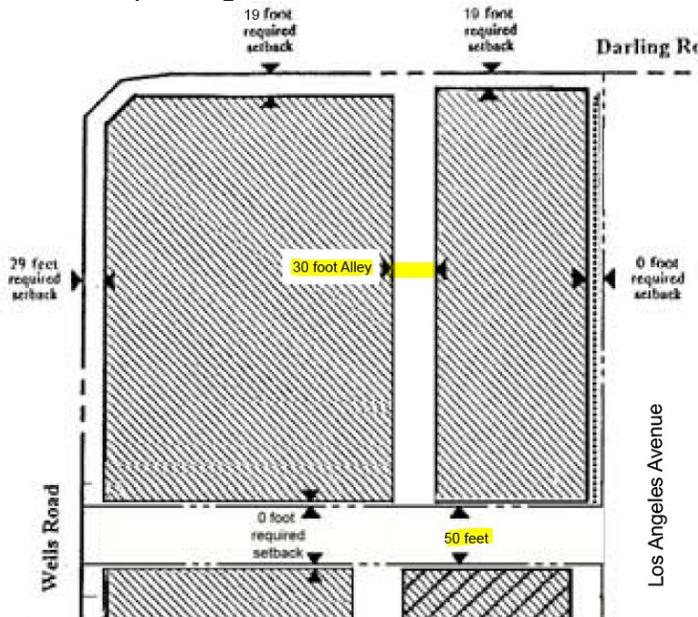
2. Environmental Review: The proposed project will require additional environmental review. A scope and schedule will be prepared with an environmental consultant that will be provided to you for review and approval of the additional fees rendered to the consultant to prepare the document.

3. Specific Plan Amendments. The project does not conform to the Saticoy Village Specific Plan regulations regarding uses, road widths, and building design. The design will either need to be modified to conform to the Specific Plan, or a Specific Plan amendment will be needed to permit the design. The components of the project that currently do not conform include:

A. The alley between Quad A and Quad B as well as the entirety of B Street is required to be 30 feet wide. However, the entry on Darling Road between the loading area and parking spaces shows 25 feet.



B. The new road bifurcating the project site (Quad B and C) is required to be 50 feet wide. There is no parking located in the 50-foot-wide street.



C. The project does not utilize the architectural regulations of the Specific Plan. The project shall comply with the regulations set forth in section H or will require an amendment to change the design elements provided.

D. The Specific Plan does not have an Automotive and Accessories: Cleaning (car wash) use identified in the Use Type Matrix; therefore, a car wash use is not permitted. In order to move forward with this use, an amendment to the Use Type Matrix would be required.

4. Use Permit Applications. The proposed project includes Use Permit applications for five uses listed below. Based on the intake of the submittal, there are only four use permits paid for in our system. Please submit \$8,916.32 for the 5th use permit application.

- i. McDonald's drive-through
- ii. Taco Bell drive-through
- iii. Day care center
- iv. Gas Station
- v. Food market alcohol sales

5. Day Care Center Use. Providing a day care in the proposed location poses several concerns and comments. Please see the following regarding the use and design of the day care.

A. The building placement and overall site design of this use adjacent to the gas station, carwash, and other vehicle-oriented uses is less than optimal for usability, health, and safety. The children will be playing outside near a gas station with 16 pump fuel station about 80 feet from the day care and heavy trafficked arterials. Staff does not believe this use is compatible with the surrounding shopping center as proposed. This shopping center, specifically with the gas station in the middle, appears to function as a quick stop for customers and residents rather than an environment for children to be playing outside and or being dropped off in busy drive aisles.

- a. As this site contains a Designated Frontage, the building needs to be reoriented to face Los Angeles Avenue pursuant to the regulating plan. A zero (0) foot setback is required from Los Angeles Avenue.
- b. Activate the southwest elevation to comply with the Designated Frontage Layer of this Quad.
- c. The fence shown along Los Angeles Avenue adjacent to the daycare outdoor space needs to be a "Streetwall" pursuant to the Specific Plan. All frontages without facades shall have a streetwall or continuous maintained hedge constructed at the front setback line. Said wall is an opaque, freestanding wall on the required setback line to mask parking. Shall be 34" to 54" in height.

This use necessitates more information regarding operation, including a drop off/pick up plan, staging area identification, operational plan with any potential deliveries, playtime hours, design features to ensure safety for the customers and children, and understanding of why the use is located in this particular location. According to the use permit supplemental, there could be up to 160 employees and children onsite. Similar to a school, there will be peak pick up and drop off times.

- i. How does this use fit in with the shopping center?
- ii. Where will the 20 employees park?
- iii. Where is the drop off location?
- iv. Will there be a queuing lane?
- v. Would there be drop off/pick up in the middle of the driveway utilized by the whole shopping center?
- vi. How will this use queue and will it back up into the public right of way?
- vii. What would be the possible Saturday activities?
- viii. Will there be large events where all the staff, children, and parents will be present at one time? Will events be open to the public?

- ix. Will there be food/supply/truck deliveries to the site? If so, provide hours in which deliveries occur.
- x. What are the hours of the playground?

The day care site drop-off and pick-up is likely done by parents who must park on site and walk their children to the facility. This high-turnover activity during the morning peak period will be done along both sides of B Street, where a significant amount of traffic will also be occurring at the same time (to the gas station and fast-food restaurants). This will not allow for good site traffic flow and presents a child age pedestrian safety issue. Staff continues to reiterate reorienting the parking for the day care or providing areas along Los Angeles Avenue for this activity to occur. This can be accomplished by moving the building frontage towards Los Angeles Avenue and by installing timed parking in the angled parking adjacent to the day care site and providing access to the day car from Los Angeles Avenue.

6. Traffic. As part of the initial submittal, staff required a traffic study to be provided that will be used in conjunction with the future environmental analysis. Staff initiated the traffic study request with Stantec and provided Stantec with the project scope of work, which then the developer paid for the study. Based on the review of the traffic study provided, staff has the following comments that require further information.
- A. Under existing conditions, the discussion about transit should include existing service levels and bus stop locations. There should be a description of the Wells Road Bus Transfer Center, what transit services are provided and how far that facility is to the project site.
 - B. Compare trip generation between the proposed project and the project as approved in the Specific Plan. If the proposed project has less trip generation no additional LOS impact analysis is required since the Specific Plan has been previously approved and cleared. If the proposed project has more trip generation, then additional LOS analysis is required.
 - C. In calculating the trip generation, the assumptions made for internal trip capture need to be justified. The assumptions contained in the traffic study currently use a mode split of 5% for transit and 10% for non-motorized (active transportation) trips. These both appear to be high. The internal trip capture for the car wash should be much higher since the majority of the users of this facility will also be using the gas station.
 - D. The LOS analysis, if needed, shall use ICU rather than HCM methodology to determine traffic operational impacts.
 - E. If a LOS analysis is performed, the traffic counts from 2004, even with growth factors, may not be appropriate. Newer traffic counts are available from other development projects traffic studies that have been prepared. The City will review available data and provide to the consultant. Using a 0.25% growth rate for Citywide traffic is appropriate, but the Wells Road corridor has had a much higher level of development with several projects in the vicinity as well as in the Saticoy Village Specific Plan area. In addition, there has been a significant increase in regional traffic along the 118 corridor which is not reflected in the growth rate. The traffic analysis also needs to include the intersection of Hwy 126 EB offramp and Wells Road (Hwy 118).
 - F. Staff concurs with the VMT analysis conclusion that the project does not have a significant impact at both the project and cumulative scenarios and therefore, no CEQA transportation impacts. We do believe that the screening criteria analysis needs to include both the retail and residential portions of the project. The residential portion of the project

will be screened out at the ADT level and the commercial component will be screened out because it is all locally serving and should reduce regional VMT.

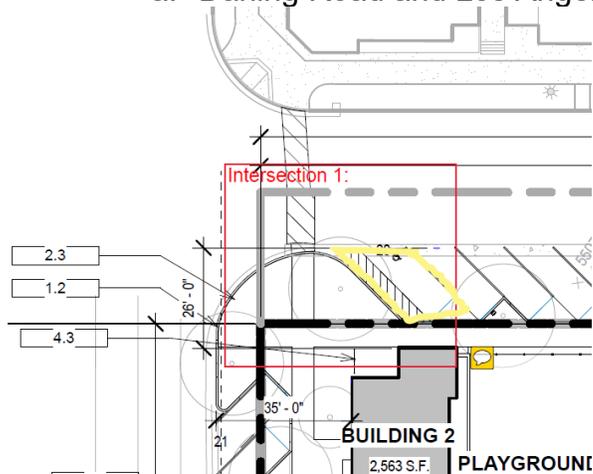
- *Wells Road.* The intersection of Wells Road and Snapdragon shall be designed to physically prohibit left turns out and allow for right turns in and out. Existing Class II bike lanes shall remain and be incorporated into the design of the signing and striping of the project. Minimum sidewalk width shall be 8-feet along Wells Road. The access ramps at the corner of Wells Road and Snapdragon Street shall be constructed as directional ramps since pedestrian crossing of Wells Road will be prohibited.
- *Darling Road.* While Darling Rd is not on the BMP High Priority map, it is identified within the Bike Master Plan recommended improvements. These improvements should be made during this opportunity. Please provide at a minimum, Class 3 route signage and markings. Minimum sidewalk width shall be 8-feet along Darling Road. Angled parking should be back-in for increased bike safety.
- *Easements.* The project shall provide public access easements along the Darling Road and Wells Road frontages that may include sidewalk and on-street parking areas (as applicable). However, maintenance of these areas outside of the Caltrans and City right-of-way shall be the responsibility of the property owner. The dividing line between the public right-of-way and private property shall be clearly delineated (i.e., concrete vs asphalt, clear score lines, or brass inlay with plaque).

7. Vehicle Circulation. On the site plan, there are three intersections that pose concerns for vehicle safety, parking, and circulation. The corner diagonal parking spaces are located at the intersections with stop signs or ingress and egress. There are visibility and traffic concerns of the vehicles backing out of those parking spaces into oncoming traffic. In some instances, there are large canopy trees planted causing more sight distance issues for potential moving vehicles.

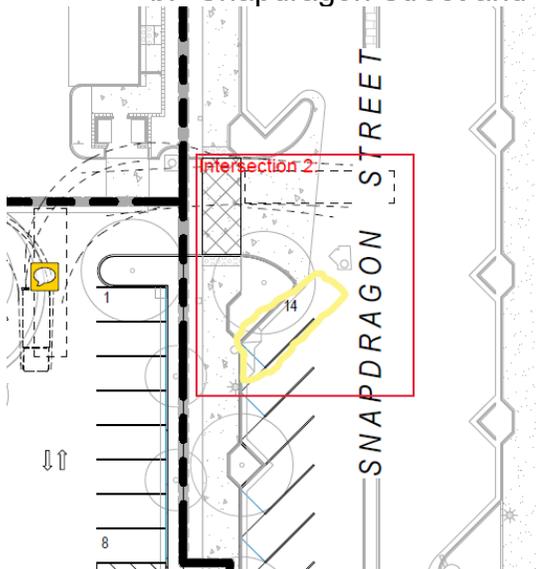
Please provide the backout radius for each of the end parking spaces near the streets. If the line of sight is obstructed or the backout distance interferes with the intersections, those spaces should be removed. The Traffic Study provided also indicates that there are potential site distance issues and queuing conflicts with the parking spaces on Snapdragon that would need to be removed.

The three intersections in question are:

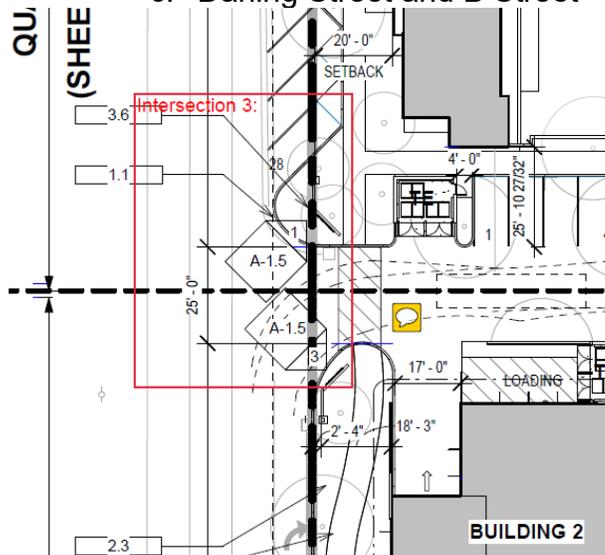
a. Darling Road and Los Angeles Avenue



b. Snapdragon Street and B Street



c. Darling Street and B Street



8. Site Pedestrian Access. The Specific Plan intends to provide a framework for balancing the pedestrian and vehicle relationship with a further emphasis towards the pedestrian. The site needs to include direct paths of travel between parking areas, buildings, and the public sidewalk. The paths of travel need to include ADA access with appropriate grades and access ramps. Minimum pathway width shall be 6 feet.
 - A. Provide pedestrian path across Quad B and Quad C. Site plan lacking connectivity between commercial uses on each quad. there is no direct pedestrian path from building 1 on Quad B to building 1 and building 2 on Quad C.
 - B. Provide pedestrian access from Snapdragon Street. The residential uses on Snapdragon and Los Angeles should have sidewalks and access through the site. Also indicated in the Traffic Study.
 - C. Sidewalk on Darling Road needs to be 11.5 feet in width pursuant to Appendix E of the Specific Plan.
 - D. The existing pedestrian/bike network needs to be included. Please provide a plan identifying the existing and proposed network.

9. Parking.

- A. Diagonal parking is not allowed on Los Angeles Avenue. The Specific Plan calls out parallel parking.
- B. The diagonal parking along Darling Road straddle the property lines. The parking is intended for the public right of way. Please clarify.
- C. No parking allowed within 120 feet of Wells Road on Snapdragon per Appendix B – revised parking plan.
- D. The parking ratios identified on the plans are incorrect.
- E. General Use – 1 space per 400 SF along Designated Frontage. Quad B buildings with permitted uses are located on the frontage. This ratio should be used.
- F. General Use – 1 space per 300 SF elsewhere. This is for any other building internal to the site. Right now, none apply this ratio.
- G. Residential – 1-2 Bedrooms: 1 ½ spaces; 3 bedrooms: 2 spaces. The table indicates 1 and 2 parking spaces for the 1–2-bedroom units. Revise to use the correct ratio.
- H. The establishments requiring a Use Permit are subject to the Zoning Requirements for parking.
 - a. The following require use permits and the parking standards identified in the [Municipal Code](#).

McDonalds Drive Thru	1/100 sf
Taco Bell Drive Thru	1/100 sf
Gas Station	1/300 sf
Child Care	2/13 children +1/7 children thereafter

- I. Should certain project elements require shared parking on adjacent parcels, a Reciprocal Access and Parking Agreement will be required.

10. Drive-Through Restaurant Plans/Uses. The following comments are regarding both of the drive-through restaurant establishments.

- A. Please comply with at least the minimum standards for queueing. Building 2 (Taco Bell) is only providing 9 spaces for queueing, while the minimum recommendation is for 12 spaces. Queues shall not block access to/from customer parking spaces, the center drive aisle of the site, or the intersection of B Street and Snapdragon Street. The site plan shall be adjusted accordingly.
- B. The site circulation suggests there will be a heavy volume of the vehicle traffic entering from Darling Street since there is a signaled entry.
 - i. McDonald’s Plan Set/Use Permit.
 - a. Signage is subject to the standards in the Saticoy Village Specific Plan (pg. 17) and the total sign area allowed in the [Municipal Code](#) for shopping centers.
 - b. Pre-finished metal is not an approved material per the Specific Plan. The architectural regulations require building wall materials to be clad in wood clapboard, wood shingle, wood dropsiding, wood board, and batten, stucco, brick, or stone (Pg. 15). More details below.
 - c. Improve pedestrian connectivity from adjoining lots, streets, and sidewalks.
 - ii. Taco Bell Plan Set/Use Permit.
 - a. Change Sheet Numbers so they are not duplicative of other sheets.
 - b. Sheet A4.0 - Pre-finished metal is not an approved material per the Specific Plan. See comments below.

11. Gas Station. Staff does not support proposing a 16-pump gas station and car wash in the proposed location, configuration, or design. The proposed uses further exacerbate circulation issues during peak hours and intensifies the vehicle-oriented development. Staff recommends the following:
 - A. Relocate day care away from gas station to provide further distance between incompatible uses.
 - B. Reduce the number of pumps at the station to create more space and maneuverability through Darling entry to the site.
 - C. As mentioned above, the car wash use is not permitted and should be removed from the plans, unless a Specific Plan Amendment is processed.

12. Building Design and Architecture. Staff does not support the project's architectural design as proposed. The project needs a redesign to create a unique and identifiable style for a neighborhood-serving shopping center as indicated in the Specific Plan. The vision for the Specific Plan is to create a town reminiscent of the Saticoy Township to the south. A variety of architectural treatment, details, and materials should be incorporated to enhance the architectural style. While there isn't a specific architectural style identified in the Specific Plan, the regulations set intentions to establish a detailed 'California' town. The architectural design is not reflective of the adopted Specific Plan. The architectural regulations are laid out on Page 15 of the Specific Plan.
 - A. Building Elements and Materials. The Specific Plan denotes certain material requirements for a variety of building elements. Such materials include, but are not limited to, the following:
 - a. Building walls shall be clad in wood clapboard, wood shingle, wood dropsiding, wood board and batten, stucco, brick or stone.
 - b. Building walls shall be trimmed in wood, stone or cast stone.
 - c. Fences and trellises shall be made of finished wood.
 - d. Windows shall be made of wood, vinyl-clad wood, or factory painted aluminum.
 - e. Posts, balconies, porches and bay windows shall be made of wood.

13. Building Type. The Type 1- Shopfront Building Type is the only building type permitted by the Specific Plan. Demonstrate compliance with the façade requirements of this building type for each building. Please refer to the Saticoy Specific Plan for all Shopfront Building Type requirements. The Shopfront Building Type regulations include, but are not limited to, the following:
 - A. Total fenestration for frontages shall be no less than 70% of the façade area between 2-8 feet from the ground for the ground floor, and no more than 30% for upper stories.
 - B. Each shopfront must be accessible to sidewalks. The building frontages are located interior to the shopping center, which provide few entries or accessibility to the public realm and sidewalks.
 - C. Each shopfront façade shall be constructed on the Frontage Setback line. McDonald's frontage is setback further than the setback line with the drive thru as the frontage. Staff does not support the frontage type.
 - D. Facades can be no less than 20 feet in height. The proposed facades are under 20 feet. Quad B – Building 1 north elevation indicates 18 feet. Buildings can no more than 3 stories or 45 feet in height. The first floor shall be no less than 10 feet clear.

14. Plan Set. Please include the following with the resubmittal:
 - A. Architectural Plan Set for Overall Site: Provide Existing and Proposed Site Plan, showing existing and proposed property lines. The LLA exhibits were provided, but include a sheet in the main set of plans.
 - B. Civil Plan: please provide a striping and easement plan reflect all the striping for bikeways and turning lanes, also indicating right-of-way abandonments and jurisdictions. The plan should

Public Works Department

15. Snapdragon Crosswalk. The crosswalk that is mid-block into the development is called out for removal. Please indicate why this is proposed to be removed. Please note, there are irrigation lines and control wires underneath which will need to be protected in place, as well as the existing trees at the crosswalk.
16. Bike Route. Darling Road, at the northern project boundary is identified in the [Adopted Bicycle Master Plan](#) for a future bike route as the red dotted line. Identify the bike route on the plans.



17. Caltrans Complete Streets Plan. Page 13 of the recently completed [Saticoy Active Transportation Plan](#) (November 2020) contains a map of the Recommended Bicycle Network that shows a section of SR-118 located near the proposed project with a Class IV bike facility. It is highly recommended that the project include space for a Class IV bike facility on SR-118, in order to provide continuity for the proposed Class IV facility.
18. Easements. Building #5 appears to be partially located on an existing City sidewalk right-of-way easement. The project appears to request the City abandon the easement. This requires Council action so the project approval will need to be contingent on subsequent Council approval. Please provide a ROW map showing all of the changes proposed and or needed. Generally, the ROW is near the back of sidewalk.
19. Hydrology Study. A hydrology report is required to support an MND while addressing the issue of no-increased runoff to the Brown Barranca which has about a 20-year capacity. Use the 2017 Ventura County Hydrology Manual and detain the Delta Q10, 25, 50 and 100-year storms on-site. Please refer to section 6.12 of the manual. The Brown Barranca is a VCWPD "Redline Channel" meaning they have jurisdiction on the flow and any new flow.

20. FEMA Flood Zone. The site is located in a FEMA “Zone X”. There are four categories of Zone X. This site appears to be characterized by 100-year flows of 1’ or less in depth. This needs to be confirmed by the project civil engineer in consultation with the City’s Flood Plain Manager after reviewing the draft hydrology study referenced above.



21. MS4 Permit. The 1996 Saticoy Village Specific Plan states on page 7:

“All building construction shall be designed in accordance with the City's currently adopted Uniform Building Code, National Electric Code, Uniform Plumbing and Mechanical Codes, and appropriate sections of the San Buenaventura Ordinance Code. The structure shall be maintained in accordance with the Uniform Fire Code and California Title 19. Complete architectural plans and appropriate engineering calculations shall be prepared by a State Licensed Architect or Engineer and be submitted to the Division of Inspection Services for plan check and plan approval.”

The 2019 City of Ventura Building and Safety Ordinance (currently in effect) Section 1801.2 states “All site drainage components and system shall also comply with any State issued stormwater discharge permit requirements. Where State stormwater discharge permits conflict with this code, the City Engineer and Chief Building Official will determine the most appropriate regulations from both documents that assure clean water discharges into State waterways and promotes the safety and general welfare of the community.”

The 1996 Saticoy Village Specific Plan does not include a final, or substantial final, drainage concept or any site layout that includes water quality treatment. Additionally, no water quality treatment measures are included for private property outside of right-of-way in 1996 Saticoy Specific Plan or supporting documents. Adoption of the 1996 Saticoy Village Specific Plan does not warrant Saticoy East Village Commercial Center to not adhere with current City of Ventura Building and Safety Ordinance or current Ventura County MS4 Permit requirements. All discretionary permit projects or project phases after October 11, 2011 that have not been deemed complete for processing are subject to current Ventura County MS4 Permit requirements. Saticoy East Village Commercial Center was not deemed complete for processing prior to October 11, 2011.

Project is subject to current MS4 Permit (ORDER R4-2010-0108, NPDES PERMIT NO. CAS004002) MS4 post-construction stormwater pollution control requirements. Project needs to submit all formal Stormwater Compliance Study documents and incorporate stormwater controls consistent with current MS4 Permit requirements into project. Submittal requirements can be found in Planning Submittal Requirements found on Planning Department’s Application Materials and Forms webpage:

<https://www.cityofventura.ca.gov/946/Application-Materials-and-Forms>.

Given this, the project is not “grandfathered in” to previous MS4 Permit requirements. The incorporation of catch basin inlet filters does not warrant compliance with the current Ventura County MS4 Permit.

Ventura Water Department

22. Utility Plan. Please make the following revisions on the plans:
- A. There shall be no public water mains/services/meters within private streets, private properties and/or private public alleys. The above referenced plans show a proposed domestic meter located within private property that serves Parcel A. Please correct per city standard details and relocate meter to public right of way. Please also ensure that Parcel B and Parcel C water meters are not located within private property. Parcel B will need a utility easement from Parcel C for the water lateral that crosses property lines.
 - B. A domestic master meter and backflow shall be required on all commercial, mixed-use, and multi-family/town house/apartment complexes. Please show location of proposed backflows for the domestic meters.
 - C. Please show proposed backflow locations for fire lines.
 - D. All on-site sanitary sewer mains and appurtenances shall be a private sewer system, owned and maintained by the Property Owner. Connection to the City sewer system for Parcel A shall be made utilizing one 6-inch minimum sewer lateral connected to a public manhole within the public right-of-way, as approved by the Ventura Water General Manager. The on-site private sanitary sewer pipes for Parcel A shall converge into one private manhole on-site before connection to the public manhole within the public right-of-way. Lots B and C will need their own connections to the City sewer system through separate 6-inch minimum sewer laterals.
 - E. Parcels B and C are showing their water point of connection through a shared lateral connected to the public water main. Please correct to show each lot having a separate connection to the public main. Parcel B will need a utility easement from Parcel C for the water lateral that crosses property lines.

Fire Department

23. Fire Access Plan. Provide a fire access plan that demonstrates compliance with Section 503 and Appendix D of the California Fire Code. The fire access plan shall include the following:
- a. Fire hydrant locations
 - b. Distance from the nearest fire hydrant to the building.
 - c. Identify the fire apparatus access roads.
 - d. Show the dimensions, lengths and turning radii at any corners or cul-de-sacs.
 - e. Call out any required fire lane signage/curb markings.
 - f. FDC locations (Required on the address of buildings/projects)
 - g. Backflow locations
 - h. Fire Sprinkler Riser(s)
 - i. Fire Standpipes and hose connections
 - 1. Show the main riser and any multiple riser assemblies.
 - 2. Class I standpipe is required in all interior exit stairways.
 - 3. Hose connections are required for each story.
 - j. FACP (Fire Alarm Control Panel) and any remote annunciators
 - k. Knox box for fire department keys
 - l. Required to be located at the main front entrance and rear exit (as necessary)

- m. Electrical Rooms
- n. Elevators hoistways and Mechanical Rooms
- o. Specify if the elevator can accommodate an ambulance stretcher per CBC 3002.4.
- p. Gate locations
- q. Identify any gates for parking, entrance, exit, etc.
- r. Fire Extinguisher locations (mount no higher than 48" above finish floor)
 - 1. Required in all common areas within 75 feet travel distance of all areas.
- s. Fire Department Access paths (dimensioned for hose pulls and access in and around building)
- t. Show firefighter access paths from the fire apparatus access roads.
- u. Travel distance must be within 150 feet to all portions of the facility and all exterior walls of the first story.
- v. Any Hazardous material storage

Advisory Comments

The following comments are advisory in nature to provide you as much information as early on in the process as possible. They are not necessary to address at this stage of the process.

- 24. Wastewater. All food service establishments will require a non-concrete grease interceptor.
- 25. Caltrans. There is an approved ROW design with Caltrans encroachment permit 799-6CD-0558. A copy of this permit should be obtained and verified the proposed design adheres to the approved design. Please note it is common for Caltrans to have the ROW dedicated to the City and not to Caltrans.
- 26. Subdivision Agreement. This tract is still under an active subdivision improvement agreement from 1997. The current owner, Ahmad Ghaderi, is required to construct the surrounding improvements under a new subdivision improvement agreement (City Agreement No 2019-100). These improvements are still required and will also be part of the project requirements.
- 27. Trash Enclosures. Please ensure the designs of the trash enclosures meet the 2020 Trash Enclosure Guidelines.
- 28. Survey. Buildings cannot be built over property lines and encroach into the right-of-way. Please insure this is not occurring with any of the proposed buildings. Also please note that additional right-of-way dedication may be required.
- 29. Water and Sewer Studies. In order to determine if the existing City infrastructure can serve this project, Water and Sewer System Assessment reports are required for this project. At the time of this letter, the fees for the water and sewer studies have been paid. If you have any questions, please contact the project Case Planner.

Future Conditions

The following comments will become conditions of approval for this project. They are included to provide you as much information as early on in the process as possible.

- 30. Bicycle Plan. The applicant shall submit a bicycle parking plan, per Municipal Code, to be reviewed and approved by the Chief Building Official, a Senior Transportation Engineer, and the Community Development Direct (or his/her appointee). All bicycle parking shall comply with AASHTO, NACTO, or APBP standards, with regard to rack types, spacing, setbacks, installation surfaces, materials, hardware and signage, as permitted by the California Building

Code. The bicycle parking should be located along the natural desire lines of travel from the bikeways to the facility entrance, in well-lit areas visible from commercial storefronts and public areas, in the nature of a bicycle coral or racks; regardless of how the bicycle parking is provided it shall be designed to provide two (2) points of contact on the bicycle, be supported upright, and cause no stress onto tires. All provided bicycle parking shall, at a minimum, allow both the frame and at least one wheel of the bike to be secured with a u-style lock. No "Wave Racks" allowed.

31. Stormwater - California Ocean Plan Compliance. The Applicant/Developer and Property Owner shall comply with the requirements of the Ventura Countywide Stormwater Quality Management Program (VCSQMP), National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002, applicable NPDES permits issued by the State of California Regional Water Quality Control Board including the State General Permit for Construction Activity, and the City of San Buenaventura Municipal Stormwater Code.
- A. The Applicant/Developer shall submit a site plan with design of the BMPs, including treatment calculations, for review with grading/improvement plans. No permits will be issued prior to approval of the final design of the BMPs and all BMPs shall be constructed prior to project acceptance.
- B. When a vegetated swale is used within public right of way or on private property, Amendment no. 1 to the Engineering design Standards, dated October 16, 2014 shall be followed. Landscape plans shall clearly delineate perimeter of vegetated swale and designate as permanent BMP. Copy of landscape plan shall be provided to Land Development Section for review and approval.
- C. The Applicant/Developer shall also be responsible for developing and implementing a long-term Operation and Maintenance Plan for stormwater quality protection BMPs included in the project. The Operation and Maintenance Plan shall include the following:
- Operation procedures;
 - Procedures for routine maintenance (e.g., debris removal, vegetation clearing);
 - Procedures for corrective maintenance (e.g., parts replacement);
 - Maintenance performance levels;
 - Identification of the party responsible for operation and maintenance;
 - Inspection and reporting requirements;
 - Training of individuals responsible for maintenance.
- D. The Applicant/Developer shall submit Draft Declaration of Covenants for review and approval as to form by the City Engineer and City Attorney to ensure maintenance of all water quality BMPs, including trash capture devices, included in the project. Applicant/Developer shall record declaration prior to issuance of certificate of occupancy. Illicit discharges, illicit connections, or stormwater discharges passing through inadequately maintained treatment devices into the public storm drain system, are violation of State regulations and the City's Municipal Code.
- E. Per Part 4, Section F.8(d) of MS4 Permit, prior to issuance of Certificate of Occupancy, to ensure proper installation, all LID measures, structural BMP's, treatment control BMP's, post construction BMP's and all landscaped areas shall be inspected by Public Works Inspector. The Certificate of Occupancy shall not be issued if the project site does not have fully functioning LID measures, structural BMP's, treatment control BMP's, post construction BMP's and/or other landscaped areas have bare ground.
- F. Prior to issuance of grading permit, the project Civil Engineer shall certify that they have reviewed the Landscape Plans (both private and public) and that all structural BMP's,

treatment control BMP's, post construction BMP's comply with the MS4 requirements. This certification shall be on the civil construction plans.

- G. The Applicant/Developer/ shall comply with trash discharge provisions contained in the Water Quality Control Plan Ocean Waters of California 2015 (California Ocean Plan) and any amendment, revision, or reissuance thereof issued by the State of California Water Resources Control Board. Development projects defined as Priority Land Uses by the California Ocean Plan shall design and construct State certified Full Capture System devices, as defined by California Ocean Plan, to capture trash pollutants from all runoff prior to discharge to surface waters of the State or where it may be discharged into surface waters of the State. All onsite storm drains are required to capture trash 5mm in size and greater as outlined below in California Ocean Plan. This includes but is not limited to all parking lot deck grate drains, atrium drains, and trench drains.
- H. The Applicant/Developer shall submit a site plan identifying type, size, and location of Full Capture System devices for review with grading/improvement plans. A list of certified Full Capture System devices is available on the State of California Water Resources Control Board Storm Water Program – Trash Implementation Program website at: https://www.waterboards.ca.gov/water_issues/programs/stormwater/trash_implementation.html. Full Capture System devices shall meet particle size catchment and design treatment capacity specification outlined in the California Ocean Plan.

- 32. CIDS Fee. As identified in City Council Resolution No. 96-111, Eastside CIDS fees may apply to this project. Please contact Land Development for confirmation and fee estimates.
- 33. Net Zero Fee. The City of San Buenaventura has implemented a Water Rights Dedication and Water Resource Net Zero Policy per Municipal Code Chapter 22.180. All projects are subject to compliance with the Policy, which includes implementation of conservation offsets, dedication of water rights, and/or payment of a Water Resource Net Zero Fee. Net Zero fees will apply to the project and will include the square footage of all newly created spaces such as the outdoor patio areas, second floor mezzanine, rooftop restaurant space, and new residential units, etc. Credits for existing uses and extraordinary conservation will be determined at the time the Net Zero Fee is assessed. Net Zero Fees are evaluated and assessed at Building Permit Issuance.
- 34. City Standard Details. For your use, the following is a link to the City Standard Details: <https://www.cityofventura.ca.gov/401/City-Standard-Construction-Details>. Please note the following Standard Detail Numbers: 001, 009, 010, 021, 200, 201, 204, and 407.
- 35. Meter Size Requirements. A domestic master meter and backflow shall be required for all commercial, mixed-use and multi-family/town house/apartment complexes.
- 36. Fire Sprinklers. Per SBMC Section P103.2 New Buildings Structures and structure exceeding 500 square feet shall be equipped with an automatic fire sprinkler system in accordance with the California Fire Code and the appropriate NFPA Standard. This will include the canopy above the fuel islands.
- 37. Fire Addressing. Address numbering must follow City of Ventura and GIS guidelines for building, unit numbering and tenant spaces. A request for address must be submitted to Building and Safety before building plans are submitted for a building permit.
- 38. Address Numbers. Approved address numbers, building numbers or approved building identification shall be placed in a position that is plainly legible and visible from the street,

road, alley, and walkways giving access to and within the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of 4 inches (102 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). All multi-family residential, commercial, and industrial occupancies shall have a minimum of 10-inch-high numbers, with a minimum 1.5-inch stroke. All buildings with a rear door access shall identify that unit with the proper numbers affixed to the door or frame. Numbers shall be affixed on a structure in clear view, unobstructed by trees or shrubs. Number height and stroke width shall be increased as needed for legibility based on visibility distance.

39. Fire Protection Water System. The water system for fire protection shall provide a minimum of 1500 gallons per minute with a minimum residual main pressure of 20 psi for a two-hour duration. Fire flow may be higher based on building size and construction type, per the California Fire Code. Fire flow test data shall be provided to the Fire Department, prior to the issuance of building permits. Fire flow test data reports may be required during the course of construction and/or prior to final acceptance of the project. Additional water flow may be necessary as required by Ventura Water.
40. Fire Connections. Fire Department Connections (FDC) shall be located on the address side of the building, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the fire code official.
41. Knox Box. Mounting height for the Knox Box and/or Key Switch shall not to exceed 6' above the ground level / finished floor. Provide keys (with permanent engraved identification) for all exterior doors, gates, fire alarm panel, and others as directed by the fire inspector

Please submit your revised project materials electronically to the project planner. In your resubmittal package, please address each line item of this Incomplete Letter and how the revised materials have addressed the applicable comment. If you would like to discuss any of these comments or would like to meet with me via video meeting, please contact me via email at jpeltier@cityofventura.ca.gov.

Sincerely,



Jamie Peltier
Associate Planner