



## Appendix B – Comparison of 2016-2040 RTP/SCS Land Use Policies and 2040 General Plan Policies

2016-2040 RTP/SCS Land Use Policies	How the Santa Paula 2040 General Plan Supports the RTP/SCS
<p><b>Integrating land use and transportation.</b> Integrating strategies for land use and transportation is SCAG’s overarching strategy for achieving its goals of regional economic development, maximized mobility and accessibility for all people and goods in our region, safe and reliable travel, a sustainable regional transportation system, a protected natural environment, health for our residents, and more. (p. 73)</p>	<p>The 2040 General Plan integrates land use, transportation and housing consistent with the RTP/SCS and SB 375. All of the General Plan elements are based upon the same growth forecast and the circulation system is correlated with land uses.</p>
<p><b>Reflect the changing population and demands.</b> The SCAG region, home to about 18.3 million people in 2012, currently features 5.9 million households and 7.4 million jobs. By 2040, the Plan projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3% of regional total land, but will accommodate 46% and 55% of future household and employment growth respectively between 2012 and 2040.</p> <p>The 2016 RTP/SCS reflects a continuation of the shift in demographics and household demand and assumes a significant increase in small-lot, single-family and multifamily housing that will mostly occur in infill locations near bus corridors and other transit infrastructure. From 2012 through 2040, the Plan projects that 66% of new homes expected to be built in the SCAG region will be multifamily units, reflecting demographic shifts and anticipated market demand.</p> <p>Jurisdictions in the SCAG region should continue to be sensitive to the possibility of gentrification and work to employ strategies to mitigate its potential negative community impacts. In addition, local jurisdictions are encouraged to pursue the</p>	<p>Santa Paula is a small city of just over 30,000 persons without the population density necessary to support HQTAs that are found in larger cities. However, the 2040 General Plan supports infill development, mixed use along major roadways, and a full range of housing types to accommodate all demographic segments of the community. Affordable housing is encouraged through General Plan policies as well as zoning regulations, such as the Housing Opportunities Overlay Zone (SPMC Chapter 16.35), Inclusionary Housing regulations (SPMC Sec. 16.13.400 et seq.) and affordable housing density bonus incentives (SPMC Sec. 16.13.310 et seq.). Gentrification in existing neighborhoods is not as problematic as in some areas of Southern California because property values in Santa Paula are among the lowest in Ventura County.</p>



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<p>production of permanent affordable housing through deed restrictions or development by non-profit developers, which will ensure that some units will remain affordable to lower-income households (p. 75)</p>	
<p><b>Focus new growth around transit.</b> The 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region’s HQTAs. The 2016 RTP/SCS assumes that 46% of new housing and 55% of new employment locations developed between 2012 and 2040 will be located within HQTAs, which comprise only 3% of the total land area in the SCAG region. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, avoid greenfield development, create local jobs, and have the potential to improve public health and housing affordability.</p> <p>Additional local policies that ensure that development in HQTAs achieve the intended reductions in VMT and greenhouse gas emissions include:</p> <ul style="list-style-type: none"> <li>• Affordable housing requirements</li> <li>• Reduced parking requirements</li> <li>• Adaptive reuse of existing structures</li> <li>• Density bonuses tied to family housing units such as three- and four-bedroom units</li> <li>• Mixed-use development standards that include local serving retail</li> <li>• Increased Complete Streets investments around HQTAs. Complete Streets are streets designed, funded and operated to enable safe access for roadway users of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders.</li> </ul> <p>The 2016 RTP/SCS recognizes guidance from the 2005 ARB air quality manual, which recommends</p>	<p>Although there are no designated HQTAs in Santa Paula, the 2040 General Plan includes development policies that support alternative transportation as described above, as well as complete streets.</p> <p>As noted in the Circulation and Mobility Element, there are no highways in Santa Paula with traffic volumes exceeding 100,000 vehicles/day; therefore, siting new residential developments or other sensitive uses along major highways is not as problematic with regard to air quality as in communities with higher traffic volumes.</p>



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<p>limiting the siting of sensitive uses within 500 feet of highways and urban roads carrying more than 100,000 vehicles per day. (p. 77-78)</p>	
<p><b>Plan for growth around livable corridors.</b> The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options. The Livable Corridors concept combines three different components into a single planning concept to model the VMT and greenhouse gas emission reduction benefits:</p> <ul style="list-style-type: none"> <li>• <b>Transit improvements:</b> The associated county transportation commissions (CTCs) have identified some of these corridors for on-street, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated BRT-light. The remaining corridors have the potential to support other features that improve bus performance. These other features include enhanced bus shelters, real-time travel information, off-bus ticketing, all door boarding and longer distances between stops to improve speed and reliability.</li> <li>• <b>Active transportation improvements:</b> Livable Corridors should include increased investments in Complete Streets to make these corridors and the intersecting arterials safe for biking and walking.</li> <li>• <b>Land use policies:</b> Livable Corridor strategies include the development of mixed-use retail centers at key nodes along the corridors, increasing neighborhood-oriented retail at more intersections and zoning that allows for the replacement of under-performing auto-oriented strip retail between nodes with higher-density residential and employment. These strategies will allow more context sensitive density, improve retail performance,</li> </ul>	<p>As noted above, Santa Paula does not have sufficient population densities to support the intensive transit improvements such as dedicated BRT lanes that are possible in larger population centers. However, the 2040 General Plan supports the livable corridors strategy through land use and circulation policies such as mixed uses and complete streets. In particular, the Land Use Element includes the Harvard Boulevard Corridor as a Special Study Area. Harvard Boulevard was the city’s major east-west roadway prior to construction of SR 126 and has potential for the kinds of improvements described in the Livable Corridors strategy.</p>



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<p>combat blight and improve fiscal outcomes for local communities. (p. 78)</p>	
<p><b>Provide more options for short trips.</b> Thirty-eight percent of all trips in the SCAG region are less than 3 miles. The 2016 RTP/SCS includes land use strategies, Complete Streets integration and a set of state and local policies to encourage the use of alternative modes of transportation for short trips in new and existing Neighborhood Mobility Areas (NMAs) and Complete Communities. In addition, land use strategies include replacing motor vehicle use with Neighborhood Electric Vehicle (NEV) use. NEVs are a federally designated class of passenger vehicle rated for use on roads with posted speed limits of 35 miles per hour or less.</p> <ul style="list-style-type: none"> <li>• <b>Neighborhood Mobility Areas.</b> NMAs have a high intersection density, low to moderate traffic speeds and robust residential-retail connections. These areas are suburban in nature, but can support slightly higher density in targeted locations. Land use strategies include shifting retail growth from large centralized retail strip malls to smaller distributed centers throughout an NMA. This strategy has shown to improve the use of active transportation or NEVs for short trips. Steps needed to support NEV use include providing state and regional incentives for purchases, local planning for charging stations, designating a local network of low speed roadways and adopting local regulations that allow smaller NEV parking stalls. This concept is intended to provide sustainable transportation options for residents who do not have convenient access to high-frequency transit options.</li> <li>• <b>Complete Communities.</b> Development of “complete communities” can provide households with a range of mobility options for short trips. The 2016 RTP/SCS supports</li> </ul>	<p>The 2040 General Plan supports these RTP/SCS policies by encouraging a mix of residential and commercial uses along the city’s commercial corridors such as Harvard Boulevard, Main Street and 10<sup>th</sup> Street (SR 150). The Circulation and Mobility Element also includes policies encouraging transit and active transportation.</p>



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<p>the creation of these mixed-use districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other. Focusing a mix of land uses in strategic growth areas creates complete communities wherein most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile. (p. 79)</p>	
<p><b>Support local sustainability planning.</b> To implement the SCS, SCAG supports local planning practices that help lead to a reduction of greenhouse gas emissions. Sustainable Planning &amp; Design, Zoning Codes and Climate Action Plans are three methods that local agencies have been adopting and implementing to help meet the regional targets for greenhouse gas emission reductions outlined in the SCS.</p> <ul style="list-style-type: none"> <li>• <b>Sustainable Planning &amp; Design.</b> Mixed-use design guidelines embrace and encourage increased densities and a mixing of uses, while also reflecting community character. Examples include encouraging the revitalization of traditional main streets, downtowns and corridors, and converting single-use office parks and industrial districts into mixed employment, retail and residential districts.</li> <li>• <b>Sustainable Zoning Codes.</b> Examples include form-based codes tailored to local conditions, such as specifying building size and design parameters but allowing for more flexibility regarding use, and development standards that are more environmentally friendly and equitable. New policies can involve coordinating landscaping practices with water conservation, best management practices for</li> </ul>	<p>The 2040 General Plan supports a mixing of uses in appropriate areas such as along commercial corridors and in the Downtown. Design guidelines help to reduce potential conflicts between different types of uses and between new infill development and the surrounding area. The Downtown and the Harvard Boulevard Corridor are two key areas where intensification and a mix of uses are encouraged.</p> <p>General Plan policies encourage sustainable zoning regulations that allow flexibility while also mitigating potential impacts. Examples include policies that encourage a mix of uses in appropriate areas such as commercial corridors, improved pedestrian connectivity such as in the Downtown, and compliance with state-of-the-art environmental management practices such as storm water management and energy-efficient design.</p> <p>Santa Paula has not prepared a climate action plan; however, the General Plan includes policies that seek to reduce greenhouse gas emissions whenever feasible, in conformance with the RTP/SCS.</p>



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<p>storm water management and capture, creating better pedestrian connectivity, allowing more flexibility for mixed-use development and promoting energy efficient designs.</p> <ul style="list-style-type: none"> <li> <b>Climate Action Plans.</b> SCAG is supporting several local governments throughout the region in the formation of Climate Action Plans (CAP). CAPs outline strategies for reducing greenhouse gas emissions in a cost-effective manner. This is done by creating greenhouse gas inventories so that local governments can efficiently target their emission reduction practices to sources that pollute the most. Strategies outlined by CAPs in the SCAG region include Green Building guidelines for municipal buildings and facilities, implementing public electric vehicle charging stations and establishing energy retrofit incentive programs for residents. (p. 79)         </li> </ul>	
<p><b>Protect natural and farm lands.</b> Many natural and agricultural land areas near the edge of existing urbanized areas do not have plans for conservation and they are susceptible to the pressures of development. Many of these lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem.</p> <p>Local land use decisions play a pivotal role in the fate of some of the region’s most valuable habitat and farm lands. Many local governments have taken steps toward planning comprehensively for conserving natural lands and farm lands, while also meeting demands for growth. Across the region, transportation agencies and local governments have used habitat conservation plans and other tools to link land use decisions with comprehensive</p>	<p>Conservation of agriculture, open space and sensitive natural habitat lands is a high priority in Santa Paula and Ventura County. In 2016 the Save Open Space and Agricultural Resources (SOAR) initiative originally adopted by voters in 2000 was extended to 2050. SOAR establishes policies that protect agriculture and open space by limiting development outside of the City Urban Restriction Boundaries (CURB).</p> <p>Although there are no adopted habitat conservation plans in the Santa Paula Planning Area, two greenbelts have been established through cooperative agreements. The Ventura-Santa Paula Greenbelt and the Santa Paula-Fillmore Greenbelt effectively protect agriculture and natural habitat in these areas.</p> <p>In addition, the 2040 General Plan establishes development policies for the Expansion Areas</p>



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<p>conservation plans in order to streamline development.</p> <p>To support those and other comprehensive conservation planning efforts and to inform the local land use decision making process, SCAG studied regional scale habitat values, developed a conservation framework and assembled a natural resource database. To coordinate with and support the viability of the Livable Corridors and HQTA land use strategies, this Plan suggests redirecting growth away from high-value habitat areas to existing urbanized areas.</p> <p>SCAG is engaging numerous stakeholders as it creates a Natural Lands Conservation Plan. Building on this effort may lead to a regional conservation program that CTCs, jurisdictions, agencies and non-profits can align with and support. This strategic and comprehensive approach allows the region to meet its housing and transportation needs, while ensuring that important natural lands, farm lands and water resources are protected. (p. 84)</p>	<p>intended to minimize impacts on agriculture, natural habitat, and scenic resources.</p>



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