

CITY OF SANTA PAULA ZONING MAP LEGEND DESCRIPTIONS

The following are purposed statements and general descriptions of the zoning districts of the City of Santa Paula. This is a partial description of the zoning ordinance provided for your convenience of understanding and interpreting the illustrative zoning map on this web site.

For full text information, consult the Planning Department at 200 S. 10th Street or by phone at (805) 933-4215.

Open Space Passive (O) Zone

This zone accommodates land that is intended to remain undeveloped, such as properties in the Santa Clara River bed (south of the Public Levee Bank Protection Line), Santa Paula Creek, undevelopable and set-aside areas of Adams Barranca and Fagan Barranca, and undevelopable slopes and natural landmarks. Permitted uses are limited to flood control channels and other waterways, bridges, and hiking, biking, and equestrian trails. (SPMC §16.09.010)

Open Space Parks and Recreation (OPR) Zone

This zone accommodates development of active parks and recreation resources. (SPMC §16.09.010)

Agricultural (A-1) zone

The Agricultural (A-1) zone allows agriculture, floriculture, horticulture, and resource production with related uses. This zone promotes and preserves agricultural activities on lands capable of supporting such activities, and excludes those activities which, by their development and association, would have detrimental effects on land designated for agricultural purposes, or creates materially adverse odor, smoke, dust, fumes, vibration or which is dangerous to life or property. (SPMC §16.11.010)

Rural Residential (R-A) Zone

The R-A zone provides areas for very low density, rural residential units and low-intensity, noncommercial agricultural use that is secondary to the primary residential use. The maximum permitted density in the R-A zone will be indicated by a minimum lot size suffix shown on the zoning map, but in no case will the maximum density exceed 4 units per acre. Development standards for the RA zone are shown in [Table 13-2](#). (SPMC §16.13.010)

Hillside Residential - Planned Development (HR-PD) Zones

Two Hillside Residential zones are designed to accommodate residential development in environmentally sensitive hillside areas. The zones are intended to limit density, preserve hillsides in a natural state to the extent possible, encourage grading respecting the natural contour of the hills, require the retention and planting of trees and other vegetation, and protect natural landmarks and prominent natural features which enhance the character of a specific area. Development standards for the HR-PD zones are shown in [Table 13-2](#). (SPMC §16.13.010)

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The following HR-PD zones have been established:

<u>Zone</u>	<u>Allowable Density</u>
HR1-PD	0 - 1 dwelling units/acre
HR2-PD	0 - 3 dwelling units/acre

Single Family Residential Zone (R-1)

The R-1 zone provides areas for single-family dwellings that incorporate private outdoor open spaces. The zone is intended to protect and stabilize desirable characteristics of single-family residential areas, such as minimum lot sizes and separation from incompatible land uses. The maximum permitted density is 7 units per acre. Development standards for the R-1 zone are shown in [Table 13-2](#). (SPMC §16.13.010)

Small Lot Single Family Residential Zone (R-1(a))

This zone accommodates legally established lots in the R-1 zone containing less than 6,000 square feet. Special development standards are established for such lots. Similar to the R-1 zone, the R-1(a) zone provides areas for single-family dwellings that incorporate private outdoor open spaces. The zone is intended to protect and stabilize desirable characteristics of single-family residential areas, such as minimum lot sizes and separation from incompatible land uses. The maximum permitted density is 7 units per acre. Development standards for the R-1(a) zone are shown in [Table 13-2](#). (SPMC §16.13.010)

Medium Density Residential Zone (R-2)

The R-2 residential zone provides areas for low-density development consisting of duplexes, attached single-family units, or two detached single-family units on one lot. The maximum permitted density is 15 units per acre. Development standards for the R-2 zone are shown in [Table 13-2](#). (SPMC §16.13.010)

Medium-High Density Residential Zone (R-3)

The R-3 zone provides areas to accommodate apartments, condominiums, townhomes, and other multi-family dwellings. Multi-family developments in this zone are characterized by dwellings containing private open space features, as well as common open space and recreational amenities. The maximum permitted density is 21 units per acre, and the minimum permitted density is 16 units per acre. Development standards for the R-3 zone are shown in [Table 13-2](#). (SPMC §16.13.010)

High Density Residential Zone (R-4)

The R-4 zone provides opportunities for high-density residential development and is intended primarily to accommodate apartments, condominiums, town-homes, and other multi-family dwellings. Multi-family development is characterized by 2- to 3-story structures developed in a coordinated, cohesive manner around common open space features. The maximum permitted density is 29 units per acre, and the minimum permitted density is 22 units per acre. Development standards for the R-4 zone are shown in [Table 13-2](#). (SPMC §16.13.010)

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Mobile Home Park Zone (MHP)

The MHP zone is intended to accommodate mobile home parks and mobile home subdivisions in order to provide park residents with a safe, comfortable, healthy and pleasant living environment. Mobile home parks and subdivisions are characterized by single-story mobile homes on individual lots/sites arranged in a coordinated, cohesive manner around common open space features. The maximum permitted density is 10 units per acre. Development standards for the MHP zone shown in [Table 13-2](#) and are further outlined in Division 6 of SPMC Chapter 16.13. (SPMC §16.13.010)

Commercial Neighborhood (C-N)

The Commercial Neighborhood (C-N) zone accommodates low-scale community-oriented stores, offices, and service businesses. The zone provides commercial areas convenient to neighborhood residents, with limited impact in terms of traffic, noise, and on-site activity. Development standards for the C-N zone are shown in [Table 15-2](#). (SPMC §16.15.010)

Commercial Office (C-O)

The Commercial Office (C-O) zone accommodates professional business offices; medical, real estate, financial, and administrative offices; and similar uses, as well as closely related service and retail businesses. Mixed-use commercial with multiple-family residential development is also permissible in this zone, subject to specific development standards. Development standards for the C-O zone are shown in [Table 15-2](#). (SPMC §16.15.010)

Central Business District (CBD)

The Central Business District (CBD) zone provides a pedestrian-scale commercial district with an emphasis on small-scale businesses intended to serve the local community and tourists. The character of the CBD zone is intended to be that which promotes the historic identity of the past through the creation of an identifiable downtown and an emphasis on architectural style. The CBD zone will support a mix of complementary retail, service, office, civic, cultural, and residential uses. Development standards for the CBD zone are shown in [Table 15-2](#). (SPMC §16.15.010)

General Commercial (C-G)

The General Commercial (C-G) zone accommodates a broad range of retail and wholesale commercial enterprises, service uses, entertainment uses, offices and other businesses that serve both local and regional customer bases. Development may consist of stand-alone stores or coordinated commercial centers. Multiple-family residential development also may be permissible in this zone, subject to a Conditional Use Permit in accordance with Chapter 16.218 of Title 16. Development standards for the C-G zone are shown in [Table 15-2](#). (SPMC §16.15.010)

Highway Commercial (C-H)

The Highway Commercial (C-H) zone accommodates large-scale regional commercial uses and light industrial uses. Examples of uses include automotive sales, large retail or discount stores, and other commercial uses oriented toward automobile traffic. Light industrial uses include research and development facilities, light

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manufacturing, and a work/sale uses. Development standards for the C-H zone are shown in [Table 15-2](#). (SPMC §16.15.010)

Commercial/Light Industrial Zone (C/LI)

This zone is intended to provide a district for a mix of commercial and industrial operations that do not produce emissions of odor, dust, gas, fumes, smoke, glare, liquids, waste, noise, vibrations, disturbances or other similar impacts to surrounding properties. The C/LI zone allows heavy commercial uses that may involve outdoor storage activity and low-intensity industrial businesses, including small-scale manufacturing, warehousing and storage. All operations are to be conducted entirely within enclosed buildings. Development standards for the C/LI zone are shown in [Table 21-2](#). (SPMC §16.21.010)

Light Industrial Zone (LI)

This zone is intended to provide an exclusive district for industrial operations that do not produce emissions of odor, dust, gas, fumes, smoke, glare, liquids, waste, noise, vibrations, disturbances or other similar impacts to surrounding properties. The LI zone allows low-intensity industrial businesses, including small-scale manufacturing, warehousing and storage. All operations are to be conducted entirely within enclosed buildings. Development standards for the LI zone are shown in [Table 21-2](#). (SPMC §16.21.010)

Industrial Zone (I)

The I zone allows a wide range of assembly, distribution, industrial, manufacturing, storage uses, and other industrial businesses that serve both local and regional customer bases. Limited outdoor operations that do not create objectionable impacts to surrounding properties, such as emissions of odor, dust, gas, fumes, smoke, glare, liquids, waste, noise, vibrations, disturbances or other similar impacts, are permitted in this zone. Heavy industrial uses are required to mitigate objectionable characteristics through the application of site design standards, environmental standards, and by review under a Conditional Use Permit in accordance with Chapter 16.218 of Title 16. Development standards for the I zone are shown in [Table 21-2](#). (SPMC §16.21.010)

Industrial Park Overlay Zone (IP)

The IP zone is an overlay zone that can be applied to the preceding three zones in order to provide greater flexibility in industrial design and allow low-intensity industrial, commercial, and office uses within master-planned, integrated industrial subdivisions. Commercial uses that support industrial activities are also permitted within the IP overlay zone. Development standards for the IP Overlay zone are shown in [Table 21-2](#). (SPMC §16.21.010) (SPMC §16.21.010)

Institutional/Civic (IN) zone

The purpose of the Institutional/Civic (IN) zone is to provide adequate space for community facilities of a public or quasi-public nature in locations best suited to serve the needs of the community, to protect such lands from intrusion by other uses, and to set forth those development standards necessary to ensure that such uses will be compatible with surrounding land uses. (SPMC §16.23.010)

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Airport Zones

Four Airport zones are designed to accommodate the operations of the airport while maintaining safety as a priority. The use restrictions and development standards in these zones are based on the Ventura County Airport Comprehensive Land Use Plan (VCACLUP), a document that governs all aviation facilities in the County, and the State Aeronautics Program *1993 Airport Land Use Planning Handbook*. (SPMC §16.31.010)

Airport Operational Zone (KO)

The purpose of the Airport Operational (KO) zone is to provide an area to facilitate airport operations. The zone applies to airport facilities that are open to the public and maintain a valid permit from the California Aeronautics Commission designating the facility as an airport available to the public, subject to airport administration regulations. (SPMC §16.27.010)

Airport Safety Overlay Zone (KS)

The purpose of the Airport Safety (KS) overlay zone is to limit uses and restrict development within areas classified as the Runway Protection Zone, Outer Safety Zone, and Sideline Safety Zone, as identified for the Santa Paula Airport in the VCACLUP. Within the KS Zone, subzones are established as follows:

1. KS-IS Inner Safety Subzone. Inner safety subzones is located near each end of the airport runway. Land use within the inner safety subzone is intended to have few or no people and no structures or obstructions. This zone corresponds to the Runway Protection Zone (a.k.a. inner safety zone) for the Santa Paula Airport, identified in the VCACLUP. (SPMC §16.27.010)

2. KS-OS Outer Safety Subzone. Outer safety subzones is located just beyond the Inner Safety Subzone at the each end of the airport runway. Land use within the outer safety subzone is intended to have low population densities and reduced lot coverages. This zone corresponds to the Outer Safety Zone for the Santa Paula Airport, identified in the VCACLUP. (SPMC §16.27.010)

Airport-Influenced Overlay Zone (KI)

The purpose of the Airport-Influenced (KI) overlay zone is to require less-intense uses and development within the area in which airplane traffic is concentrated. The boundaries of the (KI) overlay correspond to the boundaries of the Traffic Pattern Zone, as identified for the Santa Paula Airport in the VCACLUP. (SPMC §16.27.010)

Railroad (RR) Overlay Zone

The Railroad (RR) overlay zone is intended to provide for additional property maintenance standards and use regulations on those properties adjacent to railroad rights-of-way used for both freight, commercial passenger, and tourist-oriented rail travel. (SPMC §16.29.010)

Planned Development (PD) Overlay Zone

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The Planned Development (PD) overlay zone is established to allow alternative development standards to be applied in limited circumstances where a property or development would benefit from the application of unique and innovative design; to permit greater design flexibility than is feasible under the strict application of conventional zoning and subdivision regulations; and to assist in preservation of areas of natural scenic beauty. (SPMC §16.31.010)

Specific Plan (SP) Zone

Specific Plans are recognized as planning tools that facilitate the logical, coordinated planning of a large area for a variety of land uses and types of development. The Specific Plan (SP) zone is established to provide maximum flexibility in the development of large properties that may benefit from unique or special land use and design policies and standards not otherwise possible under conventional zoning controls, and to establish uniform procedures for the adoption and implementation of specific plans. (SPMC §16.25.010)

Historic Landmark (HD) Overlay Zoning Districts

The purpose of this overlay district is to establish the protection and recognition of historic buildings and neighborhoods with historic merit. The overlay will require special development and design review standards for projects within this identified Historic Overlay district. (SPMC §16.33.010)