

Subarea Report: Marina

July 2021



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Introduction

Ventura is home to a rich mosaic of neighborhoods with their own look, feel, and sense of place. While each has its own distinctive charm, each also faces its own unique set of conditions – such as housing quality, walkability, and park access – that have implications for residents’ quality of life. To better understand these differences, this report provides an overview of the Marina subarea in Ventura, delineating its predominant uses, overall character, and prevailing issues. It is one in a series of twelve (12) standalone reports on existing subareas in the City of Ventura.

Land Use	Percent
Residential	6.4%
Single-Family Detached	6.4%
Commercial	3.2%
Accommodation	1.6%
Commercial Centers	1.5%
Mixed-Use	3.8%
Mixed-Use Commercial	3.8%
Industrial/Manufacturing	3.0%
Heavy Industrial	1.7%
Wholesale / Warehousing	1.4%
Public/Institutional	36.5%
Civic Facilities	1.2%
Utilities / Communications	12.9%
Water	22.5%
Open Space	41.5%
Parks / Recreation	6.0%
Open Space	0.2%
Golf Courses	35.3%
Agriculture	4.3%
Vacant/Other	1.4%

Marina Overview

The Marina is a small mixed-use community encircling the Ventura Harbor, bounded by the Arundell Barranca to the north, Harbor Boulevard to the east, Santa Clara River to the south, and the Pacific Ocean to the west. With less than 1,700 full-time residents, it hosts the second-smallest population of any subarea and the highest concentration of White/Caucasian residents (87 percent). However, recent and planned projects are anticipated to grow the Marina’s residential base (see more below). Figure 1 shows an aerial view of the subarea.

Existing Land Use

As Figure 2 indicates, the Marina hosts a varied mix of land uses. Unlike most areas in Ventura, housing occupies just a small proportion (6.4 percent) of land in the Marina, most of which are in the Ventura Marina Mobile Home Park. Instead, Open Space comprises nearly half (41.5 percent) of all land, including the large Olivas Park golf course, several acres of beach, and other green spaces. Public uses, primarily parking lots and some utility centers, comprise

another 35.3 percent, while employment-generating uses – such as commercial, industrial, and agriculture – together comprise 10.5 percent of land.



Ventura Harbor. Source: Marinas.com

The Marina’s distinctive land use features are located along either the coast or harbor. As previously noted, the Marina contains an array of beaches including Harbor Cove, South Jetty, and Surfer’s Knoll, and Soter’s Point (which is accessed via trail from Marina Park). Elsewhere, the Harbor Village Shopping Center provides harborside food and retail options, and in the northern half of the district, three hotels are found. The Portside Ventura Harbor project, which contains 300 units and 20,000 square feet of retail space, was completed in early 2020 and has begun leasing units.

Neighborhood Statistics



1,675 residents
(1.5% of City)



934 units
(2.1% of City)



11.5 units per residential acre
(Citywide: 7.8)



2.2 people per acre
(Citywide: 7.7)



median income \$84,452
(Citywide: \$78,882)



median home value \$378,900
(Citywide: \$570,100)



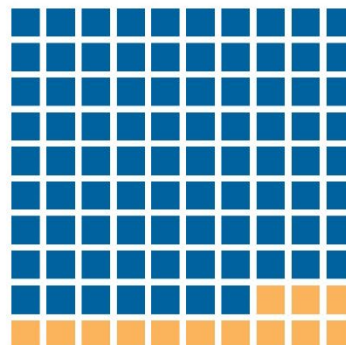
823 jobs
(1.6% of City)



62% residents aged 65+
(Citywide: 15.8%)



0% residents aged 18 or under
(Citywide: 21.8%)



■ White (87%)
 ■ Hispanic/Latino (13%)
 ■ Asian (0%)
 ■ Black (0%)
 ■ Other/Two or More Races (0%)



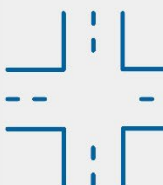
25.5 park acres per 1,000 residents
(Citywide: 7.2)



4.3% residents five minutes from park
(Citywide: 40.2%)








14.6% residents at sea level rise risk (3.3 ft.)
(Citywide: 1.7%)



18.7 intersections per mi²
(Citywide: 92.7)

Figure 1: Aerial

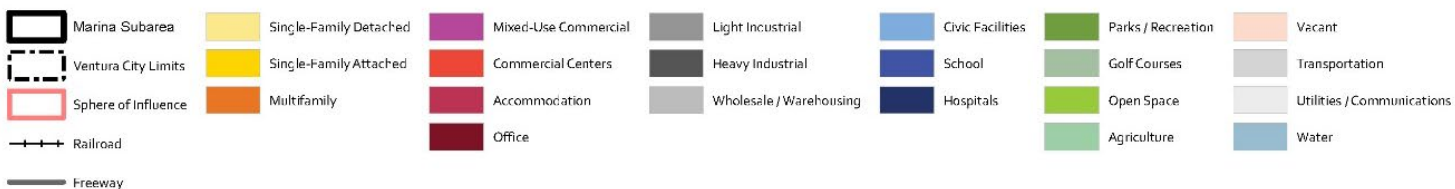
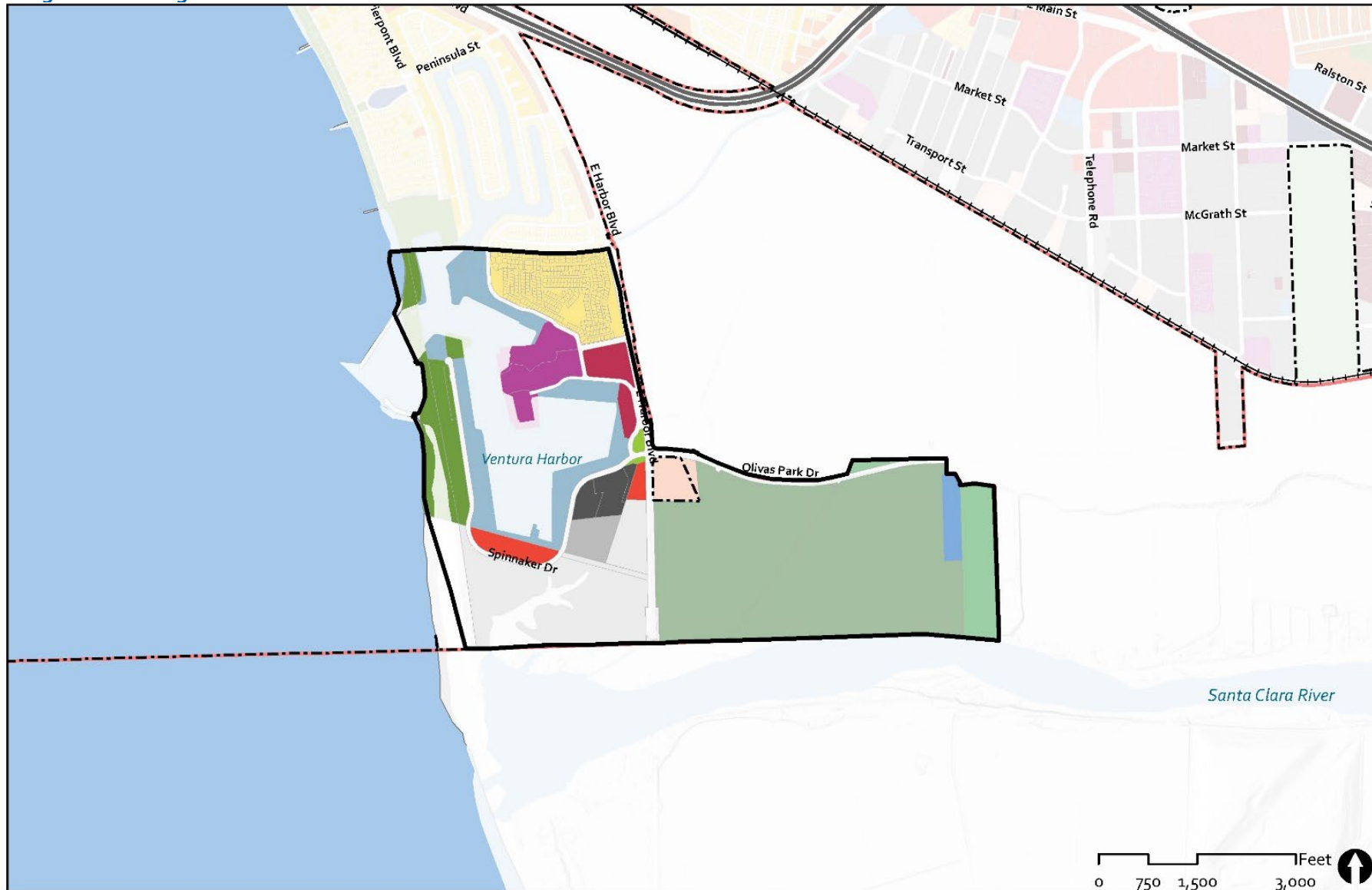


-  Marina Subarea
-  Ventura City Limits
-  Sphere of Influence
-  Railroad
-  Freeway

Data Sources: City of Ventura (2020); County of Ventura (2020); ESRI (2020)



Figure 2: Existing Land Use



Data Sources: City of Ventura (2020); County of Ventura (2020); ESRI (2020)



Neighborhood Features and Challenges

- **Coastal Regulations.** Due to its location in the Coastal Zone, the Marina is subject to additional land use regulations for purposes of coastal management and resource conservation. Per the California Coastal Act, local governments with land in coastal areas are required to prepare a Local Coastal Program (LCP) that outlines various policies and regulatory mechanisms intended to manage the conservation and development of these areas. In Ventura, the Coastal Protection (CP) overlay zone is one of the LCP's chief implementation mechanisms. The entirety of the Marina subarea lies in the CP overlay zone.
- **Harbor Economy.** Ventura Harbor is the economic lifeblood of the Marina, supporting an array of activities focused on aquaculture and tourism. Commercial fishing, primarily of market squid, has long been the major operation of the area, though recreational activities like boat tours and kayak rentals are also offered. While it was never formally adopted, the City also developed a Master Plan for the area that promoted new office space, a hotel, and housing, indicating that the Marina could be a potential "change area".
- **Ample Surface Parking.** Encircling the Harbor is a vast swathe of surface parking, likely comprising more than 100 acres. While these lots provide needed spaces to support tourism and other commercial activities, Figure 4 (Building Footprints) suggests that there is significant infill potential on these properties. Based on existing and future parking demand scenarios, some lots could be redeveloped to add new housing, community amenities, or other employment-generating uses. However, given the anticipated impacts of climate change (as described below), any changes in use will likely require extensive infrastructure improvements.
- **Flooding and Sea Level Rise:** As in other coastal areas, the Marina is at risk of flooding and sea level rise. Figure 3 shows the projected sea level rise and coastal flooding by 2100 along the coast of Ventura. Harbor Cove Beach, the Marina, marina parking lots, and buildings and other structures are likely to be exposed to future flooding.
- **No Fire Risk:** No areas within the Marina are at a high fire risk.

Streetscape

The Marina's streetscape environment is largely auto-dominated. Apart from Portside Ventura Harbor and Ventura Marina Mobile Home Park, neighborhood travel is facilitated by just a small handful of roadways with narrow sidewalks and wide curb-to-curb rights of way. Of particular note is East Harbor Boulevard, whose right-of-way is 100 feet wide and hosts striped shoulders, which could feasibly be repurposed as Class I bike lanes (or expanded sidewalks) as the subarea continues to densify.



Portside Ventura Harbor. Source: Ventura County Star

Public frontages are also mixed in nature, creating a variable but steadily improving pedestrian environment. Typically, roadways in the Marina are fronted by either expansive surface parking (as noted above) or buildings with deep setbacks, separated from the public realm via retaining wall and/or landscaped areas. However as shown in the above image, Portside Ventura Harbor has introduced a “New Urbanist” layout in which many buildings have no setbacks. This arrangement will contribute to a more inviting and activated pedestrian environment as new ground-floor uses are introduced.



Spinnaker Drive. Source: LoopNet

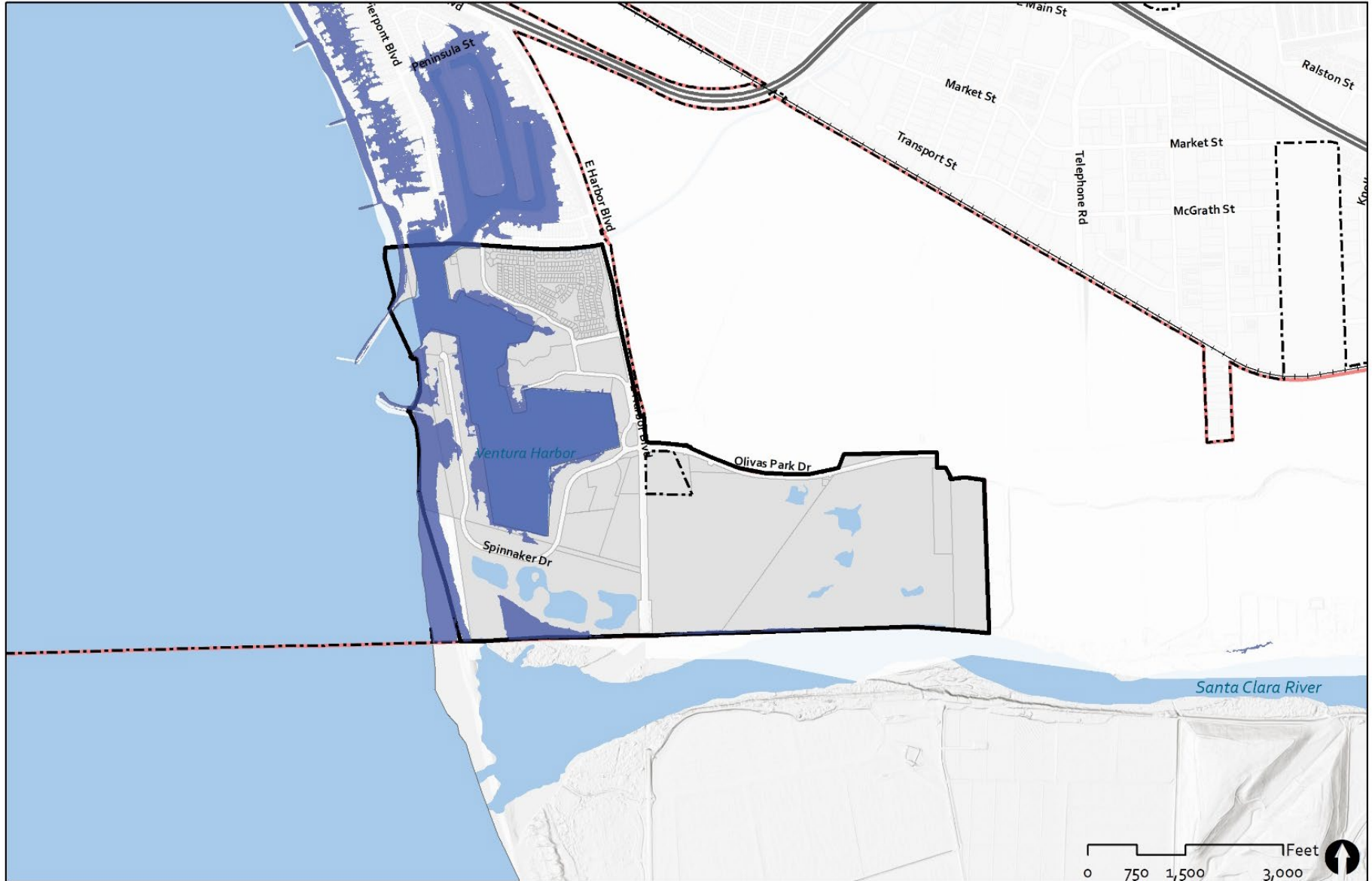
Intersection Density

Intersection Density is one metric used to evaluate an area’s walkability. A high concentration (i.e., density) of intersections in a defined place is typically indicative of a gridded street pattern, which expands travel routes and connectivity, creates frequent opportunities for controlled pedestrian crossing, and can even facilitate placemaking at key nodes. Intersection densities of 140 per square mile or more are more conducive for walkability.

As Figure 4 below indicates, Intersection Density is exceptionally low across the Marina. This is due to the district’s peculiar layout and reliance on a few lengthy, circuitous roadways – namely Spinnaker Drive, Navigator Drive, and Anchors Way Drive – and only few cross streets.

Note: The scenario on page 8 shows the possible extent of flooding during a 1% chance annual storm (100-year storm) plus 3.3 feet of sea level rise. This is consistent with the State of California Sea-Level Rise Guidance (2018) for the likely range of sea level rise by 2100 (low risk aversion scenario).

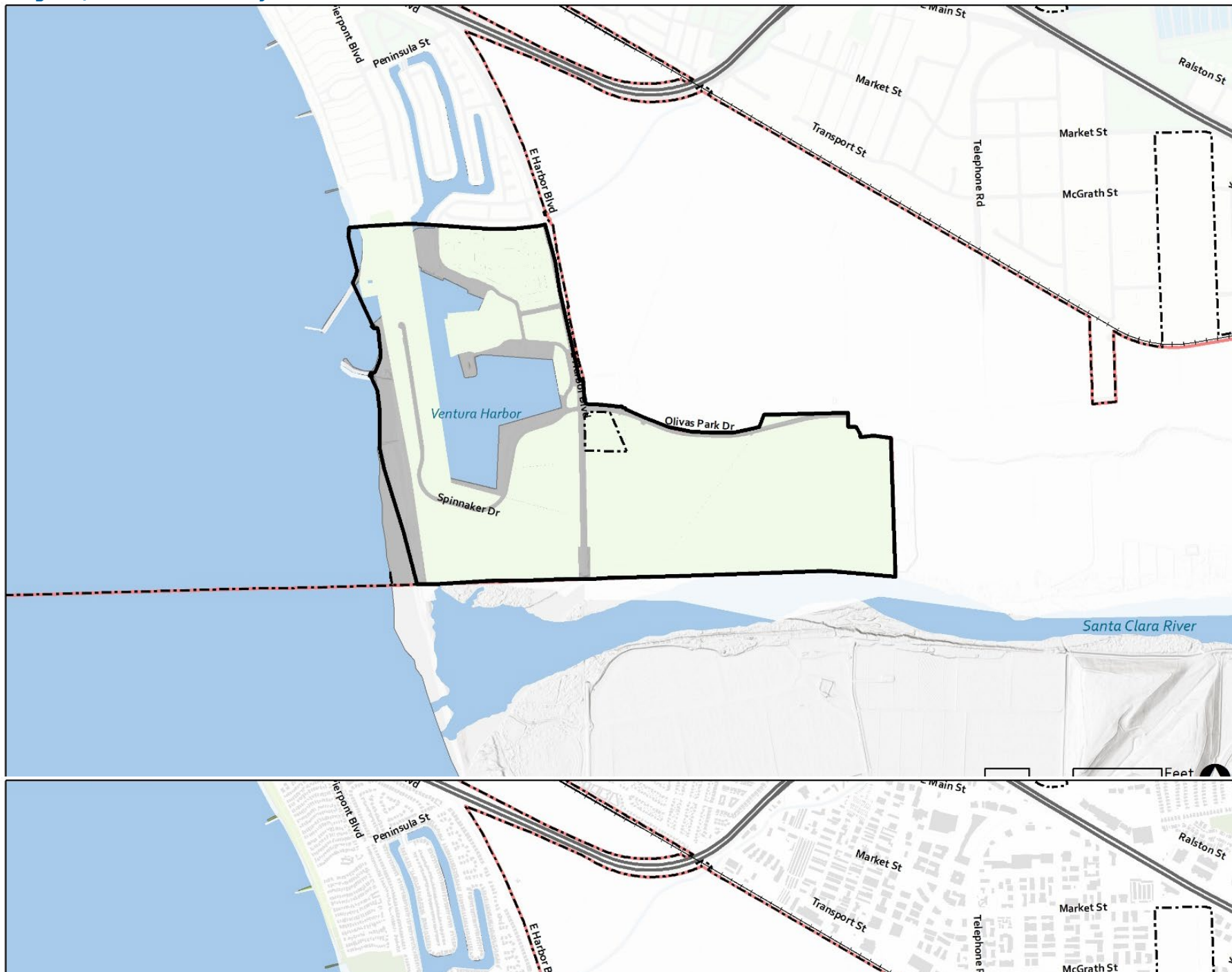
Figure 3: Future Flood Hazard with 3.3 Feet of Sea Level Rise



- Marina Subarea
- Railroad
- Sea Level Rise Risk Area
- Ventura City Limits
- Freeway
- Sphere of Influence



Figure 4: Intersection Density



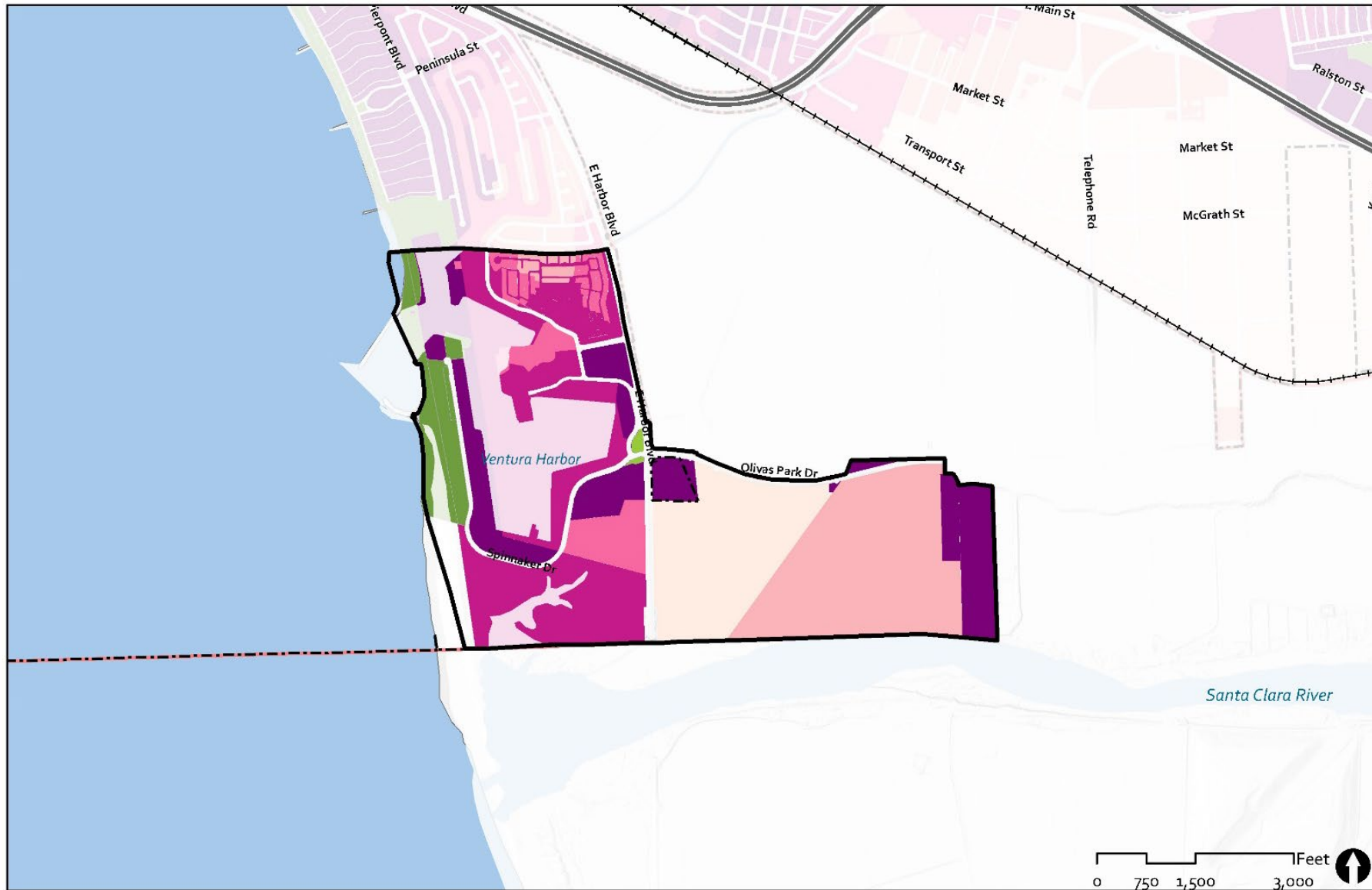
Open Space

Marina residents enjoy proximity to parks and open spaces. Given its coastal location, the Marina is near many beaches – notably Harbor Cove and South Jetty – and also hosts a mostly-unprogrammed green space at the intersection of East Harbor Boulevard and Olivas Park Drive. These recreational spaces amount to 25.5 acres per 1,000 residents – more than three times the citywide figure – and are accessible to most residents within a 15-minute walk (see Figure 6 below). When updating the LCP, the City may consider strategies to further improve public access to the shoreline as a means to promote outdoor recreation.



Harbor Cove Beach. Source: California Beaches

Figure 6: Walk Access to Parks



- Marina Subarea
- Ventura City Limits
- Sphere of Influence
- Railroad
- Freeway
- Parks / Recreation
- Open Spaces
- Walk Time to Parks**
- < 5 mins
- 5 - 10 mins
- 10 - 15 mins
- 15 - 20 mins
- >= 20 mins

Data Sources: City of Ventura (2020); County of Ventura (2020); ESRI (2020)



Summary of Key Findings

- **Generally Poor Walkability:** Apart from its residential areas, the Marina’s street design and infrastructure is inhospitable to pedestrians. The street network is dominated by a few auto-oriented roadways, which host very few sidewalks that are both narrow and discontinuous. A lack of intersections and cross streets also makes it difficult to for the Marina’s residential population to conveniently access amenities on foot; for example, less than five percent of residents live within a five-minute walk of a public park/beach.
- **Sea Level Rise and Coastal Flooding Risk:** The Marina is at risk for future sea level rise and flooding. Harbor Cove Beach, the Marina, marina parking lots, and buildings and other structures are likely to be exposed to future flooding. To protect life and property, a range of adaptation strategies should be explored for this area. Adaptation strategies may include requiring new development to account for sea level rise in all future applications, raising the land with fill, increasing the height of the finished floor elevation of buildings, and finding space for water on properties, in streets, and in parks and open spaces.
- **Redevelopment and Revitalization:** With the right mechanisms in place, the Marina could become a key growth area in the city. The Portside Ventura Harbor project is implementing a bold vision for the Marina that could catalyze further mixed-use development on surrounding properties. For example, some parking lots surrounding the Harbor – specifically those not at risk of flooding – could feasibly be redeveloped as housing or other needed amenities.

***Note:** Due to misalignments between subarea and Census-designated boundaries, demographic indicators presented in this report should be treated as approximations.*