

Subarea Report: Thille

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 Thille 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.



Via Ventura. Source: Westside Rentals

Thille Overview

Thille is a dense mixed-use district in central Ventura, bounded by Highway 126 to the north, Victoria Avenue to the east, and Highway 101 to the south and to the west. A suburban community, Thille hosts several planned residential developments that are functionally disjointed from one another and detached from the public realm. This includes two mobile home parks and several apartment complexes, giving Thille the highest proportion of multifamily structures of any subarea in the city. Thille also hosts suburban-style shopping centers and business parks with ample street parking. Figure 1 shows an aerial view of the Thille subarea.

Existing Land Use

As Figure 2 indicates, Thille is a heavily residential subarea (59 percent of land) and the only one in which multifamily housing is more abundant than single-family housing. Commercial uses, which occupy another quarter of land (24.8 percent), mainly consist of neighborhood-serving retail and offices, and are mostly sited along Victoria Avenue and Telephone Road in strip malls, shopping centers, or business parks. A mini “entertainment” district is found between Ralston Street and Highway 101, including amenities like the Golf n Stuff amusement park, a bowling alley, and a roller-skating rink.

Land Use	Percent
Residential	59.2%
Single-Family Attached	1.0%
Single-Family Detached	24.5%
Multifamily	33.8%
Commercial	24.8%
Office	8.1%
Commercial Centers	14.3%
Commercial Recreation	2.5%
Mixed-Use	0.5%
Mixed-Use Commercial	0.5%
Industrial/Manufacturing	5.4%
Light Industrial	2.4%
Wholesale / Warehousing	3.0%
Public/Institutional	4.6%
Civic Facilities	1.4%
Religious Facilities	2.0%
School	0.3%
Transportation	0.3%
Utilities / Communications	0.7%
Open Space	4.0%
Parks / Recreation	2.1%
Open Space	1.9%
Agriculture	1.0%
Vacant/Other	0.4%

Nearly all Industrial (5.4 percent) and Public/Institutional uses (4.6 percent) are located along or south of Ralston Road, including several healthcare services, churches, and the Ventura Police Department headquarters. The infographic below, as well as Figures 1 and 2, summarize these high-level takeaways.

Neighborhood Statistics



8,793 residents
(8.1% of City)



3,717 units
(8.5% of City)



13.1 units per residential acre
(Citywide: 7.8)



14.2 people per acre
(Citywide: 7.7)



median income \$66,825
(Citywide: \$78,882)



median home value \$302,475
(Citywide: \$570,100)



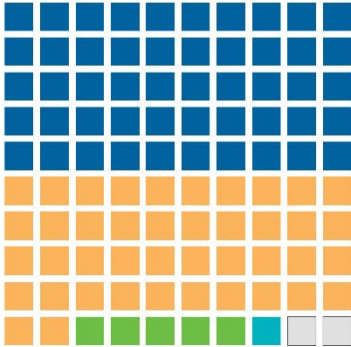
3,942 jobs
(7.7% of City)



13% residents aged 65+
(Citywide: 15.8%)



29% residents aged 18 or under
(Citywide: 21.8%)



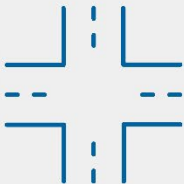
1.14 park acres per 1,000 residents
(Citywide: 7.2)



48.3% residents five minutes from park
(Citywide: 40.2%)








0% residents at very high fire risk
(Citywide: 10.7%)



140.8 intersections per mi²
(Citywide: 92.7)

Figure 1: Aerial

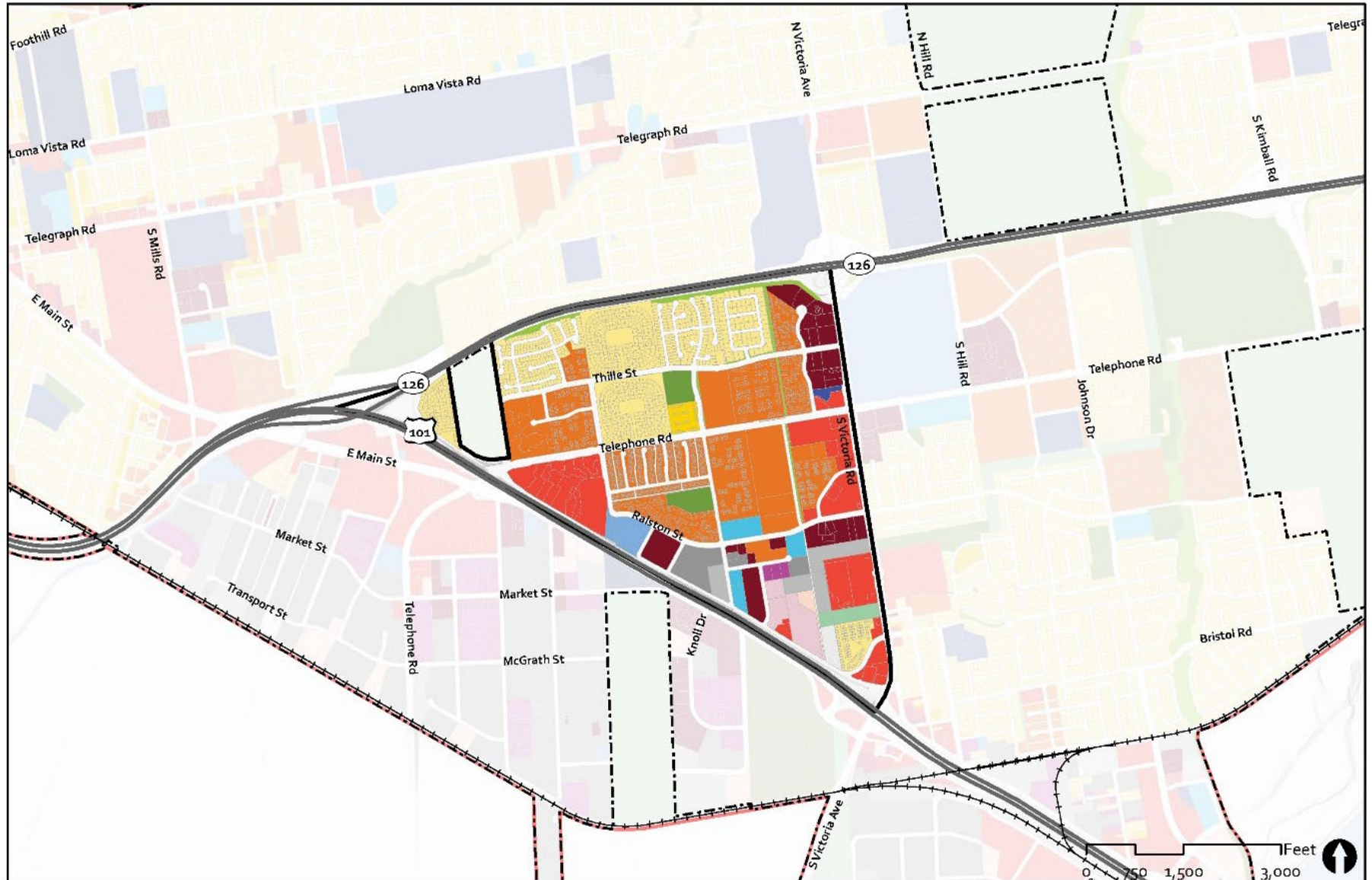


-  Thille Subarea
-  Ventura City Limits
-  Sphere of Influence
-  Railroad
-  Freeway

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

- **High Population Density:** Unlike other parts of the city, Thille is the only subarea with more land dedicated to multifamily housing than single-family. This characteristic, coupled with the subarea's small size (621 acres), give Thille the highest population density (14.2 people per acre) of any subarea, nearly double the citywide figure (7.7).
- **Master-Planned Communities:** Most multifamily housing is reflected in a handful of large apartment communities, which flank both sides of Telephone Road and extend south toward Ralston Street. Many complexes have shared community facilities, such as pools and green spaces, for residents to enjoy. However, these areas are detached from the surrounding public realm as they are gated, have limited points of entry, and/or have deep setbacks.
- **Suburban-style Commercial Corridors:** Apart from the Ventura Gateway shopping center near the freeway interchange, most commercial uses in Thille flank the west side of Victoria Avenue. These uses extend the length of the corridor and are arranged in either suburban-style shopping centers or business parks, hosting an array of retail and office uses that contain expansive surface parking lots. As shown on Figure 4: Building Footprints, buildings occupy a small percentage of land along Victoria Avenue, indicated high potential for infill development.
- **No Fire or Sea Level Rise Risk.** No part of Thille is at risk of wildfire, flooding, or sea level rise.

Streetscape

Like many subareas, Thille's streetscape is largely suburban in character. With a very limited residential population, virtually all roadways are auto-dominated with wide curb-to-curb rights-of-way, few street trees, and narrow sidewalks. Given the presence of business parks, buildings also have minimal street presence with large setbacks and ample surface parking (see Figure 4 for building footprints). Class III bike lanes are provided on Telephone Road and Market Street (see "Transportation and Mobility Report").



Telephone Road. Source: Google Maps



Victoria Avenue. Source: Google Maps

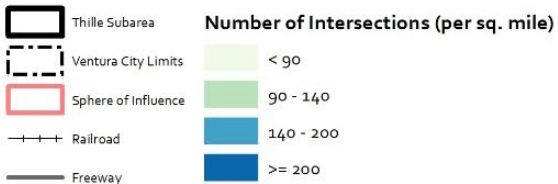
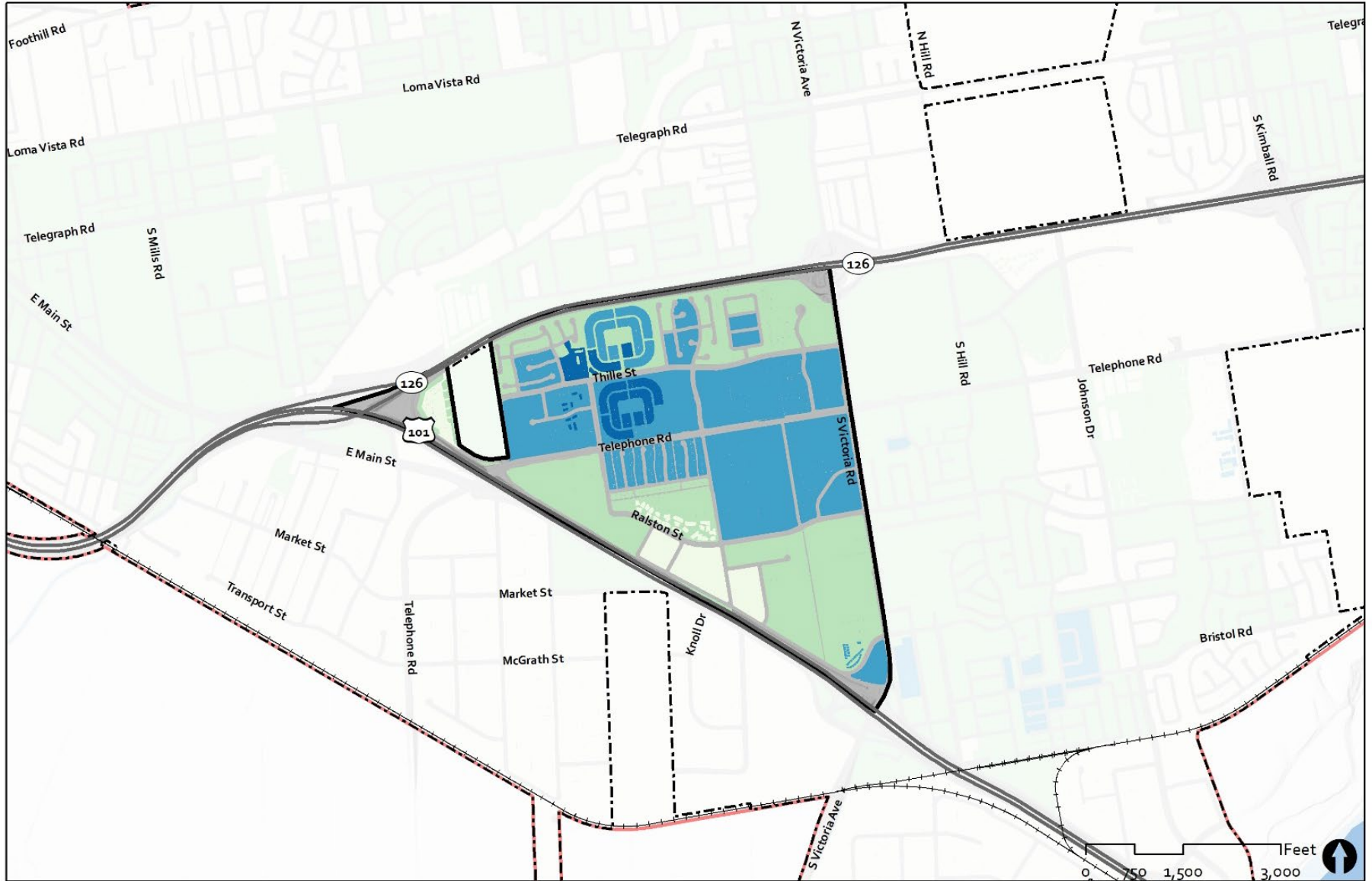
Intersection Density

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 3 below indicates, Intersection Density in Thille is mixed. Most planned developments, including both apartment and mobile home communities, contain a fine-grained internal street network

that divides the area into several small blocks, improving connectivity to major roadways like Telephone Road and Victoria Avenue. However, peripheral areas in the north and south ends of the district – particularly near Highways 126 and 101, have low significantly lower concentration of intersections. This is largely due to the total lack of freeway underpasses and overpasses, causing the street network to either dead-end at the border or run parallel to the freeway. Intersection density is particularly low in the mini entertainment district between Ralston Street and Highway 101.

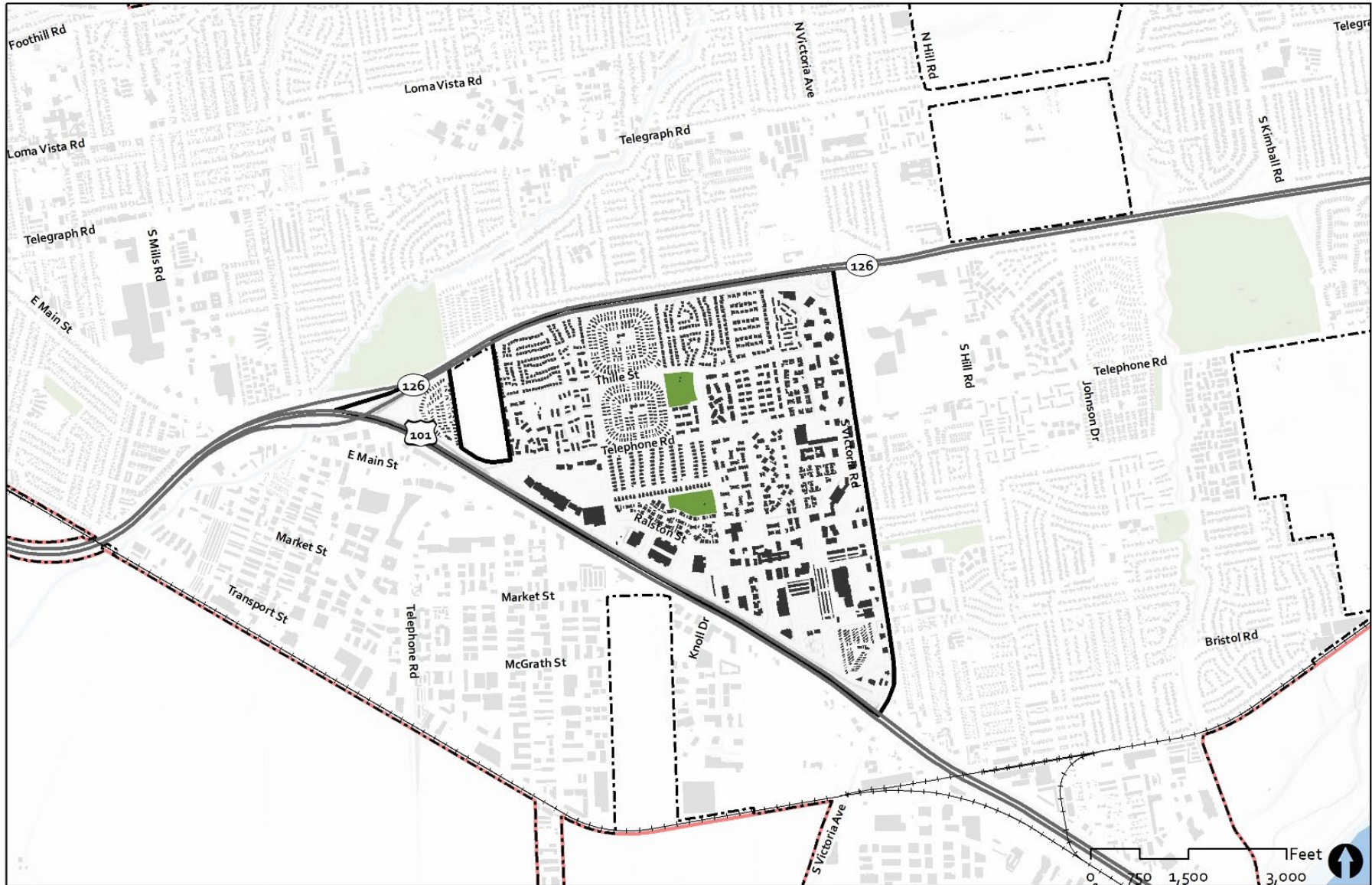
Figure 3: Intersection Density



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



Figure 4: Building Footprints



- Thille Subarea
- Ventura City Limits
- Sphere of Influence
- Railroad
- Freeway
- City Park/Open Space
- Building Footprints



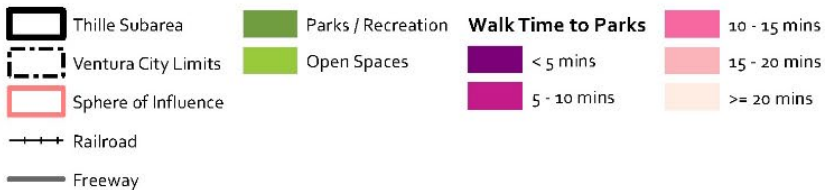
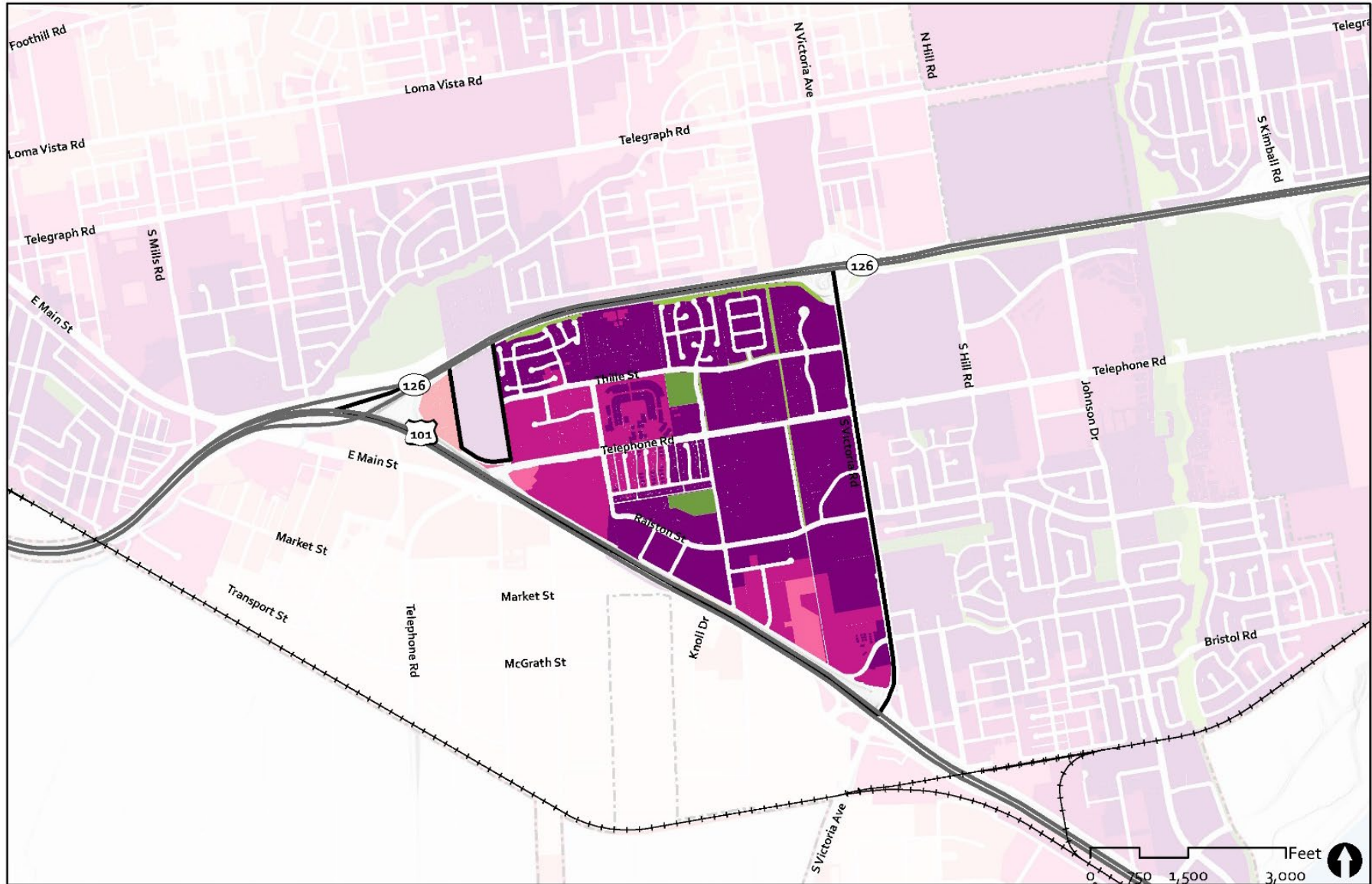
Open Space

Thille suffers from a lack of parks and open space. Currently, Thille hosts two neighborhood parks – Thille and Marion Cannon Parks – and an extensive linear trail network that covers much of the district. While Figure 5 indicates that most (98 percent) residents live within a ten-minute walk of one of these amenities, Thille boasts the second-fewest acres of parkland per 1,000 residents (1.14) of any subarea. This means that, due to the district’s high population density, local parks could potentially be prone to overcrowding on busy days, which could accelerate park deterioration. That said, most master-planned communities contain common recreational amenities for residents to enjoy, which likely mitigates park overcrowding but contributes to an inactive public environment.



Thille Park. Source: MapQuest

Figure 5: Walk Access to Parks



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



Summary of Key Findings

- **Redevelopment Potential:** Thille hosts several shopping centers and business parks – particularly on Victoria Avenue and adjacent to Highway 101 – whose surface parking lots could feasibly be converted into new redevelopment sites. While the areas along Highway 101 may not be suitable for new housing due largely to noise issues from the freeway and poor access to everyday amenities, it could be suitable for new employment-generating uses like office and/or R&D space. Meanwhile, Victoria Avenue would be more appropriate for greater mix of land uses, including potentially housing.
- **Uninviting Pedestrian Environment.** Deep street setbacks, coupled with auto-dominated roadways, also contribute to an uninviting pedestrian environment that hampers walkability. These conditions are further exacerbated by the inward-facing nature of Thille’s many planned developments, whose interface with the public realm is severely lacking. Emphasizing pedestrian-friendly design standards, including minimal setbacks and other furnishings, could help activate the public realm.
- **Severe Parkland Shortage:** While many apartment communities in Thille host private recreational amenities, the district at large lacks publicly accessible open spaces. Many residents live in close proximity to a public park, though the district hosts just 1.14 acres of parkland per 1,000 residents – the second-fewest of any subarea. Should Thille further densify, development of additional parkland may well be necessary to prevent potential overcrowding.

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