

**VII.
PUBLIC FACILITIES
ELEMENT**



VII. PUBLIC FACILITIES ELEMENT

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1.0 INTRODUCTION

The Public Facilities Element describes public services provided by the City and the Fillmore Unified School District to its residents. The primary services include supplying water and wastewater treatment, providing police and fire protection, constructing and/or maintaining storm drainage systems and fulfilling community recreational and educational needs. In addition, numerous administrative duties and regular maintenance of streets and sidewalks are demanded of the City.

The Public Facilities Element describes the condition of the physical components (e.g., water wells, fire trucks, parks, etc.) of public services and forecasts the impacts of projected growth on these services.

2.0 WATER UTILITY

2.1 Supply

Water service is provided by the Fillmore Water District which is supplied by three wells, identified as Well Numbers 3, 4 and 5. (Nos. 1 and 2 were abandoned in 1984.) Well No. 3, near Mountain View Street and Highway 126 has been declared "inactive" by the State Department of Health due to high nitrate levels. The City is dependent on only two wells to supply potable water to its residents. Together they produce approximately 2.05 million gallons per day (mgd).

<u>Well</u>	<u>Year Built</u>	<u>Pump Capacity</u>	<u>Yield</u>	<u>Status</u>
1	1918	-	-	abandoned
2	1936	-	-	abandoned
3	1948	2.9 mgd	1.6 mgd	inactive
4	1963	2.7 mgd	2.0 mgd	active
5	1978	3.6 mgd	2.5 mgd	active

In 1987, the City consumed an average 2.0 million gallons per day (mgd). During peak periods (typically July and August) consumption exceeded 4.5 mgd because of additional demands for landscape watering.

In order to provide an acceptable level of service to present and future residents, the City needs to develop additional sources of supply. Currently the City is planning to construct Well No. 6 in FY 1988-89. When Well No. 6 becomes operational, the amount of available water will increase.

2.2 Storage

Two tanks at the northern end of the City provide both water storage and pressure for the City's gravity-fed distribution system. One tank (Reservoir No. 1) was built in 1918, has a one million gallon capacity and will need to be rebuilt. The tank is constructed of concrete and is partially buried. A second tank, constructed of steel, has a 2.0 million gallon capacity and was erected in 1965. Actual usable storage capacity of both reservoirs is 2.5 million gallons.

In 1987, daily demand averaged 2.0 million gallons and peak daily demand approximately 4.0 million gallons. 1987 storage requirements are 4.8 million gallons based on existing operational, emergency and fire flow needs of the City. With a usable storage capacity of 2.0 million gallons, the City is ill-prepared for a major fire or well shut-down.

The City is planning to construct an additional reservoir (Reservoir No. 3) and transmission in FY 1988-89. At that time, the City's useable storage capacity will increase to 5.5 million gallons. In addition, the City has targeted FY 1991-92 for reconstruction of Reservoir No. 1.

2.3 Distribution

In 1987, the City furnished water to approximately 2,710 customer hook-ups through thirty-five miles of pipe. Sections of this network vary in age from nearly new to seventy years old. Installed at the time development projects were built, the pipes, connectors and valves make up a complex, inter-dependent system.

Like many older communities, the City faces the problem of old and defective mains. Aged pipes and valves result in leakage and potential contamination. To conserve the City's supply, a regularly scheduled leak detection and repair program has been instituted. All of the City's water lines were surveyed in 1986 for leaks. From this inventory, the severity of the leakage problem (and its potential for conserving water) is better understood.

Some sections of the system are subject to water contamination through cross-connections. When high water demand caused by fire fighting or a broken hydrant causes a drop in water pressure, "negative pressure" can occur in the system. This can draw contaminated water into the system. Newer plumbing codes required anti-siphon valves in specific locations

to eliminate cross-connections. Older systems, however, were built to early codes and do not incorporate these devices. In 1982, the City rejoined the Ventura County cross-connection control program in order to identify potential contamination problems.

2.4 Expected Improvements

This section includes a recommendation plan to address the aforementioned water utility deficiencies and expansion requirements for water supply, storage and distribution.

2.4.1. Supply

Projected average water demand for a population of 17,450 in 2010 is 3.4 mgd with a peak demand of 6.8 mgd. Groundwater from the Fillmore Basin, due to its abundance and good quality, is expected to be the long-term source of water to the City and Planning Area.

The City's two existing wells currently meet peak day water demand; however, to meet future water requirements, stand-by well(s) will be required to supply better quality groundwater than the existing standby Well No. 3. Well No. 6 is expected to be constructed in FY 1988-89.

2.4.2 Storage

Approximately 4.8 million gallons of storage is necessary to meet current minimum operational, emergency and fire flow requirements. Current useable storage capacity is 2.5 million gallons. The location of an additional water reservoir will be contingent upon current delivery system deficiencies and potential development areas in the City and Planning Area. Reservoir No. 3 is expected to have a capacity of 3.0 mg and be constructed FY 1988-89.

2.4.3 Distribution

Within the existing distribution network occur water delivery deficiencies, most notably reduced water pressure. Certain of these deficiencies will need to be addressed to enable the system to provide adequate water service to existing and projected developments within the Planning Area. This may include replacement of existing distribution lines with larger diameter pipes with greater carrying capacities.

2.5 Funding Mechanisms

The most common means of financing utility operations include user charges, taxes, connection fees, accumulated reserves and other miscellaneous charges. The City is currently developing a Development Impact Fee which will proportionately assess new development for its fair share of the costs to expand the City's water system.

User Charges. These are charges applied to a utility's customers for use of service provided by the utility. Charges are collected through an established set of rates and rate schedules. User charges are usually composed of a fixed monthly basic charge and a variable consumption charge. User charges are normally applied, as close as is practicable, to the use of service and may provide all or a portion of a utility's cost of providing service.

Taxes. Ad valorem (property) taxes are collected by many water and sewer utilities to fund all or a portion of operating and capital costs. Taxes are collected from users in proportion to the net assessed value of property. Net assessed value of property may bear little relationship to the cost of providing water service to a user's property. However, taxes may be used directly to fund capital projects wherein a user's property value may be increased by the improvements. Few utilities rely entirely on tax funds to cover utility operating and capital costs. The trend is presently to fund utility operations through larger proportions of user charges. The City of Fillmore does not currently fund its water utility through any property tax sources.

Connection Fees. Connection fees, line extension fees and contributions in aid of construction are sources of funds which can be provided by new customers requesting service. Design of appropriate fees and contributions may reflect the cost of providing facilities or it may reflect a policy of encouraging or discouraging service area development and expansion. A connection fee should reimburse the utility for a new customer's purchase of existing capacity in a utility's water supply transmission and distribution facilities.

In contrast, a line extension fee can be applied to new customers, subdivisions or developments which require an extension from existing lines to provide new service. Line extension fees may also involve charges where a request for service from existing lines involves an increase in capacity that the existing

lines cannot provide. In this case, the cost of a larger transmission or distribution line can be borne by the customer or developer requesting service through additional line extension charges.

Contributions in aid of construction can be requested from customers or developers causing a large plant investment to be made on-premise or off-premise for their specific benefit.

Capital Reserve Funds. Funds for capital improvements can be accumulated from user charges or other income sources and retained in a reserve fund in advance of construction. This method is commonly called pay-as-you-go financing. Capital reserve funding eliminates interest costs incurred for financing and earns interest on funds deposited. However, benefits may be reduced by project cost escalation, particularly in times of high inflation. When interest rates are high, some utilities have been able to invest capital reserve funds and borrow money for capital improvements at a lower rate of interest.

Miscellaneous Charges. These may be charged for services provided to customers (reconnects and disconnects, special service requests, inspections) or for additional costs of providing service to customers (pumping charges). Miscellaneous charges are normally not a major source of revenues for utilities, although electricity charges for pumping water can be significant.

Standby Charges. Standby, or availability, charges may be levied on a property, or acreage basis and collected with taxes to guarantee repayment of facilities costs incurred by a utility system. These may provide a useful source of funds for debt service payments and other fixed costs in service areas where the population may be transient. (Kennedy/Jenks/Chilton, June 1987)

Development Impact Fees. The City is currently evaluating the use of a Development Impact Fee to assess new development its fair share of the costs to upgrade or construct new water treatment and distribution facilities. The costs of the water improvements attributable to existing deficiencies would be paid for out of the General Fund and other funding sources.

3.0 WASTEWATER UTILITY

3.1 Collection

The main sewer truck lines which lead to the treatment facility are currently not affected by any

over-capacity problems; however, due largely to their age, these lines do require constant maintenance. Although existing sewer lines appear to have available capacity to accommodate the anticipated level of sewage generation associated with development allowed under the proposed General Plan the lines would likely require additional maintenance.

3.2 Treatment

The City's wastewater treatment plant is located at the south end of "C" Street, on the north bank of the Santa Clara River and is managed by the Ventura Regional Sanitary District. Originally built in 1955 with a capacity of 0.750 million gallons per day (mgd), the plant was substantially destroyed in a major flood in 1969.

Rebuilt the following year, it has since been expanded (in 1977-78) to 1.33 million gallons per day. The plant provides secondary treatment utilizing a primary and secondary clarifier, a digester and a biofilter. Sludge is dried in sand drying beds and is disposed of as solid waste. Secondary effluent flows into a series of percolation ponds. In prolonged wet (rainy) periods the effluent is discharged into the Santa Clara River.

Compared to other systems, the City's facility is a low-energy user and is simple to operate, maintain and monitor. Because the system percolates treated water through the ground, it requires more land than other processes. However, by avoiding regular discharges into the Santa Clara River, the system is also allowed a lower level of wastewater treatment (i.e., costly de-chlorinization is not required).

3.3 Expected Improvements

The present system is estimated to adequately serve the municipal and industrial needs of a population of between 13,000 and 14,000 persons. Based on population projections identified elsewhere in the Plan, the City will achieve this population range by between 1990 and 1993. Therefore, to provide adequate treatment capacity through the year 2010, the present facility must be expanded.

3.3.1 Collection

Buildout of the Plan could impact wastewater transmission lines which convey effluent from the City to the treatment plant. No studies have been recently conducted to assess the exact nature of existing and

projected collection system deficiencies and needs for future improvement. The City has recently hired a consultant to prepare such a study and results of the study should be available late in 1989.

3.3.2 Treatment

As proposed, there will be an additional development of approximately 345,300 additional square feet of commercial space and 2,000 additional residential dwelling units by 2010 compared to 1983 and 1988 figures respectively. The amount of occupied industrial space in the City by the year 2010 is contingent upon City programs to attract and expand industrial uses in the City. This analysis assumes an increase in industrial space proportionate to land availability and existing industrial development densities to 1,950,000 square feet. (Actual amount of industrial space would be contingent on the types of industrial uses that develop in the Planning Area.) The City of Los Angeles EIR Manual for Private Projects, indicates that commercial and industrial land uses are expected to generate a daily average of approximately 100 gallons of sewage per 1,000 square feet of building area, while single-family and multi-family residential land uses are expected to generate approximately 200 gallons of sewage per dwelling unit per day. Based on these levels of development and sewage generation rates, realization of the General Plan will require an expansion of the existing treatment facility beyond its existing capacity of 1.33 mgd to 1.4 mgd.

3.4 Funding Mechanisms

The same kinds of financing mechanisms covered in Section 2.5 for water utilities may apply for financing wastewater utilities.

4.0 DRAINAGE

4.1 Existing Conditions (Figure VII-1)

The Fillmore drainage area consists of 2,200 acres including approximately 600 acres of hillside land north and east of the City. The area is bordered on the west and south by Sespe Creek and Santa Clara River. The northern and eastern boundaries are set by the ridgelines of the foothill of the Topatopa Mountains. The topography of the drainage area is characterized by steep slopes in the foothills (generally above 30 percent) and nearly flat land (less than 5 percent slope) in the City.

The Santa Clara River is the terminus for virtually all storm runoff from the City. The riverbed is wide and shallow and curves slightly toward the City from the east to the "A" Street bridge, then away to the southwest to the confluence with Sespe Creek. The major influence of the river on the drainage area is to limit the slope available to the drainage system, thereby increasing the need for storm water channelization improvements. This is a more serious issue west of "A" Street where general land slope is already slight.

Sespe Creek is the largest tributary of the Santa Clara River and has an average slope of about 90 feet per mile. Storm water runoff from the City can only enter the creek through enclosed drainage conduits through the levee (installed with flap gates). Due to the sand and gravel operations in the creekbed, sedimentation is a problem.

The Pole Creek watershed bisects the drainage area along the eastern edge of the City. While the tributary area of the creek is relatively large, the watercourse is channelized through the area to approximately 1,000 feet south of Highway 126. The main influence of Pole Creek is to protect the City from drainage runoff from foothills to the east by channelling storm water and snowmelt away from the city.

Within the City, drainage is channelled to the Santa Clara River by three storm drain systems. These pipelines do not adequately drain all of the drainage area, resulting in flooding or pooling of water in certain locations. The 1984 Fillmore Master Plan of Drainage (accepted by the City Council, February 28, 1984) identified twenty-two problem areas based on complaint records and citizen surveys. More than two-thirds of these problems are located in the western half of the City and describe general street flooding due to flat street gradients and inadequate drainage infrastructures. See Table VII-1 and Figure VII-1.

4.2 Expected Improvements

The City's drainage programs for the next twenty years should be directed at solving existing problems and accommodating future development. Of special concern are development sites which have the potential to increase flooding in existing urbanized areas. Projects submitted for in-fill development must address sub-regional drainage conditions as part of the site plan. Examples of areas which will impact neighboring lands include the North Fillmore (Sespe) Industrial Area, the residential land south of Shiells Park and the hillside areas north of the City.

CITY OF FILLMORE

Table VII-1. Drainage Problem Areas 1/
1984

<u>Key</u>	<u>Location</u>	<u>Problem Description</u>
1	3rd St. at "A" St.	Intersection flooding
2	3rd St. at Central Ave.	Intersection flooding
3	"A" St. north of 3rd St.	General street flooding
4	Debris basins	Benefit/structural integrity uncertain
5	4th St. at Mtn. View St.	Intersection flooding
6	Telegraph Rd. North of Shiells Park	No drainage outlet
7	"C" St. to levee north	Low, flat area with swale to levee flap of 1st St. gate outlet causes general local flooding
8	4th St. west of Central Ave.	Flood flow crosses south of 4th, into Tighe Lane
9	Wileman St. at Glen Way	Street flooding
10	3rd St. at Telegraph Rd.	Street/railway flooding
11	Village Square	General street flooding
12	Los Serenos area	General street flooding from orchard runoff
13	Los Serenos Dr. at Hwy. 126	General street flooding north of Hwy. 126, no defined watercourse south of Highway 126
14	"B" St. drain outlet	Outlet does not drain properly into River
15	"D" St. at River St.	General, unconfined, overland flooding

Table VII-1. Drainage Problem Areas (cont.)
1984

<u>Key</u>	<u>Location</u>	<u>Problem Description</u>
16	South of Hwy. 126 at "C" St.	General, unconfined, overland flooding, also trapped at sewer treatment plant
17	Sewer plant	Outlet to river incomplete and blocked by brush and trees
18	Sespe Place and Railroad at Telegraph Rd.	Flow trapped where railroad crosses Sespe Place and Telegraph Rd., flows to Hume Dr.
19	South of Hwy. 126 at "B" St.	Properties must drain away from Hwy. 126
20	Main St., Central Ave. to Mtn. View	General poor drainage due to blockage by Mtn. View St. railroad
21	South of Hwy. 126 at Mt. View	General, unconfined, overland flooding Mtn. View St.
22	Hwy. 126, west of "C" St.	General poor drainage due to flat street gradient

1/ Source: Fillmore Master Plan of Drainage, 1984.

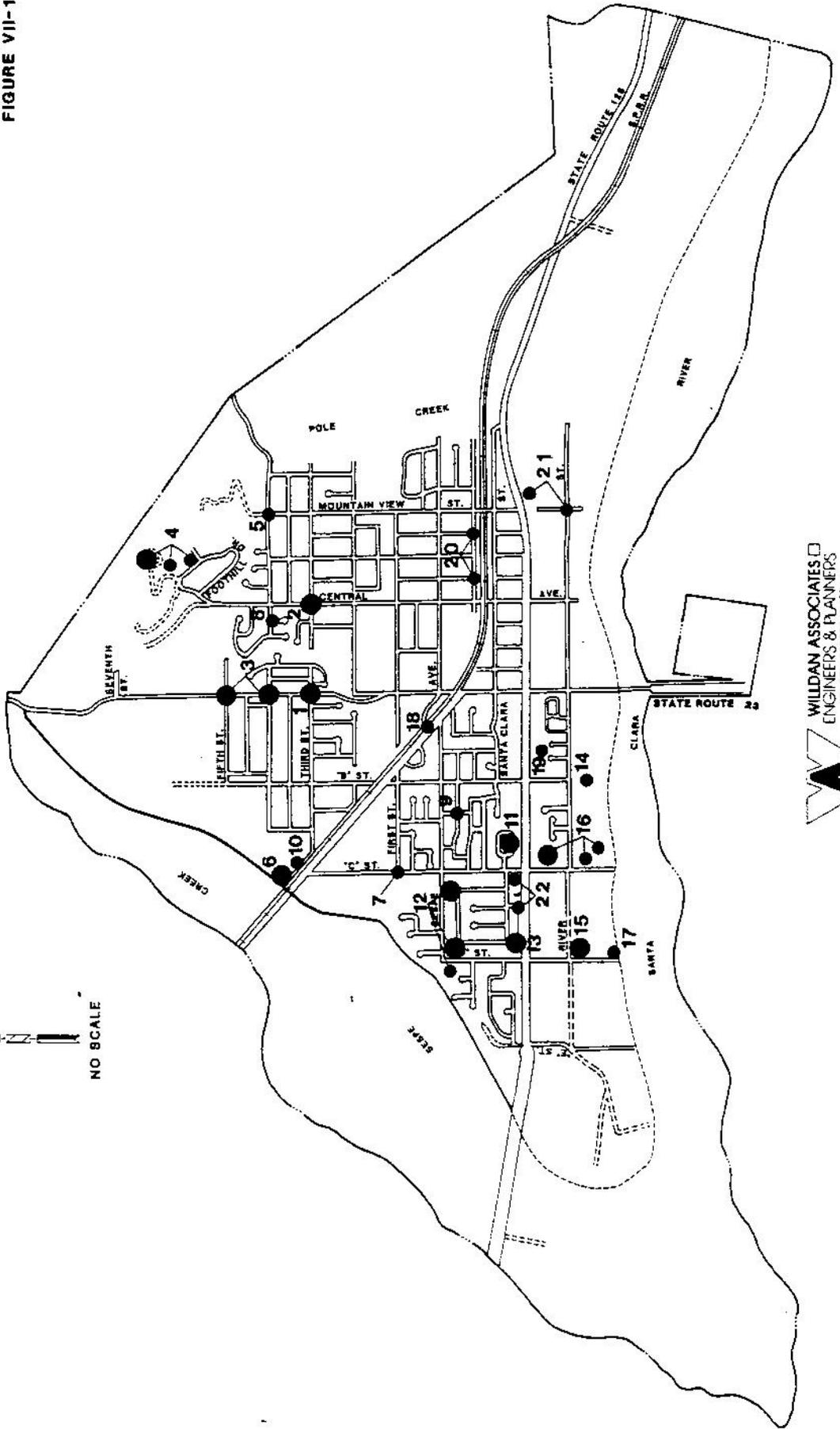


**DRAINAGE PROBLEM
AREAS**

General Plan

FIGURE VII-1

NO SCALE



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The 1984 Master Plan for Drainage proposed dividing the drainage area into drainage basins. In conjunction with these basins are recommended improvements that provide for adequate drainage of runoff generated by a typical 10-year storm. These improvements include the construction of new drains from Central Avenue and Fourth Street to "A" and River Streets, and from "C" Street and Old Telegraph Road to the wastewater treatment plant. Also currently under consideration is a Fourth Street drainage system which will collect storm water in the North Fillmore Industrial Area and channel it through the levee into the Sespe Creek.

4.3 Financing Mechanisms

A limited number of alternatives are available for financing public drainage facilities. They include private financing, assessment districts, Federal grants and Development Impact Fees. The most common form occurs when a new development project is built. Typically, the developer is responsible for installing storm drainage improvements as part of the project. This ensures that the improvements are paid for by the project's occupants. The improvements themselves must be designed to integrate into local drainage characteristics and existing facilities.

Development Impact Fees can be assessed against new development whether it is development in vacant areas of the City or as infill-development. The developer would pay his/her fair share of the costs of the drainage improvements. Improvements that would benefit existing developments could be paid for with an assessment district or other City funds.

When a built-out area needs improvements, or when the timing of several adjacent projects is unknown, the assessment district may be used. Special assessment districts can be established under provisions of the California Street and Highway Code, the 1911 and 1915 Improvement Acts or the Mello-Roos Community Facilities Act. Creation of a district allows the apportionment of costs to the properties within the district in accordance with the benefits derived. Formation also requires the approval of property owners within the proposed district.

Certain Federal and State grants may also be available through the Department of Housing and Community Development and the Economic Development Administration. However, most of these programs are undergoing reduction or elimination as the Federal government reduces its role in promoting community development. The City must continually monitor Federal and State actions and take advantage of any current or future financing programs as they become available.

Another local financing mechanism is the special fee. Presently in Ventura County, the Cities of Oxnard and Ojai and the Flood Control District levy special fees for storm drain improvements. Oxnard's and Ojai's fee schedules are intended to fund City-wide drainage improvements as defined in their respective Master Plans of Drainage. The Ventura County Flood Control District requires all cities within the District to collect fees for new projects. The money collected is then used to fund drain systems within or nearby each city or as a contribution to Federally-funded projects.

5.0 SCHOOLS

5.1 Existing Conditions

The Fillmore Unified School District (FUSD) encompasses the entire City of Fillmore and surrounding county lands. The District currently operates three public elementary schools, one junior high school and one senior high school. Currently, all five of these schools are operating at or above their rated capacities and current projections indicate a continued increase in enrollment.

The District recently purchased an additional 16.4 acre site west of the high school which will be developed as a middle school. The existing middle school will be converted to high school facilities. Schools located in Fillmore and operated by the District, their rated capacities and current enrollments are provided in Table VII-2.

5.2 Expected Needs

To accommodate the near term increase in students at these schools, the District is utilizing portable classroom facilities. Six portable classrooms are used at Piru Elementary School where children are bused to alleviate the overcrowding at Sespe Elementary. Presently an addition is being constructed at Piru Elementary School. The addition includes a library and five classrooms, is expected to increase the capacity of the school and thereby accommodate the current enrollment (Kernen, personal communication, 1987). Following the completion of the additional permanent classrooms, the portable classrooms will be moved from Piru Elementary to other schools in the FUSD.

The additional construction of approximately 2,000 residential dwelling units by 2010 is proposed in this Plan. In order to assess potential future school enrollments within the FUSD, student generation rates have been calculated for single family residential

CITY OF FILLMORE

Table VII-2. Fillmore Unified School District - Enrollment and Capacity 1/
Fall of 1987

<u>School</u>	<u>Existing Capacity</u>	<u>Current Enrollment</u>
Piru Elementary School (K-6)	276	400
San Cayetano School (K-3)	700	782
Sespe Elementary School (K, 4-6)	804	751
Fillmore Junior High (7-8)	530	524
Fillmore High School (9-12)	881	834

1/ Source: McClelland Consultants, General Plan Update EIR (November 1988).

dwelling units and multiple family units. These generation rates are provided below.

Single Family Residential - K-8 = .60 students/unit
 9-12 = .30 students/unit
 K-12 = .90 students/unit

Multiple Family Residential - K-8 = .30 students/unit
 9-12 = .18 students/unit
 K-12 = .48 students/unit

Applying these student generation rates to the number of housing units proposed, the projected student generation will be:

Elementary/Junior High Schools	1,518 students
Senior High Students (9-12)	<u>583</u> students
TOTAL	1,741 students

It is not possible to accurately assess impacts on individual schools; this will require more detailed assessment of specific project impacts as individual projects are proposed for construction and operation. However, the general impact of Plan buildout on local schools by school level can be provided and is identified below:

School Level	Existing Capacity	1987-88 Enrollment	Projected (2010) Enrollment	Projected Shortfall
K-8	2,310	2,457	3,615	1,305
9-12	881	834	1,417	536

1841

Based on the data above, major impacts would be felt by the FUSD. Some additional students may be accommodated through adjustment of school boundaries, addition of portable classrooms, and potentially year-round school sessions. However, the number of students that would be added to the local school system as a result of this Plan would likely exceed the increases in capacity these measures could provide.

The FUSD indicates that an additional school would likely be required as a result of this Plan as well as other capital improvements at existing school sites. The District indicates that potential school sites are being considered for an additional elementary school, but no property has been acquired at the time of this writing. The District will need an approximate 10-acre site for the elementary school.

6.0 POLICE PROTECTION

6.1 Existing Conditions

Law enforcement service for the City of Fillmore is provided by the Santa Clara substation of the Ventura County Sheriff's Department which has a staff of twenty-five sworn deputies, two sergeants, two detectives, one lieutenant, one cadet, and one dispatcher. The department maintains nine marked patrol cars and three unmarked patrol cars. The substation staff and equipment serve the Santa Clara Valley, including the City of Fillmore. The City of Fillmore maintains a contract with the Sheriff's Department for which it pays for 8.3 sworn deputies, one sergeant, one lieutenant (half-time), and one dispatcher.

The City is patrolled on a 24-hour basis and response times in the City range from 2 to 3 minutes, depending on the type of call. Police patrols are evenly distributed throughout the City, irrespective of the predominant type of land use, but with consideration for varying intensities of daytime and evening activities. At a minimum, the department maintains 2 marked patrol units in the City at all times (Diaz, personal communication, 1988). The department responds to an average of 6,480 calls per year for service (CFS).

The facility that houses the police department was built in 1957 with some remodeling in 1960. Following the mutual aid agreement by the City police and County sheriff departments, the departments have added a trailer to house additional staff, locker and training room space. A recent architectural study of the police and City hall complex indicated that the police department currently needs a minimum 5,000 square foot building. The police department occupies approximately 1,600 square feet.

Based on a desired level of one patrol officer per 1,000 population and the City population of approximately 11,000 people in 1987, there is currently a need for approximately three additional patrol officers. However, due to the location of the Santa Clara Sheriff Substation in Fillmore, the substation staff is available to respond to calls in the City. In addition, the crime rate of the City is considered to be low (Diaz, personal communication, 1988). Based on the combination of the availability of the substation staff and the City's low crime rate, it is the opinion of Lieutenant Diaz of the Santa Clara Sheriff Substation that the addition of one deputy would fulfill Fillmore's current law enforcement needs.

6.2 Expected Needs

Buildout of the General Plan is expected to result in a population increase of approximately 6,400 people by the year 2010, which would bring the City population to 17,450. In addition, the amount of commercial and industrial space could increase by 345,300 and 1,950,000 square feet, respectively. As a consequence, the frequency of calls would also increase as additional stores and homes in the City would increase the potential for burglaries and prowler activity. Furthermore, the expected increase in commercial land uses would likely increase the potential for robbery-related crimes as well as increase the number of motor vehicle-related incidents such as moving traffic violations, accidents, and parking violations.

Lt. Diaz anticipates that a population of 17,450 residents will require the addition of three patrol positions (or one additional uniformed patrol position around-the-clock), one traffic deputy, two full detectives, two sergeants, a juvenile/DARE deputy and two cadets. In addition, the lieutenant anticipates the need for an additional 24-hour patrol vehicle and three support vehicles.

7.0 FIRE PROTECTION

7.1 Existing Conditions

Fire protection and emergency medical services within the City of Fillmore are provided by the City Fire Department. At the present time, the Fire Department maintains one station located on Main Street near Central Avenue, two Class I pumpers, one brush truck, one patrol unit, one communications trailer, and one emergency medical technician vehicle. Both the brush truck and patrol units are equipped with water pumps. In addition to the above equipment, the Department maintains an all-volunteer fire fighting force of twenty personnel who are available for calls on a 24-hour a day basis. The chief is paid on a full-time basis and two assistants are paid on a part-time basis. Of the twenty personnel, twelve are certified medical technicians and all but two reside in the City. Response time to any location in the City is no more than five minutes with the lengthiest response times occurring at night.

The County of Ventura maintains Fire Station No. 47 on Old Telegraph Road near the intersection of Second Street. The Station accommodates a three man crew available on a 24-hour-a-day basis with ten reserve firefighters also available. The station houses one

squad engine, one brush truck, one patrol unit, and one reserve engine. The City of Fillmore has a Mutual Aid Agreement with the County. Under the agreement, the crew and equipment at Fire Station No. 47 are available to respond to fires in the City if requested by the Fillmore Fire Department (Hart, personal communication, 1988).

7.2 Expected Needs

The development of additional residences, and commercial and industrial space will necessitate expansion of the Fire Department in terms of the number of personnel and the level of fire-fighting equipment.

Discussions with Chief Askren indicate the need to expand the volunteer staff to twenty-five and add one paid firefighter and one fire truck. Using a desired ratio of 1.5 firefighters to 1,000 population, the Department would need a minimum of twenty-six personnel by 2010, as well as an additional Class I pumper, one brush truck and an additional squad vehicle. Furthermore, the Department will need a new firestation to house the additional personnel and equipment.

Development in the hillside portions of the City requires specific types of dispatching equipment and personnel to the area in a timely fashion due to the steep roadways Fire Department vehicles must traverse and an adequate supply of water at sufficient pressure to fight fires in these locations. In the City of Fillmore, the hillside areas proposed for development are not presently served by water storage or water delivery systems, and consequently, the Fire Department's ability to provide this area with adequate levels of fire protection would be hampered unless water utility infrastructure is expanded to these areas.

To provide desired levels of fire protection service to the hillside area, the following equipment and structures are required: an attack pumper which is designed to climb steep roadways; a water tanker truck which would provide the Department with additional water capacity; and a new station located on the hillside to house the new tanker truck.

8.0 PARKS AND RECREATION

The increasing attention being given to the elderly, to single-parent households and to other special needs groups has resulted in a new awareness of the importance of recreation to all segments of society. In addition to traditional organized sports (baseball, soccer, tennis,

etc.) and passive relaxation (picnicking, reading, "people watching"), recreation includes a variety of activities, child play and development, personal fitness (jogging, bicycling), festivals and public fairs, stage performances, and historical and environmental appreciation.

In large measure, the likelihood of local participation in these activities is determined by the parks and park facilities provided in the City. Although the present system of parks does not support all the City's recreational needs, improvements can be made. A diverse selection of parks combined with a creative and responsible recreation organization will directly contribute to an improved quality of life within the City.

8.1 Existing conditions (Figure VII-2)

The City contains approximately 10.5 acres of parkland in ten parcels. Only four of the ten parcels landscaped and maintained by the City can be considered parks; the six other areas are small parkways. Most of the parks are old and require general maintenance and facilities upgrading. Figure VII-2 shows the location of the ten sites and Table VII-3 lists the four "major" City parks.

The largest park site, Shiells Park, at the corner of "C" Street and Old Telegraph Road, is under development by the City. It formerly accommodated one ball diamond and related facilities, restrooms, parking and a tot lot. Expansion of the park to 8.5 acres allows the construction of three ball diamonds and related facilities.

City Park is located downtown and has a gazebo, a World War I German cannon and several tables and benches. Located on Central Avenue and Santa Clara Street, it is owned by the Southern Pacific Railroad, leased to the Fillmore Chamber of Commerce and maintained by the City.

City Hall Park is a small park between City Hall and the Public Works garage. This park serves as a bus stop for Fillmore Area Transit Company (FATCO) and has one covered bench.

Chamber Park is located at the eastern entrance of the City on Highway 126. A large sign stating "Welcome to the City of Fillmore" is found in the park with two picnic tables nearby.

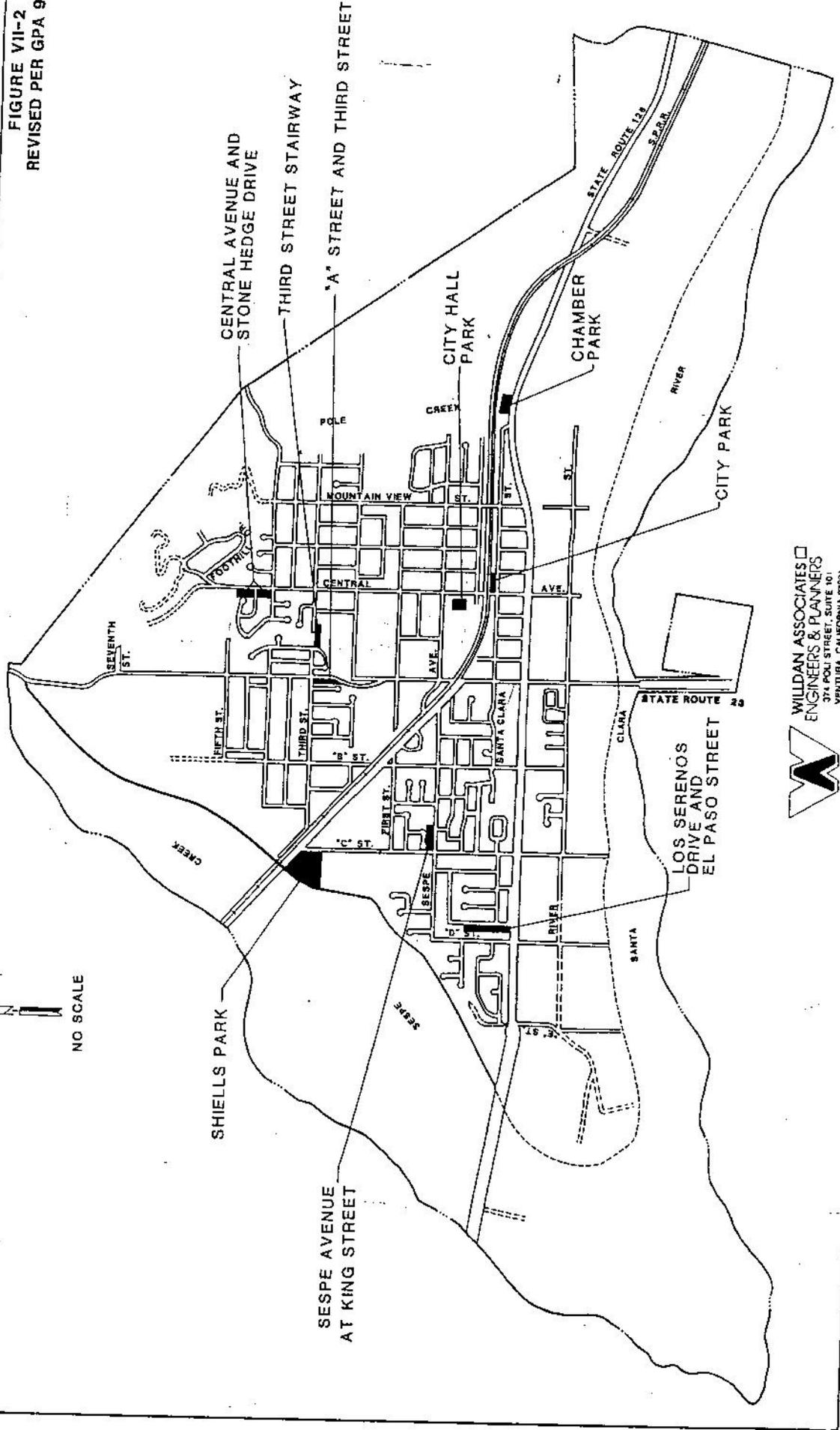


CITY PARKS

General Plan

FIGURE VII-2

REVISED PER GPA 91-1



NO SCALE

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CITY OF FILLMORE

Table VII-3. Recreational Resources
1988

CITY PARKS		
<u>Park</u>	<u>Acres</u>	<u>Facilities</u>
Shiells Park	8.5	Two ball diamonds, tot lot, parking lot
City Park	---	Gazebo, several benches/tables
Chamber Park	---	Two picnic tables
City Hall Park	---	One covered bench
Subtotal	10.5 approximately	
OTHER RESOURCES		
Kenny Grove	15.4	Developed for passive and active use
School Recreational Facilities	25.5	Developed for active use
Railroad Right-of-Way (CBD) <u>1/</u>	20.0	Partially developed with City Park
R & R (former City dump)	37.9	Partially developed as a commercial horse stable
Sespe Creek/Santa Clara River	1,100.0	Passive recreation, hiking, horseback-, motorcycle-, dunebuggy-riding, fishing, swimming
Subtotal	1,198.8	
TOTAL ACRES	1,209.3	

1/ Assumes City can immediately lease 20 acres from S.P.R.R.

While the six parkways provide some attractive open space and enhance the community's appearance, they offer little recreational value and are difficult and costly to maintain. Most of these areas are not of sufficient size or shape to convert to other uses (with the exception of the 100,000 square foot lot near "B" Street and Sespe Avenue). To make the best use of them, the installation of low-maintenance furniture may increase usage.

In addition to the developed park sites in the City, there are almost 1,200 acres of already developed, undeveloped or potentially immediately acquirable and developable active and passive parkland in and around the Fillmore Planning Area. These acreages are also shown in Table VII-3 as "Other Resources."

8.2 Expected Needs (Figure VII-3)

The City, in Ordinance 425, has adopted parkland standards of 1-2 acres of neighborhood parkland and 5-8 acres of community parkland per 1000 residents. These standards generally translate into an average of 8 acres of parkland per 1000 residents.

The City currently contains 10.5 acres of parkland which is an equivalent of less than one acre of parkland per 1000 persons, leaving a current deficiency of 82 acres of parkland in the City under the adopted standard. At build-out of the City with a population of over 17,000, the parkland deficiency will be 140 acres.

Within a City the size of Fillmore, 140 acres of parkland makes up about 9 percent of the City's incorporated land area. In this light, the City's parkland standard may be too high and perhaps a better standard would be 2 - 3 acres of parkland per 1,000 population, especially given the rural setting of the City, Kenny Grove one mile outside City limits, the Las Padre National Forest to the north, and Lake Piru to the east.

Taking into consideration the local recreational opportunities available to the residents of Fillmore and surrounding areas, a different approach to evaluating the parkland needs of the residents of Fillmore was taken. This approach included counting Kenny Grove, the school recreational facilities, the railroad right-of-way, the 38 acre R & R facility in the southern portion of the City, as well as the 10.5 acres of parkland within the City's parkland inventory. This new inventory revealed that the City has a total

of 109 acres of available and potentially immediately available parks and recreational facilities at its disposal. In addition to these developed or partially developed sites, there are about 1,100 acres of open space within the Sespe Creek and Santa Clara River that are within the City's Planning Area.

Given these resources, there is no existing parkland deficiency in the Fillmore area. However, the City will require an additional thirty acres of parkland (above and beyond the 109 acres) by the time its population reaches 17,450. These thirty acres should be readily acquired by the City through enforcement of Ordinance 425 and encouraging parkland dedication from developers rather than in lieu fees.

It is recommended that a park system should be developed for the City which allows for a variety of recreational opportunities for present and future residents. The City has several opportunities to expand its park system. The levee along Sespe Creek already provides joggers with a gravel path that could someday also be used for bicycles. Such a path could tie into Shiells Park and provide an attractive walkway and bikeway safe from automobiles. A second area offering recreational value is the north bank of the Santa Clara River.

Stretching from the confluence of the River with Sespe Creek to the fish hatchery, the river bank could be left largely undisturbed to protect riparian growth while providing bridle trails, bicycle trails and nature study areas for low-intensity recreational activities. Preservation of the north bank also provides a buffer for urban development from flood waters and would not burden the City with expensive maintenance costs. Lastly, several sites within the City limits could be acquired for urban park development. In addition to the expansion of Shiells Park, other areas which may be considered include: a) Southern Pacific Railroad property between Main and Santa Clara Streets, b) Texaco Oil Company land along Pole Creek, between First and Sespe Streets, and c) Saticoy Lemon property south-west of City Hall. Figure VII-3 illustrates potential areas for City parks and recreation areas. Total acreage is approximately 50 acres.

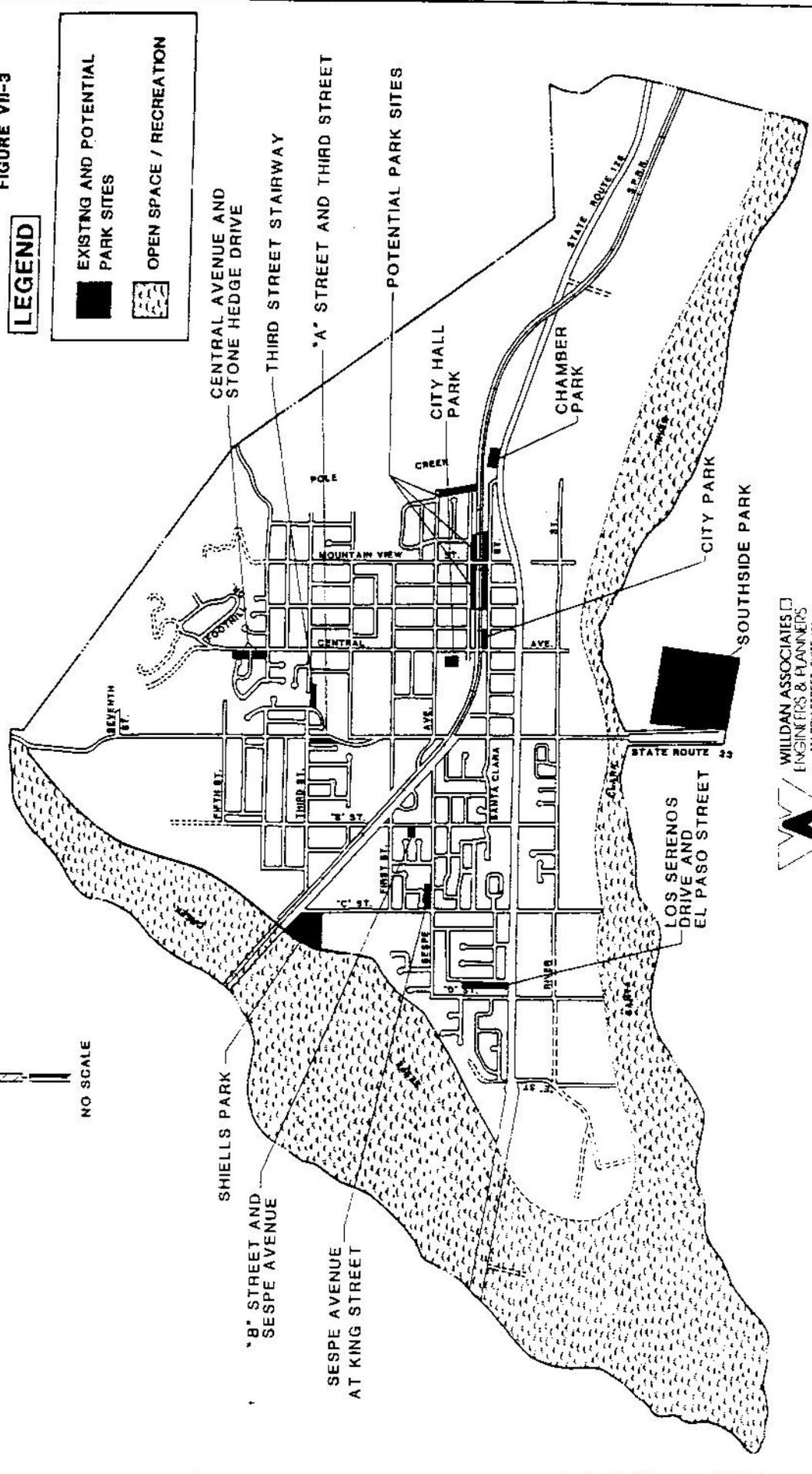
PROPOSED CITY PARKS AND RECREATION AREAS
General Plan
FIGURE VII-3



LEGEND

- EXISTING AND POTENTIAL PARK SITES
- OPEN SPACE / RECREATION

NO SCALE



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NOTE: PROPOSED PARK NAMES SHOWN ARE FOR REFERENCE ONLY

In addition to expanding the amount of land devoted to parks is the development of themes for parks. Landscaping, furniture, signage and lighting can be coordinated to create an appropriate atmosphere. As an example, City Park can be developed around a "Main Street" theme which complements the architecture of Central Avenue stores. Santa Clara River Park can be identified as a scenic or nature-oriented park while Shiells Park and Levee parkway could be developed around a sports theme. Other parks can have their own special themes including a designated name for each site.

For future residential projects, strips of parkway land are unacceptable in lieu of parkland contributions. However, since parkways can provide attractive landscaping, the City should work with developers to establish methods of funding parkway maintenance such as landscape maintenance districts when parkways are proposed. Authorized by the Landscaping and Lighting Act of 1972, maintenance districts have been successfully used in Fillmore and elsewhere to provide for a variety of local public improvements.

8.3 Financing Mechanisms

Like other public facilities, parks can be funded through public and private methods. State and Federal grant and loan programs provide full or partial funding for parklands acquisition and improvements. At the State level, the Departments of Parks and Recreation, Fish and Game, and Transportation each have funds available for local recreational facilities. The Federal government also provides grant money to reimburse local agencies for park acquisition or development. Local public funding may be found in the City's General Fund from users fees.

Private financing is typically derived from developer fees. A park and recreation assessment was established by the City in 1972, requiring new residential developments to contribute to the expansion and improvements of the City's Park system. The City should explore adopting a Quimby Ordinance requiring the dedication of land rather than payment of fees, in lieu thereof, for park purposes.

9.0 REFERENCES

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